

Report of the

**REGIONAL WORKSHOP ON SAFETY AT SEA IN ARTISANAL AND
SMALL-SCALE FISHERIES IN LATIN AMERICA AND THE
CARIBBEAN**

Paita, Peru, 2–4 July 2007



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PREPARATION OF THIS DOCUMENT

This document details the methodology, the results of the debates and the recommendations of the Regional Workshop on Safety at Sea in Artisanal and Small-scale Fisheries in Latin America and the Caribbean.

It also contains the presentations of the experts that participated in the workshop and the work plan required for the development of a regional strategy for safety at sea in small-scale fisheries.

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Report of the Regional Workshop on Safety at Sea in Artisanal and Small-scale Fisheries in Latin America and the Caribbean. Païta, Peru, 2–4 July 2007.

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ABSTRACT

The Regional Workshop on Safety at Sea in Artisanal and Small-scale Fisheries in Latin America and the Caribbean took place in the city of Païta, Peru, from 2 to 4 July 2007. Thirty-seven Latin American experts, as well as experts from Sweden and representatives of FAO and the Latin American Organization for Fisheries Development (OLDEPESCA) participated. The workshop was developed through joint cooperation between the Fishing Technology Service (FIIT) of FAO and OLDEPESCA.

During the workshop, the results of the “Study on safety at sea in artisanal and small-scale fisheries in Latin America and the Caribbean” were presented, as well as other presentations on different aspects of safety at sea by invited experts. In addition, experts from participating countries made presentations on the situation of safety at sea in small-scale fisheries in their respective countries. The information presented was debated in plenary and included such themes as safety at sea in fisheries management, safety measures and fishing operations, registration of information on accidents at sea and legislation, as well as technology, design and construction of vessels.

Finally, the framework for a regional strategy on safety of human lives at sea and a work programme whose objective is to strengthen systems on safety at sea through regional and international cooperation was elaborated and approved by the participants.

The unedited presentations can be found on the CD-ROM included in this publication.

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BACKGROUND

1. Artisanal and small-scale fisheries sectors are of great importance in terms of supply of aquatic products for human consumption, in addition to its role in the social and economic aspects in Latin American and Caribbean countries. However, safety at sea in artisanal and small-scale fisheries is not actually considered as an integral part of fishery management plans. Because of its importance, safety at sea should be adopted and integrated as part of any sustainable and responsible fisheries management system.
2. Given the importance of this theme in Latin America and the Caribbean, and in the framework of the FAO Global Project on Safety at Sea, the Latin American Organization for Fisheries Development (OLDEPESCA) entered into a Letter of Agreement, through the FAO's Fishing Technology Service, for the execution of a study on the situation of safety at sea in OLDEPESCA Member States.
3. The above mentioned study is made up of four broad sections; the background and methodology, case studies in four Latin American countries, the conclusions and recommendations that came out of the study and a proposal to implement a regional workshop. The case studies in the four countries considered the following themes: Safety at sea and fisheries management, registration of accident at sea information, programmes in safety at sea, legislation and design and construction of artisanal fishing vessels. In addition, country specific topics such as illegal activities which pose a threat to small-scale fishermen were included in the study where applicable.
4. The study constituted the base for the development of the regional workshop, with the objective to exchange information on the efforts that the countries in the region were making in various aspects of safety at sea, such as its incorporation in fisheries management and registration of accidents, as well as identification of a framework for the development of regional strategies that support fisheries administrations to implement actions which provide better safety to artisanal and small-scale fishermen.
5. With these aims and with continued coordination between the Fishing Technology Service (FIIT) and OLDEPESCA, it was considered best that two experts from fisheries and maritime administrations and fishermen's organizations from OLDEPESCA member countries be the main participants. The workshop was also extended to other countries in the region and to regional organizations interested in this theme with the objective to raising awareness of the participants and the authorities on the need to prioritize safety at sea in artisanal and small-scale fisheries.
6. In preparation for the workshop, several reference documents on safety at sea were given to the experts and can be found in Annex 1. In addition, the document "Safety recommendations for decked fishing vessels less than 12 metres and undecked fishing vessels" was handed out. This document is a work in preparation by FAO, the International Maritime Organization (IMO) and the International Labour Organization (ILO) through the sub-committee of stability, load lines and safety of fishing vessels and it can be found at <http://www.sigling.is/pages/402>. In addition information on the fisheries about the participating countries can be found in the CD-ROM on the last page of this document.
7. During the time of development of the workshop between OLDEPESCA and FIIT, the Vice-Minister of Fisheries of Peru offered to host the Regional Workshop on Safety at Sea in Artisanal and Small-Scale Fisheries in Latin America and the Caribbean at the Fisheries Training Centre CEP, Païta, Piura, Peru, between 2 and 4 July 2007.

1. OPENING AND ORGANIZATION OF THE WORKSHOP

- 1.1 The workshop was held at the auditorium of the Fisheries Training Centre in Paita, Peru from the 2 to 4 July 2007. Thirty-seven experts from 15 countries attended (Belize, Bolivia, Brazil, Colombia, Costa Rica, Ecuador, El Salvador, Guatemala, Mexico, Nicaragua, Panama, Peru, Sweden, Uruguay, and Venezuela [Bolivarian Republic of]), in addition there were 39 observers from Peru, four officers of OLDEPESCA and three officers from FAO. The list of participants is in Annex 2 of this report.
- 1.2 The workshop was organized in five different stages as follows:
- I. Opening of the workshop and election of the Chairperson.
 - II. Presentations by international experts on various aspects of safety at sea.
 - III. Presentations on the situation of safety at sea from different countries in Latin America
 - IV. Debates in plenary on specific themes of safety of lives at sea.
 - V. Elaboration in plenary of a regional strategy on safety at sea in Latin America and the Caribbean.
- 1.3 The opening ceremony was started with speeches by Ing. Luis Castello, the FAO Representative; Dr Angel Rivera Benavides, Executive Director of OLDEPESCA and by Ing. Eduardo Pastor Rodriguez, President of the Executive Council of the Fisheries Training Institute, Paita.
- 1.4 Dr Angel Rivera Benavides, welcomed the participants and noted that artisanal fisheries was in many cases the only means of subsistence for many people in the coastal zones and inland waters of Latin America and that it is a dangerous activity, especially when taking into consideration that man is a terrestrial being; It is therefore necessary, to establish standards to protect human lives at seas. He also noted that safety at seas is not included in fisheries legislation and that the fisheries authorities do not always consider safety at sea as a theme that requires attention. The Executive Director of OLDEPESCA referred to the background of the workshop and the agreement made between his organization and FAO in order to implement this workshop. In this light, he mentioned the study on the situation of safety at sea in small-scale fisheries with case studies conducted in Mexico, Costa Rica, Ecuador and Peru. He also expressed the willingness of OLDEPESCA Member States to collaborate with other countries in Latin America and the Caribbean, with FAO, international agencies and with foreign governments to improve the situation of safety at sea for artisanal fishermen.
- 1.5 Ing. Luis Castello, greeted the participants and thanked OLDEPESCA, the Ministry of Production of Peru and the Fisheries Training Centre of Paita for their efforts and for the excellent conditions and environment created for the workshop. He also referred to the efforts of FAO in the fight against hunger, through increased sustainable production and access to food, as this is the principal task of the Organization. The FAO Representative also made note of FAO's role in providing technical assistance to member states with the aim to having sustainable fisheries and that one of the other objectives was to improve the quality of life of the fishers and to protect them from the risks that the encounter every day in their activities. Ing Castello underlined that the workshop should analyze the problems related to safety at sea, taking into account the social, economic and work aspects. He offered the collaboration of his office for the workshop and wished all success in the deliberations.
- 1.6 Ing. Eduardo Pastor Rodriguez gave a cordial welcome to the participants and informed them that it was indeed an honour to receive such a well founded representation of experts in artisanal fisheries, maritime authorities and other participants from the principal fishing nations in Latin America and the Caribbean. He briefly informed the gathering that the classrooms of the Fisheries training centre has trained more than 42 000 Peruvian and foreign fishermen in its nineteen years of existence. He sited as an example that close to 4 000 fishermen and their

families benefited from the training activities carried out in 2007. He then explained that the Training Centre gave different levels of courses and for students from different fields and that during the workshop he will be providing more detailed information. He also cited that safety at sea was a focus of the training activities and that is a major theme for the institution. He then declared the event open.

- 1.7 The workshop then elected CP. Mario Javier Sanchez Zuniga assistant director for Fisheries Management, at the National Commission for Aquaculture and Fisheries in Mexico as Chairperson. The program approved by the workshop can be found in Annex 3.

2. INTERNATIONAL EXPERIENCES ON SAFETY AT SEA

- 2.1 The following presentations¹ formed part of the international experiences on safety at sea delivered to the plenary by the international experts invited from the different countries

- “FAO global programme on safety at sea” presented by Per Danielsson – FAO Fisheries Officer (see Appendix A).

Mr Per Danielsson presented the FAO Global Program on safety at sea in small-scale fisheries in the developing countries, explaining the immediate objectives of the program was to decrease the number of accidents at sea and their effects, as well as the long term objective was to improve the livelihoods of the coastal populations, in particular the communities whose main occupation is small-scale fisheries.

Information on the projects being executed by FAO in West Africa, South Asia and with the International Maritime Organization was presented through illustrations and slides. In addition he explained that the Global Program includes studies, projects and workshops in Latin America and the Caribbean, East Africa and the South Pacific and that FAO is presently preparing an International Conference on small-scale fisheries to be held in 2008.

On the other hand, he explained that during the first phase of the program, activities such as, the analysis of available information on accidents, field studies and seminars to evaluate the results of the studies and to plan future activities are and will be undertaken.

- “Safety at sea as an integral component of fisheries management” presented by Robert Lee, Consultant in Small-scale Fisheries, FAO (see Appendix B).

Mr Robert Lee, who presented the theme on “Safety at Sea – An integral component of Fisheries management”, made a presentation on the present situation of global production and the percentages of catches and levels of exploitation of the marine fisheries resources. He also presented numbers on the global number of fishermen by continent, types of boats, situation of artisanal fishermen, fish trade and fisheries management. He explained the interventions and responsibilities of governments in fisheries management.

With reference to fisheries management, he manifested that the protection of the resources without taking into account the socio-economic effects, could result in increased numbers of accidents and eventual loss of lives. He described how safety at sea in the fisheries management can reduce accidents and he gave suggestions such as, the implementation of preventive regulations, raising awareness amongst the fisher families, taking into account

¹ The presentations are in digital format in the corresponding CD-ROM. The presentations are in the same format as originally presented and have not been edited.

fish trade and safety at sea as essential parts of fisheries management and to take measures to authorize fishing permits only to vessels that demonstrated the necessary safety conditions. He concluded that the best steps were to prevent accidents and not to look for solutions after the accidents occurred.

- “Importance of training in safety at sea in artisanal fisheries” presented by Mats Rosander - Liew, Swedish Maritime Administration (see Appendix C).

Mr Mats Rosander emphasized that there was no “one solution” in the development and implementation of safety at sea improvements, stressing that the most important factor in the subject is the fisherman himself and that it is towards them that efforts must be focused. Also he added that there were two attitudes existing towards the solution of the problems in safety: the reactive, where actions are taken after an accident has happened, and the proactive, which is characterized by preventive actions.

He mentioned that the Swedish experience is oriented towards the proactive areas of work and based on good working relations with the authorities (Swedish Marine Administration, Coastal Guard, Police, the Swedish Federation of Marine Industries), other organizations and individuals. He added that to reduce the number of human lives lost at sea it is necessary to work jointly with search and rescue organizations, to develop systems of coastal radio and above all, to change the concept of safety at sea, involving all the members of the families, women and children, on the importance of the subject.

He emphasized that Sweden contributes to improve the security in the Sea through interchange of experiences and procedures, as well as how to prevent accidents at sea through mass media (scholastic pamphlets, activities, training programs). Also, he indicated that they have been supporting the development of pilot projects, related to the safety at sea giving as an example the project “Think Safety at Sea” and the active participation in the Integrated Management of Coastal Zones and its relation to safety at sea.

- “Voluntary search and rescue and the establishment of a rescue organization in developing countries”, presented by Mattias Wengelin, University of Lund, Swedish Sea Rescue Society (see Appendix D).

Mr Mattias Wengelin made a brief introduction on the history of the Swedish Sea Rescue Society, which celebrated its centenary this year. Also he expressed the importance of the voluntary service in the activities of search and rescue in safety at sea and explained that the three main elements of this activity are the communication (to quickly locate the place of the accident), education (to teach seafarers how to prevent accidents) and flotation (to increase the possibility of survival and increase visibility). Nevertheless, he added that search and rescue activities are necessary to complement the process of saving lives and that these can be established through of voluntary search and rescue organizations.

He concluded that it was important to know how to motivate the volunteers, and that empathy was one of the main tools and a motivating factor. He mentioned that in order to obtain a good team of volunteers, due consideration has to be given to funds, time and the correct team configuration.

- “Safety at sea as an integral part of coastal zone management in developing countries”, presented by Ulrika Roupé, Project Manager SSPA, Sweden (see Appendix E).

Ms Ulrika Roupé presented and displayed the work done by SSPA in safety at sea in countries like Tanzania, Indonesia and Thailand, putting emphasis on the causes of a great

number of accidents in small-scale fishing such as the great distances to be navigated, the lack of maintenance of the boats and safety equipment.

Also, she proposed recommendations to improve safety at sea through the need to have a registry of small boats and for accidents, to improve the basic design and construction methods for boats, improved safety equipment and regular inspection and through technical and financial cooperation, as well as the development of systems of communication for the search and rescue and weather information.

On the other hand, she stressed the importance and role of women and their social and economic influence in the fishing communities and the role that they can play in improving safety at sea.

3. SITUATION OF SAFETY AT SEA IN ARTISANAL FISHERIES IN LATIN AMERICAN AND CARIBBEAN COUNTRIES.

3.1 The following presentations were made by experts from Latin American and Caribbean countries:

- Presentation of the draft document “Study on safety at sea in artisanal and small-scale fisheries in Latin America and the Caribbean” financed by FAO and implemented by Ricardo Coayla, consultant OLDEPESCA (see Appendix F).

The draft report was presented to the plenary. The presentation started with describing the methodology used and the objectives of the study. The presenter then mentioned that case studies were carried out in four Latin American countries and the main themes considered were safety at sea and fisheries management, reporting and recording of accidents and information, safety at sea programs, legislation, design and construction of vessels. The case studies enabled the identification of the limitations in applying safety at sea measures in artisanal and small-scale fisheries.

In addition, the recommendations in the study were presented which stressed amongst others the incorporation of safety at sea in fisheries management, financial support to fishermen’s cooperatives and associations in order to improve safety, establishment of programmes to improve the collection and compilation of data, registration and diffusion; and development of improved training and capacity building in safety at sea.

- “The situation of artisanal fisheries in Latin America and the Caribbean” by Andrés Mena Millar, Senior Fisheries Officer FAO, Regional Office for Latin America and the Caribbean, Santiago de Chile, Chile (see Appendix G).

Mr Andrés Mena Millar presented the general situation on fisheries in artisanal fisheries in Latin America and the Caribbean recognizing its importance as the main form of supply of fish and shell fish to the internal markets and to its contribution to exports, foreign currency earnings, and income and food security. In spite of this, he added that the present facilities are quite precarious, use rudimentary procedures and deficient facilities for the construction, repair and maintenance of boats, as well as that there were problems in the marketing, social conditions and sustainability of the resource.

On the other hand, he presented the results of the Consultation on Regulation of the Access to Artisanal Fisheries, which took place in Lima, in September 2006, which demonstrated an increasing deterioration of the resources and the coastal environment, as well as the displacement of the manual labour of other sectors towards coastal fisheries. He said

that nevertheless, there was a demonstrated improvement in the quality and presentation of fishing products, as well as a greater diversification of activities, increasing technical and productive efficiency, infrastructure improvements and services, a greater linkage of fishermen with the marketing and its benefits, and increasing participation of woman in the activity and a remarkable social progress in some countries. Finally, he explained that the modernization of artisanal fishing has implications in safety at sea due to the increased exposure to risks generated by this activity.

- **BELIZE** – “The state of safety at sea in artisanal fisheries” in Belize 2007 by Ramón Cárcamo, Fisheries Officer Belize Fisheries Department (see Appendix H1, Guide for compilation of country information Appendix H2).

After making a brief description and characterization of the artisanal fisheries in Belize, including the boats used, the theme of fisheries management and safety at sea in artisanal fisheries was introduced by Mr Cárcamo who explained that the Port Authority of Belize was the responsible institution for certification of fishing vessels, as well as the Belize Coast Guard who are responsible to oversee that the maritime laws are obeyed, to implement the respective inspections and to execute search and rescue operations.

With respect to legislation on safety at sea in artisanal fisheries, it was explained that although not included in fisheries management, there are legal dispositions such as the Coast Guard Law 2005, which include laws on maritime jurisdiction, management of coastal areas and environmental protection. With regards to registration of accidents, the plenary was informed that there was a system for the registration of accidents and incidents in fisheries, employing a system for gathering and analysis of information.

In relation to the design of boats, measures in safety are not considered in the construction of artisanal vessels and up to this time there have not been any initiatives to incorporate these. He stated that more attention should be placed in the design of the boats and insisted that the owners should place more emphasis on this point.

With respect to safety equipment, Mr Cárcamo mentioned that communication systems (VHF, mobile phones) y navigation equipment (GPS, depth finders and compasses were used in the artisanal fisheries and are available on the local market. However, it was necessary to strengthen training and capacity building in the use of this equipment, as well as in basic navigation and in GPS systems

- **BOLIVIA** – “Safety in rivers and lakes for artisanal fisheries” by Isidoro Gómez, Naval Captain DAEN, Chief of the Bolivian Unit of Marine Fisheries and Rolando Villaroel, Naval Captain Legal Adviser in the Directorate General of Marine, River and Inland Waters DAEN, in the Bolivian Ministry of Defence (see Appendix I1, Guide for the compilation of country information Appendix I2).

The experts provided information on fisheries management in the artisanal sector whose activity is regulated by the Ministry of Rural Development, Farming, and Environment, the Ministry of National Defence and by other entities with responsibilities for the control and to execution of safety measures for activities in fisheries management and for safety in rivers lakes, on boats and for fishermen.

They mentioned that safety regulations in the artisanal fisheries was enforced by the Capitánias de Puertos (Port Captain or Harbour Masters), whose regulations are implemented through legal dispositions in the laws regarding the Capitánias de Puertos, marine and inland fisheries regulations. In terms of the registration of information on

accidents, they indicated accidents and violations were detected by a system of controls and inspections of vessels and analyzed by the responsible authorities. However, it was noted that one of the elements that limited the information was the scarce availability of human and financial resources. When speaking about the construction of boats, they made reference to the existence of boat yards that had technical advice, but in spite of this, designs were still of the traditional type in conformity with the needs in each region and according to the different fishing areas. Vessels are supposed to be inspected by the Bolivian Navy.

In conclusion they manifested that the safety measures in artisanal fisheries and small-scale fisheries in the river and lake systems were still of a rudimentary character and the standards for artisanal fisheries in the inland waters were in a process of improvement.

- **BRAZIL** – “Artisanal fisheries and safety at sea” by Souza Araujo, Special Advisor Office of the Minister of Aquaculture and Fisheries of Brazil (see Appendix J).

Mr Eloy de Souza made the presentation on the principal institution in fisheries and aquaculture in Brazil: The Special Secretariat for Aquaculture and Fisheries – SEAP, responsible for promoting and development of aquaculture and fisheries, as well as the formulation of fisheries and aquaculture policy, under the responsibility responsible of the Registrar General of Aquaculture and Fisheries.

He presented the values of artisanal fisheries production in Brazil and recognized the importance of this sector given the total fisheries production. In addition, he characterized the fisheries activities of the artisanal fishermen in function of the type of environment, fishing gear used and the target species.

Regarding safety at sea, he stated that the principal causes of accidents in commercial and artisanal fisheries were the sea state conditions (waves, men overboard, low visibility) and the conditions aboard the vessels (slippery decks, noise, sinking and capsized.) Additionally, he suggested that solutions to improve safety at sea were to reinforce education and training in the dangers at sea in fishing activities as well as the substitution of the fleets with safer units.

- **COLOMBIA** – “Presentation of the Sub-Directorate of Fisheries and Aquaculture – INCODER” by Sandra Muñoz Torres, Coordinator of the Management Group of the Sub-Directorate of Fisheries and Aquaculture of Colombia (See Appendix K1, Guide for compilation of country information (see Appendix K2).

Ms Sandra Muñoz Torres presented the Colombian entities responsible for safety at sea and fisheries management in Colombia: the Directorate General for Maritime Affairs (Dirección General Marítima), internally dependant on the Ministry of National Defence, whose function it was to regulate, and control the inscription, registration, classification and licensing of ships and vessels of all types; and the Colombian Institute of Rural Development (Instituto Colombiano de Desarrollo Rural (INCODER)), under the Ministry of Agriculture and Rural Development (Ministerio de Agricultura y Desarrollo Rural). She added that the administrative functions for fisheries and aquaculture were executed by the Sub secretariat for Fisheries and Aquaculture (Subgerencia de la Pesca y Acuicultura).

In relation to the legislation related to safety at sea and the registration of artisanal fishing vessels in Colombia she quoted the resolutions, decrees and laws that gave the minimum safety conditions to which vessels of less than or equal to 25 gross tonnes must comply

with in order to obtain the corresponding certification and licenses. She also outlined, the regulations that oblige the competent authorities to have an updated General Fisheries Registry.

She explained the difficulties in implementing adequately safety at sea programs for small-scale marine fisheries in Colombia, amongst these were the lack of a complete database on the artisanal fishing fleet and the precarious system for the accident registry; the lack of joint work between the competent authorities to unify criteria and standards as well as the absence of training for artisanal fishermen, all mainly caused by scarce financial resources and insufficient institutional support.

- **COSTA RICA** – Presentation of the Costa Rican Institute of Fisheries and Aquaculture and Capitanía de Puertos (Port Captains) by Luis Castro Ulate, Chief of the Extension and Training Department in the Costa Rican Institute of fisheries and Aquaculture and José Luis Paredes, Port Captain in the Directorate of Navigation and Safety in the Ministry of Public Works and Transport of Costa Rica (see Appendix L1 and the guide for compilation of country information [Appendix L2]).

A brief description of the territorial and marine characteristics of Costa Rica was presented, included were a description of the numbers and types of vessels used in the fisheries. On the other hand, the presenters indicated that the competent institutions for the promotion and development of fisheries in the country was the Costa Rican Institute for Fisheries and Aquaculture (Instituto Costarricense de Pesca y Acuicultura (INCOPECA)), The Directorate of Navigation and Safety and the Capitanías de los Puertos Port Captain/Harbour Master under The Ministry of Public Works and Transport (MOPT) the entity responsible for safety at sea for artisanal fishing boats.

It was mentioned that the fisheries administration has legal dispositions relative to safety at sea for artisanal fisheries as well as for the design of artisanal vessels. They explained that the regulations governing Maritime accidents, an accident data base and the procedures for investigation of accidents were in the process of being elaborated. The presenters further explained that even though training programs existed for artisanal fishermen, it was necessary to improve the training and awareness of fishermen on safety and survival at sea.

- **ECUADOR** – “Artisanal fisheries sector of Ecuador, safety at sea and fisheries management” by Gabriela Cruz, President of the National Federation of Fisheries Cooperatives of Ecuador, Galo Garzón, Sub Director General of the Merchant Navy and Pedro Cucalón, Coordinator of the Fisheries Control unit of the Sub Secretary of Fisheries Resources of Ecuador (see Appendix M).

Ms Gabriela Cruz made a presentation on the National Federation of Fisheries Cooperatives of Ecuador (Federación Nacional de Cooperativas Pesqueras del Ecuador (FENACOPEC)), the national organization that represents the Ecuadorian Artisanal Fisheries Sector. She gave geographical information on the most important artisanal fishing ports, characteristics of the boats, type of fishing methods and fishing gear used in the offshore fisheries. She also provided information on the technical equipment employed in artisanal fisheries and said that given the high costs, only 30% of the fishermen use them. In the same way, she mentioned distinct problems and deficiencies that hamper safety at sea such as piracy, drowning, lost at sea due to lack of navigation and communication equipment, the slow process to register boats and fishers amongst others. She explained that initiatives were being developed which would employ marine communication systems, Satellite monitoring of boats, unification of documentation required by the Navy and by the Directorate of Fisheries.

In continuation, Mr Galo Garzón presented the geographical, climatic and oceanographic conditions that exist in Ecuador. Following this he presented the institutions responsible for management and safety at sea in which he mentioned: The Ministry of Agriculture and Fisheries (Sub Secretariat of Fisheries, National Directorate of Fisheries and the Directorate of Artisanal Fisheries) and the Ministry of Defence (National Navy and Directorate General of the Merchant Navy and the Coast DIGMER). With reference to maritime safety, he indicated the basic requisites that are demanded from artisanal fishing vessels are: the IMO course, the vessel and fisherman registration, the inspection of the vessel and compliance with the minimum safety equipment required.

In addition, he explained the SAR system in Ecuador, which has as its main objective to efficiently and effectively assist persons or units in potential or real danger. The SAR activities are the responsibility of the Ecuadorian Navy, who looks after the saving of lives at sea. He said that the functions consisted of reception, reply and retransmission of the distress call, the coordination of the SAR response and the development of rescue operations. He indicated that DIGMER, as the Maritime Authority has the responsibility to apply the international conventions for safety at life at sea (SOLAS) and the International Convention SAR. Finally, through illustrations, he presented the project for the technological modernization of DIGMER for the period 2005-2010.

In terms of fisheries management in Ecuador, he explained this was governed by the Fisheries Law of 1974 and its regulations. Fisheries management measures included amongst others the eight miles reserved for artisanal fisheries, one mile as a reserve for reproduction and forty miles for the Galápagos Marine Reserve.

- **EL SALVADOR** – “Presentation of marine port authority in El Salvador and safety of artisanal fishers at sea” by José Eduardo Barrientos, Maritime Manager of the Marine Parts Authority, José Benjamín Zepeda, Coordinator of the Rural development Unit of the Centre for Fisheries and Aquaculture Development of El Salvador y Pedro Nery Alvarado, President of the Administrative Council of the Association of Fishing cooperatives of El Salvador (see Appendix N1, Guide for compilation of country information Appendix N2).

A presentation on the Maritime Ports Authority of El Salvador was given. The Ports Authority is an autonomous public service institution with responsibilities and competency in maritime and port development, in establishing rules and procedures that guarantee the safety of navigation, the execution of activities and functions related to the maritime registry and the establishment of standards that regulate the construction, maintenance, conservation and functioning boat assembly plants and every type of naval or water craft and engines and their parts. They also explained that the General Law of the Maritime Ports has as its primary objective to regulate all activities related to the promotion, development and defence of the maritime interests, the control and vigilance of matters related to the sea and the exercise of sovereignty and jurisdiction within the maritime and inland waters of El Salvador.

The presenters made a classification of the risks connected to safety at sea that the fishermen had experienced in the activities, they included the lack of navigation and communication equipment and general safety in the artisanal fishing fleet, an insufficient number of trained personnel within the institution, the dispersed nature of the fishing communities along the coasts.

However, he explained that the Centre for Fisheries and Aquaculture Development (CENDEPESCA), with international support had done four training courses in fisheries

nautical aspects which included themes as Basic First Aid, Survival at Sea, Prevention and Fire Fighting, Personal Safety and Social responsibilities; with the objective to put in place the base to create and strengthen amongst the fishermen a new safety culture.

- **GUATEMALA** – “Safety at sea in artisanal fisheries in Guatemala” by Nereida Lily Aguilar Nereida Lily Aguilar, Co-director for Guatemala in the project “Support to Professional Training of artisanal fishers and aquaculturists in Central America” of the Unit for the Management of Fisheries and Aquaculture (Unidad para el Manejo de la Pesca y la Acuicultura, Ministerio de Agricultura, Ganadería y Alimentación [UNIPESCA-MAGA]) and Navy Captain Manuel Francisco Sosa Manuel Francisco Sosa, Second Commander of the Pacific Naval Command, Navy, Guatemalan National Defence (see Appendix O1, Guide for the compilation of country information in Appendix O2).

The experts made a presentation of the institutions responsible for fisheries and aquaculture in Guatemala: The Ministry of Agriculture, Livestock and Food, in particular the Unit for the Management of Fisheries and Aquaculture (UNIPESCA), the Ministry of Defence through the National Maritime Authority, The Navy for National Defence and the Port Captains, the also presented the Fisheries and Aquaculture Law citing decree N° 80-2002.

On the other hand the offered general information about the classification of artisanal fishing boats and the requirements by UNIPESCA such as registration, diagnostic of the fishing gear, authorization for sailing and certificates of competency and other documents required by the Port Captains and the Naval Command such registration and inspection certificates.

They presented the Plan for the support to training of fishermen and aquaculturists in Central America as a result of the joint efforts between Xunta de Galicia and the support of CETMAR y OSPESCA. They manifested that the main objective of this plan is to contribute to increasing the professional level of the artisanal fishermen of Guatemala, thereby improving know-how in safety at sea. Finally, they showed the elements of the basic course module on safety and informed the gathering of the progress and goals achieved in training and capacity building to date.

- **MÉXICO** – “Programme of safety of human life at sea and Presentation of the Inter Secretarial Commission for Maritime and Port Safety and Vigilance” by Ricardo Romero, Adviser to the National Confederation of Fishing Cooperatives Francisco Payno, Technical Secretary of the Inter-secretarial Commission on Safety and Maritime Vigilance (see Appendixes P1 and P2, Guide for compilation of country information P3 and P4).

Mr Francisco Payno made the presentation on the Inter Secretariat Commission on Maritime and Port Safety and Surveillance (Comisión Intersecretarial de Seguridad y Vigilancia Marítima y Portuaria (CONSEVI)), which integrates and coordinates diverse public sector institutions namely (Secretariats of Agriculture, Livestock, Rural Development, Fisheries and Food, Tourism, Communications and Transport, Energy, SEMARNAT Y SEMAR) and private sector and social organizations involved Maritime and Port Safety and Surveillance. He indicated that the principal objective of CONSEVI is to coordinate and supervise the functions or activities in matters related to fisheries, tourism and nautical safety. He added that amongst the principal policies, CONSEVI, looks for ways to guarantee the safety of human life and vessels at sea, have the best use and adequate conservation of the resources, as well as the preservation of the environment.

He explained that the strategies that the commission follows contemplates the development of training programs related to safety, to establish agreements with organizations in the

private and social sectors, the agreement, updating and implementation of the Official Mexican Standards for vessels, registration programmes for vessels and watercraft, programmes for checking and inspection of fishing vessels, facilitate the medical examination of coastal fishermen and the installation of the Global System of Maritime Rescue and Safety amongst others. The goal is to promote a safety culture in the marine environment through permanent activities of a preventive nature, promoting campaigns in awareness and encouraging the active and permanent participation of the private and social sectors.

On the other hand, he provided information on the Programme for the Safety of Human Life at Sea, through which were implemented free training of fishermen and service providers in the tourist industry in survival techniques at sea. He indicated that that the course content included themes such as basic navigation, fisheries, environmental conservation, first aid and personal survival techniques.

- **NICARAGUA** – “Situation of safety at sea in artisanal fisheries” by Nelbert Taylor, in charge of Fishing Gear and Methods and Itzamna Ubeda, in charge of Artisan Fishery Project Formulation and Design in the Nicaraguan Institute for Fisheries and Aquaculture, respectively (See Appendix Q1, Guide for compilation of country information in Appendix Q2).

The Nicaraguan experts presented information on the Nicaraguan Institute of Fisheries and Aquaculture (INPESCA), supporting the importance of this organization after having made fundamental changes in its structure. On the other hand, a list of problems identified such as weak institutional capacity for effective control of the fisheries, illegal fishing, lack of scientific information on the resource potential, free access, a limited degree of technology in use, poor hygiene and handling practices and a lack of infrastructure. Also available information on catches, production, employment and types of vessels used in function of the type fishing activity was presented.

Among the activities executed by INPESCA, is a plan to better use the fishery and aquaculture resources thereby creating improved conditions for national food security. The strategic objectives include promotion and development of better investigation, monitoring, control and surveillance, fisheries and aquaculture development, giving legal security to title holders of licences, concessions and permits. Amongst the objectives proposed in the context of improved monitoring control and surveillance is increased monitoring of fishing zones by the navy and fisheries inspectors as well as a national plan of action to prevent, reduce and eliminate IUU fishing, as well as the establishment of an VMS system. The presenters also explained the goals in terms of promotion and support to finance infrastructure projects, training material and increased participation of women in fishing and aquaculture activities.

- **PANAMÁ** – Presentation of Panamanian Aquatic Resources Authority and the National Federation of Fishermen by Flor de María Torrijos, Advisor to the Administrator General and the Director of International Technical Cooperation del Aquatic Resources Authority, and Gavino Antonio Acevedo González, President of the National Fisheries Federation of Panama (see Presentation in Appendix R1 and Guide for compilation of country information in Appendix R2).

Ms Flor de María Torrijos made the presentation on the Panamanian Authority for Aquatic Resources (Autoridad de los Recursos Acuáticos de Panamá), the institution charged to efficiently manage the aquatic resources, keep vigil over food security, in addition it is the entity responsible for safety at sea of artisanal and small-scale fishing vessels. She showed

with graphics, the sphere of actions of the institution which are focused on management, infrastructure, promotion, productivity, trade y associations, surveillance and control and research and development.

She added that this institution was in the process of implementing actions of monitoring and control using satellite monitoring systems, inspection and control of sailing clearances in coordination with the National Maritime Services, Customs and Police. The overall objective is the management of aquatic resources in an integrated manner. Amongst the activities developed through international cooperation, she described different projects which were being executed, one of these being the Plan for the Support of Artisanal Fisheries², which includes activities of training in the productive management and strengthening the sector.

- **PERÚ** – “State of safety at sea in artisanal fisheries in Peru 2007”, by Felix Chumbiray, Directorate General of Artisanal Fisheries in the Ministry of Production, Peru (see Appendix S1, Guide for compilation of country information Appendix S2).

Mr Félix Chumbiray explained the definition of artisanal fisheries in Peru, defining it as an extractive or processing activity, that employs simple installations and techniques, predominated by manual labour, and the products of this activity are destined with preference, for direct human consumption. He elaborated on the promotion and support the Ministry of Production gives in terms of business management, technology transfer and training.

In reference to fisheries management, he mentioned that the Ministry establishes the management system that is most adequate in function of the resource to be exploited, however, in relation to safety at sea, he manifested that it is the Directorate General of Port Captains and Coast Guard, through the Port Captains, that are charged with the responsibility to regulate and oversee all aspects that deal with safety of human life at sea and marine environmental protection. They exercise the functions of registration, control, inspections and the safety conditions aboard the vessels. He emphasized that there exist programs for Control and Surveillance, Search and Rescue, capacity building and training, as well as credit programmes for the artisanal fisheries. He added that the DICAPI investigates and resolves, as the competent authority, all causes and responsibilities of incidents that occur in respect to safety of human life at sea. In this matter DICAPI keeps a registry of SAR actions with the objective to optimize safety management.

Relative to legislation related to safety at sea, he provided that main legal dispositions such as the Law which governs the Control and Surveillance of Activities in the Sea, Rivers and Lakes, the code of safety for fishing vessels, and the regulations for the registration of and licensing of vessels. In the same manner, he mentioned that the communication systems of the artisanal fishermen are regulated and the systems most used are the VHF and mobile phones, as well as other equipment for navigation and communications. Emergency radio beacons are used when the distance from shore exceeds 15 miles. On the other hand, he expressed the need to continue with the programme to formalize the artisanal fishing activity, which would permit a better identification of the needs of artisanal and small-scale fisheries sector.

- **URUGUAY** – “The artisanal fisheries of Uruguay” by Julio Fernando Chocca, Specialist if Fishing Technology, National Directorate of Aquatic Resources of Uruguay (see Appendix T1, Guide for compilation of country information in Appendix T2).

² Artisanal vessels are vessels that are less than 9 metres in length.

Mr Julio Fernando Chocca made a brief description of the background of the fisheries of Uruguay and later proceeded to present the government institutions involved in the fisheries: The National Directorate of Aquatic Resources (DINARA), whose is responsible for the formulation, control and execution of regulations related to fishing operations, the Prefecture of the National Navy (Prefectura Nacional Naval [PNN]), responsible for safety at sea for artisanal and small-scale fishing vessels and the Maritime Technical School – University of Work of Uruguay (Escuela Técnica Marítima – Universidad del Trabajo del Uruguay), whose objective is the development of training programmes in marine fisheries with diverse subjects such as navigation and fisheries, engineers, shipwrights amongst others. He confirmed that up to the moment safety at sea was not included in fisheries management, however, artisanal fisheries are being considered as a priority area for the DINARA.

He manifested that there are legal dispositions related to safety at sea for artisanal fisheries such as the registration done by the Prefecture of the National Navy who is also responsible to perform vessel inspections. In relation to the design of boats, he indicated that the construction of artisanal fishing boats were done according to tradition and without any plans, usually models previously built in small coastal carpenter workshops or by the fishermen themselves. He added that there are presently initiatives related to the design of artisanal and small-scale fishing boats taking into consideration safety at sea. This is being done through an inter-institutional working group.

He explained that the PNN is the maritime authority that provides SAR services and if necessary, they request support from the National Navy and the Air Force or civil organizations. In relation to the use of electronic equipment by the artisanal fleet, he said that a high percentage do not have electronic aids to navigation such as GPS, radar or depth finders, however, he indicated that the use of VHF is obligatory. HF radios and mobile phones are used optionally.

- **VENEZUELA (BOLIVARIAN REPUBLIC OF)** – “Situation of safety at sea in the artisanal fisheries” by Henry Urbina, Manager of Transactions, Vigilance and Control in the National Institute of Fisheries and Aquaculture of Venezuela (INAPESCA) (see Appendix U1, Guide for the compilation of country information Appendix U2).

Mr Henry Urbina presented the maritime and territorial characteristics of Venezuela. With regards to the safety at sea of artisanal fishing vessels he mentioned that the responsibility for these were with the National Institute for Aquatic Areas (Instituto Nacional de Espacios Acuáticos) and with the Coast Guard Command, and although this theme is not included in fisheries management, there are initiatives such as satellite monitoring for ships and the project for the control of vessels implemented by the Venezuelan National Navy.

In terms of legislation on safety at sea, he presented the law on Aquatic and Island areas 2002, the Law of the Navy and Connected Activities 2001 and the Law for the Reactivation of the Merchant Navy 2000, indicating that the authorities responsible for the formulation, control and execution of the regulations related to safety of fisheries operations was the National Institute of Aquatic Areas and the National Institute of Fisheries and Aquaculture.

In the end he manifested that data collection and analysis of accidents at sea was undertaken and these are available in the SAR reports and furthermore it is the responsibility of the Port Captains and Coast Guard to compile and prepare these.

4. DEBATE ON THE REGIONAL SITUATION IN SAFETY AT SEA IN ARTISANAL FISHERIES

4.1 The following paragraphs reflect the results of the debates that were undertaken after the international presentations and the country presentations on safety at sea.

4.2 The following themes were discussed in the debates:

- Safety at sea in artisanal fisheries management
- Safety measures and fishing operations
- Registry of information on accidents at sea and legislation
- Technology and design and construction of vessels

4.3 In these interventions it was emphasized the need for training of artisanal fishermen, their organizations and managers, boat builders, vessel construction inspectors as well as pertinent government functionaries in safety at sea in small-scale fisheries. Also, it is noted that as a more general theme, there is a need for more technical assistance to fishermen and government officers in order to manage safety at sea in small-scale and artisanal fisheries.

4.4 Safety at sea in fisheries management in small-scale fisheries

- i) In the analysis of Safety at Sea and its connection to Fisheries Management, the participants came to the conclusion that in general safety at sea was not considered as a theme in fisheries management plans. However, it was noted that safety at sea was included in training courses for fishermen. Given the importance of safety, it was recommended that activities and measures in safety at sea be included in fishery management plans.
- ii) The coordination between different authorities (maritime, fisheries and others) was considered as a problem of major importance and it was recommended that mechanisms be they, formal or informal, should be established in order to guarantee effective coordination.
- iii) The workshop was unanimous in that there were serious difficulties in differentiating between artisanal and industrial fisheries, above all in cases of modern fisheries, using relatively small boats well equipped for fishing and navigation. In this respect, it was recommended that FAO include the definition of artisanal and small-scale fisheries amongst the themes that will be discussed at the International Conference on small-scale fisheries in 2008.
- iv) The Seminar recommended establishing and strengthening in some cases the cooperation and exchange of information on safety at sea between Latin American and Caribbean countries. In this respect, it recommended that pertinent measures be taken to establish a regional project on safety at sea in artisanal fisheries that includes amongst its principal activities: training of fishermen and awareness raising in their families including gender aspects, organization of fishermen, data bases, improvement of safety equipment, harmonization of legislation, coordination between national and regional authorities, standards and control in the design and construction of boats, sharing and exchange of information on safety at sea, cooperation in search and rescue and promoting "safety culture" among fishermen and their communities.
- v) Some experts called attention to accidents in fisheries that use diver fishermen and recommended that in countries where diving is used as a fishing method that clear regulations be established for this activity and that the authorities should ensure that the regulations are implemented. Divers should also be included in training for fishermen.

- vi) The participants manifested their support to the conclusions and recommendations of the study on Safety at Sea in artisanal and small-scale fisheries in Latin America and the Caribbean undertaken OLDEPESCA in Costa Rica, Ecuador, Mexico and Peru with assistance from FAO.
- vii) The workshop also made the following recommendations on safety at sea in fisheries management.
 - Include hygiene standards as a problem in safety.
 - Produce documents for awareness raising in safety at sea in artisanal fisheries.
 - Establish a virtual workgroup coordinated by OLDEPESCA, in order to exchange information and criteria in safety at sea.
 - Assign specific funds for safety at sea.
 - Combat and discourage illegal, unreported and unregulated fishing as it pertains to safety at sea.
 - Strengthen measures to impede the use of explosives in fisheries in both the marine and inland environment

4.5 Safety measures and fishing operations

- i) The participants considered that the lack of safety measures or, of their implementation were the cause of many of the accidents that occur on board artisanal fishing vessels. In this respect they commented that fishermen were exposed to many risks amongst which they mentioned chemical, biological, physical, ergonomic and physiological risks. They gave as examples the permanent exposure of fishers to loud noises, vibrations, tiredness and economic uncertainty.
- ii) The experts noted that many fishers were economically insolvent and do not have the means to acquire safety equipment such as lifejackets, EPIRBS and other equipment, mainly because of their high costs. They cited examples of equipment locally constructed of good quality, but not certified by the recognized authorities. In this respect, it was recommended that fisher organizations and the competent authorities jointly study the possibility to produce and accept low cost safety equipment.
- iii) It was also recommended that investigation and studies on the safety of artisanal fishermen in operations of different fishing gear and fishing methods are undertaken.

4.6 Registration of information on accidents and legislation

- i) The workshop was unanimous when considering the need to improve national systems for recording and registering accidents at sea in artisanal fisheries. In this respect, it was noted the advantages of having a single registry under the responsibility of a lead institution, independently, even though other institutions participate and collaborate in the registration and handling of accident data on artisanal fishermen. It was recommended that the registry be legally established and that in addition to recording of accidents the causes of these should be analysed and measure be taken to avoid, diminish their occurrence or to minimize their effects.
- ii) It was also noted the importance to establish codification and marks for boats in artisanal fisheries with the aim to facilitate the control of navigation and thereby increase the safety of boats and their crews.

4.7 Technology and design and construction of boats

- i) The participants considered that in the construction of many vessels in the artisanal fisheries neither standards nor quality control that guaranteed safety at sea were adequately addressed. In this respect it was noted the need to train inspectors to supervise the construction of artisanal fishing boats and that boats that did not meet the necessary requirements for safe navigation should not be permitted to leave port.
- ii) Several participants referred to the convenience of insurance for artisanal fishing vessels, where pertinent, as a means to strengthen the safety of vessels and fishermen at sea.

5. REGIONAL STRATEGY ON SAFETY AT SEA FOR ARTISAN AND SMALL-SCALE FISHING IN LATIN AMERICAN AND THE CARIBBEAN

5.1 The workshop participants approved the framework and activities for a regional strategy in safety at sea which is described as follows.

5.2 GENERAL OBJECTIVE

To promote the development of sustainable fishing and livelihoods of artisan fishing communities through regional and international co-operation oriented towards the strengthening of safety at sea systems

5.3 SPECIFIC OBJECTIVES

- i) To improve the level of safety on fishing boats, onshore facilities and artisan fishing equipment.
- ii) To promote the development of human resources for safety at sea in artisan fishing, through the use of different media, training activities and other pertinent measures.
- iii) To develop and strengthen regional cooperation for safety at sea in artisanal fisheries.

5.4 STEPS TOWARDS A REGIONAL SAFETY AT SEA STRATEGY FOR ARTISAN FISHERMEN

- a) Standardization of data regarding accidents in order to determine their causes and to reduce them.
- b) Revision, evaluation and adapting at the local level, where necessary, already existing international legislation on safety at sea, considering, among others, the Code of Conduct for Responsible Fishing and the Code of Safety for Fishermen and Fishing Vessels.
- c) Regional cooperation in matters concerning search, rescue, monitoring, control and surveillance.
- d) Coordination of training in safety at sea at a regional level.
- e) Strengthening technical capacity in the region in terms of design and construction of artisan fishing boats.
- f) Awareness raising of authorities, fishermen and their families in safety at sea.
- g) Incorporation of safety at sea in the fishery management plans.

- h) Promotion of development programs of safety of artisan fishery operations in inland waters, lakes and rivers
- i) Promote coordination and co-operation standards and mechanisms for the safety of human lives at sea through co-operation and activities among fishermen, fishing boat owners and the authorities.
- j) Obtain funding from international co-operation for the execution of training, technical assistance and equipment improvement programs

5.5 THEMES TO BE CONSIDERED FOR THE ELABORATION OF AN ACTION PLAN

5.5.1 Standardization of data regarding accidents to determine their causes and to reduce them.

- a) Competent authorities from each country will develop national data bases regarding accidents and their causes.
- b) Analysis of the causes of accident for improved decision making processes nationwide in terms of accident prevention.
- c) Promote the exchange and dissemination of information regarding accidents, their causes and the measures adopted in Latin America and the Caribbean.

5.5.2 Revising, evaluating and adapting at the local level, where necessary, existing international legislation about safety at sea, considering, among others, the Code of Conduct for Responsible Fishing and the Code of Safety for fishermen and fishing vessels.

- a) Establish multi-sector commissions for revising, evaluating and adapting of legislation according to each country's reality.
- b) Conduct studies on national legislations and their relationships with safety at sea in order to issue corresponding recommendations.

5.5.3 Regional Cooperation in matters regarding Search, Rescue, Monitoring, Control and Surveillance.

- a) Establish bi-lateral and/or regional agreements for the Search and Rescue for artisanal fishermen taking into consideration the SAR69 agreement as a point of reference.
- b) To promote coordination between governments to facilitate the return of fishermen, their fishing boats and equipment (fishing gear, engine, among others) to their places of origin expeditiously and within the frame of human rights.

5.5.4 Coordination of training on safety at sea at a regional level.

- a) Promote and strengthen the exchange in training of artisan fishermen in the region, maximizing the use of existing facilities and available human resources in the different countries of the region.
- b) To strengthen and spread information on initiatives developed by artisan fishermen organizations in the execution of training programs regarding safety at sea.

- c) To promote a safety culture among fishers initiating in primary schools.
- d) Promote meetings of national artisanal fishermen organizations at the regional level in which there will be agreements on programs in cooperation and exchange of knowledge and experiences it will be necessary to search for funding in order to implement these meetings.

5.5.5 *Strengthening of regional technical capacity in terms of design and construction of artisan fishing boats.*

- a) Conduct international and/or regional exchange activities to strengthen programs in the design and construction of artisan fishing boats in existing technical schools in the region.
- b) To establish standards for the construction of artisan fishing boats which will consider the approval of designs, establish criteria in stability, buoyancy, materials and safety equipment.
- c) Develop and promote the use of alternative materials in boat construction thereby taking into consideration harm to the integrity of the region's forests.
- d) To develop training programs for inspectors in terms of design and construction of artisan fishing boats.

5.5.6 *Awareness raising of authorities, fishermen and their families in safety at sea.*

- a) Prepare and distribute informative material about safety of human lives at sea.
- b) Promote the use of mass media to sponsor the creation of a social conscience regarding safety of human lives at sea.
- c) Implement programs oriented towards the increase of women's participation and role in matters regarding safety of human lives at sea.
- d) Establish awareness raising programs regarding safety of human lives at sea.
- e) Exchange awareness raising material and information for fishermen and their families regarding safety of human lives at sea at the regional level.
- f) Promote low-cost insurance schemes against accidents, death and disability for artisanal fishermen.

5.5.7 *Incorporation of considerations related to safety at sea in fishery management plans.*

- a) Promote the formulation and implementation of safety at sea policies for artisan fisheries, as part of fisheries management plans to the corresponding government authorities,
- b) Support activities conducted by competent authorities which are oriented towards repression of illicit activities at sea.
- c) Implement the formalization of non-authorized/unregistered fishermen, through the development of safety at sea activities such as courses, workshops and awareness raising.

- d) Promote at the regional level, the application of the International Action Plan for Illegal, Unreported and Unregulated Fishing in order to increase the levels of safety at sea.
- e) Establish systems for the codification/registration of artisan fishing boats, within national registers.
- f) Recommend to FAO to include within the Agenda of the International Conference on Artisan Fishing that the FAO has planned, during 2008, a definition for artisan fisheries.
- g) Apply precise methodologies for gathering and processing of information regarding the situation of artisan fishery in Latin America and The Caribbean.

5.5.8 Promotion of development programs of safety in artisan fishery operations in continental waters.

- a) Develop and promulgate information regarding artisanal fisheries in continental waters.
- b) Include inland fishermen in all safety at sea programs in artisanal fishery.

5.5.9 Promote coordination and cooperation mechanisms and standards for the safety of human lives at sea through agreements and activities between fishermen, fishing boat owners and the authorities.

5.5.10 Obtain funding from international co-operation for the execution of training, technical assistance and equipment improvement programs

- a) Promote and prepare agreements with international cooperation agencies and donating countries, for the execution of technical and economic cooperation which will reinforce safety at sea activities for artisan fishermen.
- b) To promote the creation of national funds which will incorporate resources from fishermen and their governments, as well as from international agencies, for the execution of activities for the safety of fishermen when at sea?
- c) To promote programs which will allow artisan fishermen, fast and low-cost access to safety equipment, including consideration of locally manufactured products.

6 OTHER MATTERS

6.1 The participants approved that the virtual working group will be made up of the representatives that participated in the workshop. They then approved the programme of work for the follow up of the workshop results which can be found in Annex 4.

6.2 It was also approved that

- i) The results obtained from the needs analysis is sea at safety that will be undertaken by each member of the working group as well as the workshop report will be presented to the XIX Conference of Ministers of OLDEPESCA, due to be held in November 2007 for their consideration and supporting to promote safety at sea in artisanal and small-scale fisheries.
- ii) On the last day of the workshop, a demonstration of sea safety equipment was done at sea in the open waters off of Paita. During the demonstration the principal phases of Survival

at Sea which were demonstrated , these included: Immediate Flotation by the use of life jackets and immersion suits; Protected Flotation by means of life raft, Survival, Location and Signalling by pyrotechnic signals, floating smoke signals and hand flares; and the Rescue. It was stressed that all survival equipment was important thereby increasing the chances of survival and facilitating the search and rescue.

7. APPROVAL OF THE REPORT

7.1 This report was approved on 4 July 2007 by the workshop participants.

ANNEX 1

Lists of background documents received by the participants

- Provisional Agenda
- Draft Report on the Study on Safety at Sea in Artisanal and Small-scale Fisheries In Latin America and The Caribbean (FAO/OLDEPESCA)
- Information document N° 1-SSM-2007 SAFETY at sea as an integral component of fisheries management – FAO Fisheries Circular No. 966
- Information document N° 2-SSM-2007 The problem of safety in Argentina's Fisheries Fisheries Commission – Centro Naval de la Republica Argentina
- Information document N° 3-SSM-2007 Initiatives in safety at sea for artisanal fishermen: the Grenada experience. Roland Baldeo, Fisheries Department, Grenada, West Indies
- Information document N° 4-SSM-2007 Safety of fishing vessels International Maritime Organization (OMI)

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ANNEX 3**Agenda****Monday 2 July**

- 08:15 Transfer from Hotel to CEP-PAITA
- 08:30-09:00 Registration of participants
- 09:00 -10:00 Presentation of the conclusions of the Study on safety at sea in artisanal and small-scale fisheries with case studies in Costa Rica, Ecuador, México y Perú (OLDEPESCA)
- 10:00-11:00 Inauguration
- Speech by Dr Angel Rivera, Executive Director de la Organización Latinoamericana de Desarrollo Pesquero (OLDEPESCA)
- Speech by Mr Luis Castello
Representative of the Food and Agriculture Organization of the United Nations in Peru (FAO) Peru
- Inauguration of the workshop by Sr. Ing Pesq Eduardo Pastor Rodríguez, President of the Board of Directors of the Fisheries Training Centre - CEP Centro de Entrenamiento Pesquero de Paita
- 11:00-11:15 Presentation by Mr Per Danielsson
Coordinator of the FAO Global Programme on Safety at Sea
Fishing Technology Service - FAO
“FAO global programme on safety at sea”
- 11:15-11:30 Presentation by Mr Robert Lee
Expert in small-scale fisheries
Fishing Technology Service - FAO
“Safety at sea as an integral component of fisheries management”
- 11:30-12:00 Presentation by Mr Mats Rosander
Swedish Maritime Authority
“The importance of training in safety t sea in artisanal fisheries”
- 12:00-12:30 Presentation by Mr Mattias Wengelin
University of Lund, Heisingborg Campus and the Swedish Sea Rescue Society (SSRS)
“Voluntary search and rescue and the establishment of rescue organizations in developing countries”
- 12:30-14:00 Lunch break
- 14:00-14:20 Presentation by Ms. Ulrika Roupé
SSPA Sweden (Sweden)
“Safety at sea as an integral component of coastal zone management in developing countries”

- 14:20-16:45 Situation of safety at sea in artisanal fisheries in Latin American and Caribbean countries (brief interventions by the participants).
- 16:45-17:00 Coffee Break
- 17:00-18:00 Situation of safety at sea in artisanal fisheries in Latin American and Caribbean countries (Continuation)
- 18:15 Transfer from CEP-PAITA to Hotel

Tuesday 3 July

- 08:00 Transfer from Hotel to CEP-PAITA
- 08:30-12:00 Debate on the regional situation on safety at sea in artisanal fisheries:
a) Analysis of safety at sea in fisheries management in artisanal fisheries
b) Safety measures and fishing operations
c) Registration of information on accidents and legislation
d) Technology and design and construction of vessels
- 12:00-14:00 Lunch break
- 14:00-15:30 Examination of a regional strategy to strengthen safety at sea in artisanal fisheries
- 15:30-15:45 Coffee break
- 15:45-18:00 Analysis of the framework and steps for the elaboration of a regional plan of action for safety at sea in artisanal fisheries
 Conclusions and Recommendations
- 18:15 Transfer from CEP-PAITA to Hotel

Wednesday 4 July

- 07:30 Transfer from Hotel to CEP-PAITA
- 08:00-09:00 Exposition by Sr. Carlos Alegría
 AMSUMAR
 “Criteria and equipment for survival at sea”
- 09:30-12:00 Safety at sea demonstrations
 Centro de Entrenamiento Pesquero de Paita / AMSUMAR
- 12:00-14:00 Lunch break
- 14:00 -18:00 Approval of the workshop report
 Closing of the workshop

ANNEX 4

Work programme

	ACTIVITY	JULY	AUG	SEPT	OCT	NOV	DEC
1	Form virtual working group: definition of objectives, responsibilities and Terms of Reference	x	x				
2	Disseminate of Results of the workshop by the participants en their own countries (governments and communities)	x	x				
3	Disseminate by OLDEPESCA to the Member States for their consideration, the information and the results of the workshop	x					
4	Request each country to nominate a focal point for safety at sea; prepare the profile and define the responsibilities of the focal points	x	x				
5	Complete and send out the draft report of the workshop (FAO-OLDEPESCA)		x	x			
6	Complete the regional information on safety at sea (FAO-OLDEPESCA)	x	x	x	x		
7	Needs identification to determine specific projects (participating countries)	x	x	x	x		
8	Presentation of the needs analysis and project proposals (participating countries)					x	
9	Preparation of a regional Project on Safety at Sea	x	x	x	x	x	x
10	Presentation of the workshop results at the XIX Conference of Ministers of OLDEPESCA					x	
11	Solicit support from FAO and other Donors for the implementation of Regional and National Projects						⇒

The Regional Workshop on Safety at Sea in Artisanal and Small-Scale Fisheries in Latin America and the Caribbean took place in the city of Paita, Peru, from 2 to 4 July 2007. Thirty-seven Latin American experts, as well as experts from Sweden and representatives of FAO and the Latin American Organization for Fisheries Development (OLDEPESCA) participated. The workshop was developed through joint cooperation between the Fishing Technology Service of FAO and OLDEPESCA. During the workshop, the results of the “Study on safety at sea in artisanal and small-scale fisheries in Latin America and the Caribbean” were presented, as well as other presentations on different aspects of safety at sea by invited experts. In addition, experts from participating countries made presentations on the situation of safety at sea in small-scale fisheries in their respective countries. The information presented was debated in plenary and included such themes as safety at sea in fisheries management, safety measures and fishing operations, registration of information on accidents at sea and legislation, as well as technology, design and construction of vessels. Finally, the framework for a regional strategy on safety of human lives at sea and a work programme whose objective is to strengthen systems on safety at sea through regional and international cooperation was elaborated and approved by the participants. The unedited presentations can be found on the CD-ROM included in this publication.



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