





Improvement of Safety for Fishing Vessels



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Improvement of Safety for Fishing Vessels



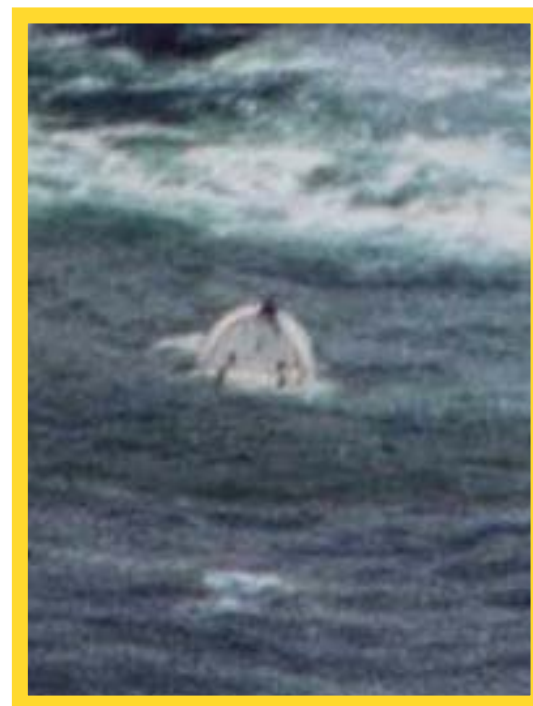
- The situation
- The response
- Perspectives
- Cooperation with marine insurers
- Conclusion

The situation

- 6 000 F/V, mainly below 18 m / 60 feet ; yearly survey by Administration
- 18 000 fishermen
- An unbearable rate of accidents :
 - 400 dead (1996-2005) : 19 to 67 per year
 - Occupational accidents (2500 in 2005)

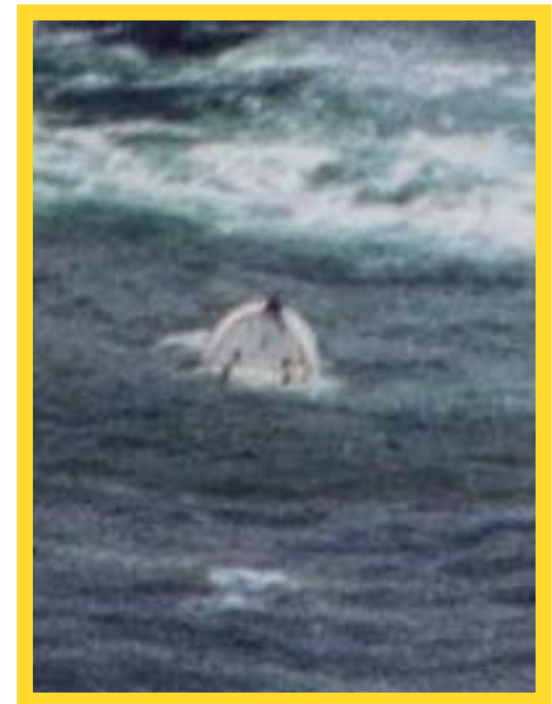
The situation

- Main primary causes (BEA mer : French Marine Accidents Investigation bureau) :
 - Loss of manoeuvring capability
 - Loss of stability
 - Man over board
 - Collisions and groundings
 - Fire



The situation

- Main structural causes :
 - Old vessels adapted to new techniques
 - Commercial pressure
 - Insufficient safety culture
 - Crew unprepared to distress situations



The response

- A **political will**
- An organisation :



Administration : Fisheries, Maritime Affairs, Fishermen Social Security, French Marine Accidents Investigation Bureau

+ Institut Maritime
de Prévention



+ Fishermen
associations



- Regulations and Financial means

The response

A comprehensive set of measures :

- Changing minds and behaviours
- Training
- Safer ships

Changing minds and behaviours

- An Aide-memoire
(13 000 copies)

FUSÉES DE DÉTRESSE

- ➔ *Ne pas gaspiller les quelques fusées de détresse présentes à bord de chaque navire, chaque radeau.*
- ➔ *Ces moyen d'alerte ont des dates limites d'utilisation à ne pas dépasser.*
- ➔ *Lire les notices d'utilisation à chaque marée et avant utilisation.*
- ➔ *En cas de défaut ne pas regarder dans la fusée.*

FEUX A MAIN ROUGES ➔

- visibilité **RÉDUITE**
- servent à attirer les navires proches.
- partent vers le haut.
- durent 1 mn.
- à tirer sous le vent en tenant le tube à la verticale.
- attention aux brûlures.
- si pas de départ, jeter au bout de 30 sec. à la mer.



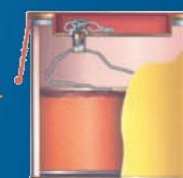
FUSÉES PARACHUTES ROUGES ➔

- visibilité 20 milles.
- durée plus de 40 sec.
- partent vers le haut.
- à tirer sous le vent en tenant le tube à 20° de la verticale.
- ne pas tirer en direction des secours aériens.
- si pas de départ, jeter au bout de 30 sec. à la mer.



FUMIGÈNES FLOTTANTS ORANGE ➔

- **POUR UTILISATION DE JOUR ET PAR VENT FAIBLE**
- enlever le capuchon et tirer sur le dispositif de mise à feu avant de le jeter à la mer.
- brûlera pendant au moins 3 mn. en émettant une fumée orange épaisse.



Changing minds and behaviours

- Floating vest (constant wear buoyancy) :
 - Cost 100 – 300 €
 - Heavily subsidised
 - 10 000 bought
(55 % of fishermen)



Changing minds and behaviours

- Floating vest (constant wear buoyancy) :
 - Cost 100 – 3 00 € and Heavily subsidised
 - 10 000 bought (55 % of fishermen)
 - Campaign of proselytism in fishing ports



Changing minds and behaviours

- Floating vest (constant wear buoyancy) :
 - 90 % DO NOT wear it – even in dangerous fishing conditions





Changing minds and behaviours

- Risk assessment report :
 - Compulsory as for any professional activity
 - Models adapted to fishing techniques
 - Legal sanctions being considered
 - Will make Wearing floating vests mandatory
- Campaign for Prevention of addictions (alcohol, drugs, tobacco)
- Get women associations involved

The response

A comprehensive set of measures :

- Changing minds and behaviours
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Training

- Improve professional training at school :
 - Watchkeeping, Anti collision, English language
 - Safety / Stability
 - Survival
 - Medical
 - Fire prevention and fire fighting
- Process :
 - Safety better integrated with theory
 - Practical capabilities



Training

- Continuous training :
 - 2 or 3 days every 3 to 5 years
 - Same syllabus
 - Tested soon

The response

A comprehensive set of measures :

- Changing minds and behaviours
- Training
- Safer ships :
 - Stability
 - Life saving
 - Anti collision

Safer ships

STABILITY

- Water ingress alarms : compulsory by Jan 2007 (new F/V) and Jun 2009 (existing F/V)
- Freeing ports : Bigger size, obstruction prevented
- Difficult issues :
 - Fishing winch : different types
 - Stability of smaller F/V (<12m) : after modifications



Safer ships

LIFE SAVING

IF ACCIDENT AT SEA,

ALERT US,

FLOAT 2 HOURS

AND SOMEONE WILL RESCUE YOU

Safer ships

LIFE SAVING

- EPIRBs (COSPAS-SARSAT) with hydrostatic release : compulsory since 1/1/2006



Safer ships

LIFE SAVING

- Robust liferafts (cradle and hydrostatic release) : compulsory by Jan 2007 (new F/V) or Jan 2009 (existing F/V)



Safer ships

LIFE SAVING

- EPIRBs (COSPAS-SARSAT) : compulsory since 1/1/2006
- Robust liferafts (cradle and hydrostatic release) : compulsory by Jan 2007 (new F/V) or Jan 2009 (existing F/V)
- Floating vest
- Man over board Alarm and Action system : possible since June 2005

Safer ships

ANTI COLLISION

- AIS : decided at European level, deployment anticipated and widened (until 12 m)
- Training



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Perspectives

- Develop cross-checks between different administrative documents
- Develop surveillance : sensors - databases - information systems
- Implement more sanctions
- Cooperate with marine insurers

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Cooperation with marine insurers

- Improve communication between Marine insurers and Maritime administration
- Associate Marine insurers to this plan :
 - Aide-memoire : amendments ? diffusion ?
 - Risk assessment report :
 - incentives ?
 - advice by marine experts
 - assessment of seriousness by marine experts
 - Training sessions : content ? Periodicity ? After an accident ?

Cooperation with marine insurers



In case of accidents :

- Promote an update of know-how or equipment ?
- Were prevention measures implemented ?
 - Floating vest was worn ?
 - Alert equipment : water ingress, EPIRBs, etc ?
- Establish a connection between premiums or claims indemnification and prevention measures ?

Conclusion

- Significant change will take time
- Cooperation from different stakeholders is needed
- Marine insurers can play an important role FOR THEIR OWN BENEFIT and for fishermen's benefit



Useful links

- www.mer.gouv.fr/securite/01_reglementation/03_textes_navires/index.htm : Website of the French Direction of Maritime Affairs



- www.beamer-france.org : Website of the French Accident Investigation Bureau



- www.imp-lorient.com : Website of the Maritime Institute for Prevention

