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BST

Information Session on Safety Issues Investigation Fishing Vessel Safety

Quebec Region Standing Committee on
Fishing Vessel Safety
Rimouski, Quebec
February 24 & 25, 2010

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Mandate is to “Advance Transportation Safety” by:

- ★ **Conducting independent investigations / public inquiries into **selected** accidents in order to make findings as to their causes & contributing factors**

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Number of active fishing vessels by length group (2004-2006)*

Vessel length	2004	2005	2006
Unknown	11	139	205
1' - 34'11"	7,984	8,025	8,055
35' - 44'11"	7,125	6,996	6,871
45' - 64'11"	1,437	1,417	1,256
65' - 99'11"	260	242	228
More than 100'	87	81	72
Total	16,754	16,722	16,550

A fishing vessel is considered active if at least one instance of fish landings is recorded during the year.

*Source: DFO, 2008, Canadian Fisheries Statistics 2006 4

Fishermen & Workers in the Fishing Industry

Industry	Employment estimates (number of persons)	
	2005	2006
Marine and freshwater fisheries*	53,783	52,822
Aquaculture**	3,985	3,920
Processing***	32,204	29,342
Total	89,972	86,084

*Number of fish harvesters and crew. Source: DFO, Regional Statistical Units.

**Source: Statistics Canada, **Aquaculture Value Added Statistics.

***Source: Statistics Canada, ASML, Table 301-0006, "Seafood product preparation and packaging" category. Total number of employees, direct and indirect labour (persons).

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Some FV Occurrence Statistics

60 fishermen lost their lives from accidents between 2004 & 2008

This is an average of 1 death a month.

115 vessels have been lost over the same period.

This is an average of 23 vessels lost a year.

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Fishing Fatalities 2004 – 2008

Data Source: TSB Marsis

REGION	2004	2005	2006	2007	2008	Total
NEWFOUNDLAND	2	9	5	1		17
MARITIMES	8	2	3	3	9	25
WEST COAST	4	2	2	2	3	13
QUEBEC					1	1
CENTRAL	1	1				2
ARCTIC	1					1
FOREIGN					1	1
Total by Year	16	14	10	6	14	60 lives

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Key Findings of TSB Recent Investigations

- Unsafe operating procedures/practices - Code of best practices
- Issues associated with inadequate vessel stability
- Promotion of Safety culture
- Carriage and use of life-saving appliances and equipments
- Impact of fishery resource management plan and practices on the overall safety of fishing vessels.

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Findings of TSB Investigations

Presented at IFISH 1 Conference - Woods Hole, Massachusetts
October 2000

- Stability & Awareness of stability implication
- Inadequate life saving equipment
- Training and awareness
- Unsafe loading and operating practices
- Operating in extreme weather conditions
- Fishery Resource management /Economic pressure
- Inadequate inspection and enforcement
- Work-Rest schedule and Fatigue
- Watertight integrity / Opening and unsecured hatches

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Fisheries and Oceans
Canada

Pêches et Océans
Canada

Fishing Vessel Safety Review (Less than 65 feet)

Maritime SAR- Newfoundland Region -Nov.2000

- Risk-taking
- Safety culture
- Carriage of safety and survival equipment
- Training and education
- Inspection, compliance and prevention programs
- Fish management regimes

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Safety Actions Underway

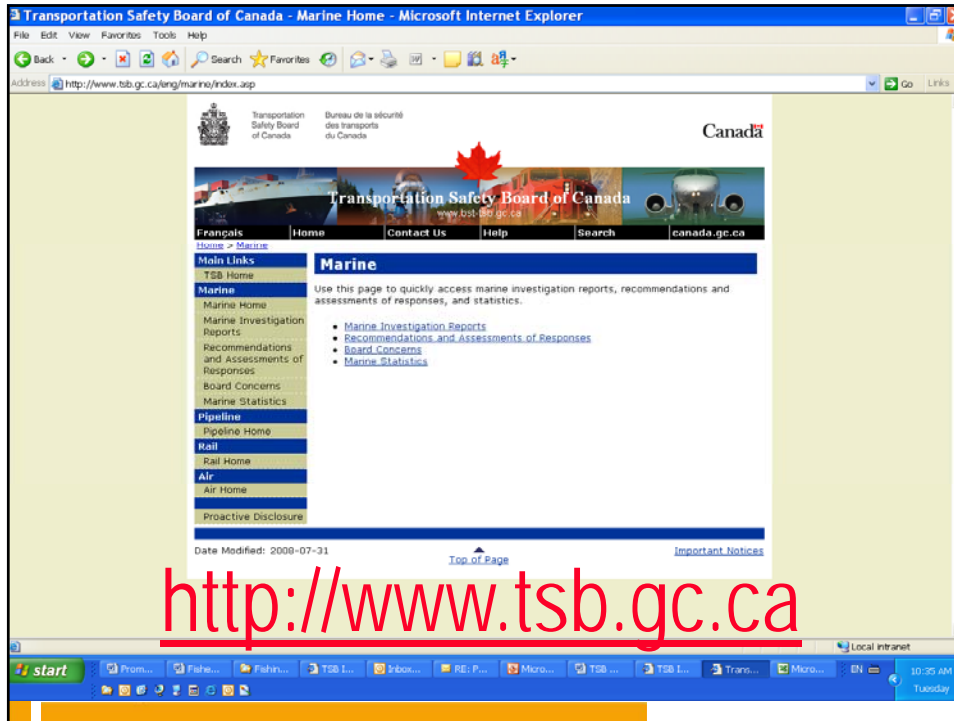
- The Transport Canada and Department of Fisheries and Oceans Canada Memorandum of Understanding
- Work compensation boards like the BCWCB in British Columbia and CSST in Quebec that include a fisherman safety component
- Provincial certification boards like the Newfoundland and Labrador PFHCB and the Quebec BAPAP
- Quebec Region Standing Committee on fishing vessel safety
- Fishing Organizations like CCPFH, Fishsafe BC, and unions working with government to increase safety
- Schools of fisheries and safety education presentations and courses across Canada
- Fishermen helping other fishermen with safety awareness
- More fishermen taking MED courses
- Stability education programs well established

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TSB Safety Investigation Team Head Office and Regions

- Brian Lewis (Head Office, ex-fisherman)
- Marilyn French-St. George (Human Performance Specialist)
- Bernard Breton (Quebec Region)
- Guy Bussi eres (Naval Architect Specialist)
- Glen Budden (Pacific Region, ex-fisherman)
- Christopher Morrow (Maritimes Region, ex-fisherman)

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Thank You.

Questions?

MarineNotifications.Quebec@tsb.gc.ca
<http://www.tsb.gc.ca/>
418-648-3576

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