



Fisheries and Safety for Fishermen in ATLAFCO zone



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Harnessing today without compromising tomorrow ...

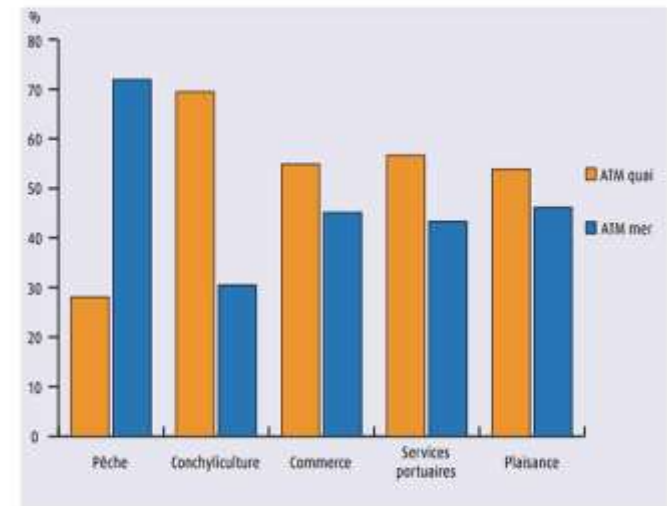


Fisheries fatalities



- ❑ In the fishing sector, **numerous regulations related to vessel safety** and to work safety have been implemented over the last few years
- ❑ However, despite positive trends, sea fishing **remains one of the most dangerous and hardest occupations**
- ❑ The people affected by accidents at sea are often **among the poorest in society**
- ❑ FAO has already launched a **global safety at sea project for small-scale fisheries in developing countries**
- ❑ Its overall objective is to improve the **livelihoods of small-scale fishing communities** by **decreasing** the number of accidents at sea and their effects

Répartition du nombre d'accidents en mer ou à quai, par secteur maritime





Safety for fishermen: the way forward



- ❑ The people **affected by accidents** at sea are often among the **poorest in society**
- ❑ Safety at sea is always an integrated part of fisheries management; **every change within a fisheries management system will affect safety for fishermen in some way**
- ❑ **Training and awareness raising are very often the most effective way of improving safety for fishermen**, yet preparation should involve children and other villagers as well as fishermen
- ❑ The design, quality and equipment of fishing vessels are **extremely important and very often missing**
- ❑ Search and rescue (**SAR**) services are often lacking in **developing countries due to their high costs**





The West African project component



The planned output from the West African project component was:

- ❑ Strengthened national and regional capabilities and capacities for implementing safety at sea programs and raised awareness of current problems identified among government officials
- ❑ Improved system in place for reporting and analyzing accidents involving small scale fishermen





Fisheries activities risks in ATLAFCO zone



- ❑ In ATLAFCO region, 80% of the artisanal fleet is non-motorized
- ❑ The yearly fatality rate for fishermen is about **ten times higher than in the developed countries** (around 1,000 per 100,000)
- ❑ Most of the countries have opened their **EEZ to foreign industrial fleets**
- ❑ Although a 3-12 nautical mile coastal zone is reserved for artisanal fishers, keeping the industrial vessels out of these waters poses **problems for the local MCS services**





Problems of safety at sea by fishermen in ATLAFCO zone



- ❑ The problems encountered in safety at sea by fishermen in **ATLAFCO zone countries**, are also quite different from those encountered in **developed ones**.
- ❑ The main differences can be listed as follows
 - ❑ **The fishing fleet consists mainly of small, simple and often non-motorized vessels**, (including canoes, and pirogues), with limited equipment for navigation, communication and safety.
 - ❑ There are not **enough technically trained personnel to serve as crew members, trainers or inspectors**.
 - ❑ **SAR can be very costly and needs to be organized in the most rational way possible in each area**. This may call for cooperation between different governmental agencies, e.g. those organizing Monitoring, Control and Surveillance (MCS) and Safety at Sea.
 - ❑ **The infrastructure necessary for enforcement of laws and regulations is lacking in many of these countries**, not least where the fishing communities are dispersed along the shore, harbor facilities are limited and beach landing is common.
 - ❑ The basic **perception of the value of human life is culturally determined**.

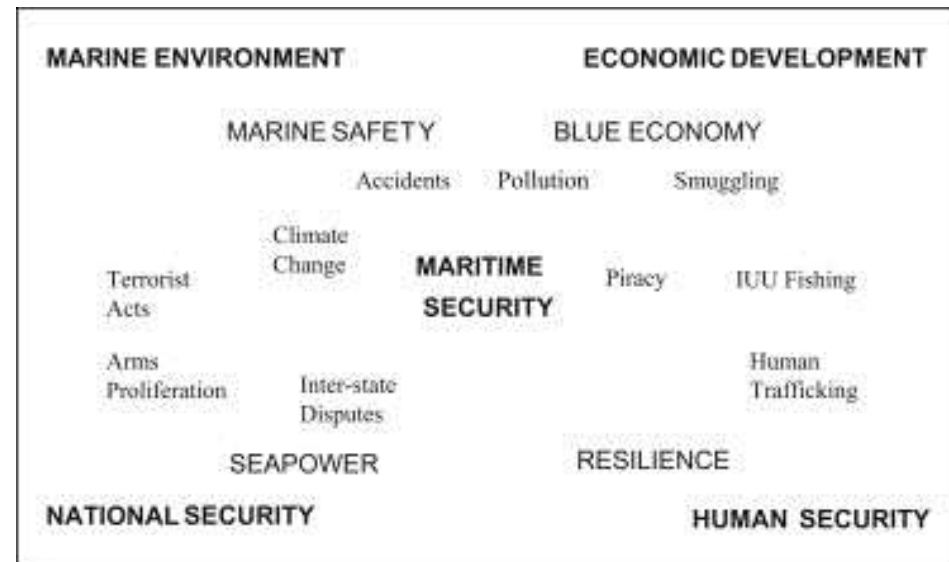




ATLAFCO and the Safety issues



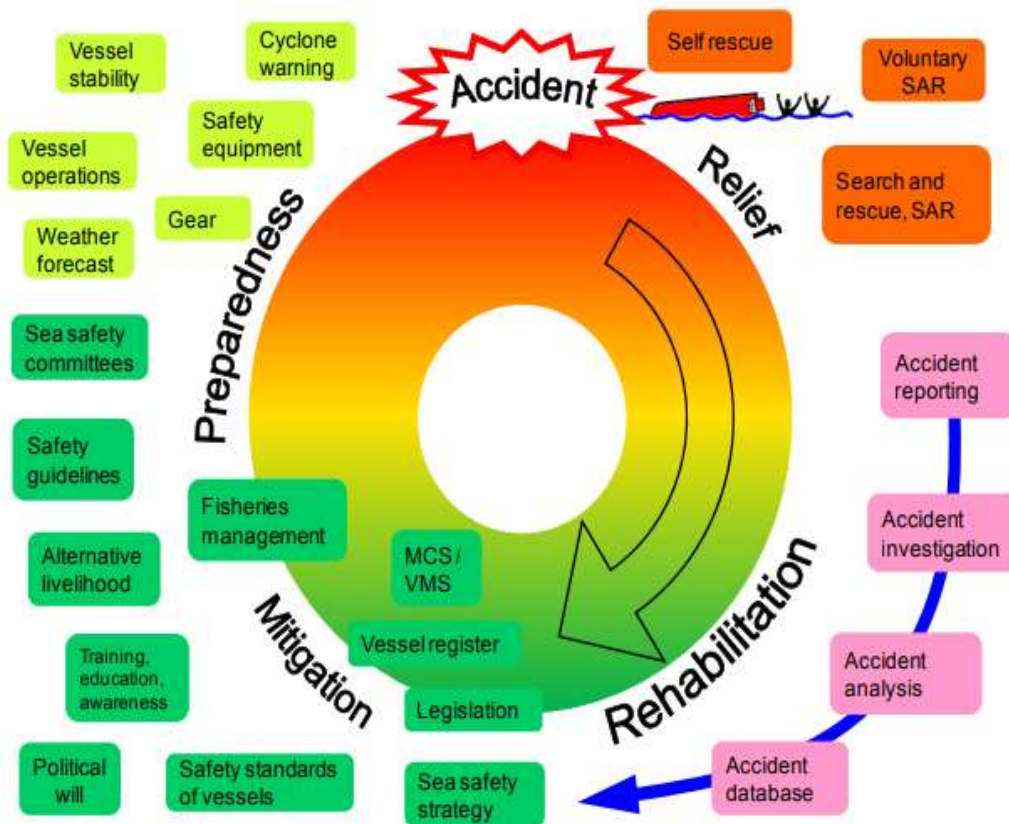
- ❑ Maritime safety can be governed through **regulatory, economic or informative guidance based policy instruments.**
- ❑ Maritime safety is enhanced by all these types of instrument, although most prominently **through regulatory instruments**
- ❑ **ATLAFCO's Action Plan** for the 2019-2020 period articulated around the following **five strategic axes**:
 - ❑ - Conservation and sustainable use of fisheries resources;
 - ❑ - Improving the performance of the sector;
 - ❑ - Promotion of intra- regional trade of fishery products;
 - ❑ - Strengthening ATLAFCO' group within international fisheries bodies;
 - ❑ - **Maritime safety and security**





The safety management cycle

- The continuous work towards improving safety for fishermen can be illustrated in the **safety management cycle**.
- The cycle aims to provide **information from the accidents at sea reporting system** to input into the safety management system in order to **improve safety for fishermen**.
- It also reflects the important holistic approach, **involving all the stakeholders**
- The cycle has four sections:
 - **Proactive** (Before the accident):
 - **Mitigation**
 - **Preparedness**
 - **Reactive** (After the accident):
 - **Relief**
 - **Rehabilitation**





Fisheries activities in ATLAFCO zone and SAR



- ❑ Fishermen with **poor communications** and **safety equipment** are one of the main reasons for **search and rescue (SAR)** call-outs off the coasts of ATLAFCO zone
- ❑ It is agreed that the dangers identified were not just a **SAR issue** but also required a community approach to encourage a **safety culture**
- ❑ The increased possibility of a mass rescue operation being required highlights the need for **SAR organizations** to **develop plans to manage this risk**













The SAR system is important in the maritime safety system:

- ❑ The maritime SAR system has long been served as the last shackle of the maritime safety chain since it came into being



- ❑ Without which maritime activities are to be exposed to various dangers and lack a sense of safety

STANDARD MARINE DISTRESS SIGNALS

MARINE RADIO DISTRESS CALL USE: 2182 kHz (MF) OR CHANNEL 16, 156.8 MHz (VHF) 	CODE FLAGS N over C  BALL over or under SQUARE 	SOUND SIGNALS Continuous foghorn, bell or whistle. 1 - minute intervals: Gun or any explosive 
CALLING PROCEDURES MAYDAY MAYDAY MAYDAY Immediate danger for persons or ship PAN-PAN PAN-PAN PAN-PAN Urgent message concerning safety of a person or ship <ul style="list-style-type: none">• Give vessel name and call sign• State position of vessel• Describe nature of emergency	DISTRESS CLOTH 	FLARES TYPE A: Parachute rocket TYPE B: Multi-star rocket TYPE C: Hand-held TYPE D: Buoyant or hand-held orange smoke 
RADIOTELEGRAPH • (S.O.S.) 500 kHz 	ARM SIGNAL Do not use this signal near Helicopters (different meaning) 	DYE MARKER 
EMERGENCY POSITION INDICATING RADIOBEACON (EPIRB) • USE ALARM SIGNAL 	FLASHLIGHT S O S 	

Logic Model SAR



Strategic Outcome

Safe and secure waters

Intermediate/long-term Outcome

People in maritime distress are assisted

Intermediate Outcomes

SAR systems is prepared to respond



Maritime SAR cases are resolved

Outputs

National & regional SAR plans

Trained SAR personnel

After action reports

Tasking SAR reponse

Activities

Plannig

Training

Exercices

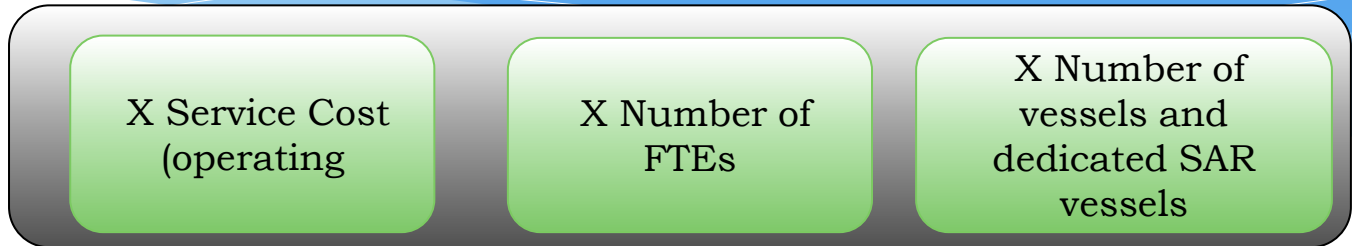
Response coordination

Inputs

X Service Cost (operating)

X Number of FTEs

X Number of vessels and dedicated SAR vessels





Conclusions



- ❑ It is important to have a good picture of accidents at sea, collecting data and analyzing the causes of accidents in order to improve **safety for fishermen**
- ❑ Safety at sea is always—directly and indirectly—an integrated part of fisheries management
- ❑ Every change within a fisheries management system will affect **safety for fishermen** in some way
- ❑ Training and awareness raising are very often the most effective way of improving **safety for fishermen**
- ❑ They should not only concentrate on **fishermen**, but also involve **women, children and other villagers**
- ❑ The design, quality and equipment of fishing vessels are extremely important and very often missing





Conclusions

Vision and objective

- ❑ Search and rescue (SAR) services are normally functional in developed countries, but **often lacking in developing countries.**
 - ❑ SAR operations are normally **very costly and countries cannot afford** to have them
 - ❑ Activities related to fishermen safety can be implemented through **various safety at sea projects**
- and
- ❑ Should always be part of any project related to:
 - ❑ **fisheries livelihoods,**
 - ❑ **Coastal management,**
 - ❑ **sustainable coastal development,**
 - ❑ **coastal vulnerability,**
 - ❑ **fisheries management,**
 - ❑ **the ecosystems approach to fisheries**
 - ❑ **climate change**





The chain of sub-regional African MRCCs



- ❑ Complete search and rescue cover around Africa's coast was secured on 3 March 2011 with the signing, multi-lateral co-operative agreement on **the North and West African sub-regional Maritime Rescue Coordination Centre (MRCC)**, which establishes a new Morocco MRCC
- ❑ **The Morocco sub-regional MRCC**, located at **Bouznika**, a seaside area 20 Km from Rabat, joined those already commissioned in
 - **Mombasa**, Kenya (2006)
 - **Cape Town**, South Africa (2007)
 - **Lagos**, Nigeria (2008)
 - **Monrovia**, Liberia (2009)
- ❑ Thus completing the final link in the chain of **sub-regional African MRCCs**, each with its own network of associated sub-centers





Recommendations

- ❑ The majority of lives lost at sea are concerned with fishing activity, the main provider of employment and the poorest segment of all maritime activities
- ❑ The best way to reduce these losses is **to strengthen safety among the fishing fleet** by improving:
 - ❑ navigation conditions
 - ❑ ship safety
 - ❑ fishermen's working practices
 - ❑ training and awareness
 - ❑ Enhanced cooperation





**“Do you think safety is expensive?
Try an accident!”**



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THANK YOU FOR YOUR ATTENTION

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