

Commercial fishing and Maritime Safety Week 2020

News story

Inspector of marine accidents and ex-commercial fisherman Sean Friday shares his views on the challenges facing commercial fishing and his journey to the MAIB.



To mark this year's Maritime Safety Week and the launch of the [Home and Dry Campaign](#) by the Fishing Industry Safety Group, Sean Friday, an inspector of marine accidents for 8 years, talks candidly about his journey to the MAIB and what can be done to make commercial fishing safer.

Tell us about your career to date and your journey to the MAIB?

Although I had always wanted to go to sea, on my father's insistence my career began with an engineering apprenticeship as a civilian in the British Army. With this providing a good grounding I went to sea as a deckhand in the fishing industry and progressed to the role of skipper of one the UK's largest fishing vessels.

In 2006, I decided I needed a new challenge and left the sea for a full-time role with the Royal National Lifeboat Institution (RNLI) delivering safety advice and safety interventions to commercial fishermen.

In 2012, I began as nautical inspector and commercial fishing lead at MAIB and after an intensive two-year training and accreditation period I have investigated many accidents, not just to fishing vessels but also merchant and leisure craft.

What made you want to become an inspector of marine accidents?

In 1986, 3 years before the creation of the MAIB, my father, along

with two of his crew, was lost at sea when his trawler capsized. I remember being frustrated by not knowing how, why or if this could happen again to another fishing crew. From this tragedy I became interested in accident investigation and prevention.

How has your background helped your work as an inspector?

My career at sea and personal experience of what drives fishermen and the reasons why they can be less risk averse gives me a valuable insight. This insight combined with the safety delivery work during my time at the RNLI puts me in an ideal position to be able to understand why accidents happen and develop recommendations to prevent a reoccurrence.

Fishing is one of the most dangerous occupations in the UK, what are the main safety challenges the industry is facing?

The industry has many safety challenges, not least the struggle to recruit, train and retain seafarers. The fishing industry is often seen as a place for itinerant workers and as such training and professionalism sometimes take a back seat.

What can be done to make commercial fishing safer?

Aside from all the good work that the MCA are doing to regulate and raise vessel standards, I believe that if the fishing industry is promoted as an exciting career path and deckhands are developed into conscientious, qualified, and professional skippers then better safety will follow and become ingrained.

What more can be done to change behaviour and ensure that PFDs are worn?

The introduction of the [ILO Work in Fishing Convention 188](#) requires that fishermen wear lifejackets and subsequently we are seeing an increase in wear rates. However, there is no 'quick fix' and all the organisations involved in the Fishing Industry Safety Group (FISG) are determined to keep working hard to change fishermen's behaviour and ensure that we don't continue to lose lives unnecessarily. That's why it is so important that behaviour change campaigns such as the FISG's [Home and Dry campaign](#) target the fishermen and skippers directly to remind them to be safety aware.

Travel corridors

It is vitally important that we manage the risk of a second wave of coronavirus and keep the number of cases of COVID-19 in the UK as low as possible. Health protection regulations concerning international travel came into force in all parts of the UK on 8 June 2020. These require people who arrive in the UK from outside the [common travel area](#) to [self-isolate for 14 days](#) and to complete a [passenger locator form](#). The regulations have helped to reduce the risk of importing cases into the UK.

For arrivals from some countries and territories into England, where the risk of importing COVID-19 is sufficiently low, the government considers that it can now end the self-isolation requirement. Therefore, passengers will not be required to self-isolate when they are returning from travel abroad or arriving as visitors to England from a number of exempt countries and territories. Contact information will still need to be provided on arrival except by [people on a small list of exemptions](#).

The process to date

We have been guided by the science and worked closely with health and policy experts from across government to ensure the steps we are taking will minimise the risk of importing COVID-19 cases, while helping to open our travel and tourism sector.

The Joint Biosecurity Centre, in close consultation with Public Health England and the Chief Medical Officer, has developed an approach to assessing the public health risk associated with inbound travel from specific countries and territories. The categorisation has been informed by an estimate of the proportion of the population that is currently infectious in each country, virus incidence rates, trends in incidence and deaths, transmission status and international epidemic intelligence as well as information on a country's testing capacity and an assessment of the quality of the data available. Data has been used from official sources in each country and modelling by the London School of Hygiene and Tropical Medicine, as well as from Public Health England and the National Travel Health Network and Centre. Other data sources may be used in the future.

This categorisation has informed the government's decisions about relaxation of border measures and has allowed us to establish [travel corridors](#) through which passengers arriving in England from certain countries and territories will be exempted from the requirement to self-isolate. Those who have visited or transited through any non-exempt country or territory within the 14 days preceding their arrival will be required to self-isolate for the remainder of

the 14-day period since they last left such a country or territory. The decision on these exemptions forms part of the first review of the health protection regulations concerning international travel which apply in England. [FCO travel advice](#) should always be consulted before booking any travel.

The government is continuing to discuss this approach with the Devolved Administrations who will set out their own approach in time. Passengers travelling from overseas to Scotland, Wales and Northern Ireland from outside the common travel area should ensure they follow the laws and guidance which apply there.

Countries and territories exemption list

From 10 July 2020, unless they have visited or transited through any non-exempt country or territory in the preceding 14 days, passengers arriving from the following countries and territories will not be required to self-isolate on arrival in England:

[Andorra](#), [Antigua and Barbuda](#), [Aruba](#), [Australia](#), [Austria](#), [The Bahamas](#), [Barbados](#), [Belgium](#), [Bonaire, St Eustatius and Saba](#), [Croatia](#), [Curaçao](#), [Cyprus](#), [Czech Republic](#), [Denmark](#), [Dominica](#), [Faroe Islands](#), [Fiji](#), [Finland](#), [France](#), [French Polynesia](#), [Germany](#), [Greece](#), [Greenland](#), [Grenada](#), [Guadeloupe](#), [Hong Kong](#), [Hungary](#), [Iceland](#), [Italy](#), [Jamaica](#), [Japan](#), [Liechtenstein](#), [Lithuania](#), [Luxembourg](#), [Macao \(Macau\)](#), [Malta](#), [Mauritius](#), [Monaco](#), [the Netherlands](#), [New Caledonia](#), [New Zealand](#), [Norway](#), [Poland](#), [Reunion](#), [San Marino](#), [Serbia](#), [Seychelles](#), [South Korea](#), [Spain](#), [St Barthélemy](#), [St Kitts and Nevis](#), [St Lucia](#), [St Pierre and Miquelon](#), [Switzerland](#), [Taiwan](#), [Trinidad and Tobago](#), [Turkey](#), [Vatican City State](#), [Vietnam](#)

[Ireland](#) is already exempt as part of the common travel area, as are the Channel Islands and the Isle of Man. In addition, we will be exempting the 14 British Overseas Territories. We will keep the conditions in these countries and territories under review. If they worsen we will not hesitate to reintroduce self-isolation requirements.

In addition, the UK government will be making a small number of sector-specific exemptions to the border health measures as a result of the first review. From 7 July 2020, certain transport workers who do not come into contact with passengers in the course of their journey to England will no longer be required to complete the passenger locator form. This will help pilots, seafarers, and Eurostar and Eurotunnel drivers who make regular crossings without coming into contact with passengers. There will also be additional exemptions for certain groups, including elite sportspersons and essential support staff returning to England or participating in certain elite sports events, and individuals coming to England to work on British film and television productions.

Next steps

My Rt Hon Friend, the Secretary of State for Foreign and Commonwealth Affairs

and First Secretary of State has announced [exemptions to the global advisory against all but essential travel](#). Travellers should review this advice before making travel plans, and purchase [travel insurance](#).

The government will keep the requirements and exemptions set out in the regulations under review. The next review of the regulations will be by 27 July 2020. For further information, please visit gov.uk/uk-border-control.

I hope this announcement provides good news to the many of us who want to enjoy a holiday abroad this year, visit family and friends overseas or travel to do business and will help protect jobs in the international transport and tourism sectors. The government continues to work closely with international partners around the world to discuss arrangements for travellers arriving from the UK and will continue this engagement ahead of the changes coming into force.

PM call with PM Netanyahu: 6 July 2020

Press release

Prime Minister Boris Johnson spoke to Israel's PM Benjamin Netanyahu earlier today.



The Prime Minister spoke to Benjamin Netanyahu, Prime Minister of Israel, this evening.

The Prime Minister set out his concerns about plans to annex parts of the West Bank unilaterally and cautioned that this would set back the prospects for peace in the region.

He reiterated his personal support for Israel and urged Prime Minister Netanyahu to return to negotiations with the Palestinians.

The leaders also underlined their ongoing commitment to UK-Israel trade and discussed the global response to coronavirus, agreeing to continue working

together to tackle the pandemic.

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[Response to the Biometrics Commissioner's annual report 2019](#)

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[£1.4m given to environmental projects by companies that broke rules](#)

The donations have been made as a result of Enforcement Undertakings which the Environment Agency started using from 2011 as an alternative to prosecutions.

Where agreed with the Environment Agency, donations to environmental projects are made either when a business or individual is responsible for a pollution incident or where they have failed to meet other legal requirements, such as registering and recycling packaging waste.

In addition to any donation, the business or individual must also include in its offer measures to stop offending, come into compliance and restore any harm to the environment.

The largest donation paid out so far has been £226,000 by Severn Trent Water to the Trent Rivers Trust following a pollution incident and for packaging waste contravention, Nottinghamshire company, Kennelpak Ltd paid over £70,000 shared between the county's Wildlife Trust for the Attenborough Nature

Reserve and the Erewash Canal Preservation Association.

Enforcement Undertakings are used for less serious cases where it is not in the public interest to prosecute and where the business or individual can satisfy the Environment Agency they want to change behaviour and make amends for what happened. Donations made by businesses and individuals for pollution offences should be used to benefit the environment and compensate for any harm that cannot be restored. For packaging and any other offences which have not had a direct impact on the environment, the money can be used to protect, restore or enhance the environment in other ways.

And, in line with the 'Polluter Pays Principle' the costs of offending fall on those businesses and individuals that have failed to comply with its legal requirements and obligations. Enforcement Undertakings should not be seen as a cheaper option compared to prosecution.

Regulatory Officer with the Environment Agency, Beth Haste, commented:

While we have the option to prosecute companies that fail to meet their obligations to the environment, Enforcement Undertakings are an excellent alternative that result in positive benefits to the environment and communities. To have put £2m into environmental projects over the last 9 years is a real achievement.

Notes to editors

Section 7 of the Environment Agency's [Enforcement and Sanctions Policy](#) sets out all the enforcement options available to the Agency. These include criminal proceedings, as well as a range of civil sanctions (including Enforcement Undertakings) available to use for many of the offences we are responsible for enforcing.

Our approach to applying civil sanctions and accepting enforcement undertakings is explained in [Annex 1 of our policy](#).

The Civil Sanctions options were introduced by the Regulatory Enforcement and Sanctions Act 2008 (RES Act), the Environmental Civil Sanctions (England) Order 2010 and the Environmental Civil Sanctions (Miscellaneous Amendments) (England) Regulations 2010.

Other big pay outs have come from:

- Heineken paid £160,000, mainly to the Wye and Usk Foundation
- Fuerst Day Lawson in Stoke-on-Trent – £150,000 to Trent Rivers Trust
- Kerry Ingredients gave £127,975 to the Gloucestershire Wildlife Trust and Wildfowl and Wetlands Trust

- Staffordshire County council which donated £50,000 split between the Staffordshire Wildlife Trust and Blackfords Progressive Angling Society
- White's Recycling of Newent donated £46,000 to the Severn Rivers Trust
- Sanglier Ltd of Kirkby-in-Ashfield donated £37,450 to the Campaign for the Protection of Rural England
- The Works gave £35,868 to the Warwickshire Wildlife Trust
- Hameln Pharmaceuticals of Gloucestershire donated £35,000 to Westonbirt Arboretum