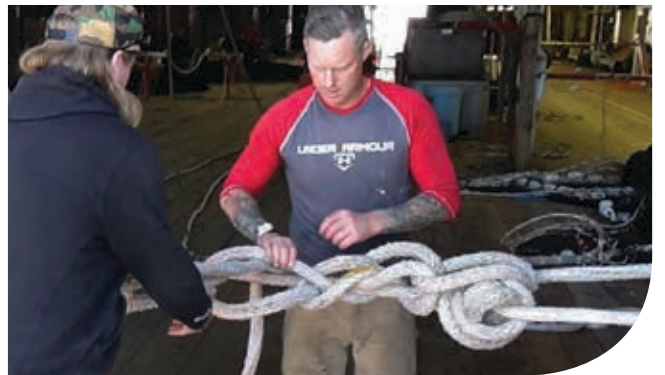




FISHERMEN **HELPING** FISHERMEN



ANNUAL REPORT 2017/18



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THE SUCCESS OF THE SAFEST CATCH INITIATIVE IS PRIMARILY DUE TO THE FISHERMEN HELPING FISHERMEN TEACHING MODEL – WHERE QUALIFIED FISHERMEN TEACH REAL WORLD EMERGENCY PREPAREDNESS TO THEIR FELLOW FISHERMEN.



A MESSAGE FROM THE PROGRAM MANAGER

LAST YEAR WILL BE REMEMBERED AS A YEAR OF SIGNIFICANT ACCOMPLISHMENTS AND MILESTONES FOR FISH SAFE. THOUGH HARD TO BELIEVE, IT WAS A DECADE AGO IN JUNE 2007 THAT A DIVERSE GROUP OF INDUSTRY STAKEHOLDERS MET UNDER THE BANNER OF SAFETY TO HELP CREATE FISH SAFE'S STRATEGIC PLAN. AN OUTCOME OF THIS MEETING WAS A FIVE-POINT STRATEGIC PLAN AND THE INTRODUCTION OF FISH SAFE'S VISION STATEMENT.



590

Number of fishermen impacted **NATIONALLY** by the *Safest Catch Initiative*

A world leading safety culture in the BC fishing industry

Interestingly, an alternate 'byline' for the vision statement was: How we get there is **everyone's** business. And, in fiscal 2018, this notion of **ownership** of safety was on full display as fishermen literally from coast to coast in Canada demonstrated their personal commitment to safety.

222

Number of **MED-A3** (Transport Canada basic safety) **CERTIFICATES** issued last year

With the successful completion of the 2 year Fish Safe and Transport Canada funded *Safest Catch Initiative* nearly 600 fishermen in BC and in the provinces of Prince Edward Island, New Brunswick and Nova Scotia voluntarily participated in the *Safest Catch* program – a program developed by fishermen, for fishermen and delivered by fellow fishermen.

85

Lowest number of **TIME-LOSS CLAIMS** experienced in BC in the past 15 year period

Voluntary participation in programs like the *Safest Catch* and Fish Safe's stability course are positive indicators of an ever-growing industry safety culture and so too is increasing participation in required certification courses. In fact, last year saw record participation in Transport Canada-required courses such as MED A3 (basic safety) and ROC-M (marine radio) course training, two courses that Fish Safe has customized to address the unique aspects of BC's various commercial fisheries.



Demand was also driven last year by significant regulatory changes that occurred with the coming into force of Transport Canada's *Fishing Vessel Safety Regulations*, regulations that impact the majority of BC's fishing fleet, a fleet dominated by small vessels under 150 gross tonnes and under 24.4 meters. As Fish Safe's six dedicated *Safest Catch* Safety Advisors conducted over 160 vessel visits throughout the province, practical assistance was provided in helping to interpret the new regulations and their impact upon safety equipment requirements, written emergency procedures and other new requirements.

Fish Safe recognizes that as much of the BC fleet continues to age – both vessels and workers – the risk of worker injury and illness increases. Although 2017's total claims cost of \$4.8M was below the long-term average (15 years) of \$5.5M, the ability to control the cost of claims will require vigilance and solutions that can adapt to the changing industry environment.

To this end, Fish Safe's commitment in the coming months will be to increase industry outreach to better understand the evolving risks as well as the measures that can be taken to counter such risks. We look forward to working with as many fishermen and employers as possible in this journey of discovery and re-discovery as we work to advance a world-class safety culture we can all be proud of.

A handwritten signature in black ink, appearing to read 'Ryan Ford'.

Ryan Ford,
Program Manager, Fish Safe

March 2018 marked the end of the *Safest Catch Initiative*, a special project funded by Fish Safe and by Transport Canada via its **Boating Safety Contribution Fund (fishing)** that began in early 2016.

The purpose of this project was to take Fish Safe’s unique *Safest Catch* program, a program created by fishermen for fishermen back in 2009, and to expand its reach throughout BC while creating new pilot locations for the program on the east coast.

Despite the tight project time-frame, the results of the program on both the east and west coast were undeniably positive and are highlighted here:

BC OUTCOMES

In addition to increased vessel-specific *Safest Catch* delivery, funding for this project facilitated more extensive outreach and fleet-wide emergency drills throughout BC just before major fishery openings. The overall results from BC are as follows:

BC Project Outcomes – December 2015 to March 31, 2018					
VESSELS IMPACTED		FISHERMEN IMPACTED		MED A3s AWARDED	
Actual	Goal	Actual	Goal	Actual	Goal
204	220	590	500	222	300

BC Project Outcomes – December 2015 to March 31, 2018			
SAFETY EQUIPMENT ORIENTATIONS	DRILLS	WRITTEN EMERGENCY PROCEDURES	DECALS
222*	183	73	63

*Orientations and drills can exceed the number of unique vessels impacted due to repeated visits to the same vessel due to crew changeover, new fishing season, etc.

Expectations for *Safest Catch* vessel visits were exceeded with **590 fishermen from over 200 vessels participating directly in the Safest Catch** on board the fishing vessels they personally work on. Vessel visits ensured the practice of emergency drills (man overboard, calling for help, fire and abandon ship) as well as safety equipment orientations. Additionally, the tools to help complete documented emergency procedures were provided and in many cases this documentation was not only initiated but in many cases, completed.

TRANSPORT CANADA PROJECT SUMMARY

THE AWARDING OF THE COVETED SAFEST CATCH DECAL NOT ONLY DENOTES COMPLETION OF ALL THREE PROGRAM COMPONENTS BUT ALSO INDICATES COMPLIANCE WITH WORKSAFEBC PERSONAL PROTECTION EQUIPMENT REGULATIONS.



EAST COAST OUTCOMES

Program delivery occurred in the provinces of PEI, New Brunswick and in Cape Breton, Nova Scotia. In all locations, fishermen from the community were selected and trained as *Safest Catch* Safety Advisors. A summary of *Safest Catch* activity on the east coast is provided here:

East Coast Project Outcomes – January 2017 to March 31, 2018				
	VESSELS IMPACTED		FISHERMEN IMPACTED	
	Actual	Goal	Actual	Goal
PEI	70	55	121	75
NB	34	25	64	60
Cape B.	25	85	61	240
*NSCC	4	20	11	60
<i>TOTAL:</i>	133	185	257	435

*The Nova Scotia Community College (NSCC) ceded a significant portion of its funding to other regions to help facilitate increased *Safest Catch* delivery in those regions.

Despite a later than anticipated start, (especially in Cape Breton), and long winters that prevent *Safest Catch* delivery during many months of the year, significant and commendable progress was achieved on the east coast.

THE DEMAND FOR THE SAFEST CATCH TO CONTINUE BEYOND THE INITIAL PILOT IS GREAT AS MANY FISHERMEN ARE JUST NOW LEARNING ABOUT THE PROGRAM ON THE EAST COAST.



Whereas the BC project component continued an existing safety program, the east coast component introduced the *Safest Catch* to these east coast regions for the first time. And, as was the case in BC when the *Safest Catch* was first piloted almost 10 years ago, word-of-mouth proved to be the primary driver for drawing fishermen to the program.

In all regions the feedback from participants has been positive and enthusiastic. Even the most ardent skeptics (and there were a few!) left *Safest Catch* vessel visits learning something new and expressing that fact.

The decision to partner with associations and community members in each region was based upon the knowledge that the closer the organizers and Safety Advisors were to their local fishermen and community wharves, the stronger the bond between fisherman and the *Safest Catch* would be.

It's perhaps in this area that the *Safest Catch*, although very much in a nascent stage on the east coast, achieved its greatest success with 4 fishermen being trained as Safety Advisors and being deployed into the field. Additionally, PEI and NB both benefited by having a dedicated regional manager who coordinated the *Safest Catch* activity in both provinces.

With gathering momentum, provincial sponsors in each region have indicated their support for a continuance of the *Safest Catch* in their regions and beyond the pilot project period.

REACHING FISHERMEN ONLINE

+63%

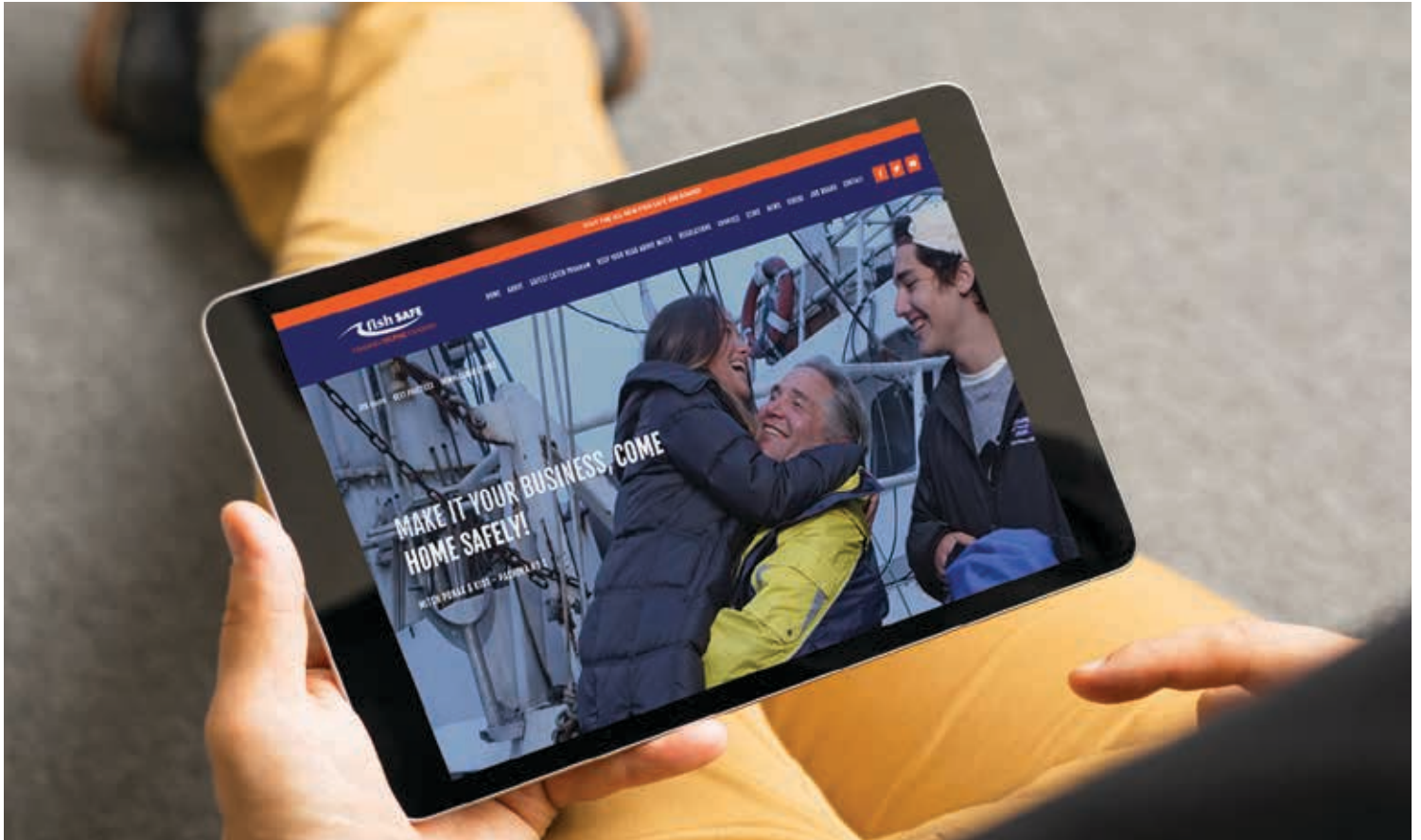
Increase in unique website visitors

+34%

Increase in visits

+24%

Increase in page views



Important milestones were achieved online last year where we have been hard at work expanding our presence via our website, social networks and a newly launched job board.

In 2016 we launched our redesigned website www.fishsafebc.com on a brand new platform that provided us with unprecedented control over our own content and technical management on both desktop and mobile platforms.

Concurrently, we relaunched our Facebook page with a view to increasing engagement on this platform where for many fishermen Facebook has replaced both phone and email as a means of communication.

The results of our integrated online strategy have thus far exceeded expectations on a year-over-year basis, as follows:

- 8,610 visits – 34% increase
- 7,991 unique visitors - 63% increase
- 17,500 page views – 24% increase
- 357 Facebook followers – 58% increase

Few industries are experiencing changes as dramatic as those being experienced within BC's wild capture commercial fisheries. Although changes in demographics are influencing almost every corner of the working world, the picture within BC's wild fish harvesting industry is most pronounced.

As identified within the table below, the percentage of workers in the 54 and over age range is steadily increasing:

AGE GROUP	2001	2016
15 - 29	15%	15%
30 - 44	34%	21%
45 - 54	26%	24%
>54	25%	40%

*2016 Census

Despite the changes and challenges facing the commercial fishing industry, rising global demand for seafood products, especially those sustainably sourced and of high-quality, has ensured a degree of stability and opportunity for existing workers and new entrants to the industry.

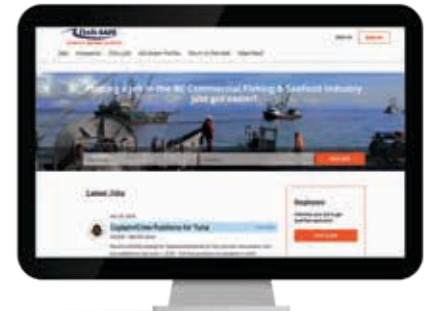
Fish Safe has long understood the link between training and safety outcomes within the industry especially as new and inexperienced workers enter the workforce. Even among seasoned veterans a need exists to provide training that can improve safe work practices while at the same time helping fishermen achieve compliance by gaining the necessary regulatory certification.

It was within this context that Fish Safe worked last year on an all new job board that would accomplish two fundamental goals:

1. Provide an internet-based platform to **better connect workers and employers** in BC's commercial wild harvest fishing industry
2. Help fishermen to more easily understand **what type of training is required and where to get that training**

Launched early in the new fiscal year, the job board has attracted job postings from employers large and small and has included roles as varied as deckhanding on small vessels to running a forklift in a fish processing plant. In addition to job postings, the job board allows workers to post their personal profiles indicating desired job, skills and experience, location, etc. to facilitate broad exposure to potential employers.

If you haven't yet already, be sure to check out our new job board at Jobs.fishsafebc.com



FREE EPIRB CAMPAIGN

Fish Safe launched its Free EPIRB campaign in summer 2017, a campaign designed to provide qualifying fishermen with an EPIRB **when they and their crew participated in the Safest Catch.**

EPIRBs (electronic positioning indicating radio beacons) have been identified by the TSB and Transport Canada as having lifesaving value. In 2016, in the U.S., EPIRBs contributed to over 300 rescues.



With the introduction of the new Fishing Vessel Safety Regulations, Transport Canada has stipulated that vessels of a certain length and with certain voyage characteristics require an EPIRB. Additionally, it was deemed that other vessels, although not necessarily required to have an EPIRB, would benefit by having an EPIRB given the nature of their fisheries, areas transited and vessel characteristics.

By the end of the year, and with the financial support of Transport Canada via the *Safest Catch Initiative*, 50 EPIRBs were purchased and provided via *Safest Catch* vessel visits up and down the coast.

The free EPIRB campaign proved effective in incentivizing increased *Safest Catch* participation and generated heartfelt appreciation and gratitude by the many skippers who excitedly registered and installed their EPIRBs on board their vessels.



COURSE SUMMARY

	FISCAL 2018		FISCAL 2017		ALL TIME	
	COURSES	PARTICIPANTS	COURSES	PARTICIPANTS	COURSES	PARTICIPANTS
SVOP	10	75	12	112	59	580
ROC-M (Radio)	19	92	10	83	56	542
Stability	1	3	2	6	139	1166

SAFEST CATCH PROGRAM SUMMARY

	FISCAL 2018	FISCAL 2017	ALL TIME*
Vessel Visits	163	162	971
Participants	358	285	2693
Emergency Procedures Manuals	27	41	174
Decals	18	40	244

* The Safest Catch program was launched in the 2009/2010 fiscal year



SAFEST CATCH ACTIVITY BY VESSEL GEAR TYPE

VESSEL GEAR TYPE	SAFEST CATCH VESSEL VISITS
Longline/Trap	49%
Trawl	3%
Gillnet/Troll	22%
Seine	8%
Spawn on kelp	18%

CLAIMS STATISTICS FOR 2017

(only claims associated with wage loss are presented)

	2017	2016	2015	2014	2013	2012
Dive	5	9	9	10	7	7
Trap & Longline	22	22	31	26	38	30
Trawl	26	41	39	34	30	38
Gillnet/Troll	17	25	20	19	17	22
Seine	11	17	12	9	13	9
Packing	4	8	7	9	2	6
Totals	85	122	118	107	107	112
Fatals	1***	1**	3	2*	1	1

* A total of 4 work-related deaths occurred in 2014. 2 deaths have been attributed to asbestos exposure and are not reflected in the table above.

** One work-related death was recorded by WorkSafeBC in 2016 but applies to a 2015 incident.

*** A total of 2 work-related deaths occurred in 2017. 1 death has been attributed to asbestos exposure and is not reflected in the table above.

Like points on a compass, Fish Safe is guided by objective data collected by a variety of sources that help construct a picture of the BC commercial fishing industry in general as well as the performance of Fish Safe's various safety initiatives. Importantly, scrutiny of this data and overall trends can be helpful in illuminating those areas in need of improvement and areas where safety initiatives are having a positive impact.

PAYROLLS, ASSESSMENTS AND CLAIMS COSTS

Getting one's bearings from the perspective of WorkSafeBC (WSBC) and their mandate of ensuring adequate financial coverage for injured workers can be a useful first step when analyzing an industry like fishing.

Understanding the level of industry participation is important as it drives many critical metrics including payrolls, assessments and claims data. Although imperfect, the number of Fisher Registration Cards (FRCs) issued in any given year is often referenced as being a rough gauge of participation. **Fig. 1** provides the picture over the past 15 years.

As demonstrated in **Fig. 2**, despite declines in FRCs, BC payrolls available for assessment in fishing have steadily improved since the global economic downturn experienced in 2008-2009.

FISHER REGISTRATION CARDS (FRCs) - PACIFIC REGION

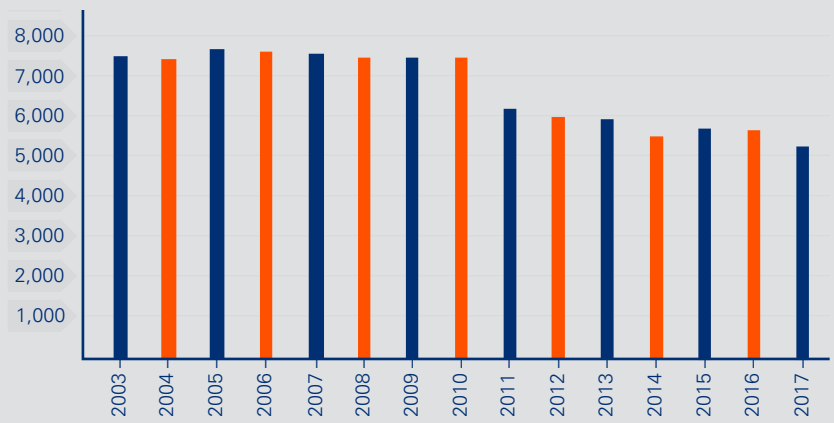


Fig. 1

ASSESSABLE PAYROLL

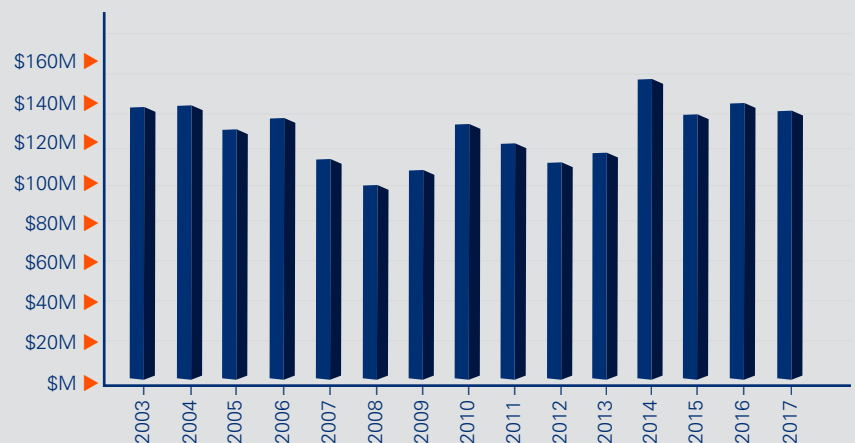


Fig. 2

A further question that naturally arises is to what extent do assessments (i.e. premiums collected) cover or fail to cover the costs of claims on an annual basis? **Fig. 3** provides an answer to this question over the past seven years:

WORKSAFEBC ASSESSMENTS VS. CLAIMS COSTS

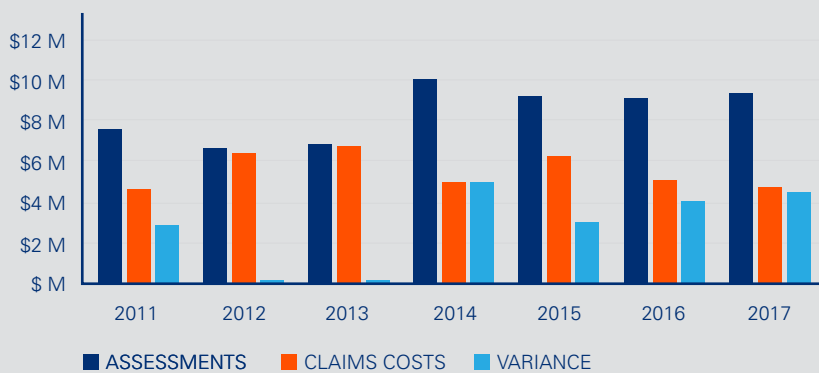


Fig.3

Although other factors and additional costs such as estimated future claims costs and WSBC administrative costs drive the overall rate the fishing industry pays WSBC, this simple comparison of assessments collected and claims costs paid is useful in and of itself. Although in years such as 2012 and 2013 claims costs were almost equal to assessments, more recent years have seen an improvement with improving margins between revenue and cost being experienced.

TIME LOSS CLAIMS BY GEAR TYPE

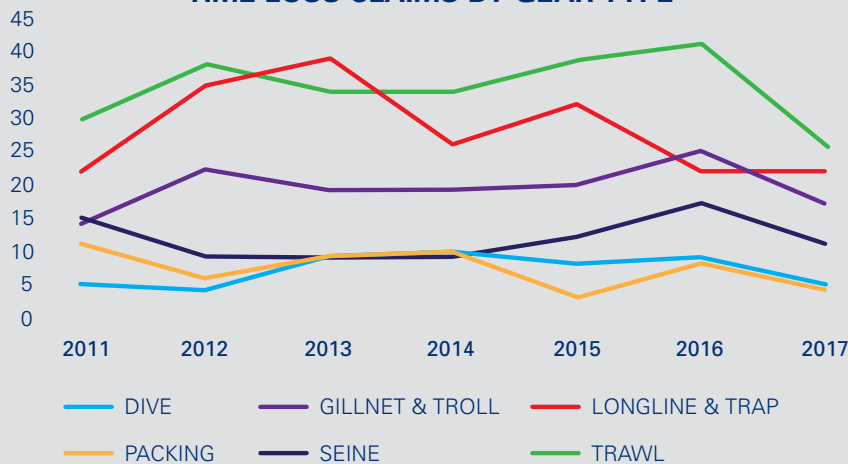


Fig.4

CLAIMS EXPERIENCE BY GEAR TYPE

WSBC organizes the fishing industry by the following six gear type categories: dive, gillnet & troll, longline & trap, packing, seine and trawl. Analysis by gear type is useful to understanding basic trends within fishing subsectors as they relate to important measures such as time loss claims. **Fig. 4** provides a snapshot of this important cost driver and the basic trends by gear type reflected over the past seven years.

SAFETY PERFORMANCE

WORKING TO DRIVE DOWN THE NUMBER OF TIME LOSS CLAIMS IS A MAJOR OBJECTIVE FOR FISH SAFE AS SUCH CLAIMS REPRESENT SOME OF THE MOST SERIOUS INJURIES EXPERIENCED WITHIN THE INDUSTRY.

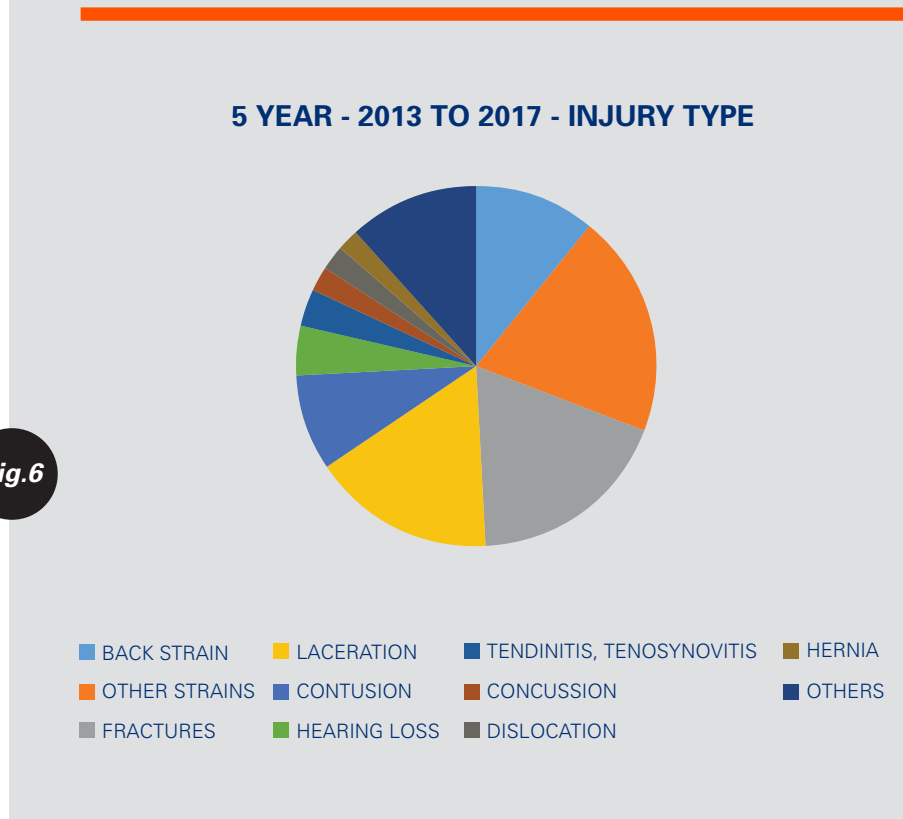
Although the trend has generally been flat the past seven years in most gear types, the longline & trap category has experienced significant improvement over the past four years. After hitting a near-term high of close to 40 time loss claims in 2013, a stair-step decrease has occurred since this time and might be attributed, at least in part, to increased efforts Fish Safe has made in recent years to work more closely with fishermen in BC's crab fisheries.

Fig. 5 provides a static, one year snapshot of the fishing industry as it relates to assessments and claims costs incurred by gear type in 2017.

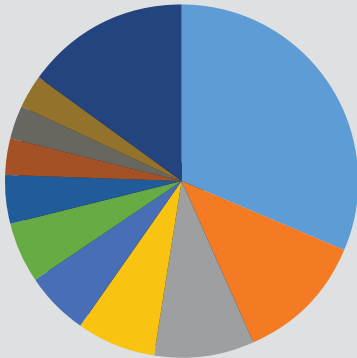
Fig.5



Fig.6



5 YEAR - 2013 TO 2017 - INJURED BODY PARTS



- WRIST, FINGERS & HAND ■ KNEE ■ CHEST ■ ELBOW
- BACK ■ ANKLE, TOE & FEET ■ OTHER ■ OTHERS
- SHOULDERS ■ FACE & EARS ■ OTHER UPPER EXTREMITY

Fig.7

Knowing what kinds of injuries are being experienced most frequently and what body parts are most frequently affected may be useful in identifying work practices that increase the risk of injury. Fish Safe uses information like the ones contained in **Fig. 6** and **Fig. 7** to help guide conversations around ergonomic practices and injury prevention solutions.

WORKSAFEBC ASSESSMENT RATE FOR COMMERCIAL FISHING

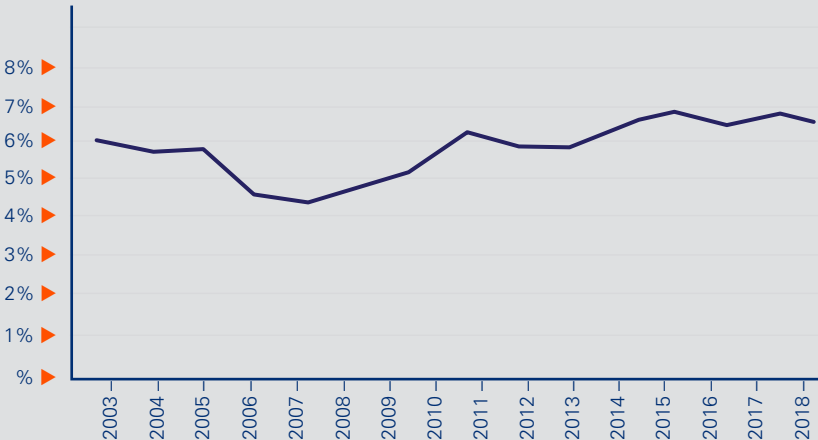


Fig.8

Translating injuries, claims costs, payrolls, assessments collected as well as a host of other variables calculated over a lengthy, rolling 15-year window results in WSBC determining an assessment rate which it charges industry. In 2017 the rate was 6.81% of assessable payroll. In 2018 the rate decreased to 6.39%. The trend over the past 15 years is illustrated here in **Fig. 8**.



A strength of the *Safest Catch* program is its ability to respond to the needs of fishermen in a practical and expeditious manner. Just before major fishery openings, Fish Safe commits time and resources to coordinating well-planned events that help fishermen get into the safety mindset before they venture out onto the water.

ROE HERRING DRILLS DAYS – VANCOUVER ISLAND

Tragically, the single fatality experienced during the 2017 calendar year occurred in the seine roe fishery in early March. Indications point to stability factors as being a contributor to the incident that saw the capsizing and loss of life on board the FV Miss Cory.

In response, Fish Safe did two things; one, in conjunction with the Herring Industry Advisory Committee (HIAB) it created a written Best Practices for the seine roe fishery and second, widespread drills and outreach was carried out over a nine day period before and during the roe herring fishery in early 2018.

You can find the Best Practices for Seine Roe Herring as well as Food & Bait on our website. Be sure to visit and print yourself a copy!

www.fishsafebc.com/best-practices



AMONG THE BEST PRACTICE'S **TOP TEN** ITEMS ARE THE FOLLOWING CHECKLIST ITEMS:

-
- Ensure you and your crew understand the stability limits of your vessel
-
- Develop and train crew on net handling procedures including emergency procedures for releasing a set
-
- Wear a PFD at all times while on the working deck
-
- Ensure communication methods with everyone on deck including skiff man are well established before fishing
-
- Problems can escalate quickly — be ready and willing to make a call for assistance sooner rather than later
-

SAFEST CATCH EVENTS – HERRING AND CRAB 2018



In addition to ensuring the widespread distribution of the Best Practices to vessels both at the wharf and at anchor, Fish Safe worked one-on-one with fishermen as they practiced their drills – an activity that included the fashioning and testing of a man overboard retrieval basket that could be employed on larger vessels with high freeboard where the task of getting someone back on board is a major challenge.

CRAB DRILLS DAYS – SIDNEY, TOFINO AND PRINCE RUPERT

Over the period of 3 weeks in February, Fish Safe returned to Sidney and Tofino on Vancouver Island to conduct widespread drills and *Safest Catch* vessel visits with the crab fleets operating out of those locations.

Interestingly, a frequent outcome of *Safest Catch* vessel visits and events is ***an increase in Transport Canada regulatory compliance*** as fishermen, once they have done the *Safest Catch*, take the next step and work with their Safety Advisor to get the necessary SVOP, MED, ROC and first aid courses, as needed.



SAFEST CATCH VESSEL VISITS = INCREASED COMPLIANCE WITH TRANSPORT CANADA REGULATIONS

The table below illustrates the course uptake that occurred as a direct result of Fish Safe’s work with the fishermen in Sidney and Tofino in February:

TRANSPORT CANADA REQUIRED COURSES COMPLETED:				
	MARINE BASIC FIRST AID (MBFA) 2 DAY COURSE	SMALL VESSEL OPERATOR PROFICIENCY (SVOP)	RESTRICTED OPERATOR COURSE-MARITIME (ROC-M)	MED A3
#of participants	36	12	9	15



CRAB DRILLS DAYS – PRINCE RUPERT

A major initiative was launched in late fiscal 2018 to work with the remote Area A and B crab fleets operating out of the Prince Rupert area.

In addition to working in frequent, heavy weather, crab fishermen in Prince Rupert face an additional risk in the form of increasing large vessel traffic making their way to and from the busy Port of Prince Rupert.

Over a 10 day period, two Safety Advisors worked with the crab fleet and the results were nothing short of outstanding. With the aid of a Vietnamese crab fisherman from the lower coast, Sidney area, introductions were made on behalf of Fish Safe and with those introductions in place barriers fell and the *Safest Catch* was propelled into high gear.

“THE AMOUNT OF HARD WORK THAT THE FISH SAFE TEAM PUTS IN TO HELP THE FISHING INDUSTRY IS AMAZING. THE PRINCE RUPERT PORT AUTHORITY LOOKS FORWARD TO WORKING AND COLLABORATING WITH FISH SAFE BC FOR YEARS TO COME.”

– **Capt. Bernie Egan**, Supervisor, Marine Operations, Port Of Prince Rupert

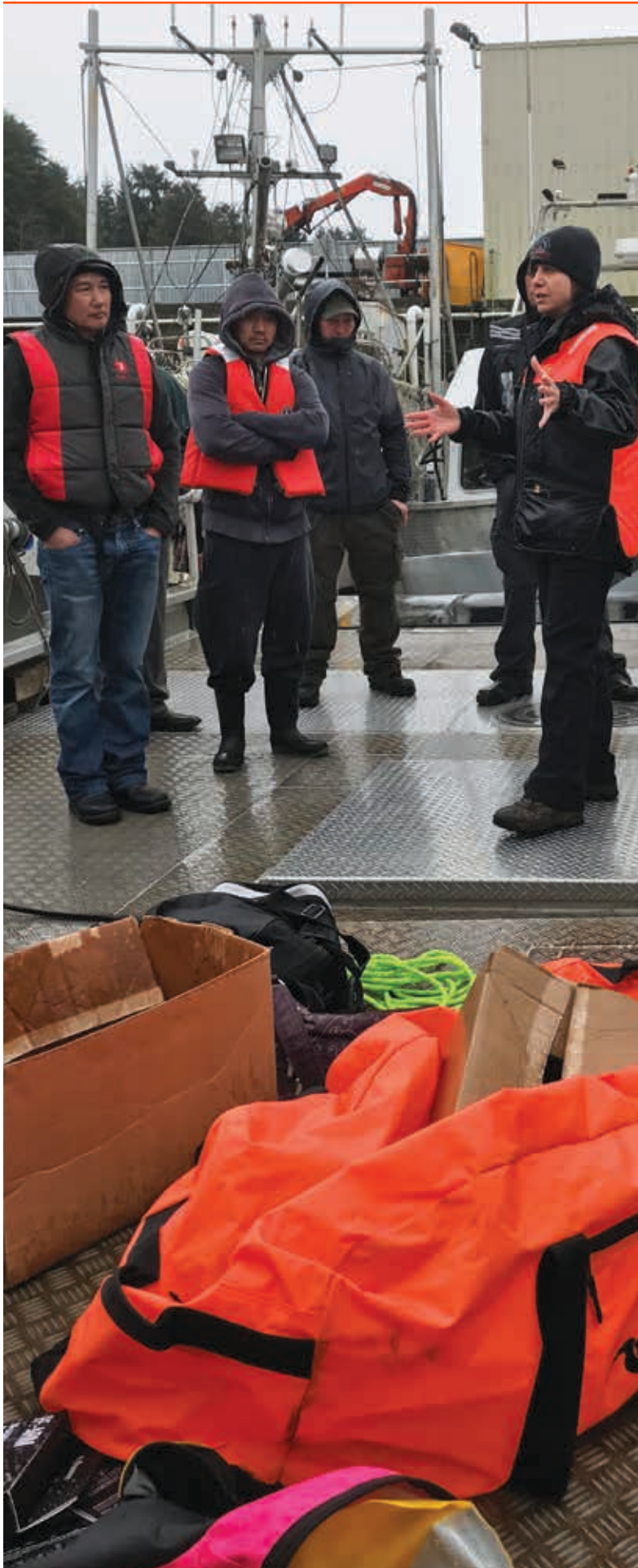
In addition to conducting traditional *Safest Catch* vessel visits and group drills, an earnest effort was made to encourage fishermen to take advantage of the free AIS systems the Port of Prince Rupert was offering to local mariners.

In speaking with personnel working with the Port of Prince Rupert, they indicated that it was proving difficult getting the crab fleet on board with installing the AIS systems on their vessels, even though the systems were being offered free of charge.

Despite this previous resistance, the value of the **Fishermen Helping Fishermen** approach of the *Safest Catch* helped remove this barrier, and as illustrated below contributed to AIS systems being installed or queued for installation on a dozen different vessels:

**SNAPSHOT -
Crab Drills Days Prince Rupert –
March 19 to March 30, 2018**

Vessels Impacted	14
Fishermen Impacted	50+
Safest Catch Decals Awarded	3
EPIRBs Installed	10
AIS Systems Applied For	12



Financial Summary

*April 1, 2017 -
March 31, 2018*

SOURCE OF FUNDS:

WorkSafeBC Fishing Assessment Levy	\$ 400,000
DFO PICFI	100,000
Transport Canada boating safety program	300,000
Course and Materials	25,000
TOTAL	825,000

USE OF FUNDS:

Prevention Programs	\$138,000
Meetings/Events/Workshops	4,000
PICFI Program	100,000
Transport Canada boating safety program	508,000
Claims/Assessments	2,000
Administration	100,000
TOTAL	852,000

STAFF

Ryan Ford - Program Manager
 John Krgovich - Program Coordinator
 Stephanie Nguyen - Program Assistant
 Rhoda Huey - Bookkeeper

SAFEST CATCH ADVISORS

Paul Bevandick	Ralph Roberts
Harold Wulff	Cheri Hansen
Trung Ngyuen	Bob Strom
Cheryl Lawson	

EDUCATION CONSULTANT

Barbara Howe

“I WISH TO THANK YOU FOR YOUR EFFORTS TO HELP PROVIDE FISH SAFE HELP TO OUR COMMUNITY. THE EXTRA EFFORT AND CULTURAL AWARENESS FROM FISH SAFE STAFF HAS PROVIDED GREAT ASSISTANCE TO THE MEMBER NATIONS AND BEEN CRITICAL IN DEVELOPING SHARING ARRANGEMENTS TO FILL TRAINING GAPS IN OUR REGIONS.”

– Roy Alexander, CFE Manager – Tla-o-qui-aht First Nation

Last year marked the 6th consecutive year of Fish Safe’s participation in the Pacific Integrated Commercial Fisheries Initiative (PICFI), a federal program managed by Fisheries and Oceans Canada (DFO). Launched in 2007 the program is designed to increase First Nations’ access to the commercial fisheries in BC.

Fish Safe’s role has been focused upon providing safety education to fishermen, both new to the industry and to those that are veteran fishermen. Essential Transport Canada required certification courses are being delivered by Fish Safe and include Marine Emergency Duties A3 (MED A3), Small Vessel Operator Proficiency (SVOP) and Restricted Operator Certificate-Marine (ROC-M) courses.

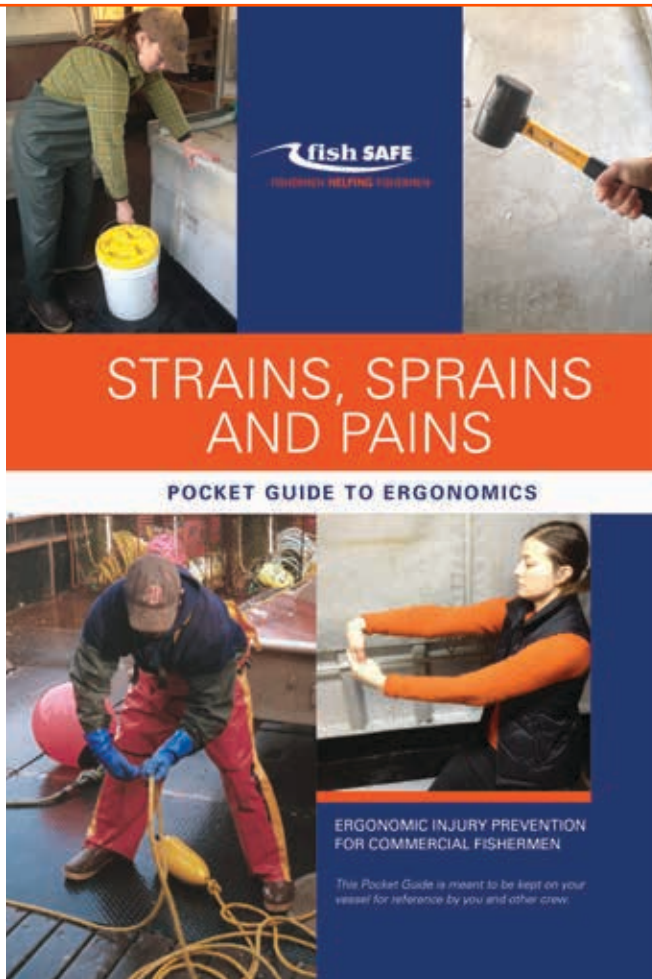
Additional training has included Fish Safe’s own Stability course, a four-day course as well as vessel-based *Safest Catch* workshops and other safety-oriented workshops specifically requested by First Nations’ communities such as Fish Safe’s Cold-water Survival workshop.

A recap of last year’s activity as well as a consolidation of the past six years is provided here:



	MED A3/ Safest Catch	MED A3/ Safest Catch Participants	Stability Course	Stability Course Parts	SVOP Course	SVOP Course Parts	ROC-M Course	ROC-M Parts
2017 - 18	8	48	1	3	7	62	8	48
All time (2012 - 18)	80	476	25	209	39	333	44	330

Program delivery has occurred throughout BC in remote and not-so-remote locations such as Alert Bay, Bella Bella, Port Hardy, Fort Rupert, Gold River, Port Alberni, Vancouver and Penticton. With funding provided for the 2018/19 year Fish Safe anticipates another busy year serving the needs of First Nations’ communities throughout our province.



“I WENT OVER THE ERGONOMIC BOOKLET – THE MASTER WAS VERY INTERESTED AND SAID, “WHY DID NO ONE TELL ME THIS BEFORE!” AND PROCEEDED TO DO SOME STRETCHES ON THE SPOT.”

Safest Catch Safety Advisor Vessel Visit Log – Ladysmith

Beginning in February Fish Safe, via our *Safest Catch* program, initiated the distribution of a new injury prevention booklet **Strains, Sprains and Pains – Pocket Guide to Ergonomics**.

Developed by AMSEA (Alaska Marine Safety Education Association) and with its permission, this booklet was customized to reflect BC fisheries while maintaining the booklet’s fundamental ergonomic teaching principals.

The vast majority of claims costs within fishing are due to serious injuries and a significant portion of those costs are driven by repetitive strain/repetitive motion type injuries that progress over time. This booklet is designed to provide some basic awareness around injury risks while more importantly, providing some practical advice, instruction and techniques that can reduce the risk of injury.

While *Safest Catch* Safety Advisors draw attention to the obvious benefits of preventing injury and the related pain, suffering and financial costs they also illuminate the operational and **competitive advantages** that fishermen can gain by creating vessel work spaces that are ergonomically optimized.

After all, when more time is spent on the water fishing, with gear in the water versus time spent addressing injuries, crew replacement and retraining the ability to operate efficiently and profitably increases commensurately.



Visit our new Job Board!
Jobs.fishsafebc.com



FISHERMEN HELPING FISHERMEN

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