



### **Resolution 2014-01**

At the 9<sup>th</sup> annual meeting of the Standing Committee on Fishing Vessel Safety in Québec (SCFVS) on February 13, 2014, in the Gaspé, it was proposed and adopted:

Given that Transport Canada's (TC) alternative service delivery for the certification of vessels longer than 24 meters would require the authorized representatives of fishing vessels in this category to henceforth contact a recognized third party for the inspection of their vessels, namely one of the recognized classification societies;

Given that none of these classification societies have facilities and staff in the areas where Québec fishing activities are carried out;

The members of the SCFVS acknowledge that this situation will cause financial harm to Québec fishermen, namely:

- a) Higher inspection costs for fishermen than those currently applied by Transport Canada, mainly in the case of first inspections (new constructions);
- b) Travel expenses to be paid by fishermen for the inspectors of the classification societies to travel from large urban centers;
- c) Delays caused by having to wait for an inspector from a classification society who must travel very long distances.

Given that Canadian classification societies do not have significant expertise with regard to fishing boats;

Given that there is currently only one classification society, among those recognized by TC, that shows any interest whatsoever in fishing vessels, namely the Bureau Veritas;

The members of the SCFVS feel that the authorized representatives of fishing vessels longer than 24 meters are very limited in their choice of a third party, even forced to turn to a monopoly, which greatly limits, if not completely abolishes, their ability to shop for the best possible price for inspection services.

Given that Fisheries and Oceans Canada (DFO) is preparing to increase the length limit permitted for the replacement of fishing boats of the shrimp fleet from 19.8 meters to 27.4 meters;

Given that this increase in length, which would henceforth allow fishermen access to vessels of a larger capacity (greater profitability) while providing a higher level of safety, would promote the replacement or modification of existing vessels by larger vessels, which would in turn generate significant economic activity in the shipbuilding industry;

The members of the SCFVS are convinced that the additional costs related to the requirement that a third party carry out the inspection of vessels longer than 24 meters will limit fishermen's interest in larger vessels, thus reducing the economic benefits and safety improvements that could have resulted from creating flexibility in the DFO's replacement rules, flexibility that has long been expected and requested, most notably by TC, for safety reasons.

Therefore, the Standing Committee on Fishing Vessel safety in Québec supports the position of the fishermen of the Association of Captain-Owners of the Gaspé who want fishing vessels to be excluded from Transport Canada's alternative service delivery methods.