



Fish Safe Advisory Committee Meeting Summary

Meeting: Fish Safe Advisory Committee
Date: Wednesday, September 20, 2017. (10 am to 12:30 pm.)
Location: Fish Safe Meeting Room

In Attendance (23):

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| Andria Charette- Dept. Oceans/Fisheries | Omur Terzioglu – Transport Canada |
| Bob Hall – Canadian Fishing Company | Pat Olsen - WorkSafeBC |
| Cheryl Lawson – Fisherman & Fish Safe Advisor | Paul Bevandick – Fisherman & Fish Safe Advisor |
| Conrad Lewis –UFAWU-UNIFOR | Ralph Roberts – Fisherman & Fish Safe Advisor |
| George Roddan – Transport Canada | Ryan Ford – Fish Safe |
| Glenn Budden – Transportation Safety Board | Ryan Sawatsky – Nautilus GPS |
| John Horton – Canadian Lifeboat Institution | Ralph Roberts – Fisherman & Fish Safe Advisor |
| John Roach – Fisherman | Trung Nguyen – Fisherman & Fish Safe Advisor |
| Kent Hillman – Canadian Fishing Company | Tom Amirault – Nesika Insurance |
| Lee Varseveld – Mutual Marine | Tom Pawlowski – WorkSafeBC |
| Len Carr – Mutual Marine | William Woodbury - Finest At Sea |
| Nancy Dodd Henderson – Nautilus GPS | |

Co-Chairs: Ryan Ford, Program Manager at Fish Safe and Conrad Lewis, Health and Safety Representative for UFAWU – Unifor.

The agenda was reviewed and accepted

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

A link to Fish Safe’s PowerPoint presentation with notes can be found here:
<https://fishsafebc.box.com/s/qrm28wq5twsfu8olffsu6xwlsyiyqdu> (Downloading this presentation will provide you with the notes to each slide.)

Fish Safe Drills Days – Herring:

Fish Safe was active at the wharf from the end of February 2017 to March 5 as the fleet prepared to fish roe herring. Drills were performed in Nanaimo, French Creek, Deep Bay and Comox and included abandon ship and man overboard drills. 120 fishermen were engaged via dockwalk activity, 60 fishermen participated in man overboard drills and 30 fishermen participated in abandon ship drills by donning their immersion suits.

Tragically, on the first day of the seine fishery (March 6) the **FV Miss Cory** capsized and sank with the loss of one life. Glenn Budden, in attendance and representing the Transportation Safety Board indicated that a full investigation was underway and hence no update could be provided at this time. The timing for completion of the investigation is indeterminate at this time.



Fish Safe indicated that as a result of this incident it would be helping to coordinate the creation of a **code of Best Practices** for the roe herring fishery to be available before the next opening in 2018. Fishermen in the room were encouraged to **participate and a sign-up sheet was circulated**. **If you wish to participate in this process please contact Ryan at ryan@fishsafebc.com to indicate your interest.**

Fish Safe Drills Days – Crab (Tofino):

With the support of funding from Transport Canada, Fish Safe was active in Tofino for almost 2 weeks in March. An estimated 45 vessels fish out of Tofino and approximately 31 fish out of Ucluelet with a sizable Vietnamese crab fishing community fishing throughout the year. An emphasis on PFD wear was supported by Fish Safe's \$50 PFD voucher promotion whereby participants in the Safest Catch would receive \$50 as an offset to the purchase price of a new PFD.

During the time in Tofino, 6 PFDs were purchased under the promotion and over 30 fishermen have purchased PFDs under the promotion coast-wide since March. In addition to doing drills with the crab fleet at large in Tofino, 2 skippers worked with Fish Safe's Safety Advisors to complete the Safest Catch and were awarded the Safest Catch decal during this 2 week period.

The Safest Catch initiative – East Coast Activity

With funding from Transport Canada, Fish Safe has been able to increase delivery of its Safest Catch program in BC while helping to set up the program on the East Coast in PEI, NB and NS. Fish Safe will not be running the program on the east coast once the project completes in March 2018 but is helping to train fishermen in the region to serve as qualified Safety Advisors in order to facilitate delivery of the program now and into the future.

Fish Safe's training included a visit to St. Peters Bay, PEI in March where a group of 12 fishermen, including 2 new Safety Advisors, received SVOP (Small Vessel Operator Proficiency) training. In July, Fish Safe returned to PEI and NB and assisted the 3 new Safety Advisors as they began delivery of the Safest Catch in their local harbors.

A final visit occurred in September to Cape Breton, NS where in addition to Safest Catch delivery, Fish Safe's Stability course is being delivered by fishermen who have been trained to teach the course. The goal is to deliver a further four stability courses and to deliver the Safest Catch on board a total of 85 vessels before the project end-date in March 2018.

Fish Safe's Free EPIRB campaign

Fish Safe's presentation wrapped up by informing the group that with Transport Canada's funding assistance 50 auto-release GPS enabled EPIRBs have been purchased and will be made available to qualifying vessels whose captains participate in the Safest Catch program. Fish Safe's focus will be upon vessels where Transport Canada's new *Fishing Vessel Safety Regulations* (came into force in July 2017) will require carriage of EPIRBs however, other vessels may qualify regardless of whether or not regulations stipulate the carriage of EPIRBs or not.



Any fishermen who are interested in potentially receiving a free EPIRB on board their vessel are encouraged to contact Fish Safe at fishsafe@fishsafebc.com to get further information and to schedule the free Safest Catch program on board their vessel.

Implementation of Transport Canada's new *Fishing Vessel Safety Regulations (FVSR)* – joint presentation by Omur Terzioglu and George Roddan

Presentation by **Omur Terzioglu** – Transport Canada, Senior Marine Inspector:

Omur discussed his background briefly and spoke of his experience working in the deep sea vessel industry. In his new capacity with Transport Canada, he is in the process of learning the ins-and-outs of the new FVSR and admits that there is a fair bit of complexity to the new regulations.

A copy of Omur's presentation can be found here:

<https://fishsafebc.box.com/s/b2f3blw5imuow60k909s1fjep0tk2gv2>

Omur emphasized the fact that he will be making himself accessible to fishermen and to anyone who seeks clarification or direction as it pertains to the regulations. He encouraged the group, especially fishermen to not hesitate in contacting him – he can be reached at Omur.Terzioglu@tc.gc.ca.

Recently, Omur was working in Bella Bella helping fishermen understand the expectations under the new regulations. The emphasis is upon compliance with safety equipment requirements, written emergency procedures and vessel stability requirements. He reminded the group that TC's regulations serves as the *minimum level of safety* and that fishermen may, and do, go beyond what's expected by regulation.

Omur presented pictures of Fish Safe's Safest Catch documentation as found on vessels he inspected in the summer and indicated that the information and the format of the documented procedures in the Safest Catch binder is an example of what Transport Canada desires fishermen to have on board their vessels.

Omur indicated that a *graduated* compliance and enforcement approach is being employed by TC as the new regulations come into force. The role of an inspector requires judgement versus a stringent approach and in some cases a determination of immediate and non-immediate risk needs to be made.

In the near future, TC will introduce a Small Vessel Compliance Program (voluntary) for commercial fishermen and in conjunction with this, guidelines will be made available to assist in the understanding and application of the regulations. (It was clarified that draft guidelines are in the works but that TC has not finalized the guideline documents at this time.)

Presentation by **George Roddan** – Transport Canada, Senior Marine Inspector

With a focus on vessel *stability*, George explained that he has worked in marine safety since 2014, with vessel stability being his specialization.



A copy of George's presentation can be found here:

<https://fishsafebc.box.com/s/l79k12o1x7iwd8p1vpvnxe18mfjvm0g1>

George cautioned the group about his PowerPoint slide information as the information as stated on the slides was meant to be general in nature. He encouraged the group, especially fishermen, to not hesitate in contacting him as to the application of the new regulations. As was the case with Omur, George is coming up-to-speed on the new regulations and assistance can be provided on a case-by-case basis especially as it pertains to existing vessel modifications, new vessel builds, etc.

George can be contacted at George.Roddan@tc.gc.ca.

George reiterated that the goal of the new regulations is not to place an undue financial burden upon the Canadian fishing industry but at the same time serves to increase the level of safety on board fishing vessels. In most cases **length** is the driver behind many of the new vessel stability regulations along with other criteria including vessel age and typical voyage characteristics.

A question from the group arose about the definition of a **competent person** as it pertains to who would be qualified to perform stipulated stability assessments. Concern was expressed about TC no longer being involved in assessing vessel stability and TC's definition of two different types of 'competent persons' who would be qualified under specific circumstances. The cost difference of contracting qualified contractors under each definition is significant and George indicated he would work to gain clarification in this area. Once again, he encouraged concerned stakeholders not to guess at the appropriate course of action but to reach out to him on a case-by-case basis to gain clarity.

A question from the group also arose about **major modifications**, specifically as it pertained to vessels that carry fish in holds where **free surface effect** might exist. Concern over the common use of slush tanks on gillnetters and crab boats was expressed and whether or not the new regulations would apply to these types of operations.

A further question was posed about **registered vessel length** versus **length overall**, the discrepancy that can exist between both measurements and the application of the new regulations.

In both cases, George reiterated the fact that under the new FVSR numerous caveats exist and that he would work with fishermen to gain an accurate understanding of case-by-case scenarios and the intent of the new regulations in each case.

WorkSafeBC Update and Bullying and Harassment in the Workplace – Pat Olsen, Manager, Prevention Field Services

Pat provided a brief update re. WSBC's focus for the 2018-2020 timeframe. A significant increase in serious injury in the gillnet fleet has been observed and will be a priority area. The demographic is aging – many are now in their 80's – and the risk of injury rises with increased age.

In recent years, WSBC has focussed less on stability issues in favour of allowing Transport Canada to take the lead in this area. TC takes the lead in setting and enforcing regulations pertaining to stability.



Instead, a focus upon the safety of new workers as well as issues related to bullying and harassment will be areas of greater focus for WSBC.

PFDs were also discussed and although current WSBC regulation stipulates that PFDs must be worn “where there is a risk of drowning”, new language that would remove the “risk of drowning” criteria is under internal WSBC review. An official change may occur by the end of 2018.

A fisherman expressed concern that WSBC (and Transport Canada) is not doing enough to protect commercial fishermen while they are working from recreational marine users such as jet boats, jet skis and sports fishing operations. Confrontations are on the rise and a major altercation is just a matter of time in the opinion of the fisherman. WSBC indicated that they would be open to working with industry to provide recreational users with increased communication/awareness re. acceptable operating practice when in the vicinity of commercial fishermen.

Pat proceeded to give a presentation on bullying and harassment in the workplace – his PowerPoint can be found here: <https://fishsafebc.box.com/s/5eejopzc9ezzgmf7t8yi2vyreqs7lbce>

A few key points from the presentation are as follows:

- On board a fishing vessel, the skipper/master is the employer although it may be a shared responsibility along with the owner/authorized representative
- Bullying/harassment does **not** involve telling an employee what work should be done and how it should be done in a reasonable fashion in the workplace
- Workplace bullying and harassment can take many forms, including verbal aggression, personal attacks, and other intimidating or humiliating behaviours. Racism or racist remarks can be a form of this
- A worker must bring an incident of bullying/harassment to the attention of the employer first
 - (A question was raised about what if the bullying/harassment is being demonstrated by the skipper/master, the de facto employer – what is the process for the worker? Pat said he would try to find out the answer to this.)
- WSBC has a clear process by which an employee can have a bullying/harassment issue addressed if the employer fails to take action. There is a dedicated team within WSBC that works on these types of issues
- Pat encouraged skippers to have a written statement on board their vessels that makes it clear the bullying or harassing of a fellow-worker will not be tolerated
- The procedures for reporting incidents should be available to workers on a fishing vessel
- In 2017 alone so far, about 500 employee questionnaires have been filled out re. this issue



The Nautilus Marine Rescue GPS (Personal Locator Beacon (PLB)) – Ryan Sawatsky and Nancy Dodd Henderson

Although geared towards the dive industry, this device may be of interest to fishermen who wish to carry a small personal device on them in addition to the radios, EPIRBs etc. that may be on their fishing vessel.

The new **Marine Rescue GPS** PLB has the following features:

- It transmits GPS position to boats up to 34 miles
- It's half the size of the previous model and small enough that some could comfortably carry one in their pocket or elsewhere while working
- No MMSI registration is required. It operates via AIS/DSC technology
- It has a long life battery good for approx. 5 years
- It's waterproof, it floats and is diver depth rated to 425 feet with cap closed
- The MSRP cost is \$289 however ***Nautilus is offering a special price to BC commercial fishermen for \$185 until December 15, 2017***

Nautilus has provided Fish Safe with a model free of charge for demonstration purposes at its office in Richmond. Please speak to Ryan Ford if you are interested in seeing the device.

For more information on this device, please refer to the Nautilus website:

<http://www.nautiluslifeline.com/>

Next Fish Safe Advisory Committee Meeting Date

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