



Fish Safe Advisory Committee Meeting Summary

Meeting: Fish Safe Advisory Committee
Date: Wednesday, February 21, 2018. (9:30 am to 12:00 pm.)
Location: Fish Safe Meeting Room

In Attendance (23):

Andria Charette- Dept. Oceans/Fisheries	
Bob Hall – Canadian Fishing Company	Khushru Irani – Transport Canada Marine Safety
Brian Cook – Canadian Lifeboat Inst.	Michel Drouin – Pacific Fishing Magazine
Bruce Logan – WorkSafeBC	Nathan Webb – Canadian Coast Guard
Carl Watson – Canadian Coast Guard	Paul Bevandick – Fisherman & Fish Safe Advisor
Cheryl Lawson – Fisherman & Fish Safe Advisor	Ron Doumont - Fisherman
David Rahn – Western Mariner Magazine	Ryan Ford – Fish Safe
Dave Smith – Deep Sea Trawler Assoc.	Sarah Buston – Select Seafoods
George Roddan – Transport Canada	Terry Morgan – Canadian Coast Guard
Glenn Budden – Transportation Safety Board	Trung Nguyen – Fisherman & Fish Safe Advisor
John Horton – Canadian Lifeboat Institution	William Woodbury - Finest At Sea
Ken Miller – Pacific Seafood	

Chair: Ryan Ford - Program Manager, Fish Safe

The agenda was reviewed and accepted

Fish Safe activity update – Ryan Ford, Fish Safe Program Manager

An update on Fish Safe activities was provided by Ryan:

Herring

Working along with the Herring Industry Advisory Board (HIAB), Fish Safe has completed a Best Practices document for the seine roe herring fishery and will be working to distribute it to fishermen before and during the upcoming roe herring opening in late February/early March. The document is also available for download on Fish Safe's website under the 'Best Practices' tab.

The sinking of the FV Miss Cory and tragic loss of life in last year's roe herring fishery was a driver of this effort and a follow up best practices document for the roe gillnet fishery is also planned.

With help from John Horton and the Canadian Lifeboat Inst. Fish Safe will be on the water during the roe herring opening conducting various safety events including man overboard drills as well as Show Me Your PFD events.



Salmon

A busy year is anticipated and Fish Safe will be busy working with fishermen in advance of openings. The best practices brochure *Working Safely on the Fraser* will be widely distributed and promoted via Fish Safe's various channels.

Job board

Fish Safe plans to launch and host a job board in April. Ryan demonstrated a prototype of the online job board with the group. The job board will be dedicated to the BC wild fish harvest and processing sector and to jobs closely associated with the wild fish harvest sector. Turnover is high within the industry and with less-skilled workers eventually comes increasing unsafe outcomes – something Fish Safe is mandated to help reduce. Fish Safe is also responsible for helping facilitate return to work opportunities for injured workers that eventually become well enough to return to the workforce, even in modified duties. The new job board will support this return to work process throughout BC.

Ryan encouraged all in the group, especially employers/skippers to be ready to provide Fish Safe with job postings in April with the launch of the job board.

Transport Canada – Marine Personnel Regulations (MPR) – SVOP proposed changes

Ryan shared a Transport Canada slide deck that was discussed January 11, 2018 by means of conference call from Ottawa and discussed some of the highlights, as follows:

- Transport Canada is looking to increase the training requirements by introducing a SVO CoC – Small Vessel Operator Certificate of Competency – it will become mandatory for **new entrants to be MASTER on a small vessel**
- It enshrines the MED and First Aid requirements under the certificate – versus now they are standalone provisions in the MPR
- Current individuals with Small Vessel Operator Proficiency (SVOP) can continue to use with same validity: Fishing Vessels, up to 15 GT or up to 12 m and Near Coastal, Class 2 (up to 25 NM) or Sheltered Waters voyage – **THIS NEVER EXPIRES**
 - The requirements for MED, First Aid and ROC are, and have been defined in the MPR – this will not change
- The CoC requirements are:
 - SVO Basic module – 32 hours of training – 5 DAYS (SVOP is currently 26 hours – 4 DAYS)
 - New Fishing module – 6 hours (unless 3 months of sea service on a fishing vessel has been gained)
 - MED A1 certificate (3 days of training)
 - Basic First Aid (2 days of training)
 - ROC-M (1 day of training)

Ryan discussed the fact that Transport Canada is still in a consultation phase with industry and with a regional CMAC planned in March and a national CMAC planned in May, stakeholders will continue to have an opportunity to weigh in on the proposed changes. Fish Safe will be in attendance at each CMAC



and the group was encouraged to contact Ryan with any concerns they may have about the proposed changes to help facilitate discussion with Transport Canada.

Coast Guard Aids to Navigation – Seymour Narrows/Discovery Passage – Carl Watson, Design and Review Specialist – Canadian Coast Guard, Western Region

Every decade the Coast Guard reviews aids for navigation in different regions and the Discovery Passage area is currently under review. Carl is looking for information from marine users not only about current aids that are in place but also about hazards that have not been addressed.

WorkSafeBC commented on radio black spots that exist in certain areas on the coast in general. Nathan Webb, also from the Coast Guard, indicated that Victoria and Prince Rupert use the same towers as existed when the Comox center was operational. Older technology is in the process of being replaced but as marine users detect black spots these areas should be reported either to the Victoria or Prince Rupert centers. The more feedback the better from the standpoint of the Coast Guard.

The TSB indicated that congestion in Seymour Narrows is a known issue with ferries, fishing boats and pleasure boats transiting the area. Years ago the TSB provided a pamphlet and it was distributed in the Campbell River area. Although there are hazards, not much gets formally reported.

WorkSafeBC asked about the Denman Island ferry incident (i.e. vessel trying to scoot by on a red light). Carl indicated that the marina nearby is likely the source of the issues with inexperienced boat operators causing close call situations.

A fisherman commented that in Alaska proactive radio communication occurs when traffic is approaching a narrow channel and indicated that this should be practiced on our coast as well.

Another fisherman indicated that the Seymour Narrows area is unique due to timing of tides and currents however, in general he felt the traffic in this area is down from prior years. He indicated he has bigger issues on the coast where smaller boats don't seem to appreciate the lack of stopping ability a larger vessel has in close quarters situations.

A comment was made about the risk of over-reliance on AIS – the data AIS provides can often be inaccurate. Speeds can be reported higher/lower than actual due to timing differences. A discussion ensued and it was agreed that AIS is simply a tool, not to be relied upon 100% to the exclusion of other navigational aids.

In general the group agree that the Coast Guard's navigational aids are valuable and are providing an important service. They may not be used in all circumstances all of the time but fishermen are grateful they are there.



Taking Stock of Safety – Glenn Budden, Regional Senior Investigator – Transportation Safety Board of Canada

The TSB will be conducting a thorough assessment of fishing safety between January and June of this year. Although last year was a very good year for fishing safety in Canada – only 3 fatalities were recorded last year nationally in commercial fishing (likely a national record) – commercial fishing is still a Watchlist item.

Glenn's presentation is available here:

<https://fishsafebc.box.com/s/vrywmjq6mmk4rs8nmrnco77ue7cm5m2i>

The major TSB report, Safety Issues Investigation (released 2012) highlighted the many risks in the Canadian commercial fishing industry and many groups like Fish Safe use it as a guide/checklist to help guide the direction of their programs.

Glenn mentioned that Transport Canada continues to work to respond to the TSB's recommendations for regulatory change. Outstanding areas continue to be: Stability books – they need to be simple and practical and, Stability Guidelines – still outstanding.

Glenn posed a question to the group: Has the context of your fishery changed?

Some commented that DFO regulations are still a problem – they often don't ask if there are safety issues before making policy or resource decisions.

A Fish Safe Safety Advisor/fisherman indicated that fishermen are often getting safety equipment but don't know how to use the equipment. Fish Safe is helping to close that gap. Fishermen also look at recent incidents like the Judy JV and are coming to realize the importance of good communication in an emergency.

WorkSafeBC commented that more fishermen are doing their drills and this is in part due to assistance from Fish Safe. Superstitions and taboos still exist though and some fishermen are reluctant to discuss safety issues due to this.

A Fish Safe Safety Advisor/fishermen mentioned that complacency is a problem – radios with DSC but not hooked up – therefore a false sense of security exists at times. Fish Safe is assisting with DSC hook up and with MMSI registration.

Glenn discussed the role of fatigue and wanted to know what fatigue awareness looked like.

Fish Safe indicated that discussions around fatigue and fatigue management occur during the risk assessment process in the Safest Catch and that some information is left with fishermen in the Safest Catch binder.

WorkSafeBC said that WSBC has a specific regulation addressing physical or mental impairment for all industries and the responsibility lies with workers and employers to manage it - impairment due to drugs/alcohol can compound the problem.

In general the group agreed that addressing fatigue is a challenge and that more should be done.



A fisherman mentioned that it is still difficult for many fishermen to find a PFD they can work in, especially if they are on the plus size.

Glenn asked the group if commercial fishing should remain on the TSB's Watchlist and the group appeared to unanimously agree it should.

WorkSafeBC Update – Bruce Logan, Prevention Officer, WSBC

WSBC's focus this year will continue to be upon PFDs – WSBC will be on the grounds looking for PFD use. Careful observations will be carried out when it is unsafe and/or inappropriate to come alongside a vessel however, orders can be issued where there are observed violations.

Bruce indicated that there has been good top down work done by operators in terms of safety. For obvious reasons, WSBC does not do at sea inspections of the trawl fleet so reliance upon operators is high.

Improvements in the crab fleets continue to be observed. An attitude of "pride" is being observed as fishermen are proud to be working in compliance with safety regulations.

In other fisheries, e.g. gillnet, some fishermen continue to actively resist wearing PFD's. In these cases, the perceived risk may be lower and therefore resistance is higher.

WSBC is moving towards a more prescriptive approach to safety that removes the "risk of drowning" language from the regulation to one that says "you must wear a PFD on the working deck of a vessel. The TSB's investigation on the capsizing and loss of life on board the FV Caledonian is providing impetus to making this change. Public consultations on these changes will likely begin this year in locations coast wide.

A fisherman asked what happens when orders are written by WSBC.

Bruce indicated that an order is the beginning of a process and that if non-compliance is observed more than once, this can result in a repeated order, a warning letter and eventually a penalty. If the requirement to comply with an order is ignored past due dates, a citation can be written - \$500 for first time offence and \$1,000 for a second offence.

A fisherman asked Bruce to clarify if the proposed changes to the PFD regulations include when a vessel is "transiting" (versus fishing). Bruce confirmed that yes, this would be the case.

Next Fish Safe Advisory Committee Meeting Date

Ryan Ford will coordinate the next Advisory Committee. The date is yet to be determined.