




Regulatory Update

Fishing Vessel Safety Regulations



February 2011

Canada



Fishing Vessel Safety Regulations

- ❖ A consultation draft of Parts 1 & 2 of the *Fishing Vessel Safety Regulations* was made available at the Fall 2010 CMAC and has been sent to stakeholders on the Fishing Vessel Consultation e-mail distribution list.
- ❖ A consultation draft of parts 3 & 4 will be distributed by e-mail as soon as it is ready and will be available for the May National CMAC meeting.
- ❖ To obtain copies or to get on the e-mail distribution list, please contact kevin.monahan@tc.gc.ca
- ❖ Please review the consultation draft and submit written comments to kevin.monahan@tc.gc.ca



Structure of the Fishing Vessel Safety Regulations

Front Matter

- Definitions
- Application and general obligation

Part 1

- Safety and operational practices
- Compliance Notices, modifications and maintenance
- Stability
- Life-saving and fire-fighting equipment

Part 2

- Construction of vessels <9m LOA (*length overall*) and vessels of any size propelled by inboard gasoline engines or outboard motors.

Part 3

- Construction of decked vessels $\geq 9\text{m}$ and <15m LOA and all undecked vessels $\geq 9\text{m}$.

Part 4

- Construction of decked vessels $\geq 15\text{m}$ LOA



Application of the Fishing Vessel Safety Regulations

- ❖ Regulations apply to
 - New fishing vessels less than 24 m (*registered length*)
 - Existing fishing vessels not more than 24.4 m (*registered length*) that are also not more than 150 gross tonnage (s.2)
- ❖ Existing vessels currently subject to the *Small Fishing vessel Inspection Regulations* will continue to be managed under regulations for small fishing vessels.
- ❖ By definition, (s.1) vessels 24 metres or more (registered length) that are exclusively engaged as fish transporters are not fishing vessels.



Fishing Vessel Safety Regulations

Substantial emphasis on owner responsibility

- ❖ Safe operation (s.1001 to to 1009)
- ❖ Notification of operation, operation other than fishing and safety procedures (s.1015 to 1021)
- ❖ Stability (s.1057)
- ❖ Record of modifications & re-assessment of stability(s.1064, 1065)
- ❖ Written procedures (s.1069)

Phase-in periods

- ❖ Construction--1 year (s.1024)
- ❖ Stability--up to 5 years (s.1056)
- ❖ life-saving/fire-fighting equipment (s.1093)
Until expiry of flares, fire extinguishers, etc. Otherwise 1 year.



Existing Vessels

- ❖ Existing vessels not required to meet new construction requirements except for “critical safety elements” (s.1024)

(a) watertight and weathertight integrity of the hull, decks and superstructure;	(g) installation and maintenance of fuel systems;
(b) buoyancy	(h) ventilation of combustible vapours;
(c) structural strength;	(i) fuel-burning, cooking and heating installations;
(d) underwater penetrations of the hull;	(j) ignition-protected electrical components;
(e) water-freeing arrangements;	(k) bilge-pumping arrangements; and
(f) means of protecting persons from falls;	(l) fire safety.



Construction and Stability of Vessels <9m LOA

Construction

Since many small fishing vessels are serially produced (manufactured) and not originally intended for commercial fishing, vessels less than 9 m LOA will be constructed according to the *Small Vessel Regulations*. (s.2000)

Stability

- ❖ Vessels $\leq 6\text{m}$ LOA must meet requirements for buoyancy and level flotation set out in the *Construction Standards for Small Vessels* (TP1332) (s.1055)
- ❖ Vessels $> 6\text{m}$ LOA and $< 9\text{m}$ LOA stability to be according to ISO standard 12217 (or for existing vessels, TC simplified stability as set out in the new TC stability standard) (s.1055)



Construction and Stability of Vessels $\geq 9\text{m}$ LOA

Construction

- ❖ Most fishing vessels over 9 m LOA are custom-built.
- ❖ Construction requirements are guided by the IMO *Safety Recommendations for Small Fishing Vessels*

Stability

- ❖ Fishing vessels subject to certain risk factors must undergo a full stability assessment. (s.1057)
- ❖ Fishing vessels at lower risk, will undergo a simplified stability assessment. (s.1059)
- ❖ Process is being developed for identifying traditional very low risk fishing vessels and operations that would be exempt from stability requirements. (s. 1071 & 1072)