

RAISING AWARENESS IN THE ARCTIC COUNCIL OF THE PROVISIONS OF THE 2012 CAPE TOWN AGREEMENT

STATUS REPORT

MAY 2025



ARCTIC COUNCIL

PAME
Protection of the Arctic Marine Environment

RAISING AWARENESS IN THE ARCTIC COUNCIL OF THE PROVISIONS OF THE 2012 CAPE TOWN AGREEMENT

STATUS REPORT
FEBRUARY 2025

PROJECT CO-LEADS:
ICELAND, SPAIN,
INTERNATIONAL
MARITIME
ORGANIZATION (IMO)

Project Summary from 2021

Annex I: List of Nominated Experts Participating in the Project Correspondence Group to date

Annex II: Template – Implementation of the 2012 Cape Town Agreement Provisions

This project gratefully acknowledges funding support from:

 **The Nordic Institute
in Greenland**

PAME
Protection of the Arctic Marine Environment



BACKGROUND

In 2021 PAME's 'Raising awareness in the Arctic Council of the provisions of the 2012 Cape Town Agreement Project' (PAME CTA Project) was developed in order to assist with worldwide efforts, led by the IMO Secretariat, to achieve the entry into force criteria of the CTA, recognizing the importance of its benefits to the Arctic, given fishing vessel activity trends in the region, as well as its importance on a global basis.

The total number of fishing vessels in the world is estimated at around 4.6 million. Most of these are small vessels. Some 64,000 fishing vessels of 24 metres in length and over operate in marine waters. Approximately two million people work in the global shipping sector, an industry that is highly regulated by instruments such as the International Convention for the Safety of Life at Sea (SOLAS), a multilateral treaty aimed at ensuring that signatory flag States comply with safety standards. By comparison, around 38 million people are estimated to be engaged in capture fisheries.

Provisions in treaties such as SOLAS generally do not apply to fishers or fishing vessels. SOLAS includes a number of regulations which are applicable to all ships, such as SOLAS Chapter V on safety of navigation. However, many other SOLAS regulations provide an exemption for fishing vessels.

Fishing is one of the most dangerous professions in the world. It is estimated that approximately 80 lives are lost per 100,000 fishers on average. Data from PAME' ASTD Project had highlighted the increased number of fishing vessels in the Arctic ([link](#)). The safety of fishing vessels and their crew is of utmost importance, especially in the unique environmental and hazardous navigational conditions of the Arctic.

Summary of Benefits of Cape Town Agreement for Arctic States

It is considered in summary that the benefits of implementing the Cape Town Agreement are as follows:

- protect Arctic State rescue services from being called out unnecessarily to substandard fishing vessels;
- save lives in the fishing industry and improve working conditions;
- help create internationally-binding safety standards applicable to foreign registered fishing vessels, giving 'Port State Control' ability to binding States to check fishing vessels for safety measures to prevent incidents in Arctic waters. The Agreement has a "no more favorable treatment" clause which means that all vessels entering a port of a State that is a party to the Agreement would be subject to the same inspection standards - even if their flag State has not ratified or acceded to it. This allows States to control all vessels entering their ports, raising global safety standards; and
- help reduce plastic waste from fishing vessels ending up in Arctic waters, through implementation of the safety measures. In particular, abandoned, lost or otherwise discarded fishing gear accounts for up to 13-15% of total plastics in our ocean and due to world ocean currents much waste has accumulated in the Arctic. From the limited analysis thus far of macro-litter washed ashore on Arctic beaches or accumulating on the seafloor, most (50-100%) can be attributed to fishing activity, such as nets, floats and other debris.¹

¹ <https://www.imo.org/en/MediaCentre/Pages/WhatsNew-1584.aspx>

While it is acknowledged and understandable that some States may face hurdles in the legislative process limiting their ability to ratify the Agreement, the knowledge already acquired by States who have ratified the Agreement, or who are in the ratification process would be extremely valuable for those States, as well as being of great assistance for all States in terms of lessons learned. This project aims to highlight that experience, as well as guidelines for implementation that were being developed at IMO, led by Spain, a Project Co-lead..

Entry into Force Criteria for the Cape Town Agreement

The treaty will enter into force 12 months after at least 22 States, with an aggregate 3,600 fishing vessels of 24 m in length and over operating on the high seas have expressed their consent to be bound by it.

At the outset of the PAME CTA Project, 15 countries had ratified the Agreement, including the Arctic States of Denmark, Iceland, Finland and Norway; the Arctic Council Observer States of France, Germany, Netherlands and Spain, in addition to Belgium, Cook Islands, Congo, Saint Kitts and Nevis, Sao Tome and Principe, South Africa, and Croatia.

The aggregate number of fishing vessels in these States that are covered under the requirement for the entry-into-force is 1433. Accordingly, at least 7 further States were required with an aggregate number of vessels of no less than 1167 vessels to meet the entry in force criteria, at the outset of the PAME CTA Project in 2021.

PAME CTA Project List of Tasks/Activities:

- To establish a Correspondence Group;
- Develop an Arctic Shipping Status Report (ASSR) on fishing vessel activities in the Arctic with its project co-leads;
- Develop a Summary Report that includes the findings from the ASSR Report, and highlights the provisions of the Cape Town Agreement for the Safety of Fishing Vessels, that includes:
 - Information on challenges Arctic States or Observer States may have had in ratifying the Agreement;
 - Information on national legislation that may be considered to cover wholly or partially the Agreement; and
 - An overview of such challenges and national legislative information with suggestions for a way forward.
- The summary report will be presented to PAME for consideration.
- Convene an online webinar for PAME Members and interested Arctic Council Working Groups where States share their experience, and challenges that may have been identified.

PROGRESS FROM 2021

The Project Co-leads have met on multiple occasions since 2021, online, and also in person in Iceland and at IMO in London.

A correspondence Group has been established, which has met on 5 occasions progressing the work of the Project, including:

- Assembling information on fishing vessels activity in the Polar Regions in order to contribute to the Summary report, including an ASTD analysis of fishing vessel activity.
- Developing a Questionnaire template for Arctic States and Observer States to fill in order to help identify:

- Information on challenges Arctic States and Observer States had/may have in ratifying the Agreement;
- Information on national legislation that may be considered to cover wholly or partially the provisions of the Agreement; and
- An overview of such challenges and national legislative information with suggestions for a way forward.

To date, the Template has been completed by Spain, Iceland, Faroe Islands, Norway, United Kingdom, Canada.

- Discussing Issues regarding implementation amongst the Group to Assist States involved in moving national issues forward regarding the CTA. For example, Faroe Islands have now joined the Agreement and submitted their fishing vessel numbers, and UK have completed the Template and are imminently ratifying the Agreement in the UK Parliament.
- The Co-leads, with the assistance of nominated experts on the Group have helped with the international momentum towards meeting the implementation criteria, in highlighting the Project in a dedicated Panel Session both at [the 31 October – 01 November 2022 Polar Maritime Seminar](#) and [the 23rd-24th January 2025 Polar Maritime Seminar](#).

Current Status of CTA Implementation

The PAME CTA Project, as highlighted at the 23rd – 24th January 2025 Polar Maritime Seminar, has helped with the momentum towards meeting the entry into force criteria of the Agreement.

The current position is that 23 States have ratified the Agreement, meaning that the threshold of 22 States has been met. However, the requirement for an aggregate of at least 3600 vessels has not been met. The aggregate number at present is 2935. Accordingly, 665 vessels are required. Given UK's imminent ratification it is expected that over 200 vessels will be submitted to IMO by UK reducing the entry in to force requirement to under 465 fishing vessels.

Next Steps

- To convene a further meeting of the Correspondence Group to progress the project aims, including further completions of the Template Questionnaire, further gathering of fishing vessels data / analysis in the Arctic Region, in order to contribute to the development of the final Summary Report.
- To identify a date for the Projects Webinar, in order to maintain momentum regarding the overall drive for implementation of the CTA, at this critical juncture, and thereafter contribute further to the final Summary Report

ANNEX I: LIST OF NOMINATED EXPERTS PARTICIPATING IN THE PROJECT CORRESPONDENCE GROUP TO DATE

CTA Project Correspondence Group		
Name	Affiliation	
Project Leads		
Hjalti Hreinsson	PAME Secretariat	hjalti@pame.is
Kristín Helga Markúsdóttir	Project lead (Iceland)	Kristin.H.Markusdottir@samgongustofa.is
Þorsteinn Þorleifsson	Project lead (Iceland)	thorsteinn.thorkelsson@samgongustofa.is
Andrés Galvan	Project Lead (Spain)	agalvan@transportes.es
Ms. Paula Saiz	Project Lead (Spain)	psaiz@transportes.es
Mr. Jose Casado	Project Lead (Spain)	jcasadom@transportes.es
Mr. Miguel Nuñez	Project Lead (Spain)	mnunez@transportes.es
Michael Kingston	Project Lead (IMO)	michaelkingston@michaelkingston.org
Cagri Kucukyildiz	Project Lead (IMO)	CKucukyil@imo.org
Arctic States		
Andrea Skarstein	Norway	ANSK@sdir.no
	Sweden	-
Heikki Lehtinen	Finland	Heikki.Lehtinen@gov.fi
Ása Trygvadóttir Djurhuus	Kingdom of Denmark	asatd@fma.fo
Charles Rawson	USA	charles.e.rawson@uscg.mil
Peter Oppenheimer	USA	peter.oppenheimer@noaa.gov
Kristín Helga Markúsdóttir	Iceland	Kristin.H.Markusdottir@samgongustofa.is
Emilie Létourneau	Canada	emilie.letourneau@tc.gc.ca
	Russia	
Observers		
Dr. Liang Xia	China	Lxia@shou.edu.cn
Richard Mason	EU	Richard.Mason@ec.europa.eu
Hannah Herzig	EU	Hannah.HERZIG@ec.europa.eu
Sian Prior	ACOPS	sianprior9@hotmail.com
Sam Davin	WWF	sdavin@wwfcanada.org
David Fenner	UK	David.Fenner@mcga.gov.uk
WMO Secretariat	WMO	mmo@wmo.int
James Gamble	Northern Forum	jgamble@pacificenvironment.org
Arctic Council Working Groups		
Kathy Nghiem	EPPR	Kathy.Nghiem@dfo-mpo.gc.ca
Ben Strong	EPPR	Benjamin.M.Strong@uscg.mil
Invited Experts		
Ari Guðmundsson	Formerly of PEW	ari.gudmundsson@hotmail.com
Sverrir Konráðsson	Former co-lead	sverrirkonradsson@gmail.com
Vice Admiral Luigi Giardino	Italy	luigi.giardino@mit.gov.it

ANNEX II: TEMPLATE – IMPLEMENTATION OF THE 2012 CAPE TOWN AGREEMENT PROVISIONS

TEMPLATE IMPLEMENTATION OF THE 2012 CAPE TOWN AGREEMENT PROVISIONS

By Arctic Council Member States and Observers

This template is a part of PAME's project on '*Raising awareness in the Arctic Council of the provisions of the 2012 Cape Town Agreement (the Agreement)*' to assist each State's nominated expert's participation in the project Correspondence Group. The template has been created by the co-leads of the project to help identify:

- Information on challenges Arctic States and Observer States had/may have in ratifying the Agreement;
- Information on national legislation that may be considered to cover wholly or partially the provisions of the Agreement; and
- An overview of such challenges and national legislative information with suggestions for a way forward.

Part A is a short questionnaire on your State's current position regarding the Agreement. Part B aims to address the three above issues and includes a commentary box under each Chapter of the Agreement. Please address these three issues using page references and hyperlinks to national legislation where possible.

See project description on the [PAME website](#).

[See full text of CTA here.](#)

Below is a simplified implementation chart with regard to the chapters of the Agreement on new/existing vessels according to their sizes.

IMPLEMENTATION CHART FOR THE CHAPTERS IN THE 2012 CAPE TOWN AGREEMENT

Chapter		Application ¹				
		New fishing vessels ²		Existing fishing vessels		
		24 m – 45 m (300 GT – 950 GT)	≥45 m (≥950 GT)	24 m – 45 m (300 GT – 950 GT)	≥45 m (≥950 GT)	Flexible implementation ³
I	General provisions	✓	✓	✓	✓	N/A
II	Construction, watertight integrity and equipment	✓	✓	✗	✗	N/A
III	Stability and associated seaworthiness	✓	✓	✗	✗	N/A
IV	Machinery and electrical installations and periodically unattended machinery spaces	✗	✓	✗	✗	N/A
V	Fire protection, fire detection, fire extinction and fire fighting	✗	✓	✗	✗	N/A
VI	Protection of the crew	✓	✓	✗	✗	N/A
VII	Life-saving appliances and arrangements	✗	✓	✗	✓ ⁴	No more than 5 years
VIII	Emergency procedures, musters and drills	✓	✓	✓	✓	No more than 5 years
IX	Radiocommunications	✗	✓	✗	✓	No more than 10 years
X	Shipborne navigational equipment and arrangements	✓	✓	✓	✓	No more than 5 years

¹ The flag Administration may decide to use gross tonnage (GT) in place of vessel length (L) as the basis for measurements for all chapters (Regulation I/1(2)).

² A new vessel is a vessel built after the entry into force of the Agreement (Regulation I/2(1)).

³ On existing vessels, a Party may, in accordance with a plan, progressively implement the provisions of chapters VII, VIII, IX and X over a period of no more than 5 or 10 years, as indicated in this table. For a Party which avails itself of this possibility, the progressive implementation period starts on the date of entry into force of the Agreement or the date when the Agreement becomes effective for the Party, whichever occurs later. (Regulation I/2(4)-(5)).

⁴ The only requirements of chapter VII that apply to existing vessels concern hand-held VHF's and radar transponders (Regulations VII/1(2) and VII/13-14).

A) RATIFICATION/IMPLEMENTATION OF THE AGREEMENT IN GENERAL:

No.	Question	Yes / No / N/A or any text
1	On behalf of which State are you replying?	
2	Are you a party to the Agreement?	
3	If no, are you planning to ratify the Agreement and if so, when do you expect to do so (this is not a commitment but an estimation)?	
4	4a) For those that have not ratified, do you think your legislation is reflective of the provisions of the Agreement as of today?	
	4b) If not, is it less strict or stricter?	
	4c) Have you conducted a detailed comparative analysis?	
	4d) Do you think a model legislation would be helpful in drafting legislation that reflects the provisions of the Agreement.	
	4e) Do you think a regional/national/bilateral activity can help raise awareness towards ratification of the Agreement?	
	4f) How would you describe the issues briefly that hold back ratification?	
5	Would you like to take part in the work of the group that is developing draft implementation guidelines for the Agreement? State if you are already involved. To join the group please contact the coordinator Mr. Víctor Jiménez, Spain, (vjfernandez@mitma.es).	
6	6a) Does your national fishing fleet navigate in the Arctic region?	
	6b) If so, what is the annual average traffic, i.e. how many vessels in average?	
	6c) Do you encounter problems related to IUU fishing?	

B) COMPARATIVE ANALYSIS WITH THE CHAPTERS OF THE AGREEMENT:

CHAPTER I GENERAL PROVISIONS

Chapter Summary:

This Chapter applies to new and existing vessels of 24 m in length and over, as appropriate. It provides general provisions as well as definitions and exemptions. In particular, provision is made for equivalents, repairs, alterations and modifications. Details are also provided on inspections and surveys and the nomination of surveyors or recognized organizations by the Administration. Specifics are provided on how the surveys of the life-saving appliances and other equipment, including radio installations, structure, machinery and equipment shall be undertaken. The maintenance of the condition of the vessel and its equipment after surveys are specified and provision is made for certification and its accompanying privileges.

[To view the full text of Chapter I, click here.](#)

Application: New and existing vessels of 24 m in length and over

Note: Application, exemptions and equivalents (Regulations I/1-5)

- 1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. For those Administrations, the Agreement will not apply to vessels of less than 300 GT. (Regulation I/1(2)-(3))*
- 2. Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in chapters VII, VIII, IX and X on existing vessels, the Party may, in accordance with a plan, progressively implement the provisions of these chapters over a period of up to five or 10 years, depending on the chapter. (Regulation I/1(4)-(5))*
- 3. The Agreement offers several possibilities to Administrations to exempt vessels from its requirements. Administrations may, for example, exempt any vessel from any of the requirements of all chapters of the Agreement, provided the vessel complies with adequate safety requirements to ensure the overall safety of the vessel and persons on board and that the vessel is not operating on the high seas. (Regulation I/3(3))*

Note: Surveys and certificates (Regulations I/6-17)

- 1. The Administration may entrust the inspections and surveys either to surveyors nominated for the purpose or to organizations recognized by it. (Regulation I/6(1))*
- 2. The Administration may exempt vessels from the annual surveys and expand the "time window" of the periodical and intermediate surveys. (Regulation I/1(6), 7(1)(c), 8(1)(c) and 9(1)(c))*

Commentary regarding the provisions of Chapter I

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter I

If partially reflective

which provisions are reflective of the Agreement

which provisions are not reflective of the Agreement

can the legislation be modified to align?

will it have an impact on other legislation requiring a lengthy enactment process?

If not reflective of the Agreement

state any challenges that would prevent implementation of the provisions of the Agreement

do you think the legislation can be modified to align?

will it have an impact on other legislation requiring a lengthy enactment process?

CHAPTER II

CONSTRUCTION, WATERTIGHT INTEGRITY AND EQUIPMENT

Chapter Summary:

This chapter regulates elements concerning construction, watertight integrity and equipment. Regulation 1 deals with the construction of the hull, superstructures, bulkheads and other structures. Regulation 2 sets out the specifics that watertight doors shall comply with. Hull integrity is dealt with in regulation 3, while regulation 4 deals with weathertight doors. Hatchways closed by wood covers are dealt with in regulation 5 and those closed by covers other than wood are regulated by regulation 6. Machinery space openings are covered by regulation 7, while regulation 8 makes provision for other deck openings. Ventilators are dealt with in regulation 9 and air pipes are covered in regulation 10. Regulation 11 makes provision for how sounding devices shall be fitted. The manner in which sidescuttles shall be fitted is dealt with in regulation 12. Regulation 12 also prescribes that toughened safety glass or its equivalent shall be used for the wheelhouse windows. Specifics regarding inlets and discharges are found in regulation 13. Regulation 14 determines how the minimum freeing port area in square metres on each side of the vessel shall be determined and other related matters. Regulation 15 makes provision for anchor and mooring equipment.

Application: New vessels of 24 m in length and over.

[To view the full text of Chapter II, click here.](#)

Commentary regarding the provisions of Chapter II

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter II

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	

<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	
<p>If not reflective of the Agreement</p>	
<p>state any challenges that would prevent implementation of the provisions of the Agreement</p>	
<p>do you think the legislation can be modified to align?</p>	
<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	

CHAPTER III STABILITY AND ASSOCIATED SEAWORTHINESS

Chapter Summary:

This chapter sets out specific design and construction criteria and requirements. It also lists specific operation conditions. Regulation 1 stipulates that vessels shall be so designed and constructed that the requirements are satisfied in the specified operating conditions. The minimum stability criteria that shall be met is dealt with in regulation 2. The chapter also includes specific criteria for the angle of heel at which progressive flooding of fish-holds could occur through hatches which remain open during fishing operations and which cannot rapidly be closed (regulation 3). It also deals with vessels engaged in particular fishing methods (regulation 4), severe wind rolling (regulation 5) and water on deck (regulation 6). The specific operating conditions to be considered are found in regulation 7. Regulation 8 deals with ice accretion and in particular the icing allowance to be made in the stability calculations. It also specifies that vessels intended for operation in areas where ice accretion is known to occur shall be designed to minimize the accretion of ice and shall be equipped with such means for removing ice as the Administration may require.

Application: New vessels of 24 m in length and over.

Note

1. *The minimum stability criteria of this chapter shall be met unless the Administration is satisfied that operating experience justifies departures therefrom.*

[To view the full text of Chapter III, click here.](#)

Commentary regarding the provisions of Chapter III

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter III

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	

<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	
<p>If not reflective of the Agreement</p>	
<p>state any challenges that would prevent implementation of the provisions of the Agreement</p>	
<p>do you think the legislation can be modified to align?</p>	
<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	

CHAPTER IV MACHINERY AND ELECTRICAL INSTALLATIONS AND PERIODICALLY UNATTENDED MACHINERY SPACES

Chapter Summary:

This chapter applies to new vessels of 45 m in length and over and consists of four parts. Part A deals with general provisions and includes an additional set of definitions. Regulation 3 provides for both machinery and electrical installations. It includes specifics on the design, constructing, testing, installation and servicing of machinery and equipment, as well as lifting gear, winches, fish handling and fish processing equipment. Specifics are also included on the design and construction of electrical installations. Part B includes further specifics on machinery installations, and further specifics on electrical installations are included in Part C. Part D regulates periodically unattended machinery spaces.

Application: New vessels of 45 m in length and over.

[To view the full text of Chapter IV, click here.](#)

Commentary regarding the provisions of Chapter IV

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter IV

If partially reflective

Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

If not reflective of the Agreement	
state any challenges that would prevent implementation of the provisions of the Agreement	
do you think the legislation can be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

CHAPTER V

FIRE PROTECTION, FIRE DETECTION, FIRE EXTINCTION AND FIRE FIGHTING

Chapter Summary:

This chapter applies to new vessels of 45 m in length and over, unless expressly provided otherwise, and should be read together with regulation IV/19. It consists of three parts. Part A deals with general provisions and provides further definitions. Part B sets out the fire safety measures in vessels of 60 metres in length and over, while Part C sets out the fire safety measures in vessels of 45 metres in length and over but less than 60 metres.

Application: New vessels of 45 m in length and over.

[To view the full text of Chapter V, click here.](#)

Commentary regarding the provisions of Chapter V

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter V

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	
If not reflective of the Agreement	
state any challenges that would prevent implementation of the provisions of the Agreement	

do you think the legislation can be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

CHAPTER VI PROTECTION OF THE CREW

Chapter Summary:

This chapter applies to new vessels of 24 m in length and over. Regulation 1 deals with general protection measures. Regulation 2 makes provision for deck openings while bulwarks, rails and guards are dealt with in regulation 3. Regulation 4 deals with stairways and ladders, and stipulates that for the safety of the crew, stairways and ladders of adequate size and strength with handrails and non-slip treads shall be provided to the satisfaction of the Administration.

Application: New vessels of 24 m in length and over.

Notes

1. *There is a need to provide lifelines, coamings or sills, means to avoid slipping on deck, stairs and in working areas.*
2. *Due to the heavy weight of metallic doors and hatches there must be means to avoid accidental closing and to be able to close them easily.*
3. *There is a need to avoid accidental fall overboard, therefore there is a need to provide bulwarks, handrails and guardrails and storm rails.*
4. *Furthermore, it requires to set a minimum distance from the deepest waterline to the lowest point of the top of the bulwark to avoid water on deck, to the satisfaction of the Administration.*

[To view the full text of Chapter VI, click here.](#)

Commentary regarding the provisions of Chapter VI

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter VI

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	

<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	
<p>If not reflective of the Agreement</p>	
<p>state any challenges that would prevent implementation of the provisions of the Agreement</p>	
<p>do you think the legislation can be modified to align?</p>	
<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	

CHAPTER VII

LIFE-SAVING APPLIANCES AND ARRANGEMENTS

Chapter Summary:

This chapter consists out of three parts and applies to new vessels of 45 m in length and over in general. Part A consists out of general regulations and includes further definitions in regulation 2. Regulation 3 makes provision for the evaluation, testing and approval of life-saving appliances and arrangements. In addition to this the Administration shall, in accordance with regulation 4, require life-saving appliances to be subjected to such production tests as are necessary to ensure that the life-saving appliances are manufactured to the same standard as the approved prototype. Part B regulates vessel requirements and includes regulations on the number and types of survival craft and rescue boats (regulation 5), the availability and stowage of survival craft and rescue boats (regulation 6), embarkation into survival craft (regulation 7), lifejackets (regulation 8), immersion suits and thermal protective aids (regulation 9), lifebuoys (regulation 10), line-throwing appliances (regulation 11), distress signals (regulation 12), radio life-saving appliances (regulation 13), radar transponders (regulation 14), retro-reflective materials on life-saving appliances (regulation 15) and operational readiness, maintenance and inspections (regulation 16). Part C sets out the requirements for life-saving appliances such as lifeboats, life rafts, rescue boats, lifejackets, immersion suits, thermal protective aids, lifebuoys, line-throwing appliances, flares and smoke signals and launching and embarkation appliances.

Application: New vessels of 45 m in length and over, except for regulations VII/13 and 14 that also apply to existing vessels of this size.

Notes

1. Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement (Regulation I/1(2)-(3)).
2. If a Party to the Agreement has concluded that it is not immediately possible to implement all of the measures provided for in chapter VII on existing vessels, the Party may progressively implement the provisions of this chapter over a period of no more than 5 years (Regulation I/1(4)).

[To view the full text of Chapter VII, click here.](#)

Commentary regarding the provisions of Chapter VII

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter VII

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	
If not reflective of the Agreement	
state any challenges that would prevent implementation of the provisions of the Agreement	
do you think the legislation can be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

CHAPTER VIII

EMERGENCY PROCEDURES, MUSTERS AND DRILLS

Chapter Summary:

This chapter applies to new and existing vessels of 24 m in length and over. Some provisions apply only to vessels of 45 m in length and over. Regulation 2 deals with provisions for general emergency alarm systems, muster lists and emergency instructions. Regulation 3 sets out the details of abandon ship training and drills while regulation 4 includes specifics on training in emergency procedures.

Application: Chapter VIII applies to both new and existing vessels of 24 m in length and over.

Notes

1. *Administrations may decide to use gross tonnage (GT) in place of length (L) as the basis for measurement for all chapters. In such cases, 300 GT or 950 GT are used, respectively, in place of references to 24 m or 45 m in length (L) for this Chapter. For those Administrations, the Agreement, -and therefore this Chapter- may not apply to vessels of less than 300 GT (and the same for particular Chapter VIII provisions for vessels of less than 950 GT) (Regulation 1/1(2)-(3)).*
2. *Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in this chapter on existing vessels, the Party may, in accordance with a plan, progressively implement these provisions over a period of up to five years. (Regulation 1/1(4)-(5)).*
3. *The Agreement offers several possibilities to Administrations to exempt vessels from its requirements, such as dispensing with the muster list due to the small number of crew members, or relaxation in the frequency of the drills for vessels of less than 45 m in length.*

[To view the full text of Chapter VIII, click here.](#)

Commentary regarding the provisions of Chapter VIII

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter VIII

If partially reflective

Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	

can the legislation be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	
If not reflective of the Agreement	
state any challenges that would prevent implementation of the provisions of the Agreement	
do you think the legislation can be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

CHAPTER IX RADIOCOMMUNICATIONS

Chapter Summary:

This chapter applies to new and existing vessels of 45 m in length and over, and deals with radiocommunications and consists out of two parts. Part A sets out the application provisions and provides additional definitions in regulation 2. Regulation 3 makes provision for exemptions. Regulation 4 sets out functional requirements to be met. Part B regulates ships' requirements and makes specific provision for radio requirements in regulation 5. Regulations 6 – 10 deal with various requirements of radio equipment in the various sea areas. Regulation 11 sets out the specifics of how a continuous radio watch should be maintained while at sea. Regulation 12 includes specifics regarding sources of energy while a vessel is at sea. Regulation 13 deals with type approval and performance standards of equipment, while regulation 14 sets out the maintenance requirements for equipment. Regulation 15 provides that every vessel shall carry personnel qualified for distress and safety radiocommunication while regulation 16 stipulates that radio records shall be kept.

According to this chapter, every vessel shall be provided with radio installations capable of complying with the functional requirements prescribed throughout its intended voyage and complying with the requirements for the sea area or areas through which it will pass during its intended voyage, as appropriate (Regulation IX/5(1)).

Application: New and existing vessels of 45 m in length and over.

Notes

1. *Administrations may permit the existing radiocommunication system to continue to be used on board existing vessels, providing the Administration is satisfied that it is equivalent to the requirements of this chapter (Regulation IX/1(2)).*
2. *Administrations may grant partial or conditional exemptions to individual new or existing vessels from the requirements on radio equipment (Regulation IX/3).*

[To view the full text of Chapter IX, click here.](#)

Commentary regarding the provisions of Chapter IX

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter IX

If partially reflective

Which provisions are reflective of the Agreement	
--	--

which provisions are not reflective of the Agreement	
can the legislation be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	
If not reflective of the Agreement	
state any challenges that would prevent implementation of the provisions of the Agreement	
do you think the legislation can be modified to align?	
will it have an impact on other legislation requiring a lengthy enactment process?	

CHAPTER X

SHIPBORNE NAVIGATIONAL EQUIPMENT AND ARRANGEMENTS

Chapter Summary:

Unless expressly provided otherwise, this chapter shall apply to new and existing vessels of 24 metres in length and over in general. Regulation 2 provides exemptions (see note.1 below). Regulation 3 stipulates the various shipborne navigational equipment that vessels of various lengths shall be fitted with. Regulation 4 stipulates that nautical instruments and publications shall be carried on board necessary for the intended voyage, to the satisfaction of the Administration. Regulation 5 makes provision for signaling equipment. Regulation 6 stipulates the navigation bridge visibility requirements that new vessels of 45 m in length and over shall meet, and it makes provision for existing vessels and vessels of unconventional design.

Application: New and existing vessels of 24 metres in length and over, except for regulation X/6(1) that only applies to new vessels of 45 metres in length and over.

Notes

1. *The Administration may exempt any vessel from any of the requirements of this chapter where it considers that the nature of the voyage or the vessel's proximity to land does not warrant such requirements (Regulation X/2).*
2. *Where a Party has concluded that it is not immediately possible to implement all of the measures provided for in this chapter, the Party may, in accordance with a plan, progressively implement the provisions therein over a period of up to five years. (Regulation I/1(4)-(5))*

[To view the full text of Chapter X, click here.](#)

Commentary regarding the provisions of Chapter X

NB: Please use page references and hyperlinks to national legislation where possible (preferably in English if available)

Our legislation is:

- fully reflective
- partially reflective
- is not reflective of Chapter X

If partially reflective	
Which provisions are reflective of the Agreement	
which provisions are not reflective of the Agreement	
can the legislation be modified to align?	

<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	
<p>If not reflective of the Agreement</p>	
<p>state any challenges that would prevent implementation of the provisions of the Agreement</p>	
<p>do you think the legislation can be modified to align?</p>	
<p>will it have an impact on other legislation requiring a lengthy enactment process?</p>	

PAME SECRETARIAT

Borgir, v. Nordurslod

Akureyri - Iceland

Tel: +354 461 1355

pame@pame.is

pame.is