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Report from the Kick-off meeting of the EU Strategy for the Baltic Sea Region Flagship Project “To lay the groundwork for developing a plan to reduce the number of accidents in fisheries”

Taking part were representatives from the fisheries sector and from government from the following countries: DK, EE, FI, GE, LV, LT, PL, RU, SE and from DG Mare. A list of participants is attached (including apologies received).

The moderator for the meeting, Bjarke Wiehe Bøtcher, Danish Maritime Authority (DMA), welcomed all the participants and explained that as Chief Adviser, he was responsible for the DMA's involvement in the EU Strategy for the Baltic Sea Region in the areas of maritime safety, as well as clean shipping. He noted that the project was one of the original projects in the EUSBSR Priority Area on Maritime Safety and Security

1. Welcome to the Danish Maritime Authority by Francis Zachariae, Deputy Director General of Danish Maritime Authority

Mr Zachariae warmly welcomed all the participants to Copenhagen and to the new premises of the Danish Maritime Authority, formed by the merging of two other agencies, and now with a staff of 240.

He also welcomed everyone to the kick-off meeting of this very important Flagship Project. The Danish Maritime Authority was proud to host the first meeting of this new project which focuses on safety in fisheries.

There are three Deputy Directors General at the DMA. He is responsible for safety of fairways, maritime technology and business technology, as well as the Danish Pleasure Craft Safety Board.

The DMA has invested a lot of resources in the EUSBSR, and really supports a regional approach. The Baltic Sea Region has been a good place to start, given its size, history and well-connected infrastructure.

He expressed the hope that the EUSBSR can spread and will result in more regional strategies, as already witnessed in the Danube region.

He recalled that the three overall cornerstones of the EU Strategy are to:

- Save the sea
- Increase prosperity
- Connect the region

In the field of maritime safety and security, the overall ambition is for the Baltic Sea Region to be a leading region in maritime safety and security. This is rather ambitious, and will require a commitment from all countries of the region.

He mentioned the involvement of Denmark and Finland as the so-called Priority Area Coordinators in the EU Strategy's Priority Area on Maritime Safety and Security.

He gave a short account of how the Baltic Sea Regional Advisory Council (BSRAC) became involved in the project and how financial support for the project had been secured from the Swedish Institute and the Danish Maritime Authority.

The project's formal leader is the Swedish Fishermen's Federation, which is expected to delegate much of the work to the BSRAC Secretariat in Copenhagen.

Although safety in fisheries has improved a lot in recent years, it is still not as safe an occupation as most jobs on land. So the hope is that this project will make a contribution to identify challenges and measures to address those challenges.



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In conclusion, he wished participants the best of luck with the project, and noted that the DMA looks forward to following its progress and to studying the results and recommendations which may appear as a result of the project.

He noted that perhaps, once the “plan to reduce the number of accidents in fisheries” has been made, it could also be possible to go one step further and propose measures to implement this plan.

2. Welcome and presentation of the project and today’s work by the project leader Henrik Svenberg, Swedish Fishermen’s Federation

Henrik Svenberg summarized the history of the project up to now, including the financial support that had been secured. The knowledge to put into the project has to be provided by the participants. He pointed out a few main objectives:

- To increase awareness of safety practises
- To standardise reporting of accidents
- To develop cooperation
- To exchange information
- Resulting in a plan to reduce the number of accidents in fisheries

The work method to follow was to hold this meeting, followed by a series of bilateral meetings in the field, and then to hold a bigger concluding meeting to sum up and report. Everyone had been asked to prepare some information to contribute with at today’s meeting.

As moderator for the meeting, Bjarke Wiehe Bøtcher provided some background to the project and how the BSRAC had been identified as the relevant organisation to take the lead. It was fair to recall that except for the general description of the project, the Priority Area Coordinators do not have a detailed description of the project’s contents or terms of reference, but are happy to follow it, await the results and hope that it results in some concrete actions and gives more added value to the work of the BSRAC.

3. Approval of agenda and presentation of participants

The agenda was approved and there was a tour de table of all the participants.

4. Each representative had been asked to come prepared in advance to contribute on:

- Accident statistics from the sector in their country
- Current requirements for fishermen to be able to go out to fish and what education and training there is available
- What is the procedure for reporting and registering accidents

[The reports are put in alphabetical order and include Comments/Questions and Answers (C:/Q:/A:)]

Denmark – Flemming Nygaard Christensen Danish Fishermen’s Occupational Health Service

Flemming explained that the Danish Fishermen’s Occupational Health Services is unique, sitting between the fishermen and the authorities. It was founded in 1992 out of a regulation from the Danish Maritime Authority.

With respect to accident statistics for Denmark, he felt it was important to focus on the trends rather than the actual numbers. Over the period 2000-2012 the trend had gone down from 27.3 to 8.5 accidents (all waters) due to increased focus on education, safety in education and the working environment in general. The peak in 2000 could be explained by the fact that fishermen were not good at reporting accidents. In the period prior to 2000, they were not so good at getting the data in and reporting. All information and statistics are contained in annual Marine Accident reports. However, the Danish Maritime Authority stopped producing these reports in 2010.



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He highlighted the five main causes of work related accidents: pulling up the gear, putting out the gear, repairing the gear, handling the catch and other activities¹

No one can work on a vessel without having attended a three week safety course. He explained what education and training is available for fishermen. This is summarised in a pamphlet "Training for fishermen". There is also a document entitled "Guidance on requirements for the crew on fishing vessels, summarised according to different vessel types and sizes".

The first task is to teach the fishermen to report on accidents. If they are absent from work for more than 24 hours, it is obligatory to report on accidents. The requirements have been in force since 1st September 1996 and apply to everyone, including deckhands. The reporting and registering of accidents is summarised in a government Order on the reporting of marine accidents, deaths and incidents at sea and contains provisions implementing parts of Directive 2009/18/EC. There is also a requirement to report on occupational accidents and a form provided by the National Board of Industrial Injuries/Danish Maritime Authority.

Accidents have to be reported in two places to the Danish Maritime Authority. The first place is to go through the DMA's website and fill out the necessary form – and this information has gone into the annual report that has been produced by the Danish Maritime Authority until 2010. The Danish Fishermen's Occupational Health Services also has its own database with about 3,000 reports and this information is used in a preventative way. The second is to report to a national database created two years ago and called the "Easy system" - this will lead to one big database to ensure ease of reporting.

There are compulsory inspections on vessels <15 metres. There has been a lot of focus on safety on smaller vessels because there has been an over-representation of accidents on smaller vessels.

Q: What health inspections and training courses are there for fishermen?

A: The training schools do that, but they train on every course at the different schools. There is one module in the skipper's education requiring knowledge of the working environment and safety.

ESTONIA: report by Mart Undrest Estonian Fishermen's Association

Mart gave a very brief overview, which has been supplemented here by further information supplied by email giving information on accidents from 2005 to 2012:

1. 2005 – 5 accidents, 3 of them outside Baltic Sea. 4 of them serious injuries and 1 milder. Of these 5 accidents, 1 happened on the mainland outside Estonia.
2. 2006 – 5 accidents, 1 of them outside Baltic Sea. 3 of them serious injuries and 2 milder. Of the 5, three accidents happened on land (2 in Estonia and 1 abroad).
3. 2007 – 2 accidents, both of them serious
4. 2008 – 4 accidents, 1 of them serious. Of these 4 accidents, 3 happened on mainland.
5. 2009 – 4 accidents, 2 of them serious. Out of these 4 accidents, 2 happened on mainland.
6. 2010 – 2 accidents, both of them not serious.
7. 2011 – 9 accidents, 6 of them serious. Of the 9 accidents, 2 happened on mainland.
8. 2012 – 2 accidents, both of them serious.

There have been no casualties (deaths) during this period (2005-2012) in Estonian fishing sector.

The fleet size has fallen considerably from 200 to 36 active vessels in the Baltic (mainly big trawlers) and the crew is better trained. There is also a large 12 m coastal fleet (about 1,000 vessels) all of which are on the register. If an accident occurs at sea, it is investigated in the same way as accidents are investigated on land. The analysis includes how the accident happened and what to do to avoid it happening again.

¹ See the Danish Maritime Accidents Investigation Board website <http://www.dmaib.com/Sider/Home.aspx>
The DMAIB investigates and reports on accidents and provides information on the circumstances behind the accidents.



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The Labour Inspectorate deals with this and makes a report. In the period 2004 -2011 there was a total of 16 accidents, of which 10 were at sea and 6 in lakes, rivers and harbours. This figure includes the long distance fleet, so is not only for the Baltic segment. The big problem is that fishermen are reluctant to report on accidents because of the paperwork involved. In some cases, a company hires a consultant to do the paperwork and prepare a report on how to avoid accidents in the future.

In the past 10 years accidents have been happening on small vessels and the wearing of wellington boots creates a high risk of drowning. This data probably does not go into the fisheries statistics. Alcohol is much less of a problem today. In conclusion, it is impossible to safeguard 100% against accidents.

Bjarke Wiehe Bøtcher commented that regardless of how well developed the reporting regime is, the reluctance to report is one of the findings coming from this meeting and which may be addressed by the project.

FINLAND: reports by Tom Lundell, Finnish Border Guard and Vesa Karttunen, Federation of Finnish Fisheries Association

Accidents that happen must be reported to the Marine Security Authority or to the Border Guard in the Ministry of Interior. There is a gap concerning what is to be reported, and this relates to what kind of statistics are to be reported. Between 15 and 30 fisheries accidents occur per year, due mainly to grounding and technical problems. However if the weather is calm, and there is a technical problem, then it is not classified as an accident. There has not been any major damage on fishing vessels. The last major accident was in 2011 on the Estonian side, when a Finnish fishing vessel with an Estonian crew was hit by a commercial vessel. And in that respect, reported the speaker, accidents are "not so bad". If there is an accident, the Border Guard or the police carry out the investigation, but only the police can issue sanctions.

With respect to education, the fishing vessels are divided into 3 categories according to size, the catch areas in Finland are divided into three areas and there are four classes of fisheries certificates. There are a lot of requirements attached to each of the four classes of certificates. There are educational establishments across Finland in order to cover the different types of education available and in several places some kinds of navigational education is offered at a lower level.

The Polish representative asked about the terminology for reporting accidents and pointed out that there should be a joint standard for reporting according to Directive 2009/18/EC, as well as the same terminology to describe the degree of seriousness of accidents.

The Latvian representative asked whether a man falling from a ladder when in the port would be classified as a maritime accident. If not, there are huge gaps in the reporting.

Bjarke Wiehe Bøtcher commented that this is what the project is about: it is one thing to have the legislation, and another thing to see how it is being applied, and how the reporting is. There may be different reporting cultures, for example on big vessels as opposed to one-man boats. Perhaps by working together, we can define an operating practice in order to close the gaps.

[Finland has subsequently provided some more detailed statistics on accidents and occupational diseases, as well as information on the occupational health care system for fishermen. See document list at end of report]

GERMANY: a report by fisheries representative, Benjamin Schmöde, Fischergenossenschaft Fehmarn eG. (A fishermen's cooperative)

Benjamin informed that the German statistics state that there are not many serious accidents. Earlier information from Germany had reported that on German fishing vessels there were only 10 accidents in 2010. With respect to the causes of accidents two things are highlighted: misjudgement and the refusal to use safety equipment. There are schools providing training for fishermen and it takes three years to qualify as a fisherman, followed by an extra year on board a fishing vessel. He highlighted the importance of education. Reporting on accidents is done according to directive 2009/18/EC which is transposed into national law. This does not apply to vessels < 15 m.



Bjarke Wiehe highlighted that it is difficult to gather data on the number and type of accidents - and it was on that basis that the decision was taken to go further with this project.

[More detailed information has been provided by e mail from Germany. See document list at the end of report.]

LATVIA: Reports by Captain (N) Aleksandrs Pavlovičs, Head of Marine Accident Investigation Department and Inarija Voits, Latvian Fisheries Association

Aleksandrs Pavlovičs explained that about half the vessels are actively fishing. There are 86 fishing vessels aged 30 years plus and 633 fishing boats, but only 50% of fishing boats apply for annual inspection. Liepaja is the main port for cod and Ventspils for sprat and herring. It is an ageing fleet and the sector is going through hard times. There are a lot of small ports where fishing is now concentrated. From the statistics presented from 1999, four cases are considered very serious. It is a big problem to assign responsibility, and reporting culture is a hot issue in Latvia. There is an adequate level of certification and Latvia has ratified the STCW-F Convention. The accident investigation body is completely independent and responsible for vessels >15 m. In certain situations accidents involving leisure boats can also be investigated. In his opinion, there is a lack of sound reporting culture and obvious gaps in the fisheries sector. Inarijs Voits went through the details of individual accidents where there have been serious casualties and pointed out that the fishermen have a very high level of education. Today the fleet is very small: about 30% of what it was 20 years ago. He did not think the problem with accidents was linked to vessel size.

Bjarke Wiehe Bøtcher recalled that there are indeed human beings behind the accident statistics. A reduction in fleet size does not necessarily mean that the number of accidents is falling. There was a need to start collecting and categorising the data.

Vesa Karttunen asked about collecting the accident statistics, to categorise the type and nature of the accidents, and how to separate accidents from incidents.

Henrik Svenberg said that this is one of the elements of the project: the reporting on accidents must follow set standards.

LITHUANIA: a report from the Lithuanian Fisheries Producers Association

Vaida Sakaite presented the accident statistics provided by the Maritime Safety Administration. In the period 2005-2012 one person had gone missing and two had lost their lives. Information was provided on the certification of fishermen and for masters on vessels below 500 GR. There were a lot of requirements to be met. The procedure for reporting and registering accidents follows requirements laid down by the Maritime Safety Law of the Republic of Lithuania and the Regulation for safety investigation of marine accidents and incidents.

Q: How serious does an accident have to be in order for it to be reported?

A: The State labour Inspectorate requires that all accidents are reported, not matter what kind.

C (by DG Mare): This concerned the definition of statistics and what is an accident. A legal framework exists and it is necessary to know what should be covered in the reporting. With respect to training and the IMO convention STCW-F, it is necessary to focus on the prevention of accidents.

C (by Karsten Kristensen): Agreed with the main objectives of this project, but highlighted that the first thing being discussed here is statistics. It is necessary to know the criteria according to which accidents are reported. Do we have a regime for reporting near-misses and how is this information handled? What is the accessibility of statistics for each country? It's hard to get useable statistics for each country. So we should think about giving advice on which accidents are to be reported, how they are to be handled and the accessibility of the data.



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POLAND: a report by Cezary Luczywek, Ministry of Transport, Construction and Maritime Economy,

There are two accident investigation bodies, irrespective of what kind of vessel is involved in an accident: the Maritime Chambers, which are quasi courts, and the State Commission on Maritime Accident Investigation, which was set up in 2009, and carries out technical investigations. The terminology used comes from the casualty investigation code, which categorises the accidents that happen. In Poland there are not many vessels >25 m. Vessels 15 - 24 m are more typical and <15 m is extremely common. The accident statistics presented are taken from the Polish Maritime Chambers. Accidents statistics are grouped into <15 m and > 15m. It was pointed out that in 2011 almost 50% of the accidents at sea involved fishing vessels. He explained the requirements for fishermen to be allowed to go out to sea; these follow those of the STCW-F Convention, although Poland has not yet ratified it (when it has been, there will be one more licence requirement for skippers). There are 38 maritime educational units in Poland. The obligation to report on accidents is according to two legal acts (the Polish Maritime Code Article 66, and a Polish Act of 31st August 2012 on the State Commission on Maritime Accident Investigation). The actual reporting and registering of accidents follows an obligatory Polish Statutory Incident. All accidents have been registered so far by the Marine Chamber and are made available to the public.

Sweden: Report by Henrik Svenberg Swedish Fishermen's Federation

Henrik Svenberg referred to Swedish figures given in the BSRAC report made in 2012. This was supplemented by figures covering the Swedish Fishermen's Federation (SFR) only, based on the Federation's insurance scheme. The SFR maintains its own statistics on the claim payments made. These payments are between 450 SEK and 100.000 SEK each year, accounting for between 10 and 20 accidents each year. So payments are not in the millions. These insurance figures may be a useful addition to the report and contribute to the way forward. Swedish fishermen follow a basic safety training and updating according to the STCW-F convention. It is compulsory to report accidents to the Maritime Authority.

Jörgen Zachau Maritime and Civil Aviation Department, Swedish Transport Agency

Jörgen Zachau highlighted that there are not many accidents these days, but the fishing fleet is now smaller. The figures cover only the Baltic (and exclude Skagerrak/Kattegat). Training requirements are not specifically laid down for fishermen, but follow common standards for all vessels. Since 1998 there has been a basic safety training course for fishermen, and this has probably helped to provide better statistics. The course was introduced to remedy the higher number of accidents experienced before. Reporting requirements do not distinguish between fisheries or other sectors, and they include reporting on near-misses. On many occasions it has been necessary to contact the fishermen to make a report. There is a lot of paperwork, but those sections that require completion are highlighted.

Petter Nystedt Öckerö Maritime Center, Sweden

Petter Nystedt presented the current requirements for education and training for fishermen in Sweden. This has brought about the re-birth of the fishermen. They can go to school at the age of 16 for three years to become a fisherman. Not all are keen to be trained/re-trained: the age range is from 16 to 80, but courses are obligatory for all. Class 8 is the easiest, whilst to train to skipper is class 7 or 6. Class 1 is the master mariner. The number of students getting a diploma as master mariner is increasing because young people are becoming aware of the possibilities to work as a fisherman. It requires 6 months at university in order to become a master of a fishing vessel.



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Russia, report by Vladimir Belyaev, Russian fisheries representative, Russian Embassy, Copenhagen

Vladimir Belyaev informed that the Russian Federation deals with maritime safety issues at two levels. The Ministry of Transport is responsible for the commercial and trade vessels. The Fisheries Agency is responsible for the fishing vessels. In the Baltic it has fishing vessels in the Bay of St. Petersburg and Kaliningrad. There are maritime academies in both places. There have been no serious accidents involving fishing vessels during the recent 5 years. One area of focus could be those vessels sailing through the Belts to the Atlantic. He also proposed focusing on coastal fishing vessels.

It was also informed that in the Joint Committee under the EU–Russia Fisheries Agreement, there may in future be a working group to discuss safety issues. [A DG Mare official has clarified that there are only two working groups under the Joint Committee, and neither of them is looking into safety at sea, nor have plans to. Work may relate to the control working group under the Agreement]

Bjarke Wiehe Bøtcher said that it was valuable to have Russia involved in the project and also noted that there was funding available to enable Russian participation in the project.

DG MARE: Information from Giorgio Gallizioli

Giorgio Gallizioli presented a “wish list” for things to be achieved under this project. Regrettably, Eurostat and DG Employment were unable to take part. OSHA (European Agency for Safety and Health at Work) had been contacted.

According to the EU fleet register there are 10.877 vessels in the Baltic, of which 10.000 are < 15m.

The following reasons explain why this project is important to DG Mare:

- Socio-economic data in the capture sector is generally poor
- Accidents at sea and accidents at work are too numerous
- The EU is committed to cutting the number of accidents at work
- Better knowledge of the causes of accidents makes it possible to prevent the occurrence of accidents (of meteorological, technical or human origin)
- We can export the model to other areas

The wish was to collect data on accidents at work where fishermen are involved and at sea where fishing vessels are involved and to create a culture of safety. DG Employment is preparing a report which will show what has been done in order to reach the target to cut accidents at work by 25%. This will soon be published. It contains a chapter on fishing activities. A public consultation will be opened afterwards and the question will be whether the strategy on safety at work should be extended beyond 2012.

If this project produces good results, then it can be used as a model in other sea areas where the problem is worse than in the Baltic. The curricula for vocational education in fisheries used already in the Baltic Sea Region could in future become the standard curriculum in the EU and could for example allow a fisherman to apply for a job in the broad maritime sector. Compiling information on national insurance schemes could also help to understand why workers enter or leave the fishing sector.

The project has as its the background the reform of the Common Fisheries Policy where there should be more focus on the social dimension, as well as the Integrated Maritime Policy where the aim is to make it less dangerous and more attractive to go to sea. It should also be seen against the background of various international instruments: the ILO convention No.188 on working conditions will come into force as soon as there are 10 ratifications, the IMO convention on STCW-F on training and safety, which entered into force on 29/9/12, but only four member states have ratified it: DK, LT, LV and SP (3 out of 4 of which are Baltic States), and finally, the Torremolinos Protocol and the recent Cape Town Agreement.

Reference was also made to the legislation covering health and safety and working time. Only 1/3 of EU vessels are covered by the EU legislation and the aim is to gather together the national legislation for all vessels < 15m. DG Employment has produced a non-binding guide for the protection of workers onboard fisheries vessels <15 m.



EU financial support is available to improve safety on board – under the current European Fisheries Fund and under the proposed European Maritime Fisheries Fund. For example, if the sector has a request for a life vest with transponder, and it cannot be covered by national legislation, then it can be proposed for financing under Article 33 on Health and Safety onboard (See COM 2011/804).

OiRA – a European initiative lead by the European Agency for Health and Safety at Work has developed an easy-to-use and free of charge web application to create online risk assessment tools. This tool will soon also be available to the fishing sector.

There are requirements from Eurostat requiring that member states supply statistics on accidents at work, occupational diseases and work-related illnesses. These are contained in specific regulations. Specific reference was made to the Commission's Regulation 349 of 2011 dealing specifically with statistics on accidents at work. Starting from 2015, reporting on the fishery is compulsory for accidents which were notified in 2013.

DG Mare expressed the wish to receive from the project the following:

- Data on accidents,
- Data on training, and collecting information on curriculum requirements.
- Information on member state procedures leading to the ratification of the ILO Convention C188.
- To find out more about insurance schemes: this will help to know exactly how many fishermen there are

Finland: inquired about insurance schemes. Finland commented on its own insurance scheme for fishermen. This scheme has worked well for more than 50 years. The state covers part of the costs in the case of an accident. However, the Commission has informed that this was state aid incompatible with EU law, so in a couple of years' time it may not exist anymore. This means that all vessels >12 m will have to be excluded. Finland considered that this system should be a vital part in the prevention of accidents.

Denmark commented on the three days absence from work when it is mandatory to report on accidents. This is way too long. Three days means a loss of good reporting time. The three-day limit for reporting is not optimal. DG Mare would look into that. Moreover, the STCW-F Convention on Standards of Training, Certification and Watchkeeping must be seen as mutual recognition of minimum standards only.

Sweden: explained that three days is based on the ILO convention – 72 hours away from work. This would mean only collecting information on serious injuries. So three days was seen as too much.

Giorgio Gallizoni explained that they were working on a project whereby labour law inspectors will be trained on fishery practises so that they can better understand the risks associated with fisheries, whilst fishery inspectors will be invited to observe basic labour law violations.

Bjarke concluded this point to say that the main thing is for the project to give added value for the BSRAC and its members as well as for the Commission and the member states. It would be ideal to meet some of the wishes, but it may hardly be possible to meet them all.

Jörgen Zachau on the ForeSEA system

Jörgen Zachau gave a presentation of the anonymous near miss- and discrepancy reporting system developed Sweden. The ForeSea system is not the official government system in Sweden, instead it is in place to complete the official reporting system.

The Swedish near-miss system, which Finland joined three years ago, is financed partly by the shipowners. It has been in use for almost 10 years (called Insjö) and will be replaced by another, updated system, ForeSea, which will officially be in use in the summer 2013. Reports, reporting and safety culture vary from country to country and from sector to sector.



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Experience in Sweden has shown that there are companies and industries which successfully use a near-miss reporting system, for example the tram system in Gothenburg. It provides a lot of useful information. It happens far too often that the only official reports received are from real accidents, whilst only rarely are incidents or near-misses reported. This is due to various factors, such as not wanting to make a fool of oneself or not wanting to risk being prosecuted. So the ForeSea system is there to supplement the official system.

He explained how the system was developed. Instead of the shipping company keeping the internal information reported according to the ISM-code to itself, it is sent to a database – a private company engaged by the shipowners' association. So it is a private database and only one report is made. The reports are made anonymous. What becomes important is the event itself and not who did it. He explained how the reporting system works and what questions are asked in order to complete the report. Today over 3.000 reports have been recorded. By comparing the reports made to the authorities to those made under the ForeSEA system, much more information is made available under the latter.

Bjarke Wiehe Bøtcher found that it was worth considering this system for the fisheries sector. It could possibly be a handsome example of a flagship project in its own right. The meeting took note of the project, it as well as the advice on the importance of a reporting culture – including impartiality and trust.

Poland pointed out that a counterpart is needed, because it is a private company that runs it. For example, a fishermen's union or a health and safety body could be involved.

Brainstorming

The aim of this session was to define more closely what the project should focus on.

Henrik Svenberg started by highlighting the major elements that had been mentioned throughout the meeting:

1. Definitions of accidents and incidents. There was a hierarchy of events that could be reported on. Then to define all those happenings in the same manner, so we know what we are talking about. It should be possible to synthesize this to the relevant standards (and possibly already agreed on)
2. To ensure access to the data and the statistics compiled
3. Look at education and training so as to be able to compare what is available. Are the differences or similarities in terms of course time or length, or is it the formal requirements? Available courses can be compared, in order to identify if the amount of courses is not sufficient/right or access to these is too difficult/expensive.
4. The ideas put forward to improve present regulatory systems, as proposed by Giorgio Gallizioli. Are there minimum requirements concerning curricular facilities? What are the legal requirements here?
5. There is the good example of a voluntary reporting system that gives different results than the compulsory reporting systems. A private insurance solution may give similar results. The work being done by the Danish Fishermen's Occupational Health Service in Esbjerg is another case.

Discussions focussed on the examples being run in the different member states:-

The Swedish common insurance scheme for members came from insuring the vessels, but has now been extended to health, accident and life insurance. It is put out to tender to keep the costs down and is now a fundamental part of the system, which is important to members. It is 100% privately (and successfully) run. And it provides statistics.

The Danish system was highlighted as a good bottom up practice. The social partners had been told by the authorities to create this institute (in Esbjerg) and to find out what in terms of health and safety should be dealt with. It was created around a lot of good ideas around the industry and is a bottom up way of tackling the issue.



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Finland reiterated the importance of occupational health care. There is an increase in the average age of fishermen. And with age there are other challenges in terms of physical wellbeing. With an occupational health system, it is possible to reduce the number of accidents. The Finnish occupational health insurance scheme for fishermen is considered by Finland to be a vital part in the prevention of accidents.

Bjarke Wiehe Bøtcher commented that the project will cover very practical and very theoretical aspects. Although particular systems apply to specific countries, the aim here can be to collect best practices.

Jørgen Zachau felt that the project should be “hands on”. He commented that the definition issue is of interest, but it should not be allowed to take up too much time. The data and the occurrence are much more interesting, rather than deciding if it is a serious accident or near-miss. It is a matter of information gathering and sharing. Today, there are different systems and different interpretations and applications of the common rules. A question was: should the information be collected internationally?

Poland felt that the title of the project was very wide. On the one hand it should tackle requirements according to Directive 2009/18/EC (typical accidents such as grounding, fire etc., and which can be reported) and on the other hand it should deal with occupational health and accidents which can be hidden and difficult to find the cause of.

On stage two of the project – bilateral visits

Sally Clink explained that the aim was to come and visit the sector and its representatives in some member states, to come on the vessels and to talk to the people, to see what they are doing, to meet with authorities and training centres. The aim is to gather experience and learn from each other.

Consultant Karsten Korsgaard from the Danish Fishermen’s Occupational Health Service introduced himself. He has been fishing for 13 years, teaching for 10 years and a consultant for the past 7 years. His experience fits well into the project.

The Polish, German and Latvian participants welcomed and supported a visit.

The Latvian fisheries representative pointed out that this subject was not popular in Latvia, and the project may not be popular with the fishermen. It was a declining sector with only 500 fishermen. Although 1200 people have a fishermen’s book, less than 500 are fishermen. There are lots of small companies: 35 companies have 68 vessels, and the income can be very small for each company, sometimes just 200 – 1000 Euros per year. Only 20 % of vessels have insurance, as they cannot afford it.

The Latvian accident board commented that a visit to vessels could work. But the fear is that the project would result in extra costs with requirements for equipment and measures.

The Finnish Border Guard felt that each stakeholder group could have a different benefit from this project. It was necessary to have a mechanism that enables each participant to have feed-back. Before this, it may be a bit difficult. It was necessary to define a common aim of having data and statistics and to make an analysis before making common decisions together.

Giorgio Gallizioli reassured all that the goal is not to add another layer of legislation. The aim is to get improved knowledge of the problems onboard the vessels, as these are the most hidden, but not to go and tell people what to do. This is the approach to be used, not to control more. This was particularly relevant for the smallest vessels.

Henrik Svenberg highlighted that the project had already resulted in an offer from DG Mare to provide a wish-list regarding non-required safety equipment.

In summing up, he said there had been a very useful round of interventions on a few different themes.

A comparison of data needs to be done. There is not time in the project to create new data or statistics.



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He concluded that there was support for:

- A desk study comparison of education and training
- A fact-finding travel focussing on practises used in the region
- The final meeting

He thanked everyone for their contributions. The project coordinator will gather together information and contact all directly.



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Participants:

Name and e mail	Organisation	Contact details
Alfonsas Bargaila and Vaida Sakaite lfpa@takas.lt	Lithuanian Fisheries Producers Association	Nemuno 42B, LT-93277 Klaipeda, Lithuania Phone: +370 46 345 045
Vladimir Belyaev belsea@inbox.ru	Russian Fisheries Counsellor	Embassy of the Russian Federation, Kristianiagade 5 2100 Copenhagen Mobile: +45 50 13 17 59
Bjarke Wiehe Bøtcher bbt@dma.dk	Danish Maritime Authority	Carl Jacobsens Vej 31, 2500 Valby, Denmark Phone: +45 91 37 60 00
Sally Clink sc@bsrac.org	Baltic Sea Regional Advisory Council	H. C. Andersens Boulevard 37, 1553 Copenhagen V, Denmark Mobile: +45 20 12 89 49
Giorgio Gallizioli giorgio.gallizioli@ec.europa.eu	Adviser Directorate General for Maritime Affairs and Fisheries (DG Mare)	DG Mare, Rue Joseph II 99 B-1049 Brussels Belgium Phone: +32 22 95 50 47
Kim Kær Hansen kim@fisker.mail.dk	Danish Fishermen's Association	Lendemark Hovedgade 32 4780 Stege, Denmark Mobile: +45 40 89 13 81
Janne Johansson janne@sjosakerhet.nu	Öckerö Martime Center	Öckerö Martime Center Box 1088 475 22 Öckerö Tel +46 31 976595
Vesa Karttunen vesa.karttunen@ahven.net	Federation of Finnish Fisheries Association (and representing the Finnish Fishermen's Association)	Malmin kauppatie 26, 00700 Helsinki, Finland Mobile: +358 407451631
Karsten Korsgaard karsten@f-a.dk	Danish Fishermen's Occupational Health Service	Auktionsgade 1b, 6700 Esbjerg, Denmark Phone: +75 11 93 12
Karsten Kristensen karsten.kristensen@3f.dk	European Transport Workers' Federation	Kampmannsgade 4, 1790 København V, Denmark Mobile: +45 21 20 56 44
Cezary Luczywek cluczywek@transport.gov.pl	Ministry of Transport, Construction and Maritime Economy, Department of Maritime Transport + Shipping Safety, Poland	4/6 Chałubiński Street, 00-928 Warsaw 00-926 Warsaw Phone: ++48 22 630 19 85



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Tom Lundell tom.lundell@raja.fi	Maritime SAR and safety expert, Finnish Border Guard	Ministry of Interior Border Guard Department P.O. Box 3 (Korkeavuorenkatu 21) FIN-00131 HELSINKI Mobile: +358 40 500 6723
Flemming Nygaard Christensen flemming@f-a.dk	Danish Fishermen's Occupational Health Service	Auktionsgade 1b, 6700 Esbjerg, Denmark Mobile: +45 51 52 77 66
Petter Nystedt Petter@sjosakerhet.nu	Öckerö Martime Center, Sweden	Öckerö Martime Center Box 1088 475 22 Öckerö Sweden Tel +46 31 976 595
Captain (N) Aleksandrs Pavlovičs aleksandrs.pavlovics@taiib.gov.lv	Head of Marine Accident Investigation Department, Transport Accident and Incident Investigation Bureau	58 Brivibas Street, Riga, LV-1011, Latvia Phone: +371 676 862 71 Web: www.taiib.gov.lv
Benjamin Schmöde schmoede@fehmarfisch.com	Fischergeossenschaft Fehmarn eG. (Fishermen cooperative)	Burgstaaken 81, 23769 Fehmarn, Germany Mobile: +49 0171/3329373 Web: www.fehmarfisch.com
Henrik Svenberg henrik.Svenberg@yrkesfiskarna.se	Swedish Fishermen's Federation	Fiskhamsgatan 33, S-414 58 Göteborg, Sweden Mobile: +46 70 24 833 20
Mart Undrest undrest@hotmail.com	Estonian Fishermen's Association	Tuule 1A, 93816 Kuresaare, Estonia Mobile: +372 50 23 860
Inarijs Voits zv.flote@dtg.lv	Latvian Fisheries Association	Ganibu dambis' 24D-502, LV-1005 Riga, Latvia Mobile: +371 22 31 4975
Francis Zachariae fza@dma.dk	Deputy Director General Danish Maritime Authority	Carl Jacobsens Vej 31, 2500 Valby, Denmark Mobile: +45 25 36 16 07
Jörgen Zachau jorgen.zachau@transportstyrelsen.se	Maritime and Civil Aviation Department Swedish Transport Agency	SE-601 73 Norrköping, Sweden Phone: +46 10 495 32 90 +46767211036



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Apologies received from:

Eurostat	Waiting for a name of the contact person from the relevant unit
Matthew Heppleston matthew.heppleston@ec.europa.eu	DG Employment Matthew Heppleston, Policy Officer
Ryszard Malik malik@seatrade.pl	Association of Fishermen's of Sea- Producers Organisation Zrzeszenie Rybaków Morskich-Organizacja Producentów, ul.Gen. Hallera 19, 84-120 Władysławowo, Poland Tel +48 502 509 944
Allan Buch allan.buch@middelfart.dk	Danish Fishermen's Association Skrillinge Strand 22, 5500 Middelfart, Denmark Phone: +45 64 41 60 01
Krzysztof Stanuch baltic@balticnet.pl	National Chamber of Fish Producers Krajowa Izba Producentów Bohaterow Westerplatte 4A, 76-270 Ustka Tel: +48 94 314 30 63
Raul Tell raul.tell@vta.ee	Maritime safety Development Department Estonian Maritime Administration Valge 4, 11413 Tallinn, tel +372 6 205 500
Linās Kasparavičius Head of Maritime Safety Division linas.kasparavicius@msa.lt	Lithuanian Maritime Safety Administration J. Janonio str. 24, 92251, Klaipėda, Lithuania Tel: 370 46 469 663
Volker Schellhammer Direktor / Director volker.schellhammer@bsh.de	Bundesstelle für Seeunfalluntersuchung Federal Bureau of Maritime Casualty Investigation Bernhard-Nocht-Str. 78 20359 Hamburg Germany Tel + 49 (0)40 3190 8300
Stephan Schinkel Technischer Aufsichtsbeamter stephan.schinkel@bg-verkehr.de	Berufsgenossenschaft für Transport und Verkehrswirtschaft Geschäftsbereich Prävention Hauptabteilung Arbeitssicherheit Referat Seeschifffahrt und Fischerei Ottenser Hauptstr. 54 22765 Hamburg Tel: +49 (0)40 / 3980 2752 Internet: www.bg-verkehr.de
Dan Jonsson dan.jonsson@transportstyrelsen.se	Ship and Aircraft Unit, Swedish Transport Agency Sjöfartsavdelningen, SE-601 73 Norrköping, Sweden Tel +46 46 708 125195 www.transportstyrelsen.se



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<p>Tomas Olsson tomas.olsson@transportstyrelsen.se</p>	<p>Ship and Aircraft Unit, Swedish Transport Agency Sjöfartsavdelningen, SE-601 73 Norrköping, Sweden Tel +46 771 503 503 www.transportstyrelsen.se</p>
<p>Captain Krzysztof Kuropieska kkuropieska@transport.gov.pl</p>	<p>Department of Maritime Transport and Shipping Safety Ministry of Transport, Construction and Maritime Economy 4/6 Chałubińskiego str. 00-928 WARSAW POLAND</p>

We're still hoping to get a response from:

The European Agency for Health and Safety at Work - OSHA
https://osha.europa.eu/en?set_language=en

A list of all the information we've produced/received:

BSRAC

The note to the BSRAC ExCom: for discussion/decision at ExCom 11th/12th January 2012, giving a short status on accidents in the fisheries sector in the Baltic Sea Region (last updated early 2013)

DENMARK

Power point by Flemming Nygaard Christensen, Danish Fishermen's Occupational Health Service
Leaflet on Training for fishermen (by Fiskeriskolen euc nordvest)
Guidance on requirements for the crew on fishing vessels
Order on the reporting of marine accidents, deaths and incidents at sea
Notification of accidents at work etc. to the Danish Maritime Authority and the insurance company/the National Board of Industrial Injuries
Occupational accidents: Reporting occupational accidents, etc. to the Danish Maritime Authority

ESTONIA

Information from Estonian Labour Inspectorate: accident statistics from 2005 -2012

FINLAND

The Finnish Act 1797/2009 which includes the latest requirements "Government degree on the manning of ships and certification of seafarers". Plus an unofficial translation; legally binding texts are those in Finnish and Swedish © Finnish Transport Safety Agency ACT 1797/2009
Current requirements for fishermen to be able to go out to fish and what education and training is available
Occupational health care in Finland, overall content
Farmers' Social Insurance Institution: Fishermen's accidents at work in Finland

GERMANY

Short power point (presented at mtg 250213)
More detailed background on Germany (from various e mail correspondance)
Ranges of Trade and Limits of Fishing Zones
Ordinance (according to §40 of the German Accident Prevention Regulations (Unfallverhütungsvorschriften,UVV-See) of the Marine Insurance and Safety Association (See-Berufgenossenschaft, See-BG)
English translation of the text of the German „Schiffsoffizier-Ausbildungsverordnung“, in force since its last amendment of 28 July 1998 (BGBl. I p. 1938), on the Training and Certification of Masters and Ship Officers of the Deck and Engine Department (Ship Officers Training Ordinance)



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LATVIA

Power point presented at mtg 250213

LITHUANIA

Power point presented at mtg 250213

POLAND

Power point presented at mtg 250213

SWEDEN

Power point presented by Henrik Svenberg (Swedish Fishermen's Federation) at mtg 250213

Poower point from the Swedish Transport Agency

Statistics for accidents on Swedish fishing vessels (from Swedish Transport Agency)

Presentation by Öckerö Maritime Center

Presentation of the ForeSEA near-miss reporting system

DG MARE

Power point presented at mtg 250213

Legal acts and documents

International Maritime Organisation International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel (STCW-F), 1995 (Adopted: 7 July 1995, Entered into force: 29 September 2012)

<http://www.imo.org/ourwork/humanelement/pages/stcw-f-convention.aspx>

International Labour Organisation C188 - Work in Fishing Convention, 2007 (No. 188)

Convention concerning work in the fishing sector (Not in force)

http://www.ilo.org/dyn/normlex/en/f?p=1000:12100:0::NO::P12100_ILO_CODE:C188

Torremolinos International Convention for the Safety of Fishing Vessels, then Torremolinos Protocol, the Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977

<http://www.imo.org/About/Conventions/listofconventions/pages/the-torremolinos-international-convention-for-the-safety-of-fishing-vessels.aspx>

COMMISSION REGULATION (EU) No 349/2011 of 11 April 2011

implementing Regulation (EC) No 1338/2008 of the European Parliament and of the Council on Community statistics on public health and health and safety at work, as regards statistics on accidents at work

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2011:097:0003:0008:EN:PDF>

DIRECTIVE 2009/18/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 April 2009

establishing the fundamental principles governing the investigation of accidents in the maritime transport sector and amending Council Directive 1999/35/EC and Directive 2002/59/EC of the European Parliament and of the Council

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:131:0114:0127:EN:PDF>

Council Regulation (EC) No 1198/2006 of 27 July 2006 on the European Fisheries Fund

<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32006R1198:EN:HTML>



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COM(2011) 804 final: Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on the European Maritime and Fisheries Fund [repealing Council Regulation (EC) No 1198/2006 and Council Regulation(EC) No 861/2006 and Council Regulation No XXX/2011 on integrated maritime policy

http://ec.europa.eu/fisheries/reform/com_2011_804_en.pdf

European Agency for Health and Safety at Work: Online Interactive risk Assessment

<http://www.oiraproject.eu/>

Fishing Industry's Safety and Health (FISH) Platform website (now online)

<http://www.fish-platform.eu/>