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COMMISSION DES PÊCHES POUR LE SUD-OUEST DE L'OCÉAN INDIEN

Troisième session

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LA SÉCURITÉ EN MER POUR LES PÊCHEURS ARTISANAUX

CONTEXTE GÉNÉRAL

En mai 2006, la FAO a entrepris de mener une étude sur la sécurité en mer des bateaux de pêche artisanale dans la région du Sud-ouest de l'océan Indien. L'objectif de cette étude est d'aider à élaborer des stratégies régionales pour améliorer la sécurité des artisans-pêcheurs et de guider le Service de la technologie des pêches de la FAO (FIIT) dans son évaluation des initiatives mondiales dans ce domaine. L'étude a également pour objet de faire prendre conscience aux responsables politiques et aux administrations de la région de l'ampleur du problème et d'identifier les contraintes qui ont freiné les efforts d'amélioration de la sécurité. Un atelier sur la sécurité en mer des bateaux de pêche artisanale dans la région du sud-ouest de l'océan Indien s'est déroulé à Moroni, République des Comores du 12 au 14 décembre 2006 pour examiner les résultats de l'étude, revoir les problèmes de sécurité en mer et faire des recommandations pour promouvoir le problème à l'échelle régionale dans le contexte de la Commission des pêches pour le sud-ouest de l'océan Indien (CPSOOI). Ont participé à l'atelier des participants des Comores, du Kenya, de Madagascar, des Maldives, de Maurice, des Seychelles, de la Tanzanie, de Yémen, du «International Collective in Support of Fishworkers (ICSF)» et de l'Agence suédoise de coopération pour le développement international (ASDI).

LES RECOMMANDATIONS DE L'ATELIER

Les pays du sud-est de l'Océan Indien présents à cet atelier reconnaissent que la pêche est un des métiers le plus dangereux et vulnérable et que les artisans-pêcheurs ont besoin d'être aidés. Les recommandations mentionnées ci-dessous peuvent aider à améliorer la sécurité en mer ainsi que le niveau de vie des artisans-pêcheurs et de leurs familles.

1. Promouvoir l'engagement et la volonté politique au niveau national afin d'améliorer la sécurité en mer.

2. Mettre l'accent sur les programmes de sensibilisation et de sécurité en mer qui sont présentement en cours.
3. Identifier une agence spécifique qui va prendre charge des problèmes de sécurité en mer des artisans-pêcheurs.
4. Développer/adapter/mettre en œuvre, la législation appropriée pour les petits bateaux de pêche qui inclura la gestion et les réglementations de pêches
5. Etablir une base de données avec l'objectif d'analyser, de collecter et de diffuser les informations sur la sécurité en mer.
6. Développer la formation institutionnelle et pratique incluant les services de vulgarisation pour les artisans-pêcheurs, les communautés de pêche, et les autres parties prenantes concernées.
7. La nécessité que l'immatriculation des bateaux de pêches, soit liée à l'autorisation de pêche et aux certificats d'immatriculation.
8. Considérer la sécurité en mer comme partie intégrante de la gestion et du développement des pêches.
9. Donner accès au crédit pour obtenir des pièces détachées, des engins de pêche et l'utilisation de subventions pour la délivrance de brevet de sécurité.
10. Etablir des modèles d'assurances et de bénéfices de sécurité sociales en faveur des familles de pêcheurs suite à une perte de vie.
11. En ce qui concerne la mise en œuvre des recommandations mentionnées ci-dessus, il est important de prendre en compte la diversité des types d'opérations de pêches, si les zones de pêche sont côtières ou plus au large ainsi que les conditions météorologiques existantes.

LA MISE EN ŒUVRE DES RECOMMANDATIONS

Afin de faire le suivi de l'atelier et aider les Pays-membres dans la réalisation des recommandations, un projet¹ de proposition a été préparé. Vous le trouverez annexé pour la considération, révision et possible approbation de la Commission.

¹ La version française sera disponible pendant la troisième session du CPSOOI

Countries: SWIOFC countries that have officially informed of their wish to be members.

Project Title: IMPROVEMENT OF SAFETY AT SEA IN SMALL SCALE FISHERIES IN THE SOUTH WEST INDIAN OCEAN

Project Symbol: TF

Donor: The Kingdom of Sweden and /or Other Multilateral Donors

Government / Partner Organization: South West Indian Ocean Fisheries Commission

Duration: 3 Years with possibility of a further 2 years based on results

Starting Date:

FAO Budget:

EXECUTIVE SUMMARY

1. This project is the result of the recommendations made at the regional workshop on Safety at Sea in Small Scale Fisheries in the South West Indian Ocean. The countries that will participate in the project are the member states of the South West Indian Ocean Fisheries Commission and include Comoros, France², Kenya, Madagascar, Maldives³, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Tanzania and Yemen.
2. The objective of the project is to reduce the number of accidents and fatalities in small scale fisheries. The project achieves this by implementing a preventive strategy that focuses on, training, improved legislation, installation of marine communication systems and awareness raising amongst the governments, fishers and their families of the SWIO Region.
3. The Total Project Estimated budget is 5.085 million dollars over three years. Individual governments participating in the project are expected to make an in-kind contribution of 290,000 USD for national project implementation.
4. The expected project impact is that the small-scale fishers, in close collaboration, with the fisheries and maritime administrations of the South West Indian Ocean will exploit the fisheries resources in a safe, economically-viable and ecologically-sustainable manner for the long term benefit of the countries of the SWIO. In addition, the project responds directly to providing food security and alleviating poverty in vulnerable groups consistent with the MDGs and the objectives of the World Food Summit.
5. The outcome of the project is improvement of the sustainable livelihoods of coastal populations of the region through the development and implementation of systems for improved safety at sea. Fatalities and injuries to fishers will be decreased as fisheries operations become safer. At the same time, economic viability is expected to improve as safety at sea is integrated into broader fisheries management objectives. The project outputs will contribute significantly to better governance in fisheries and maritime affairs and improve cooperation between fisheries and maritime authorities nationally and regionally.
6. The main expected outputs are as follows:
 - Improved data on accidents is acquired, analyzed and the information used to guide and defines national and regional policies on safety at sea in small-scale fishing operations.
 - National legislation is updated to include safety at sea measures within fisheries management and its implementation contributes to sustainable fishing practices.
 - Educational programs to raise awareness of safety at sea are implemented in fishing communities in a methodical manner so that fishers and their families know the risk, the regulations and what needs to be done in emergencies.
 - Fishers are trained in seamanship, safety at sea and basic survival through a train the trainers approach and supported by facilities to allow them to acquire appropriate safety equipment at affordable prices.
 - Appropriate and adequate marine communications systems are in place and the fishers use these services for safe navigation, to receive reliable and regular weather reports and market information.
 - More small-scale fishing vessels are inspected through an inspection and certification system that uses trained inspectors.

² France will not be a beneficiary of the Project. The Republic of France may be invited to finance part or the whole of the project.

³ Maldives is already participating in the FAO Regional Safety at Sea Project for South Asia which includes India, Sri Lanka and Bangladesh.

- Boats building standards are improved and the boat building industry constructs safer small-scale fishing vessels.

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ACRONYMS

BOBP-IGO:	Bay of Bengal Project- Inter Governmental Organization
EEZ:	Exclusive Economic Zone
FAO:	Food Agricultural Organisation
FIIT:	Fishing Technology Service of the Fish Products and Industry Division of FAO
GPC:	Global Project Coordinator
IMO:	International Maritime Organisation
IOTC:	Indian Ocean Tuna Commission
MDGs:	Millennium Development Goals
NIOSH:	National Institute of Occupational Safety and Health
NMTPF:	The National Medium Term Priority Framework
OLDEPESCA:	Organización Latinoamericana de Desarrollo Pesquero).
RC:	Regional Coordinator
SASSIG:	Safety at Sea Special Interest Group
SIDA:	Swedish International Development Cooperation Agency
SPC:	South pacific Community
SWIO:	South West Indian Ocean
SWIOFC:	South West Indian Ocean Fisheries Commission
UNDAF:	United Nations Development Assistance Framework

BACKGROUND

Fishing at sea is probably the most dangerous occupation in the world. According to the ILO, there are over 24,000 fatalities and over 24 million non fatal accidents every year. Occupational fatalities in their fishing industries far exceed national average for occupational health accidents.

The consequences of loss of life fall heavily on the dependents. In many developing countries, the widows and their children often face destitution or without means to generate alternative income. Occupational injuries also cause handicap and can be devastating to the families of the injured fisherman. Partial or permanent loss of income and additional health care falls hard on the families especially where social security and medical insurance services are weak.

The global fishing fleet is presently about 4.0 million vessels of which 2.7 million are un-decked open boats. About half of the world's seafood supply is harvested by about 30 million fishers operating from small open boats. Studies in various developed countries such as New Zealand, Australia and the United States show that the majority of accidents and fatalities in the fishing sector occur in small vessels. The true extent of the problem is not known, as many developing countries do not have accurate accident statistics and or there is gross under reporting of those accidents.

Developing countries are challenged in finding ways to regulate and effectively manage their fisheries for long term sustainability and at the same time reduce vulnerability of the fishing communities. Increasingly ferocious storms due to climate change also present serious difficulties for coastal communities; therefore disaster risk management and mitigation are becoming top priorities.

General Context

This project is designed to assist the countries in the South West Indian Ocean Region to reduce accidents and fatalities and to mitigate risks and vulnerability of their coastal fishing communities through improved safety at sea systems. The countries that can benefit directly from or collaborate in the project are: Comoros, France, Kenya, Madagascar, Maldives, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Tanzania and Yemen.

Table 1 Main indicators of importance and context of the project⁴

Country	Inland	Marine	Total Tonnes	No. Fishers Marine and Inland
Comoros	0	14935	14935	8,500
Kenya	119,093	7972	127065	69,000
Madagascar	30,000	116751	146751	58,000
Mauritius	0	10227	10227	5,000
Mozambique	18,759	25 924	18759	> 50,000
Seychelles	0	100435	100435	1,700
Somalia	200	29 800	200	> 90,000
South Africa	900	909906	910806	> 43,000
Tanzania	298,525	49827	348352	175,000
Yemen	0	256300	256300	> 44,000
Total Production 2004	467,477	1,466,353	1,933,830	335,700

* Marine fisheries:

In the SWIO Region and in the participating countries there are an estimated 300,000 fishers (mainly small scale fishers) and over 60,000 fishing boats.⁵

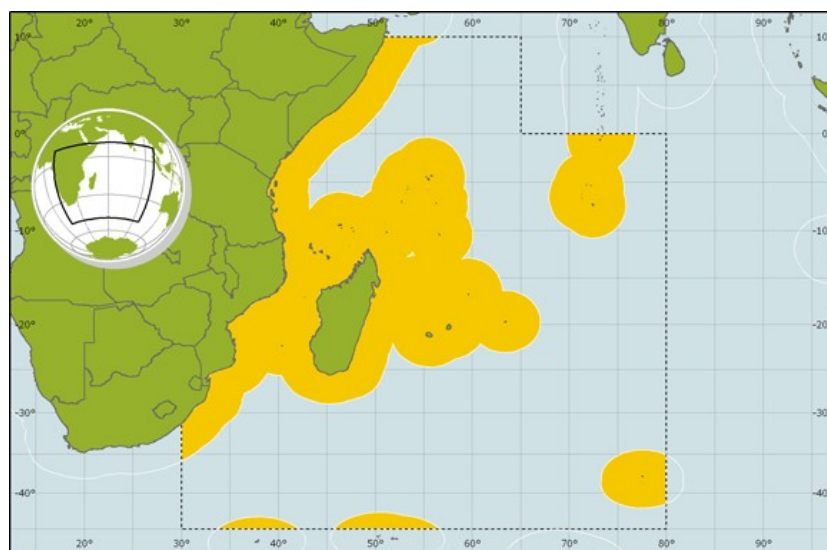
⁴ Note that interested SWIO countries should add their latest available official figures

Fisheries are important to all the countries of the SWIOFC for food security, export earnings employment.

Sectoral Context

The South West Indian Ocean Fisheries Commission (SWIOFC) is the regional inter-governmental organization with the main function of advising the member states on the sustainable utilization of fishery resources within their EEZs. The commission's members are coastal states whose territories are situated wholly or partly within the SWIOFC area of competence. Other countries may participate as observers.

Figure 1 SWIOFC area of coverage



The fish resources of the coastal waters of the South Western Indian Ocean constitute a major source of animal protein for many near-shore communities and also foreign exchange earnings from the important shrimp fisheries of Madagascar, Mozambique, Kenya and Tanzania. The SWIOFC has a scientific committee that meets regularly and provides much-needed information on the status of stocks to resource managers. It also works in close collaboration with the Indian Ocean Tuna Commission (IOTC) based in the Seychelles. All the member state governments are responsible for their EEZ's, for which the various line Ministries have direct responsibility for the sustainable and effective management of the living marine resources within the nation's maritime jurisdiction.

Development Priorities, NMPF and MDGs

The Millennium Development Goal country reports supply frequent updates on a country-by-country basis towards attainment of the Goals. They will serve as unique benchmarks to analyze trends and to identify achievements, challenges and obstacles. Producing the MDG country reports is a way to foster and focus public debate at the national and sub-national level on specific development priorities, which in turn will trigger action — in terms of policy reforms, institutional change and resource allocation.

All the countries participating in the project have subscribed to the UNDAF and MDGs. All have given rural development, poverty reduction, improved domestic production and consumption from the agriculture and fisheries sectors and development of improved market structures.

⁵ Will be updated based on the input of member countries

The National Medium Term Priority Framework (NMTPF) is a joint planning and management tool used by the FAO and the partner country to better focus FAO support at country level. The NMTPF identifies and sets the priorities for FAO medium term assistance. It addresses national agricultural, rural development and food security needs. This system focuses on agreed priorities and provides a clear perspective of FAO's role and priority actions where FAO has a comparative advantage and where the most impact can be felt. It is complementary to the United Nations Development Assistance Framework (UNDAF). In time, this mechanism will cover all FAO member States. Some of the countries within the region already have a NMTPF and/or an UNDAF.

Sectoral Policy and Legislation

All the participating countries have existing legislation in place to protect the fishery resources of their nations and therefore the region. The common denominator in fisheries resources management policy is to have a situation of economically viable and ecologically sustainable fishery sectors. At a workshop on safety at sea held in the Moroni, Comoros between 12 and 14 December 2006, the experts participating in the working group in the workshop made the following conclusions and recommendations regarding policy and legislation as it pertains to safety at sea.

There was insufficient “political awareness” of the issue and often an absence of a coherent framework for sea safety for small-scale and artisanal fishers in relation to fisheries development and management. The group stressed that safety at sea legislation in small scale fisheries was lacking in most countries and whatever legislation existed had insufficient implementation with a general lack of awareness on sea safety issues.

In line with this, the group made several **recommendations**; these included:

- To generate sufficient political will to address sea safety issues in relation to fishing in particular for saving lives and property.
- To integrate sea safety programs into fisheries development and management programs in a coherent manner.
- To develop and implement appropriate legislation/policy at different levels in particular in the small scale fishing sector.
- To develop capacity at the regional, national and local level to implement and enforce sea safety measures.
- To provide subsidies to fishers so as to acquire sea safety equipment that is essential for their security at sea as well as assists in training needs.
- To develop awareness programs on safety at sea amongst small-scale fishing community.

The project foresees an examination of the existing legislation and the preparation of a generic, harmonized legislative package which each of the participating countries would be able to adopt as one of the important components.

RATIONALE

Problems / Issues to be addressed

The First Session of the Scientific Committee of SWIOFC, Dar es Salaam, June 2006, examined and summarised the regional status of fisheries resources in its area of competence. Of seventy-five species/stocks/groups categorised, numerically: 24% were overexploited, depleted or recovering; 29% were fully exploited; 21% were moderately exploited and 25% were underexploited. Getting an

accurate picture of the state of stocks in the South Western Indian Ocean is difficult due to weak data gathering systems.

In addition, there is lack of data in terms of the numbers of accidents and occupational health injuries that occur in fisheries sector. Adequate and effective decisions can only be made based reliable data and analysis to determine risks and causes. A proper understanding of the issues will help decision makers to provide for legislation, for training and awareness raising, to better manage and organize the fisheries in terms of resources and their safety.

In addition, small scale fishers in the region find themselves in competition with larger vessels for the same resources. This leads to conflicts and fatal accidents. As inshore resources become less available they also have to go further out to sea and therefore need safer boats which require more investment which they cannot afford. Credit either comes at a high price or is unavailable. In order to maintain his family and livelihood, the fisherman inevitable makes the choice to take more risks which lead to accidents and death.

In spite of the important contribution that fisheries make to the overall economies of their respective countries and to the region as a whole, small scale fisheries have not benefited from programs aimed at improving safety. However, just as preventing road accidents requires pro-active efforts in terms of legislation, training, and the involvement of communities, safety of life at sea also requires affirmative actions and programs to reduce accidents and death.

The project directly responds to Articles 6.17, 8.1.5 and 8.5.2 of the Code of Conduct for Responsible Fisheries. These articles relate to the responsibilities of Sovereign States to ensure safe, healthy and fair working conditions, the adoption of safety standards and the compliance of international conventions and to adopt appropriate safety requirements for small vessels not covered by conventions, codes, and voluntary guidelines. This regional project will address the issues of safety of human life at sea, in particular, small scale fishers and their families, through improved regional and national networks and improved legislation.

Stakeholders and Target Beneficiaries

The member states of the SWIOFC that will participate in the project are the ultimate beneficiaries. The direct beneficiaries of this regional project are as follows:

Direct Beneficiaries

- The fishers
- The fisher's families
- Boat owners
- Fish processors
- National Fishery Authorities
- National Maritime Authorities
- Boat builders
- Governments

The fishers of the SWIO countries will directly benefit from:

- Training in safety at sea so that they know how to conduct their fishing operation in a safe manner and reduce the number of accidents.
- Through soft loans or subsidized prices standard sea safety equipment.
- Improved information on the main causes of accidents from ongoing monitoring and analysis.
- Improved generic legislation which can be easily adopted
- Improved communication systems for safety and market information.
- Improved vessels that have been built with better design and techniques

The fisher's families will benefit from:

- Improved awareness about safety at sea, the risks involved and how to reduce them
- Involvement in local community safety networks. They will know what to do and how to react in emergencies.
- A lower probability of the loss of a family member at sea.

Boat Owners will benefit from:

- Training in the code of conduct for responsible fisheries
- Improved boat construction standards for safer and longer lasting vessels
- Knowledge of the importance of safety at sea for their workers

Fish Processors will benefit from:

- Communications systems that improve planning of operations, handling of seafood products and marketing information

The Fisheries Authorities will benefit from:

- Improved and updated safety legislation integrating safety at sea into fisheries legislation.
- Improved accident data recording for management and decision-making.
- Improved political awareness of the problems and issues on safety at sea
- Improved fisheries management.
- Improved vessel inspection techniques and skills.
- Improved collaboration with relevant organizations and stake holders at national and regional levels.
- Improved policy development through regional sharing of information and strategies in addressing safety at sea.

The Maritime Authorities will benefit from:

- Improved and updated safety legislation
- Enhanced collaboration with fisheries authorities.
- Improved accident data recording as a tool for management and decision making.
- Improved understanding of the small scale fisheries sector and their contribution to food security, employment, and trade and poverty alleviation.
- Improved political awareness of the problems and issues on safety at sea in small fishing vessels.
- Improved maritime organization, control and management.
- Improved collaboration with relevant organizations and stake holders at national and regional levels.
- Improved small vessel inspection techniques and skills and improved collaboration and exchange between competent authorities.
- Improved policy development through regional sharing of information and strategies in addressing safety at sea.

Boat Builders will benefit from:

- Training to improve boat stability and safety in navigation and fishing operations

Governments will benefit from:

- Reduced costs of Search and Rescue operations which could cover the costs for subsidies on Safety Equipment

Indirect Beneficiaries

The indirect beneficiaries of the project will be the:

- Regional Bodies such as the SWIOFC and IOTC.
- Civil Society of the participating countries.

- Regional institutions will benefit from the reports, policy statements, national and regional workshops and activities of the project.

The newly available information will greatly contribute to streamlining and analyzing the information geared toward improved policy frameworks, resolutions, guidance documents, policy briefs and guarantee the much-needed long-term support for the safety at sea initiatives.

Project Justification

At the request of SWIOFC countries, a regional safety at sea workshop was held in Moroni Comoros in December 2006. The workshop discussed regional and national safety at sea of small scale vessels. The experts identified the following issues.

The fishing communities in the region provide significant amounts of quality protein to the local, national, export markets, and play an important role in the economic life of their countries. The countries of the SWIO region have recognized the important role that fisheries play and the need to better manage resources for long-term sustainable exploitation. Fisheries are important to the region and decision makers are taking into account the risk of not being pro active when it comes to sensitively managing their fisheries, thus the reason for the SWIOFC. ***This project will support regional organizations in the development of policies towards improved, more efficient safety at sea systems.***

Every year an unknown number of deaths and occupational injuries occur to the fishers in the SWIO region. The wide dispersion of coastal fisher communities and the difficult access to them, present a challenge in getting the information needed to measure the extent of the problem. Without knowing the extent and the causes of deaths and accidents in the fisheries sector it is impossible to draft legislation, prepare policy and implement actions. ***Support to national administrations to develop accident data collection and analysis will be an integral part of the project.***

Increasing competition between small scale fishers and larger vessels (especially shrimp trawlers) for the same inshore resources cause accidents and conflicts. Depletion of inshore and coastal resources coupled with rising demand from markets and growing populations also push fishers to fish further offshore and often in vessels that are unsafe to operate offshore. The lack of technical skills and basic safety at sea knowledge greatly contributes to taking risks. ***The project will address this by training and supporting the fisheries administrations to make safety an integral part of fisheries management and organization.***

Maritime and fishery administration often have diverging responsibilities when it comes to small-scale fisheries. Different priorities between these administrations often leave the small-scale fishers in a gap without assistance or direction. Where there are regulations, enforcement presents a challenge; ***The project will facilitate workshops and meetings between Special Interest Groups (the maritime and fisheries administrations and private sector) bringing together and catalyzing the harmonization of efforts, collaboration and cooperation in project implementation.***

Fisher families and communities have an important role to play in reducing the risks of accidents at sea. Wives and children can and do have a powerful effect on insisting that their parent “comes back home safe”. However, to do this they need to know what are the issues, the risks, the procedures and their role. ***Promoting safety at sea in the schools associated to fishing communities will ensure long term out comes in the development of a “safety culture”.***

Instilling a “safety culture” that contributes to reducing risks in all aspects of life including HIV AIDS as well as highlighting the benefits of responsible fisheries will be part of the project’s awareness raising programs.

In order to accomplish the above mentioned tasks the governments of the SWIO region need technical assistance and financial support in developing and implementing the coordinated national and regional strategies necessary. These are the main justifications for implementing this project.

Related and Past Work

The design of this project is a result of the workshop on safety at sea in which the countries of the SWIOFC participated in December 2006.

In the past FAO has worked closely with the International Labour Organization (ILO) and with the International Maritime Organization IMO on fishing vessel safety. Some important work are as listed:

- Torremolinos Convention of 1977, and the later Torremolinos Protocol of 1993.
- The Standards of Training and Certification and Watchkeeping (STCW-95) FAO, IMO and ILO Code of Safety for Fishermen and Fishing Vessels (parts A and B).
- The code and voluntary guidelines for design construction and safety equipment of fishing vessels more than 12 meters but less than 24 meters
- FAO, ILO and IMO are presently developing safety recommendations for decked fishing vessels of less than 12 metres in length and for un-decked fishing vessels.

In addition, the following safety at sea projects have been or are implemented by FAO:

The Global Safety at Sea in small scale fisheries project, started in early 2007 is financed by the Swedish International Development Cooperation Agency and operates two regional projects in West Africa⁶ and South Asia⁷. The participating governments play a strong role in the project and focal persons in each country play a coordination and liaison role in the project implementation.

The Bay of Bengal Programme - Inter Governmental Organization (BOBP –IGO), NIOSH and IMO are implementing partners in the South Asia regional project and governments play an important role in project implementation in the West African Regional project. Both projects are on going.

Previously and since the 1980's, FAO has implemented safety at sea project in West Africa, the Caribbean, Latin America and the Pacific. On going projects in safety at sea are in the process of being financed through TCP's and Extra budgetary funding.

FAO's Comparative Advantage

FAO's comparative advantages are for the implementation of this project are as follows:

- The project will be implemented under the Global Safety at Sea in Small Scale fisheries. This project is already functioning and operates two regional projects. An already functioning management system is in place and can be replicated in the SWIO regional project.
- The results and experiences gained from other regions projects will be shared amongst the regional projects.
- The regional approach through the SWIOFC will enhance the cost to benefit ratio.
- FAO Country Offices cover all the countries of the project (based in South Africa, Mozambique, Madagascar, Tanzania, Kenya, Yemen and Sri Lanka). It has Headquarters and two sub regional Offices in Southern and East Africa. Together these provide highly qualified technical and administrative staff to support the implementation of the project.

⁶ Cape Verde, Gambia, Guinea Bissau, Guinea, Mauritania, Senegal, Sierra Leone

⁷ India, Sri Lanka, Maldives, Bangladesh.

- The SWIOFC is an advisory regional fisheries body set up under Article 6 of FAO. Its objective is to promote the sustainable utilization of the living marine resources of the area of the Commission, by the proper management and development of the living marine resources with specific functions that include to encourage, recommend and coordinate training and to promote and encourage the utilization of the most appropriate fishing craft, gear, and fishing techniques. It provides a high-level regional forum for cooperation, co-ordination and policy development.
- FAO works with different partners in safety at sea such as the US National Institute for Occupational Safety and Health (NIOSH), IMO, ILO, SPC, BOBP-IGO, OLDEPESCA and the results of the project can be shared on a global level.
- The on going FAO,IMO,ILO work on the code and voluntary guidelines for the design, construction and equipment for decked vessels under 12 meters and for un-decked vessels will feed into the SWIO regional project.
- This project is a part of FAO normative program of work as requested by the Committee on Fisheries COFI. .

PROJECT FRAMEWORK

Impact

The small-scale fishers, in close collaboration, with the fisheries and maritime administrations of the South West Indian Ocean will be assisted to exploit the fisheries resources in a safe, economically-viable and ecologically-sustainable manner for the long term benefit of the countries of the SWIO. This project responds directly to providing food security and alleviating poverty in vulnerable groups consistent with the MDGs and the objectives of the World Food Summit.

Outcome and Outputs

The outcome of the project is an improvement of the sustainable livelihoods of coastal populations of the region through the development and implementation of improved safety at sea systems. Fatalities and injuries to fishers will be decreased as fisheries operations become safer. At the same time, the economic viability is expected to improve as safety at sea is integrated and implemented into broader fisheries management objectives.

The project outputs will contribute significantly to better governance in fisheries and maritime affairs and improve cooperation between fisheries and maritime authorities nationally and regionally. The project outputs are as follows:

Output 1

Improved data on accidents is acquired, analyzed and the information used to guide and defines national and regional policies on safety at sea in small-scale fishing operations.

Output 2

National legislation is updated to include safety at sea measures within fisheries management and its implementation contributes to sustainable fishing practices.

Output 3

Educational programs to raise awareness of safety at sea are implemented in fishing communities in a methodical manner so that fishers and their families know the risk, the regulations and what needs to be done in emergencies.

Output 4

Fishers are trained in seamanship, safety at sea and basic survival through a train the trainers approach and supported by facilities to allow them to acquire appropriate safety equipment at affordable prices.

Output 5

Appropriate and adequate marine communications systems are in place and the fishers use these services for safe navigation, to receive reliable and regular weather reports and market information.

Output 6

More small-scale fishing vessels are inspected through an inspection and certification system that uses trained inspectors.

Output 7

Boats building standards are improved and the boat building industry constructs safer small-scale fishing vessels.

Sustainability

At the end of the project, the beneficiaries of the Member States of the SWIOFC will have benefited awareness raising programs, training in safety at sea and vessel inspections, installed communications equipment, improved legislation and locally formulated schemes for financing of safety equipment to fishers. The SASSIGs would have had experience working in Safety at Sea and should be engaged and would have been experience in planning and implementing projects in their national contexts.

Risks and Assumptions

The risks to the success of the project are classified below;

Table 2 Risk Analysis for project implementation

Risk	Impact	Probability	Mitigation
The governments do not display the political will needed to change legislation, create credit schemes and register fishers.	high	low	Relevant Ministries and the SWIOFC will be involved from the beginning in planning and approval and commitment. Participating countries will be those that expressed interest and commitment
The fishers are not motivated to participate in the project.	high	low	A participatory approach and good national entry points as advised by national fishery authorities. Good preparatory Needs assessments will guide the process at the local level.
Project impact will not be felt by countries at the same level	Med	Med	Give special emphasis to the countries with the highest needs and involve the better-off countries to lead by example, to support and to assist. SWIOFC Steering committee guidance
Project impact is unsustainable	High	Med	The project embarks on a strategy of having national Safety at Sea Special Interest Group formed made up of persons within the industry. Driving from the local level is important for sustainability. The project will develop an exit strategy
The SASSIG does not perform	Very High	Med	The group will be formed by persons with long time interest and involvement in the sector. The group will be formalized and work with the line ministry. The line ministry to advise on the membership and take responsibility for the sustainable operation of the SASSIG

IMPLEMENTATION AND MANAGEMENT ARRANGEMENTS

Institutional Framework, Coordination, Oversight, Monitoring and Management

The following section gives an overview of the roles, coordination requirements and institutions that will be directly involved in the implementation of the project.

The FIIT, Fishing Technology Service of the Fish Products and Industry Division of FAO under its normative program works with the improvement of safety of fishing operations. FIIT operates a global project **Safety at Sea for Small-Scale Fisheries in Developing Countries GCP/GLO/200/MUL** and is the Lead Technical Unit in FAO responsible for this project..

This regional safety at sea project for SWIO will be part of the FAO Global project. The global safety at sea project is coordinated by an FAO staff member from FAO Headquarters who is the Global Project Coordinator.

The Global Project Coordinator (GPC) interfaces with the donor and has overall responsibility for the implementation of the Global Program and the other regional projects including this project.

The SWIO Safety at Sea project will have a **Task Force** made up of the Service Chief FIIT, the SWIOFC Bureau, Sub-regional Fisheries Officers from Southern and from East Africa, GPC, Senior Fishery Industry Officer (Vessels) and the Fisheries Industry Officer (Small Scale Fishing Technology) (Rural Development). The Task Force has overall direction, supervision and decision-making authority in this project.

The SWIO Safety at Sea project will be coordinated by a **Regional Coordinator (RC)** who will be based in an FAO office in one of participating countries. The RC will be responsible for coordinating the implementation of project activities in the participating countries. He/She will facilitate the country teams in the implementation and streamlining of the activities, coordinate meetings, workshops and prepare the various reports distribute and organize awareness raising materials and source and supervise international and local consultants. He/She will report directly to the GPC and liaise with and collaborate closely with the SWIOFC.

In each of the participating countries, there will be a **Project Safety at Sea Focal Point**. The (SASFP) will be appointed by the Ministry responsible for Fisheries and liaise closely with the RC. The Focal Point will coordinate the country activities and one of the most important activities will be setting up of a national **Safety at Sea Special Interest Group (SASSIG)**, which will be made up of representatives of the fisheries department, maritime authorities, fisher organizations and fish marketing sector representatives. The Focal Point will be the SASSIG group leader and will have an alternate when absent.

SASSIG will be responsible for generating political will in formulation and implementation of regulations, identification of target groups and zones, tailoring awareness raising materials to the local needs and conditions conduct needs assessments under the guidance of the RC and implement activities on the ground in their respective countries. It will be assisted by the project to drive the national agendas in safety at sea through funding (contract or other appropriate support instruments) to implement project activities within their range of technical competency. For technical matters outside of the SASSIGs competency, international or local consultants will be contracted.

The South West Indian Ocean Fisheries Commission will be closely involved in the project to ensure regional collaboration and provide long-term sustainability of the project outcomes through regional monitoring and accounting of members with regard to safety at sea. A **Steering Committee** made up

of high-level delegates from each participating country will be established as a subsidiary of the Commission with the RC as the Secretary and **FAO sub regional fisheries officers** assisting the Secretariat. The Steering Committee will have an advisory role and closely follow the project implementation and work plan informing the Commission and national authorities as appropriate. It will provide guidance on how activities need to be modified to suit the situation during the implementation.

The FAO Sub Regional Fisheries Officers will also provide technical backstopping and advice, liaison with the RC and will revert to GPC as required.

The Global project **Safety at Sea for Small-Scale Fisheries in Developing Countries GCP/GLO/200/MUL** will have a project website with links to the FAO website on safety at sea. This will be a forum for exchange of information, media, materials, knowledge and documentation pertinent to safety at sea globally. The SWIOFC has a website which will have links with the Global project.

Funds for the implementation of national activities will be channelled to the implementing partner, consultant, and organizations through the FAO representatives by the FBA system (Field Budget Allocation).

Strategy / Methodology

The project overall strategy is to create a situation where the fishers of the SWIOFC region conduct their small-scale fisheries in a safe and responsible manner in which their livelihoods are sustainable. The safety at sea project focuses on reduction of accidents and fatalities and prepares the framework for responsible fisheries through registration of vessels and accidents reporting, inspection of vessels and improved design, construction and safety equipment and the application of the Code of Conduct for Responsible Fisheries (CCRF). The project's strategy is to intervene with a strategy of

PREVENTING ACCIDENTS BEFORE THEY HAPPEN.

At project start up detailed national planning workshops will be carried out in each participating countries with the SASSIG. This will form the basis for the national activities to be accomplished within the context of the local time frame and capabilities. After all the country planning workshops are completed a regional workshop will be held to present the different national projects and to formulate the regional linkages. All countries will implement the below mentioned activities to the levels that are best adapted to their countries.

Accident Analytical Data Bases

The project will develop national, regionally standardized, accident data recording and analytical data bases. It is through the analysis of the causes of accidents and measuring their economic impact on the society that decision makers will be able to best mitigate accidents. Data base development will be done with funding from the donor and with regional collaboration in standardization. National databases will be operated by the competent authority designated by the national governments who will have to coordinate inter-institutionally at that level. Reports will be generated for decision makers.

Generic Safety at Sea Legislation

Sea transport and fishing operations are already regulated in many countries. The project will prepare generic safety at sea regulations on a regional basis. This methodology will cut cost, standardize and make available regulations which can be modified to suit the different circumstances of each country. The project will accomplish this through a study on existing regulations and the preparation of the generic regulations in close collaboration with the legislative bodies in each country.

Awareness programs

Awareness raising and training will be carried out at village, district, national and regional levels and will also be directed to women, wives, young people and schools. The strategy aims to develop a “safety culture”. Fisher’s wives and the children of fishers have an important role in insisting on safe operations and that their father comes home safely. Safety awareness media and curricula will be developed at the regional level and distributed in a methodical manner so as to have the most impact. This will be done through preparation of didactic materials, theatre, animation and measurable impact monitoring and with the expert assistance of the Extension, Education and Communication Service of the FAO Research Extension and Training Division (SDR).

Fisher training

The training program will be built on a participatory approach and involvement. The training methodologies will be interactive and participatory and sharing local knowledge and learning from each other will be given priority. Both local and international Consultants will be engaged to prepare the needs assessment in training and costing of safety equipment and the implementation of the training courses. Waterproof materials such as checklists, SOPs and quick reference guides will be distributed to course attendants. The consultants will also make economical analyses of the availability and prices of safety equipment and to determine if duty free concessions were available, and what would be the overall impact to the fishing sector.

Marine Communications

Radio masts and repeaters will be installed in selected locations. A program to sell VHF radios to the fishers at duty free prices will be established on a pilot scheme and evaluated during the course of the project. The evaluation will look into the utility, the added value from market available information, improved safety and search and rescue operations savings by the use of these technological innovations. Value may also be derived by the use of radios to report incursions of industrial fishing in inshore zones and reserved or protected waters. The project will finance one radio mast with repeater systems and 50 hand held VHF radios per country. The radios will be sold at appropriate prices (to be determined) to the fishers. A communications specialist will have to analyze every location and installation costs are to be determined. The participating governments will appointment sufficient radio operators to man the base station on a 24 hour basis. This is a prerequisite for the implementation of this communication system.

Fishing Vessel Inspection

The project will provide training for the Fisheries and Maritime Administrations in the participating countries for vessel inspection and certification systems using existing trained inspectors. Boat builders will also be incorporated into the courses so that they can contribute and at the same time learn about the new standards and voluntary guidelines by FAO. The training will take the form of “train the trainers”. In this way, a multiplier effect is created. International, regional and local consultants will be recruited to deliver the training course.

It is expected that the ensemble of these activities implemented in this strategic manner will contribute to the project outcome. In all cases it is the SASSIG that will drive the process locally. National work plans will be developed and the implementation of the activities will be carried out by the national governments through FAO standard Letters of Agreements and direct contracts. All procurement will be done in complete transparency using FAO rules and regulations for procurement, contract implementation and supervision.

Government Inputs **TO BE DISCUSSED WITH PARTICIPATING COUNTRIES**

This section details the participating government inputs to the implementation the project.

Prior Obligations and Prerequisites

Before project implementation, the participating governments will sign a Memoranda of Understanding confirming their agreement to providing the inputs as detailed in this section. The

willingness to provide these inputs in kind for the implementation of the project shows **political will** and responsible ownership of the project.

Project Ownership

The development and implementation of this project is based on a regional study which was followed by a regional workshop attended by members of the various participating governments of the SWIO region. The outcome, outputs and activities contained in this document are a result of the work of the experts from the SWIOFC countries, recognizing the importance of safety at sea and its essential link to good practices in fisheries management.

All projects and their additional activities inevitably place additional workload on the governmental staffs that are required to implement these activities. However, at the same time, there are benefits to the population at large, in this case particularly, the fishers and their families. Other benefits are the capacity building that inevitably is brought on by the implementation of new activities that are financed and supportive of government's efforts for improved governance. It is expected that the participating governments take full advantage of the opportunity and take ownership and leadership of the project in their countries. In light of this much will be asked of the line ministries and their staff as they will be called up to give extra effort not only during but after the project has terminated. This is where true ownership really comes in. In order to have a transparent process and in recognition of governments contribution a financial value has been calculated for their in-kind contributions. The Inputs are detailed in the following Table 3 Contribution in kind from participating governments.

TO BE AGREED BY THE PARTICIPATING COUNTRIES OR TO MODIFY AS APPROPRIATE

Table 3 Contribution in kind from participating governments

No.	Input Description	Comoros	Kenya	Madagascar	Mauritius	Mozambique	Seychelles	Somalia	South Africa	Tanzania	Yemen
1	Designate a National Focal Point for the entire project cycle who will work on a permanent basis	√	√	√	√	√	√	√	√	√	√
2	Provide Radio operators on 24 radio watch	√	√	√	√	√	√	√	√	√	√
3	Provide for legislation based on the project findings	√	√	√	√	√	√	√	√	√	√
4	Provide in country transport for the National Focal point	√	√	√	√	√	√	√	√	√	√
5	Provide conference facilities for the implementation of National Workshops	√	√	√	√	√	√	√	√	√	√
6	Provide local DSA and salaries to drivers and other support staff in the project implementation at national level	√	√	√	√	√	√	√	√	√	√
7	Designate a Special Safety at Sea Interest Group to oversee and to take responsibility for National project activities	√	√	√	√	√	√	√	√	√	√
8	Make available the fisheries offices and staff at sites in the country where project activities may be implemented in order to conduct training and coordination activities	√	√	√	√	√	√	√	√	√	√
9	Provide exoneration of taxes for the importation of project materials and technical and administrative clearances including visas for international personnel working for the project.	√	√	√	√	√	√	√	√	√	√
10	Provide leadership and ownership of the project and assure and assume its implementation.	√	√	√	√	√	√	√	√	√	√

The following table gives a breakdown of the estimated value of government in kind contribution. This is an estimate and the purpose is to show that there are costs to receive and to achieve the project at the national level. It is expected that this table will be revised at the first detailed project planning workshop and a MoU will be signed for the agreement to deliver the government contribution as outlined above and below.

Table 4 Estimated financial value of in kind contribution from a participating country

No.	Input Description of Estimated Government in-kind contribution	Estimated costs		
		units/mm	Rate	Total
1	Designate a National Focal Point for the entire project cycle who will work on a permanent basis	36	1500	54000
2	Provide Radio operators on 24 radio watch. 3 operators x 36 months	108	600	64800
3	Provide for legislation based on the project findings 1 legal draughts person 6 months	6	1500	9000
4	Provide in country transport for the National Focal point and project duties 35 kms/day x 20 days x 36 months x 0.60 us/km	21600	0.6	12960
5	Provide conference facilities for the implementation of National Workshops. 4 workshops per year at 500 USD per workshop	12	500	6000
6	Provide local DSA and salaries to drivers and other support staff in the project implementation at national level. 3 support staff full time x 36mm x 500us	108	500	54000
7	Designate a Special Safety at Sea Interest Group to oversee and to take responsibility for National project activities	0	0	0
8	Make available the fisheries offices and staff at sites in the country where project activities may be implemented in order to conduct training and coordination activities 2 fisheries stations staffed with 1 senior and 2 junior fisheries officers for 18 months part time Senior officer @ 900/month and junior at 300/month	86400	1	86400
9	Provide exoneration of taxes for the importation of project materials and technical and administrative clearances including visas for international personnel working for the project. 5 months x 1 clerk	5	800	4000
10	Provide leadership and ownership of the project and assure and assume its implementation.	0	0	0
			USD	291,160

Donor Inputs

The funds from the donor will be given to FAO and to be used exclusively for the implementation of the project. It is foreseen that the funds will be spent on

- International, regional and local consultants in safety at sea, legislation, boat construction, marine communications and contracts and Letters of Agreements with local organizations.
- International regional and local travel costs.
- Development, implementation, acquisition of IT equipment and software and for training of personnel in the use and analysis of regionally standardized accident databases.
- Development, procurement and distribution of regional awareness raising material.
- Delivery and animation of training in safety at sea for boat fishers and their families.
- Delivery of training for boat inspectors and boat builders
- The implementation of regional and national workshops.

- The provision of radio communications equipment on a pilot basis only.
- The conceptualization and implementation of a communications strategy which includes a high degree of visibility for the donor and the participating governments.

The value of these inputs is detailed in the Budget in Annex 1 and the timing of the delivery of the inputs will be in the work plan in Annex III.

Technical Support / Linkages

Overall technical support in all aspects of the project will be provided by the Fishery Technology Service of the Fisheries Products and Industry Utilization Division. Additional support from a number of staff that work at headquarters namely the Senior Fishery Industry Officer – Fishing Vessels, the Fishery Industry Officer – Small Scale Fishing Technology and the Fishery Industry Officer- Rural Development can and will be requested.

The project will receive technical guidance from the existing task force of the Global Safety at Sea in Small Scale Fisheries Project and the project steering committee. Linkages are already in place with the following organizations. ILO, IMO, IOTC, NIOSH, BOBP-IGO, IFISH. Cooperation will be fostered with on going project in the participating countries.

Management and Operational Support Arrangements

Established mechanisms are already in place for the effective management and operations of the project within FAO's Fisheries and Aquaculture Department. FAO headquarters financial and administrative support mechanisms and the network of regional offices will provide overall managerial, financial and administrative support to the project.

One of the most important links in the operational support of the project will be the SASSIG. This group must be formed by interested stake holders. The SASSIG can be made up of persons of the fisheries and maritime administrations, fishers, fisher organizations, fish marketing and processing individuals and companies and members of civil society with a special interest in safety at sea. The members of the safety at sea special interest group will not be compensated financially on an on going basis for their work within the group. Some, designated by the group, will however, participate in regional workshops, and in project implementation and can, if their skills meet the requirements, be given contracts as consultants to implement specific tasks with payment based on performance and timely delivery of the agreed outputs (reports, infrastructure completed tasks).

All managerial, administrative and operational support cost of the project will be covered by the donor and managed by the Fishing Technology Service (FIIT) which is the Lead technical Unit for this Project.

REPORTING AND REVIEW

This section details the project's reporting and review. The communications strategy and visibility needs for the project are also outlined.

Reviews

The project will be reviewed by a tri-partite mission after the first 18 months of operation. The tri-partite mission (Donor, FAO, Stakeholders) will include an FAO senior officer, a senior officer representing the Donor (this may be an independent consultant) and the SASSIG and the chairperson of the SWIOFC or his/her representative

At the tri-partite review decisions, based on project progress, will be made regarding the following items:

- Project Progress at the National and Regional levels and the level of participation of the national governments
- Project Extension and Future Funding

- Re-alignment of Project strategy, directions and re planning based on the progress (Project cycle Management)

At the end of the project there will be a project evaluation mission consisting of the tripartite review members to measure the progress towards objectives. The FAO will prepare a project terminal statement and provide the definitive accounting for the project implementation and analysis of the lessons learnt within a Project Final Report to be approved by the Donor.

Monitoring and Knowledge Sharing

Project monitoring is carried out at different levels and detailed as follows;

Internal Self Monitoring of project implementation at the national level will be done by the SASSIG. A monitoring form will be developed by with the assistance of the RC Regional Coordinator. The form will provide for participatory monitoring together with the target fishers and their families. This will be done through censuses and the tripartite review mission will have opportunities to interrogate the beneficiaries and the other fishers in the country.

The GPC may require the FAO regional and sub regional officers to travel on backstopping missions to the various countries to monitor the progress and will provide the FAO BTOR – system for sharing of information and report on any improvements and achievements made by the national project as well as at the regional level.

The project has in place various back up systems to identify at an early stage problems as well as a decision making apparatus to correct the course of implementation as new and un predicted risks are presented. The project task force made up of experts will meet often or on an ad hoc basis for project guidance. It is one of the most important mechanisms in place for project guidance. In addition, there are the strategic and political advice of the SWIOFC and the FAO sub regional officers for back up.

Communication and Visibility

The FAO Knowledge, Communications and Information (KCI) Department and the Extension, Education and Communication Service of the FAO Research Extension and Training Division (SDR) will be closely involved with the project team to develop a Communications and Knowledge sharing strategy. The knowledge sharing in the project will consist of:

- Sharing lessons learnt at national and regional and global levels,
- Development of media, which include but not limited to rural radio, video, banners, flyers, theatre, Safety at Sea Week Celebrations, Story telling, communicating
- On all project produced materials Donor Visibility is assured in terms of the donors' flag, name and recognition of the contribution including reports in different media formats and in different languages.
- Formatting and standardizing web information, reports, and interviews at local level.
- Knowledge management and production of materials in a coherent and accessible manner
- Advice on web pages, blogs, links and content
- The project will also involve local consultants and NGOs in the development on culture conscious materials
- Conduct needs assessments for the development of the communications and knowledge sharing strategy.

Reporting Schedule

The following is the reporting schedule for the project:

Table 5 Table Reporting schedule by responsibility

Project Report and type of Document	Responsible	Year 1				Year 2				Year 3			
		Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Project Inception by	RC												
Project Inception by GPC	GPC												
Project Planning Workshop EARC	RC/GPC												
Quarterly Progress Report	RC/GPC												
Quarterly National Progress reports	Focal Point and SASSIG												
Task Force Minutes	GPC												
Consolidate Annual Report	GPC												
Tripartite Review	GPC												
Project Evaluation Report	GPC												
Project Final Report and Terminal Statement	GPC												

6 ANNEXES

Annex 1 Budget

0.0	No.	INPUTS	Budget code	Units	Qty	Rate	Totals USD	
1.1	1	Project Manager HQ		pm		36	17,000	612,000
1.2	1	Project Secretarial costs HQ		pm		36	6,600	237,600
1.3	1	Regional Coordinator International		pm		36	5,000	180,000
1.4	10	National Focal points		pm		360	1,000	360,000
1.5	10	Equipment (communications and Safety equipment) 800 vhf radios, 8 repeater stations, 1000 lifejackets		allocation		10	50,000	500,000
1.6		International Consultants in Sea Safety, Legal aspects, Socio Economics, Small scale Fisheries, Search and Rescue, Naval Architect, Maritime Training. including travel and DSA		pm		14	10,000	135,000
1.7	8	Local Consultants in Sea Safety, Legal aspects, Socio Economics, Small scale Fisheries, Search and Rescue, Naval Architect, Maritime Training.		pm		180	3,500	630,000
1.8	30	Training Courses and capacity building for vessel inspectors and fishers. Strengthen design of fishing vessels, guidelines and standards and use regional training centres.		courses		30	10,000	300,000
		Travel Int Coordinator		1 week missions		10	7,000	70,000
		Travel Regional Coordinator		1 week missions		30	4,000	120,000
		Travel Int Consultants		1 month missions		7	10,000	70,000
		Travel National Cons		1 week missions		100	2,500	250,000
1.9	20	National Workshops		Workshop		20	10,000	200,000
2.0	2	Tripartite Reviews (6 persons in 6 countries) to coincide with steering committee and Regional workshop during 25 days		Evaluations		2	45,000	90,000
2.1	3	Regional Workshops back to back with Steering Committee meetings		Workshop		3	45,000	135,000
2.2	10	Media, Awareness Campaigns, Didactic and Outreach Materials for fishing communities and schools safety awareness including AIDS. Design, printing, publishing, distribution and contracts for animation		Country packages		10	50,000	500,000
2.3	10	Data bases in accident recording and analysis. software and training and system development		packages		10	4,000	40,000
		Computer		packages		1	2,000	2,000
		Office cost		pm		36	500	18,000
		Communication etc.		pm		36	400	14,400
		Unforeseen expenses		packages		1	36,000	36,000
2.4		SUB TOTAL						4,500,000
2.5	1	Project overheads and Administrative costs**		packages		13%		585,000
2.6		TOTAL REGIONAL PROJECT						5,085,000

Annex 2 Logical Framework

No:	Narrative Summary	Indicator	Verification	Assumptions, Risks
DO	<u>Development Objective:</u> The participating countries attain their Millennium Development Goals of Poverty Reduction and Food Security	1. Overall Improved macro economic performance 2. Upward movement in the countries HDI.	1. Country Statistics 2. UNDAF 3. NMTPF Reports	1. No devastating natural disasters 2. No wars, no influx of refugees, 3. Support for the developed countries. 4. Facilitating policies and advice implemented
IO	<u>Project Outcome:</u> The fisheries sectors of the participating countries conduct their small scale fisheries in a safe, economically viable and ecologically sustainable manner.	1. Fisheries legislation is developed and in stages of approval in the parliaments. 2. Reduced number accidents and fatalities in fishing operations 3. The government and fishers have adopted major aspects of the Code of Conduct for Responsible Fisheries related to Safety at Sea	1. Draft or approved legislation and regulations 2. Accident data base analysis 3. Economic studies	1. Political will is assured 2. Policies on good environmental practices legislated and implemented 3. The contribution of SSF to the economy is recognized and given priority in country's development
O	<u>Outputs:</u>			
O.1	Improved data on accidents is acquired, analyzed and the information used to guide and defines national and regional policies on safety at sea in small-scale fisheries operations.	70% of the accidents at sea reported and registered to monitor changes.	1. Annual Reports 2. Analyses from the data bases 3. Government records	The SASSIG and Governments dedicate the resources to collect the data.
O.2	National legislation is updated to include safety at sea measures in fisheries management and its implementation contributes to sustainable fishing practices.	By the end of the project the Governments will have Draft safety regulations to adopt into the legal system.	1. Legislation 2. Communications with legal department	The Parliament passes the legislation

No:	Narrative Summary	Indicator	Verification	Assumptions, Risks
O.3	Educational programs to raise safety at sea awareness are implemented in the fishing communities in a methodical manner so that fishers and their families know the risk, the regulations and what needs to be done in emergencies	<ol style="list-style-type: none"> 1. 5000 fishermen and women have received awareness raising in safety at sea; 2. 100 schools in fishing communities have received basic safety at sea awareness. 	<ol style="list-style-type: none"> 1. Reports of workshops and seminars conducted 2. List of beneficiaries 3. Project monitoring 	<ol style="list-style-type: none"> 1. Competent local NGOs and consultants available in country to deliver the training 2. The donor puts up for full financing of the project.
O.4	Fishers are trained in seamanship, safety at sea and basic survival through a train the trainers approach and supported by facilities to allow them to acquire the appropriate safety equipment at affordable prices	<ol style="list-style-type: none"> 1. 3-15 trainers are trained in each country depending on country and qualified to deliver safety at sea training; 2. Trainers train between 200-500 fishers in basic safety at sea in each country, depending on the country; 3. 100 fishers use VHF radios successfully; 4. 500 fishers benefit for a scheme to used safety equipment at affordable prices; 	<ol style="list-style-type: none"> 1. Reports of training 2. List of participants 3. Project monitoring reports 4. Interview and audit 5. System in place for fishers to received duty free or subsidized concessions 	<ol style="list-style-type: none"> 1. SASSIG of good quality and with initiative 2. Fishers embrace the training and show interest. 3. Government implements duty free system in efficient and timely fashion
O.5	Appropriate and adequate marine communications systems are in place and the fishers use these services for safe navigation, to receive reliable and regular weather reports and market information.	<ol style="list-style-type: none"> 1. One radio mast installed in every country 2. Radio operators trained and installed 3. Weather forecasts and market information transmitted 4. 100 fishers use VHF radios on pilot scheme 5. Illegal fishing reported by artisanal fishers and arrests made 	<ol style="list-style-type: none"> 1. Radio logs 2. Presence of radio operators 3. Arrest reports of illegal fishers 	<ol style="list-style-type: none"> 1. Donor agrees to use money for non consumable items 2. Government policy allows for use of radio

No:	Narrative Summary	Indicator	Verification	Assumptions, Risks
O.6	More small-scale fishing vessels are inspected through an inspection and certification system that uses trained inspectors.	<ol style="list-style-type: none"> 1. 25 % of small-scale vessels inspected in each country and receive a certificate of navigability from the competent authority 2. 2-10 inspectors trained in each country depending on country and perform inspection duties on a regular basis 	<ol style="list-style-type: none"> 1. Inspection Reports 2. Vessels certificates in registry 3. List of trainers and inspectors 4. Project and consultant reports 	<ol style="list-style-type: none"> 1. Government policy embraces vessel inspection and make the resources available for continuation after the project
O.7	Boats building standards are improved and the boat building industry constructs safer more stable small-scale fishing vessels	<ol style="list-style-type: none"> 1. 50 boat builders in the region trained in improved techniques and construction methods 2. Local designs are analyzed and stability and safety recommendations presented to be put in legislation 3. Local boat building companies embrace and adapt to improved designs 	<ol style="list-style-type: none"> 1. New designs and drawings. 2. Stability test done and records show 3. Legislation presented and drafted 	<ol style="list-style-type: none"> 1. Boat builder see the rationale and move towards incorporating improved designs and stability information into the new built boats

Note: Particularly in the case of country level indicators, because of the very different sizes and nature of the small scale fisheries in the region, these are preliminary and will need to be determined with input from individual participating countries. Broad ranges are used at this stage of the project formulation.

Annex 3 Work Plan

No	Description	Year 1				Year 2				Year 3			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
1	Project Regional Start up and Management Activities												
2	MoU with Government regarding in kind contributions												
3	Preparation of MoUs distribution and return signatures												
4	Presentation of Team Profile CVs of Safety at Sea Special Interest Groups to GPC												
5	Designation of National Safety at Sea Focal Point												
6	Preparation of National Project Planning Workshops with SIG and Stakeholders in each country												
7	Recruitment of Regional Coordinator												
11	Project inception Reports												
12	Project Quarterly Reports												
13	Tri Partite Review												
14	Implementation Regional Workshop												
15	Project Evaluation and Final Reporting												
16	Project Monitoring Missions for Regional Coordinator all countries												
17	Project Monitoring Missions for HQ staff backstopping and technical supervision												
18	Reporting to Donor and SWIO												
O.1	Data on accidents is acquired, analyzed and the information used to guide and defines national and regional policies on safety at sea in small scale fisheries operations.												
A.1.1	Region wide study on accident reporting, and recommendations for harmonizing												
A.1.2	Acquisition of IT Equipment and software												
A.1.3	Development of Standardized reporting format and agreement from all countries												
A.1.4	Implementation of accident reporting system												
A.1.5	Training in analysis of information and reporting												
A.1.6	Generate and distribute Half - Yearly reports												

No	Description	Year 1				Year 2				Year 3			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
A.1.7	Monitoring of Output O.1 by Regional Coordinator												
A.1.8	Technical Backstopping by EARC												
O.2	National legislation is updated to include safety at sea measures in fisheries management and organization and its implementation contributes to sustainable fishing practices.												
A.2.1	Prepare TORs for consultant to study, harmonize and prepare generic regulations adaptable by each country												
A.2.2	Study on existing Safety at Sea legislation particularly on small boats												
A.2.3	Prepare harmonized legislation and regulations for comments and modifications and approval,												
A.2.4	Modified Regulations sent to SWIOFC scientific committee for validation												
A.2.5	Generic regulations sent to legal drafts person for integration												
A.2.6	Regulations presented to Parliaments for making into law												
O.3	Safety at sea awareness programs implemented in the fishing communities are conducted in a methodical manner and the families of fishers know the risk, the regulations and what needs to be done in cases of emergency and act accordingly												
A.3.1	Preparation of Needs analysis by country and determination key messages												
A.3.2	Concept, design and production of Media including unification of messages, design of concepts and analysis of most appropriate media for which target group												
A.3.3	Develop the national and Regional Awareness Raising Strategy												
A.3.4	Contracting of local NGOs, SIGs or National groups to deliver the awareness training in important fishing communities and in schools												
A.3.5	Implement Awareness training programs in each country												
O.4	Fishers are trained in seamanship, safety at sea and basic survival through training the trainers and the fishers acquire the appropriate safety equipment at affordable prices (Either through duty-free concessions or soft loans from national banks)												
A.4.1	Needs analysis in conjunction with needs analysis for awareness raising O.3 and A.3.1												
A.4.2	Preparation of training materials in local languages												
A.4.3	Identification of trainers and training of trainers												
A.4.4	Develop implementation strategy and start implementation of training												
A.4.5	Investigation of market prices for safety products and develop information with governments												

No	Description	Year 1				Year 2				Year 3			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
A.4.6	Prepare with government strategic plan for incorporation of duty free or subsidized prices for certain types of equipment												
A.4.7	Implementation duty free scheme on pilot basis												
O.5	Appropriate and adequate marine communications systems are put in place and the fishers use these services for safe navigation, to receive reliable and regular weather reports and important market information.												
A.5.1	Analysis of existing fleet and choice of pilot area for 100 boats trial												
A.5.2	Order radio equipment 100 portable VHF radios and 1 antenna with repeater for each country												
A.5.3	Prepare contract for installation												
A.5.4	Install system, train operators and train fishers in the use of the radios and systems												
A.5.5	Prepare monitoring system for operators and log system to record accident, incidents, weather, safety and market information												
A.5.6	Monitor implementation of pilot initiative												
O.6	Fishing vessels are inspected and an inspection and certification system is put in place using trained inspectors.												
A.6.1	Identification of trainers and inspectors												
A.6.2	Prepare inspection reporting system												
A.6.3	Awareness raising amongst fishers and end beneficiaries												
A.6.4	Train Inspectors												
A.6.5	Implement inspection programs												
O.7	Boats building standards are improved and the boat building industry constructs safer vessels												
A.7.2	Prepare course materials												
A.7.3	Prepare implementation strategy with the SIG												
A.7.4	Identify trainers and prepare training venues, materials,												
A.7.5	Identify boat builders and building companies												
A.7.6	Implement training courses												

Annex 4 Terms of Reference for International and National Personnel

1. Terms of Reference Regional Coordinator
2. Terms of reference International and National Consultant Naval Architecture
3. Terms of reference International and National Consultant Safety at Sea in Small Scale Fisheries
4. Terms of reference International and National Consultant Legislation and Legal Matters
5. Terms of reference International and National Consultant Development of Awareness Raising Materials and Communications
6. Terms of reference International and National Consultant Marine Radio Installations
7. Terms of reference International and National Consultant Information Technology – Accident Data Base set up and Training

Annex 5 Letters of Agreement Implementation of Regional and National Activities

1. Implementation of national Needs Analysis
2. Conduct of Census and selection of Communities
3. Implementation of Awareness Raising Programs
4. Installation of Radio masts and set up of Radio Station
5. Training in Safety at Sea and Survival at Sea
6. Preparation of Generic Legislation