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First Coast Guard District Report to the NEFMC

CAPT Brian Fiedler
District One Chief of Enforcement



Enforcement

Stats for FY 2016 (October 1, 2015 – Present)

- **Fishing Vessel Boardings – 212**
- **Fishery Violations Issued – 9**

- **Observed Compliance Rate: 95.7%**



Enforcement Violations

Stats for FY 2016 (October 1, 2015 – Present)

| | |
|----------|---|
| 3 | Improper Net Configurations |
| 2 | Undersized Net Mesh |
| 1 | Possession/Size Limits or Prohibited Species |
| 1 | Closed Area Incursion |
| 1 | Hauling another vsl's trap gear |
| 1 | False Statement |



Safety



Stats for FY 2016 (October 1, 2015 – Present)

- **Safety Exams Conducted: 401**
- **CFVS Decals Issued: 290**
- **Safety Violations Issued:**
 - 26 violations to 14 individual vessels
 - 2 terminations due to safety
- **Observed Compliance Rate: 93%**



Safety Violations

Stats for FY 2016 (October 1, 2015 – Present)

Most Common Safety Violations

| | |
|-------------------------------|---------|
| Expired/Missing Life Raft | 5 cases |
| Expired Hydrostatic Release | 4 cases |
| Expired Flares | 4 cases |
| Missing Liferaft/PFD Markings | 3 cases |
| Expired EPIRB Battery | 2 cases |



Search and Rescue

Stats for FY 2016 (October 1, 2015 – Present)



- **CG Responded to 24 fishing vessel Casualties**
 - **10 Equipment Casualties**
 - **2 Flooding**
 - **7 Sinkings**
 - **4 Onboard fires**
 - **1 Collision/allision**
- **41 Fishermen assisted**
- **9 Medevacs**



AIS Comparison



| Shipboard AIS Comparison | Class A | Class B/CS |
|---|--|---|
| Power Output | 2 w | 12.5 w (hi / nominal power) 2 w (low-power) |
| Reporting Rate | Variable 2 - 10 sec - speed / turn rate dependent | Fixed 30 sec. |
| Display | Multiple Keyboard Display Multiple Other Options | Optional |
| Binary and Text Messaging Capability | Receive & Transmit | Transmit Optional & only via pre-configured messages |
| Data | All | No - Rate of Turn, Navigation Status, Destination, ETA, Draft, IMO Number |
| USCG Type-Approvals | 22 Models 16 Manufacturers | 8 Models 8 Manufacturers |
| Approximate Cost | \$3,200 | \$750 |



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





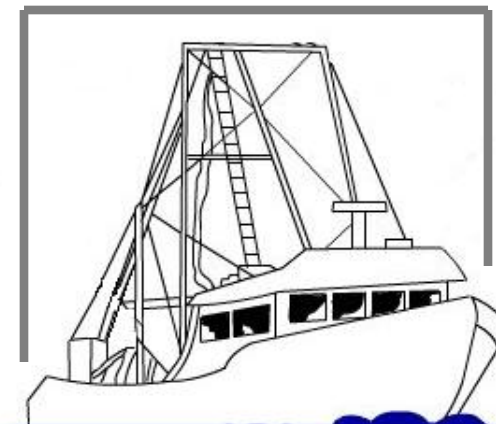
Objectives of ASCPs:

- Reduce vessel losses, fatalities and serious injuries.
- Address specific risks within a fleet and not simply adopt standards from another program.
- Determine whether existing best practices, if adopted fleet-wide, are sufficient to meet ASC objectives.
- Leverage new technologies as a means to reduce risk
- Consider geographic and marine infrastructure limitations
- Identify and dedicate resources to implementing and maintaining the program.
- Consider economic impacts to vessel owners.



Will my vessel need to enroll in an Alternate Safety Compliance Program?

- 1) A commercial fishing vessel, tender, or processor 25 years of age or older in 2020 - OR - the vessel completes a major conversion after the program is prescribed, and
- 2) The vessel is at least 50 feet overall in length, and
- 3) The vessel operates beyond 3 NM from shore.



* Vessels meeting all 3 criteria will need to enroll.

*Program Details are still being worked out. Direct Questions to Mr. Paul Bassick



Questions?

