SAFETY IN THE FISHING INDUSTRY

A 10 YEAR STRATEGY TO ELIMINATE PREVENTABLE DEATHS
INTRODUCTION

Fishing remains the most dangerous industry in the UK. Although safety has improved since 2001, from 2012 fatalities have not been reducing and in 2016 actually rose again. The Fishing Industry Safety Group (FISG)¹, is committed to improving the safety of the Industry and has been tasked with developing a Strategy to improve safety and reduce the number of fatalities.

New developments are also providing opportunities for FISG to work with others to improve safety. With the upcoming implementation of ILO188 Work in Fishing Convention in the UK, there is also a focus on health and welfare in the industry and we have also seen the publication of the Fishing For A Future Report by Seafarers UK, and the launch of the Fishermen’s Welfare Alliance.

The Fishing For A Future Report reveals that the key issues to be addressed relate to: business support, port infrastructure, recruitment, access to capital and the ability to add value to the catch. However, safety standards also remain a significant issue and this may dissuade some from entering the Industry.

The Fishermen’s Welfare Alliance has been formed and includes representatives from across the supply chain to ensure compliance with the legal obligations of applicable legislation related to labour, human rights, Health, Safety, Welfare and Environment.

The Alliance aims to assist UK vessels, owners, skippers and crew to be compliant with ILO C188, to give fishermen access to technical expertise and guidance to accelerate adoption of legislation, to protect crew engaged or employed on UK vessels in regards to the Human and Labour rights as well as legal health and safety protections and to engage and work with trade unions and employers’ organisations working on crew welfare issues, ensure supply chain and achieve behaviour change.

¹ The Members of FISG and its organisation are set out on Page 5
Lastly, Defra have issued a recent White Paper on the future of fisheries. FISG will work with Defra and the Devolved Administrations to ensure that safety is taken into consideration when new fisheries legislation is being developed. These are new and important steps forward for the Industry and it is vital that this Strategy takes these new developments into account, so that our efforts are co-ordinated and contributed not just to a safer industry, but also healthier crews, to an ever increasing pride in the profession both within the Industry and from the wider public and ultimately an increasingly successful industry.

**SUMMARY**

To identify how we can improve safety, we need to identify and deal with the causes of accidents, rather than react to individual events. FISG has therefore investigated the causes of fatalities, the sectors in which they occurred and the effect of previous initiatives. This has led to the identification of three key areas where FISG believes safety improvements will make a significant difference. These are:

- Man Overboard
- Small Fishing Vessel Stability
- Accidents to Persons

Work is already underway to address these issues, for example the MCA’s Man Overboard Concentrated Inspection Campaign, new Seafish Stability Awareness courses, RNLI awareness campaigns, Industry provision of Personal Flotation Devices, ILO 188 and new Codes of Practice.

A number of other tools have also been developed that are available for fishermen to use to improve their own safety. These include the Man Overboard Risk Review available from Seafish or in MGN 571, a new Stability Guidance booklet and funded training. Also new but of great significance is the FishingSafety Management Code, which allows fishermen to adopt Safety Management Systems for their vessels.

Other work has already been agreed, for example:
- the use of PPE and the wearing of PFDs, unless risk assessments determine this to be unnecessary;
- to develop stability standards for new fishing vessels under 12m and methods to assess stability for existing vessels under 15m; and
- a requirement for certification of skippers on vessels less than 16.5m.

However, much remains to be done and the success of the Strategy relies on fishermen adopting the safety improvements. Some of this will come through regulation, but for any improvements to be lasting, it requires permanent a change in the way fishermen and the Industry manage their safety.

Therefore, as a priority, FISG has reconstituted its Promotions Group. This group now comprises those with a knowledge of behavioural insights and media to raise awareness of and to encourage adoption of the various tools and initiatives that are developed by FISG, thereby leading to a change in the safety culture within the Industry.

FISG aims that there should be no preventable fatalities on fishing vessels by 2027. By addressing the key causes and the safety culture and providing the tools to allow fishermen to improve safety on their own vessels, FISG believes this is achievable.
THE STATE OF SAFETY IN THE UK FISHING INDUSTRY

In 2017 there were 11,692 fishermen working on a fleet of around 5,700 vessels. Of these, approximately 4500 were estimated to be active vessels.

On average in the last 5 years, more than 6 fishermen a year have lost their lives. The fatality rate is significantly higher than other UK industries\(^2\), so there is a clear need for renewed collaborative action to improve safety in the Industry. This picture, however is not uniform across the UK or by fishing method. For instance, in Wales, there have been no deaths since 2014 and between 2014 and 2016, there were also no deaths in Northern Ireland.

Equally, Potters and Dredgers have seen fatalities every year since 2014, Vessels trawling for fish saw no deaths in either 2014 or 2017 and prawn trawlers have seen no deaths since 2014.

\(^{2}\) Between 2007 and 2015, the fatality rate on UK fishing vessels was 59.5 fatalities per 100,000. The fatality rates in Agriculture and Construction in a similar period were 8.4 and 2.2 fatalities per 100,000 respectively.
This demonstrates that despite the challenging nature of this Strategy’s aim, it is achievable.

**WHAT IS FISG?**

FISG comprises representatives from the Maritime and Coastguard Agency, Scottish Fishermen’s Federation, National Federation of Fishermen’s Organisations, Northern Irish Fishermen's Federation, Welsh Fishermen’s Association, the Shipbuilders and Repairers Association and Seafish Industry Authority.

Other Stakeholder organisations, who have played an equal role in developing this Strategy, are the Royal National Lifeboat Institute, The Royal National Mission to Deep Sea Fishermen and the Marine Accident Investigation Branch (MAIB).

The key priority of FISG is:

- To identify and address the most significant causes of casualties and loss of life in the fishing industry.

The FISG Executive Board sets objectives which align with the aims of the FISG Strategy.

The FISG Co-ordination Group will empower the three sub-groups: Safety Promotion, Training and Vessel Standards & Stability to develop and deliver the initiatives identified in the Strategy and ensure their work is co-ordinated. These Groups comprise FISG members and other stakeholders.
OUR AIM

This Fishing Industry Safety Group (FISG) Strategy identifies the key causes of fatalities on UK fishing vessels and tasks FISG members with delivering initiatives that empower fishermen with the knowledge and tools which allow them to improve their own safety.

This Strategy recognizes that although FISG members can provide the tools and knowledge to improve safety, it is only fishing vessel owners, skippers and fishermen themselves who can make the required changes to deliver actual improvements.

FISG does not accept that fatalities are inevitable in the fishing industry, so the aim of the FISG Strategy must be to:

FISG intends to deliver this Strategy by ensuring coordinated action from all stakeholders, making effective use of the available resources of stakeholders, in addition to their knowledge and expertise.

OUR OVERALL OBJECTIVES

To achieve our Aims, FISG has looked how to address the main causes and identify our overall objectives. These are

Man Overboard – To reduce MOB through improved awareness and management of risks and emergency response:

Stability – To improve stability of Small Fishing Vessels through higher standards and raise awareness of seaworthiness and managing the risks of weather, loading and modifications on stability.

BY 2027, ELIMINATE ALL FATALITIES TO FISHERMEN CAUSED BY PREVENTABLE ACCIDENTS
Accidents to Persons – To improve risk management and awareness through the development of a safely managed environment.

WHAT ARE THE MAIN CAUSES OF FATALITIES IN THE UK?

To deliver an effective Strategy, FISG has reviewed MAIB data from 2006 to 2017 to identify the main causes of fatalities and whether particular sectors of the Industry are affected by certain factors more than others.

The following tables show the percentage of fatalities against each recorded cause for vessels of less than 15m, 15m to less than 24m and 24m and over. Also shown is the percentage of incidents against each cause. Where a small number of incidents leading to high fatalities, this may indicate areas of higher risk, where FISG action is a priority.

For information, there were 5595 vessels of less than 15m in 2006, which decreased to 5073 in 2017, a decline of 9.4%. No information exists on the number of fishermen in this sector.
For information, there were 541 vessels of 15m to less than 24m in 2006, which decreased to 488 in 2017, a decline of 10%. No information exists on the number of fishermen in this sector.
For information, there were 210 vessels of 24m and over in 2006, which decreased to 139 in 2017, a decline of 34%. No information exists on the number of fishermen in this sector.

These charts indicate that the most significant causes of fatalities are Person Overboard, Flooding/Capsize and Accidents to Persons, particularly when the number of incidents is taken into consideration. Although the most common cause of incidents is machinery failure, in the last 10 years no fatality has been attributed to this cause and therefore the Strategy does not propose to address this.

Person Overboard
The charts show that Person Overboard has been the major cause of fatalities across all vessel sizes. In 2016, the MAIB investigated six fatalities involving Persons Overboard from UK fishing vessels. Casual factors include entanglement in gear, falls, poor recovery and lack of PFD wear.

Flooding/Foundering/Capsize
This is primarily a problem for smaller vessels. Key causal factors are poor freeboard, insufficient stability, overloading and poorly considered modifications and a lack of ongoing maintenance, possibly coupled with a lack of regulatory requirements for vessels of less than 15m. Although flooding and capsize both appear to be significant for vessels under 15m, it is mainly flooding that is an issue for vessels of 15-24m, perhaps reflecting the fact that vessels of 15m and over have stability requirements placed on them (and vessels less than 15m do not).

Accidents to persons
The charts indicate that this was more of an issue on vessels of 15m and over. Casual factors tend to involve the operation of winches and drums, CO poisoning and the handling of ropes and wires.

Overall Picture

3 Pauline Mary, King Challenger, Our Sarah Jayne, Apollo and Harvester
In the last twelve years, the UK Fishing Industry has lost 97 fishermen. Of these fatalities, 48 were attributable to Person Overboard, 27 to Capsize/Flooding and 8 to Accidents to Persons, with the other 14 spread across a number of different causes. It should be noted that although three main causes of fatalities have been identified, no two accidents are the same and the factors involved play a role in determining the seriousness of the incident. FISG has therefore decided to examine the three causes holistically to identify what has factors have led to fatalities and to safety improvements in the past, so we can learn from these and put in place measures to help prevent, and mitigate the seriousness of, future incidents.

WHAT HAS LED TO SAFETY IMPROVEMENTS SINCE 2001?

Fishing Safety has improved steadily since 2001 as Appendix 1 demonstrates. In particular, the period 2002/3 saw a major improvement from an average of 1.18 fatalities per thousand fishermen before that date to an average of 0.68 after that time. This period saw the introduction of the Small Fishing Vessel Code and funding of voluntary safety training for fishermen.

The period 2007 to 2011 saw a steady decline in fatalities, in conjunction with new voluntary safety training courses being developed, launched and funded. The years 2011/12 marked another sustained decrease in fatalities, with the continuation of the safety training programme and on board drills being highlighted and addressed during surveys. MAIB investigated a number of incidents where well practiced drills may have contributed to saving lives.

These trends indicate that a combination of the “push” of regulation and enforcement along with the “pull” of better information on training/education and initiatives to take up this training can be instrumental in driving safety improvements.

It has often been also thought that regulation to control fisheries effort has an effect on safety. With a new Fisheries policy and regulation under development, FISG will endeavour to work with Defra and the Devolved Administrations to ensure that safety is a consideration.
However, although the initiatives and regulation have provided the tools with which to effect a change, without the fishermen adopting and taking advantage of the safety measures, these improvements would not have been achieved. Any future measures must therefore consider the ability of fishermen to accept and adopt the changes if they are to succeed.

**OBJECTIVES**

Our overall objectives can be broken down into several smaller, more specific objectives. As the Strategy makes clear, some of the work to eliminate preventable deaths is around FISG providing the tools for fishermen, but as important, if not more so, this will not work without fishermen themselves adopting the tools and putting them into day to day practice. For this reason, we see there as being objectives to set not just for ourselves but for the Industry. It should be noted the although enforcement is referred to under FISG responsibilities only because this is solely the responsibility of MCA, which is a FISG Member.

**Man Overboard**

**FISG Responsibilities**

- Reduce Barriers to wearing PFDs through addressing reasons for why they are not worn:
- Enable access to funding for the purchase PFD’s PLBs, EPIRBs, Recovery equipment and vessel modifications to reduce MOB risk.
- Provide relevant guidance to assist in mitigating or eliminating the overboard risk
- Provide Guidance on how to develop and implement emergency plans
- Work towards courses that incorporate the FISH platform syllabus and support SMS code
- Ensure where risks have not been addressed, that enforcement action is taken.
- Remove barriers to the reporting of incidents and near misses
• Encourage skippers and owners to seek crew feedback on safety issues and for crew to provide this.

Owner Responsibilities
• Apply the new Regulations on ILO 188 through the application of the Fishing Safety Management Code, addressing risk assessments, and in particular those that control overboard risk, producing specific procedures for overboard risk areas.
• Use the work of the Fishermen’s Welfare Alliance to improve safety on their vessels;
• Require Regular Drills
• Implement Emergency Plans

Skipper Responsibilities
• Ensure the new Regulations on ILO 188, through the application of the Fishing Safety Management Code, are applied consistently on the vessel, that risk assessments and kept up to date and the crew are involved in their development and follow any measures put in place to address the risks
• Conduct regular drills, review the process and adapt/amend when necessary
• Test Emergency plans, review the process and adapt/amend when necessary
• Voluntarily report of incidents, potentially to CHIRP or using the Fishing Safety Management Code.
• Require PFDs (with PLBs) are worn when the risk of going overboard cannot be eliminated

Crew Responsibilities
• Take part on Drills and Emergency plan test and provide constructive feedback to skipper
• Inform the skipper if Risk Assessments require amendment or new risks are identified
• Work to the processes set out in any procedures or Risk Assessments, but to inform the skipper if they consider there to be a risk that needs addressing
• Wear PFDs (with PLBs) when the risk of going overboard cannot be eliminated
Stability/Flooding

FISG responsibilities
- Implement new Regulations on Stability Criteria and Assessment methods
- Implement Hull Survey requirements for Small Fishing Vessels
- Raise awareness of availability of stability guidance and courses
- Provide funding to access stability courses
- Develop clear guidance on the risks and hazards that affect vessel stability;
- Ensure consistent application of regulations to vessels
- Effectively enforce stability and hull survey requirements on fishing vessels
- Develop clear guidance on flooding/foundering and capsize

Owner responsibilities
- Put in place safe operating procedures, using the Fishing Safety Management Code, if appropriate
- Assess their vessels Stability using one of the available approaches, for example the Heel test, Roll Test or Wolfson mark on vessels
- Consider all modifications with MCA prior to work commencing
- Implement maintenance schedules using the Fishing Safety Management Code
- Carry EPIRBs on board in addition to PLBs and ensure they are maintained and serviced, using the Fishing Safety Management Code
- Establish damage control plans, ensure crew are trained and have the necessary equipment
- Require regular drills
- Implement Emergency plans
- Use MCA Survey Aide Memoires and the Fishing Safety Management Code to assist in ongoing compliance.

Skipper responsibilities
• Attend Stability Awareness courses
• Assess their vessels Stability using one of the available approaches, for example the Heel test, Roll Test or Wolfson mark on vessels and operate within the limits of the vessel
• Carry out maintenance in accordance with schedules
• Ensure all crew are aware of damage control plans, are trained and have the necessary equipment
• Conduct regular drills, review the process and adapt/amend when necessary
• Test Emergency plans, review the process and adapt/amend when necessary
• Use MCA Survey Aide Memoires and the Fishing Safety Management Code to assist in ongoing compliance

Crew responsibilities
• Be aware of how their actions can affect stability
• Be familiar with damage control plans, attend training and be familiar with the operation of the necessary equipment
• Take part on Drills and Emergency plan test and provide constructive feedback to skipper

Accidents to Persons

FISG Responsibilities
• Raise awareness of and promote the Fishing Safety Management Code
• Provide guidance on improved control measures
• Provide guidance on safety signage
• Encourage fishermen to use the services of the Fishermen’s Welfare Alliance to adopt ILO188
• Effective and consistent enforcement of ILO 188
• Provide improved guidance on suitable PPE
• Develop guidance for onboard training
• Provide funding for non-mandatory safety equipment and vessel modifications to improve safety
Owner Responsibilities

- Establish safe operating procedures using the Fishing Safety Management Code
- Ensure effective risk assessments are in place and reviewed regularly
- Ensure there is effective and structured onboard training/Induction
- Require the use of PPE based on risk assessments and safe operating procedures
- Utilise funding for non-mandatory safety equipment and vessel modifications
- Ensure LOLER and PUWER equipment tests and conducted, using the Fishing Safety Management Code
- Require Safety signage in appropriate places

Skipper Responsibilities

- Comply with safe operating procedures using the Fishing Safety Management Code
- Carry out effective risk assessments with crew input, comply with them and review regularly
- Carry out effective and structured onboard training/Induction
- Ensure crew use PPE based on risk assessments and safe operating procedures
- Carry out LOLER and PUWER equipment tests and conducted, using the Fishing Safety Management Code
- Put up Safety signage in appropriate places

Crew Responsibilities

- Work in accordance with safe operating procedures
- Work to the processes set out in any procedures or Risk Assessments, but to inform the skipper if they consider there to be a risk that needs addressing
- Wear PFDs (with PLBs) when the risk of going overboard cannot be eliminated
- Wear PPE as required by risk assessments and safe operating procedures
Comply with Safety signage

STRATEGY OBJECTIVES AND DELIVERY OF FUTURE INITIATIVES

Timescales
Within the next 10 years, the aim of the Strategy is to drive down the fatality rate amongst fishermen to zero fatalities resulting from preventable accidents. Regardless of the continual review by the sub-groups, FISG will ensure that a general review of progress will take place every year at the Executive Board and, if necessary, redirect groups and their work accordingly.

The success or failure of this strategy ultimately rests with fishermen themselves. However, FISG can help here too. FISG aims to learn from behaviour management strategies to ensure culture change occurs and will develop these into the Strategy as this work progresses. It will be the role of the Promotions Group to ensure that the work of FISG takes behavioural insights into account to maximise the likelihood of fishermen adopting the tools and acting on the guidance provided.

To achieve the Strategy aim, FISG and its Stakeholders will set specific timescales and targets for the objectives outlined above to ultimately reduce the number of fatalities.

The task of prioritising and delivering the Strategy objectives will be given to the sub-groups, which will develop Action Plans and Timescales to deliver initiatives addressing the objectives, overseen by the Co-ordination Group.

SAFETY MANAGEMENT AND BEHAVIOURS

MAIB Accident Investigation Reports almost always demonstrate that fatalities, (including the types of incidents that we aim to address in this Strategy) are the result of a number of events/factors that combine to create a deadly chain of events.
It is therefore crucial that safety on board a vessel is properly managed. Fishing vessels of all sizes carry many potential risks and these are often interlinked. Because of this, Industry members of FISG have launched a Fishing Safety Management Code to help improve safety management on board vessels. This Code is free to use and can be found at https://www.safetyfolder.co.uk/

The Fishing Safety Management Code provides the framework for supporting the safe operation of fishing vessels and guidance for establishing a safety management system. It also provides guidance to owners and skippers to improve the safety of their vessels, the maintenance and servicing of safety equipment that relates to the vessel and the operation of the vessel.

By using the Fishing Safety Management Code fishermen will be able to:

- provide for safe practices in vessel operation and a safe working environment;
- assess all identified risks to its vessels, crew and the environment and establish appropriate safeguards; and
- continuously improve safety management on board, including preparing for emergencies related both to safety and environmental protection.

It should also ensure:

- compliance with mandatory rules and regulations; and
- risks on board the vessels are assessed and addressed effectively.

However, the Fishing Safety Management Code will also only be successful if the necessary good behaviours are in place both to establish an effective system and to operate the vessel in accordance with it.

The Promotions Group will take as one of its key pieces of work to ensure the use and understanding of this Code reaches its full potential.

The Fishing Safety Management Code is also a key element of the Seafish Responsible Fishing Scheme (RFS) which also encourages vessels to apply good
management and a safety culture on board vessels. As this scheme develops, FISG will work with the Technical Committee of RFS to ensure that the Fishing Safety Management Code is embedded in the scheme to encourage its’ uptake by those in the Industry in positions of leadership and influence.

By improving safety management and behaviours on board vessels, this would significantly help in removing the possible events in a chain that could otherwise potentially lead to a fatality.

**CO-OPERATION AND RESOURCING**

With the launch of the Fishermen’s Welfare Alliance and the publication of the Fishing For A Future Report, new opportunities will arise to influence safety, provide support and new ideas and potentially provide funding. FISG will work with those involve in acting on the Report and members of the Alliance to maximise these opportunities to improve safety.

In developing initiatives, a lead organisation shall be appointed. Stakeholders will then agree how the proposed initiative shall be undertaken and how to work with others. Once agreed, organisations will make available and pool resources to ensure that they are used effectively on that initiative, and separate work by Stakeholders to address the same aim should be avoided.

Stakeholders must consider the most effective use of these resources and wherever possible, pool those resources. Where a particular initiative may lead to significant improvements in safety but requires additional resource, then a special case could be made for it. In addition, FISG and Sub Group members will look outside the resources currently available to their organisations to identify other possible sources of funding.

All the Groups will ensure that their proposed initiatives are passed through the FISG Co-ordination Group to ensure that where the aims of an initiative may cross over
with other projects, any potential duplication of work is avoided; and where the work of one initiative can be used to assist another, this is identified and utilised.

REVIEWING PROGRESS AND SUCCESS

We will evaluate our work to assess both its progress and success.

When developing initiatives to address the objectives, FISG will set specific targets and timescales to be achieved in line with the overall aim of the Strategy.

It is vital, when assessing progress and success, to recognise that unavoidable situations may occur and that with only 12,000 fishermen, a single incident involving multiple casualties may not represent a true reflection of long term progress.

Annual reviews will be conducted by each Sub Group or project group. The review shall assess and report on the achievements and progress against the objectives. The review shall also identify and propose its aims and objectives for the forthcoming year. Reports shall be presented annually to the March meeting of the Co-ordination Group.

The Co-ordination Group shall assess these reviews and present a summary of achievements, recommendations and proposals for the coming year at the annual May meeting of FISG.

FISG will then conduct an annual review of the Strategy, either endorsing it for the coming year or updating and amending it, directing the sub-groups accordingly.
Appendix 1

- 2001 to 2003 fatalities declined, corresponding with the development and introduction of the Small Fishing Vessel Code.
- 2003 to 2006 saw fatalities rise but remain below pre-2000 levels.
- Post 2006 fatalities declined with the introduction of free safety training but since 2012 have risen again. The next challenge for the Strategy is to effect a change that sees another drop in fatalities.

With only 11,692 fishermen in the UK, a small rise or fall in fatalities each year can create large statistical fluctuations, therefore rolling averages are used, which allows the MCA’s incremental approach to be viewed in context. The Small Fishing Vessel Code (which brought the remaining 80% of fishing vessels into a regulatory regime) was introduced in 2001 and free training started in 2008.
ANNEX 1

ACCIDENT DATA – PROGRESS after 2017
Considerable work has already taken place, or is in development, to address the three key causes of fatalities and this needs to be identified so that the work can be built upon

**Man Overboard**

**TIMELINE** | **PROGRESS TO DATE**
--- | ---
2013/16 | Over 8000 PFDs have been supplied. An education campaign has been undertaken as part of this provision. At least two lives have been saved by fishermen wearing these PFDs. Servicing is the responsibility of fishermen

**Fishing Safety Management Code/ Responsible Fishing Scheme**

2016 | Responsible Fishing Scheme pilots commenced – Scheme required commitment for fishermen to wear PFDs

2015/16 | Media campaign Sea You Home Safe (twitter, Facebook etc.) to promote importance of wearing PFDs

2017 | New Codes of Practice recommend PFD wear

2017 | PLBs mandatory for vessels under 7m and gives a choice between PLBs or EPIRBs for 7-10m vessels (from 2018)

2017 | Drills required in the new Small FV Code

2018 | Fishermen’s Welfare Alliance established to assist vessel compliance with ILO188 and use of Safety Folder to set up Safety Management System

2018 | Seafish commence review of Responsible Fishing Scheme

**Man Overboard Campaign**

2016 | FISG Man Overboard Project established

2017 | Man Overboard Concentrated Inspection Campaign and Risk Review established

**PFD wear**

2018 | PFD wear required unless Written Risk review can show risk of going overboard eliminated

2018 | RNLI launched Man Overboard Campaign

2018 | Welsh Fishermen’s Association and Seafish PFD and PLB provision

2018 | Harvard Business School Behavioural insights study into PFD wear. Findings being tested in Welsh campaign

**Flooding/Capsize**

**TIMELINE** | **PROGRESS TO DATE**
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2013/18 | Current courses already free through EMFF, over 4000 courses delivered to date. New Basic, Intermediate and Advanced Courses to be commenced in Autumn 2016

2015/16 | MCA guidance on Roll Tests, Wolfson and Heel Tests published for Small FVs

2017 | New requirements for new vessels of 12-15m in new Small FV Code

**EPIRBs/PLBs**

2017 | PLBs and EPIRBs on vessels under 15m required in the new Small FV Code

**Drills**

2017 | Drills for Under 15m vessels required in the new Small FV Code

**RNLI Stability Campaign**

2015/6 | Stability Awareness Videos on Social Media and Websites
Responsible Fishing Scheme

2016  Small Fishing Vessels need to apply an assessment of Stability to their vessels using MGN 503 or MGN 427

EMFF Funding of Modifications

2016  Modifications funded by EMFF reviewed by MCA surveyor to ensure stability not affected

Modifications approved by MCA

2017  New Small FV Code requires vessel modifications to be approved by MCA prior to work taking place

Stability Guidance

2018  Seafish launch 3 new Stability Awareness courses

2018  MCA issue Fishing Vessel Stability Guidance

2018  MCA to publish revised MGN 526, replacing MGN 427, focussing on Wolfson

Accidents to Persons

TIMELINE  PROGRESS TO DATE
2016/17  Guidance placed on social media and website, used also in Seafish courses

2012  Safety Folder in place and aim to be developed into a Safety Management System.

2017  New requirements in development which will apply Health and Safety requirements for all fishermen

Responsibility Fishing Scheme

2018  Scheme being reviewed to take account of changes to legislation

Fishermen’s Welfare Alliance

2018  Alliance founded to assist owners and skippers to comply with ILO 188 and encourage use of Safety Management Systems/Safety Folder

ILO188

2018  ILO 188 implemented in UK. Health and Safety requirements to apply to all fishermen regardless of employment status, therefore must do risk assessments involving all crew.