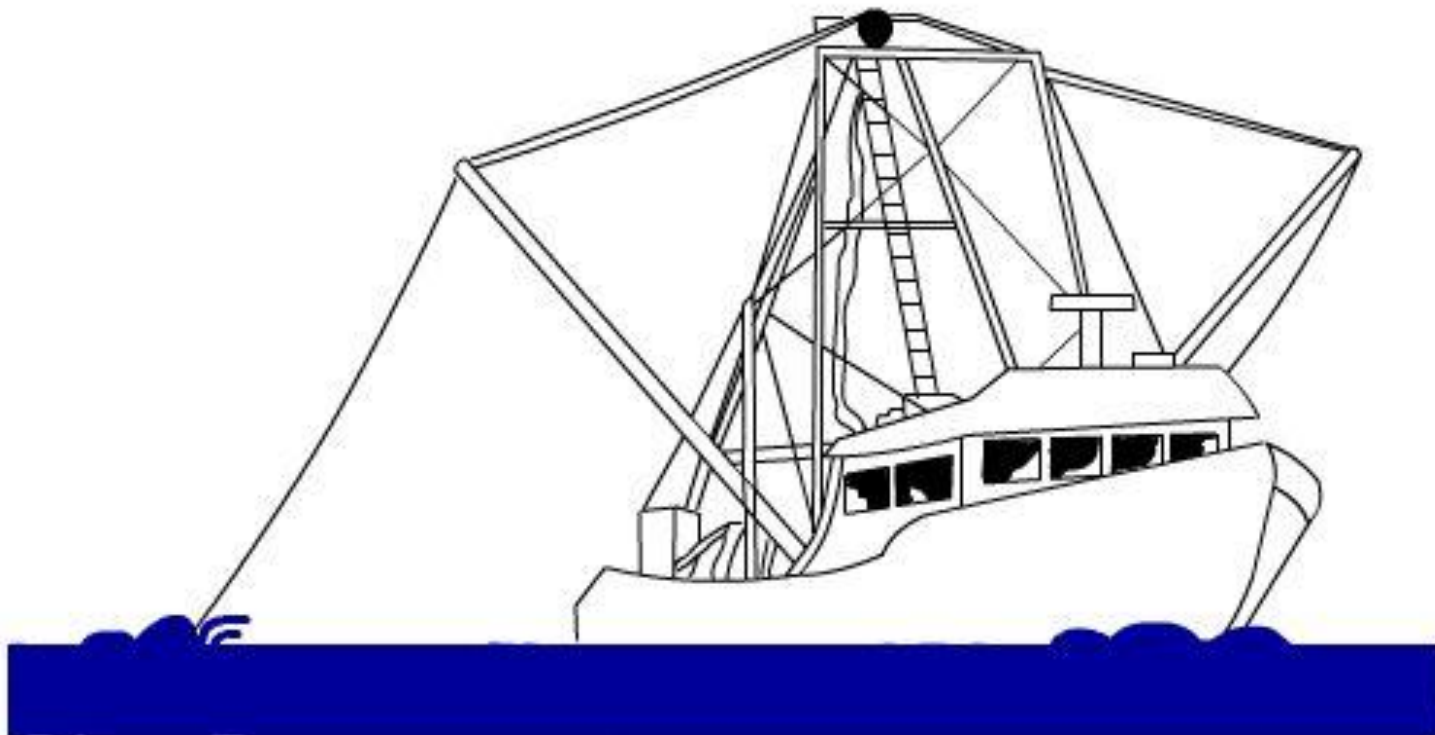


Development of Commercial Fishing Vessel Alternate Safety Compliance Programs (ASCPs)

by Troy Rentz

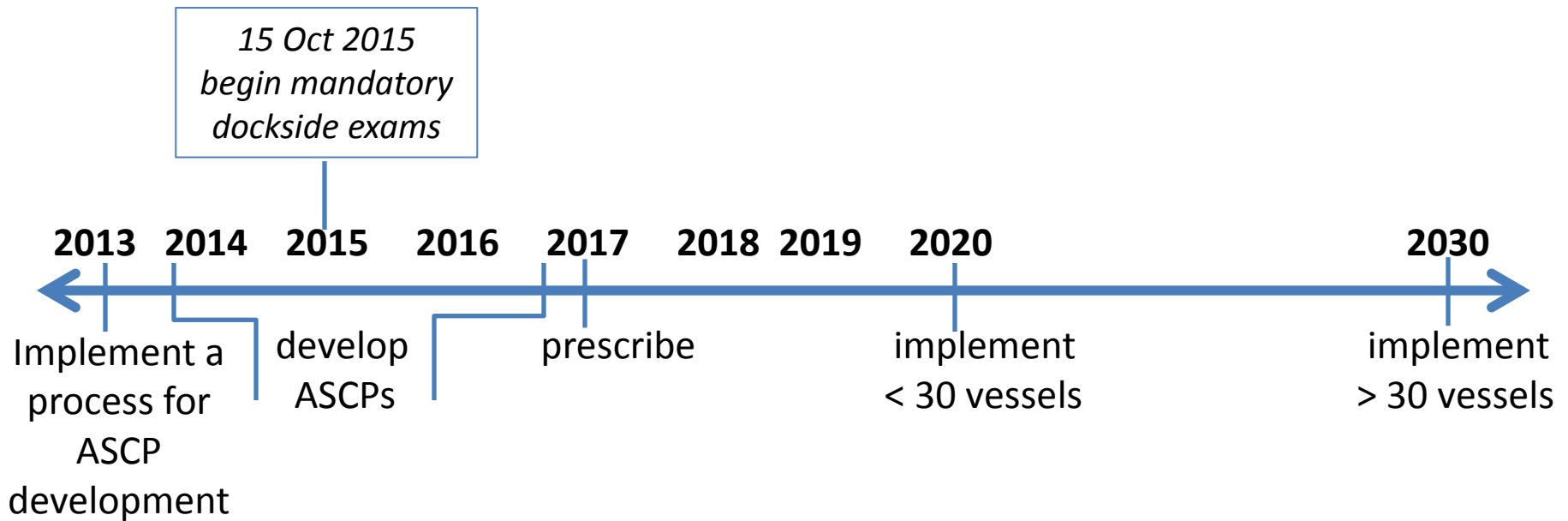
USCG 13th District Fishing Vessel Safety
ACSA Coordinator



The Coast Guard Authorization Act of 2010 requires the Coast Guard to develop, in cooperation with the commercial fishing industry, Alternate Safety Compliance (ASC) programs.

Time-line

ASCPs must be prescribed by the Coast Guard by January 1, 2017 and implemented by 2020 (2030 for companies with more than 30 vessels subject to ASC).

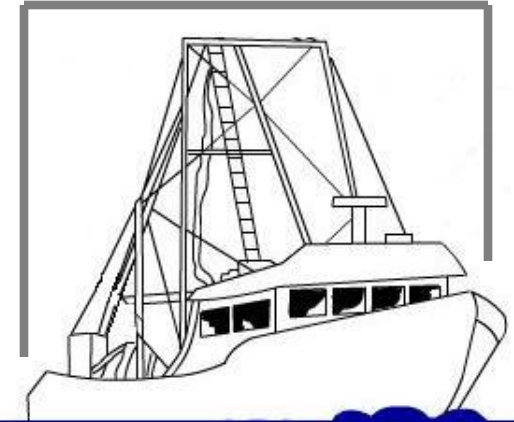


Which vessels need to enroll in Alternate Safety Compliance Programs?

1) 25 years of age or older in 2020

2) at least 50 feet overall in length

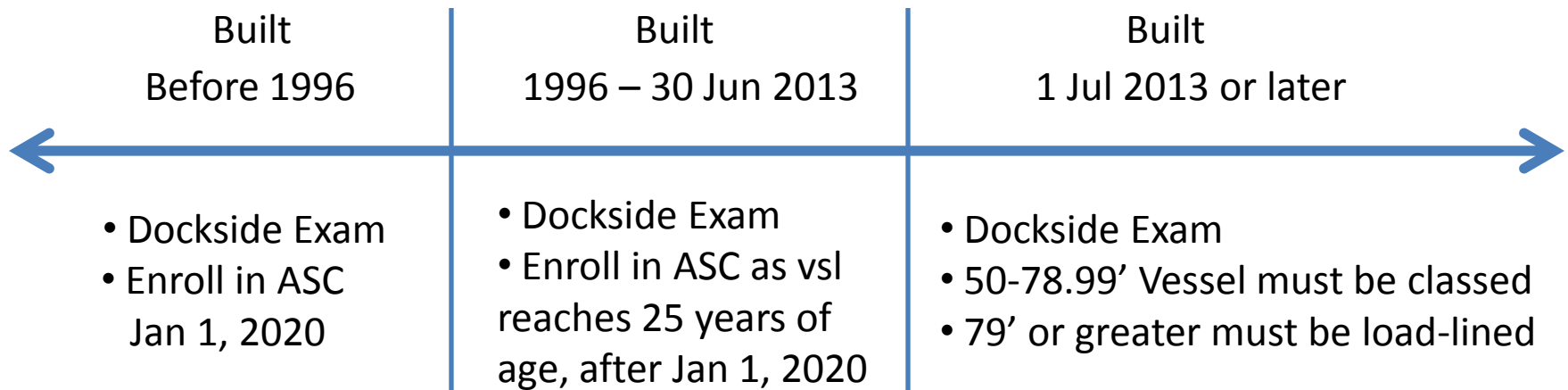
3) Operate beyond 3 NM from shore



Vessels meeting all 3 criteria will need to enroll

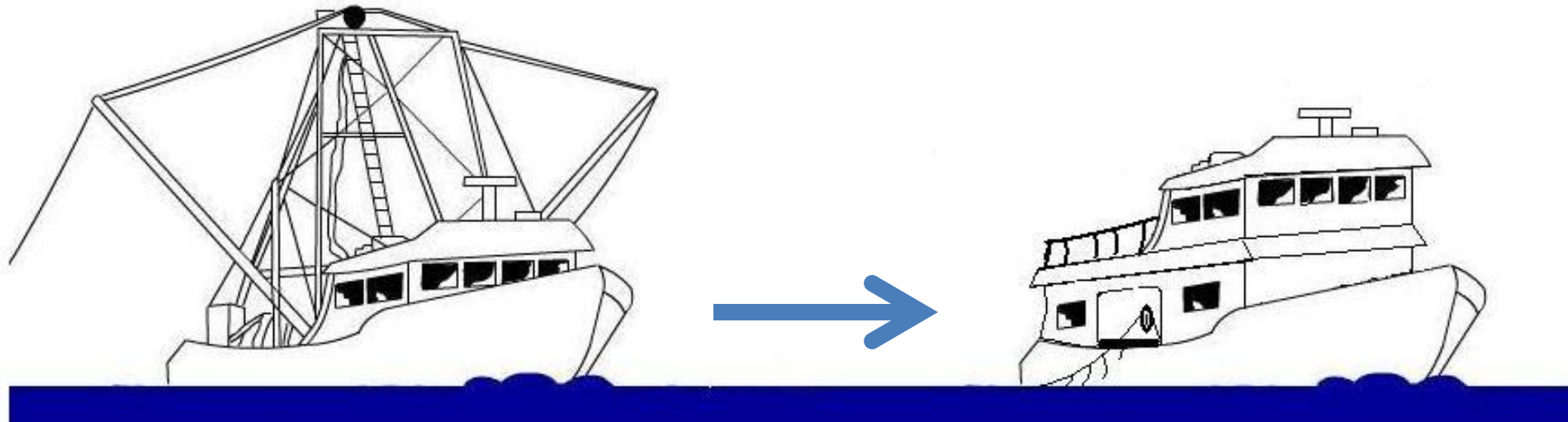
Safety compliance based on build date

vessels 50' or greater in length operating beyond 3 miles from shore that do not undergo major conversion



Major Conversion

If built on or before July 1, 2013, and the vessel undergoes a change to the dimensions of or type of vessel .



50' or greater must enroll in an ASC program

79' or greater must also meet Alternate Load-line Compliance

ASCPs will be developed for specific regions and fisheries.



Studies clearly show that operational risks widely vary between individual fleets. ASCs should implement risk based prevention measures specific to fisheries and geographic hazards

Recommended objectives of ASCPs:

- 1) Strive to achieve reasonable reductions in vessel losses, fatalities and serious injuries.
- 2) Tailor to reduce particular risks within a fleet and not simply adopt standards in effect for other programs.
- 3) Determine whether existing best practices if adopted fleet-wide are sufficient to meet ASC objectives.
- 4) Consider new technologies as a means to reduce risk
(*GPIRBS, PLBs, MOB devices, bilge monitoring...*).
- 5) Consider geographic and marine infrastructure limitations.
- 6) Identify and dedicate resources to implementing and maintaining the program.
- 7) Consider economic impacts to the fishery and vessel owners.

Alternate Load-line Compliance

should also include:

- 1) Limits to which vessels may be loaded
- 2) Verification of stability
- 3) Integrity of the watertight envelope

Update

- D13 and D17 made joint recommendations to Coast Guard Headquarters on how to develop ASC programs.
- The CFSAC will provide input on the recommendations.
- Coast Guard Headquarters will provide guidance on the development and approval of ASC programs.
- In cooperation with the commercial fishing industry, regional development of ASCPs may commence for specific regions & fisheries. Pilot programs may be developed with specific fleets.
- Regulations will be promulgated establishing an approval procedure for ASCPs.