

MINUTES

From the eighth annual meeting of the Standing Committee on Quebec Fishing Vessel Safety



DATE: February 14, 2013

LOCATION: Hôtel Rimouski, Convention Centre, 225, boul. René-Lepage East, Rimouski (Quebec)

IN ATTENDANCE:

Albert, Gilles <i>BAPAP</i>	Cotton, Dave <i>École des pêches et de l'aquaculture du Québec</i>	Grenier, Jessica <i>Transport Canada</i>	Parisé, Francis <i>Soudures Jones</i>
Anglehart, Roland <i>Pêcheries Junior Inc.</i>	Cotton, Gayle <i>Centre de sécurité marine</i>	Grenier, Marc <i>CSST</i>	Pelchat, Francine <i>Transport Canada</i>
Arsenault, Lauréat <i>Équipements Survie Maritime</i>	Cotton, Ted <i>Centre de sécurité marine</i>	Henry, France <i>Biorex</i>	Pelletier, Simon <i>Transport Canada</i>
Arsenault, Line <i>Association des pêcheurs côtiers du Sud de la Gaspésie</i>	Coulombe, Francis <i>Merinov</i>	Hubert, Gilles <i>Transport Canada</i>	Poirier, Alain <i>Canadian Coast Guard</i>
Arsenault, Sylvain <i>Association des pêcheurs côtiers du Sud de la Gaspésie</i>	Coulombe, Sylvio <i>Fisheries and Oceans Canada</i>	Huet, Jacques <i>Chantier naval Forillon</i>	Poisson, Marc-André <i>Transportation Safety Board of Canada</i>
Arseneau, Alain <i>Regroupement des pêcheurs professionnels des ÎDM</i>	D'Amours, Éric <i>Transport Canada</i>	Jalbert, Isabelle <i>École des pêches et de l'aquaculture du Québec</i>	Polichuck, Éric <i>Micmacs of Gesgapegiag</i>
Audet, André <i>Canadian Coast Guard</i>	Desbois, Nicol <i>Pêcheries Nicol Desbois Inc.</i>	Jalbert, Jocelyn <i>Navigation Jalbert et fils</i>	Rodrigue, Denis <i>Transport Canada</i>
Baumelle, Cédric <i>Transport Canada</i>	Diotte, Marc <i>Association des morutiers traditionnels de la Gaspésie</i>	Jalbert, Pierre-André <i>Navigation Jalbert et fils</i>	Rousseau, Steve <i>CSST</i>
Bélanger, Denis <i>Transport Canada</i>	Dorais, Robert <i>Fisheries and Oceans Canada</i>	Joncas, Jeannot <i>Office des pêcheurs de crevettes de la ville de Gaspé</i>	Roussy, Marcel <i>Association des morutiers de Gaspé</i>
Bernatchez, Claudio <i>Commission scolaire des Chic-chocs</i>	Dorion, Émilien <i>Regroupement des pêcheurs professionnels du Sud de la Gaspésie</i>	Joncas, Jean-Richard <i>Fish Harvesters from Old Fort to Blanc Sablon</i>	Roy, Julie <i>École des pêches et de l'aquaculture du Québec</i>
Bernier, Laurent <i>Transport Canada</i>	Doucet, Marc <i>Lucien Doucet et fils Inc.</i>	Jones, Nathalie	Roy, Michel <i>CMC Electronics</i>
Berthelot, Joël <i>Regroupement des pêcheurs du Sud de la Gaspésie</i>	Doucet, Olivier <i>Lucien Doucet et fils Inc.</i>	Landry, Denis <i>Area 17 Crabbers</i>	Sainte-Croix, Chantal
Blouin, Alain <i>Transport Canada</i>	Doucet, René <i>Lucien Doucet et fils Inc.</i>	Langelier, Serge <i>AMIK</i>	Savage, Alexandre <i>Canadian Coast Guard</i>
Boudreau, Julien <i>Association des pêcheurs professionnels des ÎDM</i>	Doucet, Richard <i>Lucien Doucet et fils Inc.</i>	Langlois, Mathieu	Slupik, Laurent <i>CSST</i>
Boulianne, Michel <i>Transport Canada</i>	Dubé, Pierre <i>Regroupement des pêcheurs de la haute et moyenne Côte-Nord</i>	Langlois, Rodrigue <i>Association des capitaines-propriétaires de la Gaspésie</i>	St-Jean, Mona <i>CSST</i>
Bourgeois, Nicole <i>JouBeh Technologies</i>	Dufour, Rémi <i>CSST</i>	Lapierre, Jenny <i>BAPAP</i>	Sylvestre, Renaud <i>Commission scolaire des Chic-chocs</i>
Bourgeois, Roberto <i>Commission scolaire des ÎDM</i>	Duguay, Denis <i>Pêcheries J.R. Duguay</i>	Lavallée, Roger <i>Équipements Survie Maritime</i>	Synnott, Guillaume <i>Association des capitaines-propriétaires de la Gaspésie</i>

Bourgeois, Yves <i>MAPAQ</i>	Duguay, Gilles <i>Regroupement des pêcheurs professionnels du Sud de la Gaspésie</i>	Leblanc, Steeve <i>Services maritimes</i>	Synnott, Marcel <i>Association des capitaines-propriétaires de la Gaspésie</i>
Breton, Bernard <i>Transportation Safety Board of Canada</i>	Duguay, Guy <i>Association des pêcheurs de la MRC de Pabok Inc.</i>	Le Discorde, Gérard <i>École des pêches et de l'aquaculture du Québec</i>	Syrais, Michel <i>Association des morutiers traditionnels de la Gaspésie</i>
Cantin, Pierre <i>Cantin Navigation Ltée</i>	Dupuis, Mario <i>Regroupement des pêcheurs du Nord de la Gaspésie</i>	Lefebvre, Daniel <i>Canadian Coast Guard</i>	Tardif, Yves <i>École des pêches et de l'aquaculture du Québec</i>
Castonguay, Michel <i>CSST</i>	Dupuis, Vincent <i>Association des capitaines-propriétaires de la Gaspésie</i>	Malouin, Vincent <i>Fisheries and Oceans Canada</i>	Thibault, Geneviève <i>Transport Canada</i>
Chouinard, Annie <i>Accord RSTM Bas-St-Laurent</i>	Fecteau, Robert <i>Transport Canada</i>	Metallic, Christopher <i>Listuguj Mi'gmaq Government</i>	Thibeault, Sébastien <i>Viger Maliseet First Nation</i>
Chouinard, Paul <i>Eastern Quebec Seafoods (1998) Ltd.</i>	Fortin, Carole <i>CMC Électronique</i>	Nadeau, Jean <i>Transportation Safety Board of Canada</i>	Tremblay, Michel <i>Merinov</i>
Côté, Floran <i>Pêcheries Floran Côté Inc.</i>	Fortin, Christian <i>CSST</i>	Nicolas, Robert <i>École des pêches et de l'aquaculture du Québec</i>	Verreault, Pierre <i>Canadian Council of Professional Fish Harvesters</i>
Côté, Nathalie <i>Comité sectoriel de main-d'œuvre des pêches maritimes</i>	Fraser, Jean-François <i>Navigation Maluje Inc.</i>	O'Connor, Bertrand <i>Office des pêcheurs de crevettes de la ville de Gaspé</i>	Vigneault, Guy <i>Pêcheries Shippek</i>
Côté, Réjean <i>Cantin Navigation Ltée.</i>	Fraser, Mathieu <i>Navigation Maluje Inc.</i>	Parent, Alain <i>Eastern Quebec Seafoods (1998) Ltd.</i>	Vigneault, Serge <i>MAPAQ</i>
Côté, Yannick <i>Pêcheries Floran Côté</i>	Giroux, Myriam	Parent, Carl <i>Office des pêcheurs de crevettes de la ville de Gaspé</i>	Vincent, Patrick <i>Fisheries and Oceans Canada</i>
		Parent, Robert <i>Gestion GRBic Inc.</i>	Wright, Sindie <i>Transport Canada</i>

Opening of the meeting: 8:30 a.m.

Please note all presentations are available on the Standing Committee on Quebec Fishing Vessel Safety Web site at the following address:

<http://www.epaq.qc.ca/index.php/reunions-annuelles/363>

1. Word of welcome and instructions

By Denis Bélanger, Inspector and Examiner, Transport Canada, Maritime Safety and Security, Rimouski

Mr. Bélanger welcomes the participants to the eight annual meeting of the Standing Committee on Quebec Fishing Vessel Safety (SCFVS) and thanks them for attending. Mr. Bélanger informs the participants that for the first time the meeting will be held as a symposium in order to focus on the 10 major issues for the safety of professional fish harvesters. These issues were included in a report published by the Transportation Safety Board of Canada (TSB) pursuant to a broad investigation that took place over the last few years. He goes on to explain the day's proceedings (which includes a swimming pool activity just before noon) and then provides the various instructions regarding comments from participants, more specifically a request to focus on safety-related issues. He reminds everyone that a panel that comprises government representatives involved in fisheries will also be held in the late afternoon; participants may then discuss the various issues raised throughout the day.

Mr. Bélanger then asks Mr. André Audet, co-chair for the SCFVS and Superintendent of Search and Rescue at the Canadian Coast Guard to address the meeting. Mr. Audet says he is pleased to see such a large

number of participants which reflects the growing interest for these meetings, the eighth edition in fact. He urges participants to view the various government exhibits as well as those from the industry and to feel free to ask any relevant questions.

Mr. Audet then turns the floor over to Mr. Robert Fecteau, co-chair for the Quebec SCFVS.

2. Follow-up of the 2012 meeting

By Robert Fecteau, Manager, Transport Canada, Maritime Safety and Security, Rimouski

Mr. Robert Fecteau is pleased to welcome participants with the new Quebec SCFVS colours (new logo) that now has its own identity. He notes it's also the first time the prize is awarded for fishing vessel safety that recognize best practices and safety initiatives in Quebec's fishing industry which is intended to foster the development of a culture of safety. He then brings up the subject about the call to action sent last year regarding the survival of the Quebec SCFVS, saying the call was heard and new partners were found (ÉPAQ, CSST and the *Association des capitaines propriétaires de la Gaspésie*), which means the Quebec SCFVS will now have the opportunity to grow and complete its mission. The call was also heard about a location where to host the Quebec SCFVS web page which can now be found on the ÉPAQ site.

Mr. Fecteau then turns to the issue regarding the frame of reference that delineates the Quebec SCFVS which must be updated because of the new extended partnership that now characterizes the association, more specifically the growing involvement of the industry. It is expected that over the course of the coming year, stakeholders from fishing industry will be invited to focus groups. Any suggestions and comments on these subjects are more than welcome.

3. Award of the Standing Committee on Quebec Fishing Vessel Safety

Mr. Denis Bélanger returns for the presentation of the award of the Standing Committee on Quebec Fishing Vessel Safety. He reminds everyone that the purpose of this recognition is to encourage good practices and safety initiatives as well as foster the development of a culture of safety. Any person, group, organization or association may be nominated. The entire procedure is described in detail on the Quebec SCFVS Internet site.

Mr. Bélanger also thanks the Commercial Fisheries Management Committee for the Viger Maliseet First Nation who implemented a mentoring program for Aboriginal fishing and a preventive maintenance program for the community's fishing fleet. He then turns the floor to co-chairs Mr. André Audet and Mr. Robert Fecteau to award the prize to Mr. Sébastien Thibeault, fisheries Director and Coordinator for the Viger Maliseet First Nation, (applause from the audience). Mr. Thibeault briefly thanks everyone.


Among the nominees put forward, we find Florian Côté, a retired fisherman who worked incessantly for years until he was issued a class 3 certificate (February 2013) to be entitled to captain his own 100 ton fishing vessel. The Quebec SCFVS would like to extend an official recognition to Mr. Côté (applause from the audience). "A superb example for young people, who often easily give up", concludes Mr. Bélanger.

4. Presentations

- **Safety Issues Investigation into Fishing Safety in Canada**

By Bernard Breton, Manager, Regional Operations, Transportation Safety Board of Canada, Québec

Mr. Breton explains the background that brought about the launch of the investigation and introduces the findings of the report. Mr. Breton also recaps the ten security issues that were identified during the investigation and presents an overview of regional initiatives and safety measures to be adopted.

 **René Doucet** — The stakeholder raises the issue of the port of Rimouski and area 17 crabbers. He asks if it's possible for the Quebec SCFVS to officially support their cause. This issue is about finding a location to safely store their vessels in the spring and the fall. "This is causing breakage to our boats right now... Could you officially support this issue to help resolve the problem?"


Mr. Bélanger invites the stakeholder to take up this issue with Mr. Fecteau, during the break. Mr. Doucet reiterates that a high-accident risk presently exists. "We are asking for an investment of a few million dollars for the construction of a rock riprap."

Mr. Robert Fecteau answers that indeed it is time to re-examine the question. He states meetings occurred in the past but that it is clear a solution is nowhere near. "I undertake to get involved" he says.


- **Fatigue-related risks**

By Jean Nadeau, Lead Human Factors Investigator, Transportation Safety Board of Canada, Ottawa

Mr. Nadeau's presentation focuses on fatigue-related risks, one of the ten issues raised by the TSB's investigation. He provides an overview of sleep and factors that contribute to fatigue as well as effects of fatigue on performance. He then introduces a model of a fatigue management plan for the fishing industry.

 **René Doucet** — The stakeholder maintains the introduction of competitive fishery has caused fish harvesters to go without sleep for long periods of time because this is how they make their living. "We should go back to a quota system for each fish harvester."

Mr. Denis Bélanger explains there will be a presentation on this subject later on during the day. This will be done by Patrick Vincent from Fisheries and Oceans Canada. Mr. Vincent explains that the department has several management methods, notably quotas and competitive fisheries but that everything is not black and white. There are competitive fisheries that are managed through arrangements that work really well, more specifically lobster fishing. He adds that with respect to transferable quotas, fish harvesters will take quotas from others and find themselves at the end of the season with considerable quantities to fish. "In some cases, the stakeholder is right but this is not systematic."

 **Jocelyn Jalbert** — The stakeholder believes that costs are not only linked to security but more so to the various methods. He goes on to say the principles specified in the presentation are very interesting but are often difficult to apply in real fishing terms.


Mr. Denis Bélanger concludes that "a greater awareness of this problematic will help the decision-making processes."

- **TC module — Rest hours**


By Simon Pelletier, Inspector, Transport Canada, Maritime Safety and Security, Gaspé

- **CSST module — Rest hours and fatigue**


By Michel Castonguay, Inspector, Fisheries Expert, CSST, Gaspé

 **Émilien Dorion** — Mr. Dorion finds that it is practically impossible to check every fishing boat. Furthermore, he thinks no one really wants any incident to occur. “We’ll have to work together really hard to ensure compliance. The important thing is that no decision should be taken by any individual or organization that cannot be realistically performed by the fleet concerned.”

Mr. Castonguay agrees wholeheartedly. He remembers telling one of the fishers that the CSST was not his mother or father and that he was responsible for his own safety onboard his ship. “Is it possible to have one and only solution for the entire fleet? No!”

 **Jean-Richard Joncas** — Mr. Joncas speaks of the reality of the Lower North-Shore fishing association and of the urgency to have acceptable wharves to help with their work.

Mr. Bélanger assures participants their comments are clearly heard by those concerned and suitable follow-up will be provided.

 **Richard Doucet** — Mr. Doucet also mentions yet another facet of the Rimouski fishery association reality (area 17 crabbers). He goes on to explain that if ships were suitably protected; fishers would not have to spend days on board to protect their working tool and would not be so tired. He would also appreciate support from the Quebec SCFVS.

BREAK

Pursuant to the morning comments and discussions held during the break, Mr. Robert Fecteau explains that as a result of information received with respect to the lack of protection at the Rimouski wharf and involving area 17 crabbers, the Quebec SCFVS should adopt a resolution confirming their support for the Fisheries Association to ensure the work is performed on the Rimouski wharf. The proposal is accepted.

- **Marine Safety: A matter of standards, culture and a constant concern for risks involved.**

By Gérard Le Discorde, teacher, École des pêches et de l’aquaculture du Québec, Grande-Rivière


Mr. Le Discorde’s presentation demonstrates that even though maritime safety is based on several inter-connected factors such as regulations, training and good work practices, marine fisheries can only be safe if there is a good safety culture compounded by a constant concern for risks involved.

Mr. Denis Bélanger concludes that without a safety culture, everything else, regulations, training, etc., becomes inessential. “Your safety rests first and foremost on yourself.”

- **Life-saving equipment on board are mandatory... and I understand the need!**

By Dave Cotton, professional fish harvester and teacher, École des pêches et de l'aquaculture du Québec, Grande-Rivière

In Dave Cotton's presentation, the narrator will attempt to demonstrate that over and above Transport Canada's requirements for owners of fishing vessels, with respect to the obligation of possessing certain life-saving equipment, everyone on board should be concerned. Various components of this type of material should concern the entire crew, for example the location of equipment, operating systems, maintenance required, etc.

 **Roberto Bourgeois** — With respect to Mr. Le Discorde's presentation, the stakeholder questions if participants are meeting to be sold a bill of goods or to talk about fishing vessel safety. "Being insulted here when told we are a slipshod organization when inspectors can attest to the contrary is certainly not a good start and is quite inappropriate. I'm not sure where we are going with this, but it certainly does not motivate anyone to come back."

Mr. Denis Bélanger says this was not the objective of the presentation but rather the intention was to make everyone aware of the situation.

Participants are then invited to the swimming pool for a presentation by Mr. Dave Cotton about the use of some life-saving equipment.

LUNCH


- **CCG module — Statistics and emergency position indicating radio beacons**

By André Audet, Superintendent, Search and Rescue, Canadian Coast Guard, Quebec

- **TC module — Update on training and certification**

By Denis Bélanger, Inspector and Examiner, Transport Canada, Maritime Safety and Security, Rimouski

Before starting his presentation, Mr. Bélanger would like to comment on Mr. Le Discorde's presentation and on the safety issues at stake. He explains that the use of "I" and "Us" used by the commentator rather referred to marine academies and training centres.

 **Jean-Richard Joncas** — Mr. Joncas would like to know if the seven years before 2007 will be recognized for small craft operators (more than 12 metres).

Mr. Bélanger answers that this is relevant for individuals taking a course to improve their knowledge and competencies but most of all it concerns new individuals who have no or very little experience on the water. Experienced fishers are not obligated to take this course or a certification if they work on a ship less than 12 metres in length providing they supply proof of having seven fishing seasons as a captain by signing a sworn affidavit. For captains at sea less than two miles from the coast, only the pleasure craft licence is required for vessels less than 12 metres in length and less than 15 gross tons.

- **CSST module — Mandatory life jackets for lobster fishers**

By Michel Castonguay, Inspector, Fisheries Expert, CSST, Gaspé

Approximately fifty lobster boats were inspected last year. Overall, it was noted that most fishers complied with the requirement of wearing a life jacket and the implementation of a re-boarding device that was required after an incident where a crew member fell overboard. This action plan will be extended for the 2013 season and more inspections are planned.


- **Update: Research project for preventing falls overboard of lobster fishers**

By Francis Coulombe, project manager, Merinov, Gaspé


- **Fishery management and safety at sea of commercial fishers**

By Patrick Vincent, Director General, Fisheries Management, Fisheries and Oceans Canada, Quebec

Commercial fisheries management plans include a number of conditions to ensure proper management of fishery resources while allowing for successful fishing activities. However, some fisheries management measures may have an impact on fishers and their business. Mr. Vincent's presentation is intended to explain the consultation process required to minimize risks inherent to management measures.

 **Jean-Richard Joncas** — Mr. Joncas takes this opportunity to ask a TC representative to join the lower North Shore management committee on March 12 for an update on the new regulation.

Mr. Robert Fecteau states Mr. Alain Blouin, Manager of TC in Sept-Îles, is present and is concerned by this request. Mr. Blouin says he will check how this is possible and asks Mr. Joncas to get in touch with him in the following days.

 **Mario Dupuis** — Mr. Dupuis thinks it's a good idea. He directs attention to the '72 consecutive hours of fishing' file. "The procedure for fishing boats less than 12 metres in length is two days of net immersion; however in case of adverse weather, fishers are delayed and often exceed this allotted time. We would like for common sense to be adhered to on this issue. Every management committee meeting I attend, fishery officers remind us that the 72 hour check will be emphasized."


Mr. Vincent answers this is a reality that must be taken into account and fishery officers should exercise good judgment. He suggests the issue be brought up at the Regional Marine Advisory Council (RMAC) in March. Robert Fecteau invites Mr. Dupuis to get in touch with him to make arrangements for a TC representative to be present.

- **Project: Fishing Vessel Stability Simulator**

By Pierre Verreault, Director of Programs, Canadian Council of Professional Fish Harvesters, Ottawa


Mr. Verreault will introduce the Canadian Council of Professional Fish Harvesters (CCPFH) and ongoing projects. More specifically, Mr. Verreault will present the new fishing vessel stability simulator. He will then address the development project, the role of the industry and lastly he will make a brief demonstration of the simulator. Designed for the Canadian fishing industry, the simulator uses innovative simulation technology to help fish harvesters understand the principles of stability and how to apply these principles to their respective boats.

Before beginning his presentation, Mr. Verreault underlines the fact that Quebec is the only region in the country to have a standing committee that is totally dedicated to fish harvesters. He is happy to see this.

 **Roberto Bourgeois** — Mr. Bourgeois notes that in order to launch the simulator, the computer asked to download another software program.


Mr. Verreault says the entire procedure is explained in the booklet that can be found in the kit. It all depends on the age of the computer or on the graphic cards, even though designers have reduced computer requirements to a minimum to run the simulator. He indicates the stakeholder could contact his service where they will try and solve the problem.

Another stakeholder explains he was also unable to operate the simulator in one of the school while another participant asks if the simulator can work on a Mac computer. A third participant states it took almost two hours to download. Mr. Verreault explains that once this is done there is no longer a need to go on line to use it.

 **Nathalie Côté, Comité sectoriel de manœuvres des pêches maritimes** — Ms. Côté explains the only locations where the Committee can accommodate enough participants to explain the simulator is in schools. However, schools have computers that are not equipped with the graphic card (game card) required to operate this tool.


- **TC module — New regulation and stability requirements**

By Simon Pelletier, inspector, Transport Canada, Marine Safety and Security, Gaspé

 **Unidentified stakeholder** — The stakeholder would like to know if a regulation will touch on hull stabilizers or if “we’ll continue to do perform them in whatever way we think is best or according to plans...”

Mr. Pelletier says a vessel safety bulletin oversees this type of roll stability control system. In Quebec, we require plans and stability charts and an inspection is performed pursuant to the installation. The proposed regulation does not specifically touch on these devices.

The stakeholder also wonders if in the case of three identical boats, will stability tests be tripled? Mr. Pelletier says this is already the case provided we really have twin boats. “This is quite complicated. They thought they could reduce the level of stability requirements but found out that boats are all quite different. It’s extremely difficult to scientifically validate this.”

 **Unidentified stakeholder** — Amid the many questions, the stakeholder invokes the case of four identical ships that were rigged with different fishing gear. Would the stability booklet be the same for all four with the addition of the respective fishing gear?

Mr. Pelletier answers that identical hulls make the task easier but what about the difference if fishing gear in terms of weight and height once it’s brought back on board? For example, 55 foot fibreglass boats all have the same hull and the same hydrostatic measurement but not one has the same stability booklet. The stakeholder thinks that for four boats all built at the same location and of the same model; the price of the stability booklet could be divided in four but with additions relating to the different fishing gear. “I often make that suggestion” says Mr. Pelletier, “but this does not fall under Transport Canada’s responsibility but rather with private marine experts. You should try negotiating with them.”

BREAK

5. Panel on fishing vessel safety

Seminar leader:

Robert Nicolas, Officer in charge of the school/industry office, Écoles des pêches et de l'aquaculture du Québec, Grande-Rivière

Panelists:

Marc-André Poisson, Director, Marine Investigations
Transportation Safety Board of Canada (TSB)

Patrick Vincent, Regional Director, Fisheries Management Program
Fisheries and Oceans Canada, Quebec region (DFO)

André Audet, Superintendent, Search and Rescue
Canadian Coast Guard (CCG)

Robert Fecteau, Manager, Marine Safety and Security
Transport Canada, Marine Safety and Security (TCMSS)

Michel Castonguay, Inspector, Fisheries Expert, Catches and Processing
Commission de la santé et de la sécurité du travail (CSST)

Safety issues

Mr. Poisson clarifies that TSB investigations are not looking for culprits but are striving to achieve long-term security. "When we investigate an accident, we want to make sure it won't happen again, this is the reason we need to know the cause of the accident which in turns helps the government and the industry avoid these types of accidents in the future."

With respect to safety, Mr. Vincent believes all DFO's responses and decisions have an impact of the safety of fish harvesters. Fishery managers and officers must therefore remain alert and adopt management measures accordingly. We must ensure a suitable balance between the sustainability of the resource, industry profitability and the safety of fish harvesters.

As for Mr. André Audet, he reviews services and tools that allow the CCG to provide maximum safety and security on navigable waters, a service for which the CCG is responsible, as well as the search and rescue division that assists vessels and crews in difficulty.

Mr. Robert Fecteau explains that Transport Canada continually strives to improve safety and security which encompasses three programs: regulatory framework, surveillance and monitoring procedures and public education and outreach.

Mr. Michel Castonguay, from CSST, states he is often questioned about the role of the CSST in the marine industry. In this respect, they oversee work activities. CSST assumes a role of prevention but as well, they oversee compensation.

Sharing of roles and jurisdictions

The moderator then engages panelists into accurately separating their respective roles which can often appear confusing in the eyes of most of the fish harvesters. "How do you respond to the fact that in your everyday tasks, your responses often seem to overlap?"

Mr. Fecteau states that indeed, some areas of intervention for these organizations often overlap and that the important thing is to be aware of this and recognize those situations. The idea is to work together, collaborate and avoid as much as possible the duplication of responsibilities. It's often a thin line between an operational incident and an occupational health incident. A memorandum of understanding is now in effect between the CSST and Transport Canada to clarify the responsibilities of each organization.

Mr. Castonguay says that the CSST recognizes the importance of this memorandum understanding which helps promote good communications between the two departments and ensures there is no duplication of responsibilities. A guide will soon be published and will help separate the fields of competencies of each department so that responses may be more efficient.

Mr. Poisson from the TSB reminds every one of the independency of the Transportation Safety Board of Canada which essentially falls under the Privy Council Office. It is therefore possible that any investigation may also concern the various other departments involved.

Mr. Robert Fecteau believes confusion arises from the fact that each organization may investigate but for different purposes.

2006 Memorandum of Understanding between DFO and TC

Mr. Nicolas then refers to the Memorandum of Understanding signed in 2006, between Transport Canada and DFO which focuses on improving the coordination between the two departments which in turn supports the development of strategies to promote safety and security. He then asks Mr. Vincent to elaborate on the subject.

Mr. Patrick Vincent thinks it's very significant for fishers if the two departments can show a greater degree of coherence in their safety responses. The Standing Committee on Quebec Fishing Vessel Safety is a very good example of this and it is having remarkable success. This Memorandum also fosters various exchanges.

For his part, Mr. André Audet recounts that in 2001, the Canadian Coast Guard had undertaken a public consultation with their clientele respecting the services they provided. Fish harvesters claimed they had very few existing means to express their views and requirements, other than the Marine Advisory Council, a forum mostly concentrating on the marine industry. "We reached an understanding with Mr. Robert Fecteau for the implementation of a Standing Committee and the first meeting was held in 2005 that is, one year before the Memorandum of Understanding was signed between TC and DFO. The Quebec region was a pioneer in this respect. I can only hope other regions will follow suit."

Reformulation of fishing vessel safety regulatory policies

The seminar leader addresses an issue he deems very important: fishing vessel safety regulatory policies. He contends some people think they are outdated as they were introduced in 1978 and the latest

modification dates from 2001; as well they have been in review since the early 1980's without proposing any

concrete changes. He first gives the floor to Mr. Fecteau who will specify what Transport Canada's approach is on this issue.

Mr. Robert Fecteau states it is high time to be better attuned to today's reality. Mr. Fecteau explains the reason it was such a long process over the years, and believes it will be addressed anew very soon. He goes on to say that TC is looking for ways to make the regulations as simple and flexible as possible. "What will more than likely happen over the next few months is we will adopt international standards that will be referenced through a very flexible regulation."

Mr. Marc-André Poisson underlines that the TSB reports each year on the necessity of updating the regulation. "Since 1992, we have submitted 42 recommendations specifically designed for the fisheries sector and many of them still haven't been adapted because the departments have not endorsed them. Transport Canada must act and this is quite worrisome for the TSB. I urge you to navigate through our Web site and read more about what the answers from Transport Canada are as well as our assessment of the situation."

In response, Mr. Fecteau explains that the new tool will allow TC to adapt their regulations more quickly and help simplify processes. "We remain vigilant and ensure we have realistic standards for the fishing industry. As a key component of this process we will continue our consultations with fish harvesters and the industry."

A question is asked to Mr. Castonguay; "since your department falls under provincial jurisdiction, are you concerned with this new regulation?"

Mr. Michel Castonguay indicates that in some respects, federal jurisdiction overlaps on provincial jurisdiction. "Discussions took place and it was agreed that specific attention would be given to specifying work activities and that areas of jurisdiction would be better adhered to."

Harmonization of regulatory application

Mr. Nicolas moves to the next subject which concerns harmonization in the application of regulatory policies, a crucial element for the efficiency of issues relating to fishing vessel safety. However, Quebec fishers say they deplore a definite lack of concrete harmonization in the application of regulations and even between TC inspectors. The crucial question being: "What is Transport Canada planning to do to improve on this aspect of regulatory application?"

Mr. Robert Fecteau says this issue is resurrected at every meeting that is, for almost for twelve years now and that TC recognizes the lack of harmonization within the present regulatory application program. He says he is committed to avoid spillovers of regulatory policies for fishers, notably by delaying the implementation of the rules as long as the rest of the country does not follow suit so as not to cause any prejudicial situations. He readily admits that our country entails vast differences that cannot be denied but that the centralization process presently ongoing in Ottawa should certainly improve on harmonization.

Costs associated with safety and security

On this subject, the seminar leader emphasizes that for many fishers, safety and security entails an expense rather than an investment and therefore wish this expense to be as small as possible. What do the panelists think on this issue?"

Mr. André Audet expresses the view that any regulation must take into account the reality of the fishing industry. There are other tools available, such as prevention, "when you are asked to have on board specific equipment, it may well save you the cost of deploying very costly response resources."

Mr. Patrick Vincent on the other hand finds that the issue of profitability for businesses is always at the forefront and that the DFO has not lost sight of this issue as it also has an impact on the conservation of the resource and that owing to expenditure restraint, fish harvesters face significant challenges. "We are very conscious of this."

Mr. Robert Fecteau wholeheartedly agrees and points out that no measures will be implemented without first performing an impact study to measure the consequences on fishing businesses that must bear the brunt of the cost for these measures.

Another message heard loud and clear by Mr. Marc-André Poisson who draws a comparison between the Quebec fisheries culture and that of the international environment. He believes that overall, regulations and its costs are considered a given. However, he thinks a change in the Quebec culture is taking place and he is not sure if it's because there are individuals already sold on the idea. "All the better if what we see happening is the reflection of a pan-Quebec transition. I want to congratulate the Committee and its organizers and I hope the message will reach the entire fishing community."

Mr. Michel Castonguay, from the CSST, comments on a statement he heard this morning from Mr. Nadeau and which he agrees with. "If you think prevention is expensive, wait till you have an accident to find out how much more expensive occupational injuries are for employers."

Mr. Robert Fecteau sides with Quebec fish harvesters where he says a good safety culture already exists. "The industry is very aware of the fact there are costs related to safety and security and readily accepts this fact. I've been working for the fishing vessel inspection industry for 30 years now and I certainly have seen a lot of evolution over the years. It's quite different today, people are very conscious of safety factors."

Statistics

Mr. Robert Nicolas then addresses the fact that the fishing industry has often deplored the lack of reliable statistics concerning maritime accidents. The industry would like to have more specific numbers to help them with today's fishing reality.

Mr. Marc-André Poisson explains that the TSB has on hand a good data base but that information is scattered. Organizing this information required a vast amount of work to finally provide easily understandable statistics. What can be done in view of two very limiting factors? These limiting factors being:

- 1) The difficulty for government bodies of maintaining data.
- 2) The protection of personal information under the Canadian Constitution Act?

Mr. André Audet says the CCG supplies statistical data relating to activities the organization is involved with. "We produce an annual report however, it contains no personal information. It could prove very difficult to devise a national data bank."

Mr. Patrick Vincent rather thinks that comparisons could be made to establish trends which would then make finding information easier. The DFO's challenge is that data is classified by administrative regions and

that formats vary. "We are working hard to develop a national data base about licences and catches."

Mr. Robert Fecteau admits that Transport Canada is not a leader in data bases. "Our data bases don't even interact and is very far from a common base. I really don't think this will happen before my career ends..."

Mr. Robert Nicolas asks panelists if a project could be implemented to develop an inter-departmental data base to solve these communications problems.

Mr. Poisson states the problem rests in the fact that all mandates are different and that each data base is relevant to only a portion of the information. Mr. Castonguay believes no one can commit to such a project even if everyone thinks it would be ideal, "because it simply too complicated". He adds that the CSST data base is only a partial reflection of reality because the fishing industry, across the globe, is rife with under-reporting of work-related accidents. "Smaller accidents are not necessarily reported and consequently are not included."

Mr. André Audet states we should be optimistic for the future because of new technology. "Maybe in the near future..." As for Mr. Vincent, he says he is more pragmatic because a national data base is not an end in itself, but "it must be used for something." Instead, he would like to further examine in collaboration with the fish harvesters, other key issues, target those issues and then use the data already available from the various partners to document these issues.

Dissemination of fishing vessel safety information

Mr. Robert Nicolas then addresses the issue of vessel safety information being disseminated. He points out that after referencing what is written and what is said on this subject, it is clear there is no magic formula to pinpoint which method of dissemination is better.

Mr. Marc-André Poisson maintains this is an ongoing challenge. As an example, he cites the 150 page TSB report on safety issues that was condensed into a pamphlet to be more accessible to the fishing industry.

"We even thought of sending it to fish harvesters' home so their spouse could be made aware of safety issues."

Mr. Fecteau confirms that TC is intensifying its efforts for the dissemination of information, notably through Ship Safety Bulletins. "Presently, every vessel owner receives these bulletins. In some cases we even write directly to owners to inform them."

Mr. Michel Castonguay states that one of the main communication channels is the Health and Safety Guide on board fishing vessels which is now out of stock after five years of distribution. He specifies the guide will be updated and adds that inspectors' visits on ships also promotes the exchange of information.

As for the DFO, information flow is optimized through the various fishing fleet advisory committees. Mr. Patrick Vincent adds suggestions from the personnel, notices to fish harvesters, etc. "We must remain

vigilant however because of the longer management plans which means longer periods of time between meetings with fish harvesters. We must also think of different long-term communication plans such as using social media."

The seminar leader then asks panelists what they think of the fact the only official fisheries journal in Quebec, 'Pêche Impact', does not include any information columns of information bulletins from the departments.

Mr. André Audet answers that for each issue, an information pamphlet from the Canadian Coast Guard is inserted. "We also have the MarInfo Web to disseminate the most updated information, not to mention navigational or security notices that are also sent out."

Mr. Marc-André Poisson states the TSB seeks out journalists and interviews but only when they publish investigation reports. "We are also on Twitter and You Tube. We use every information media when an accident occurs. However we do not have a budget to publish in 'Pêche Impact'."

Mr. Robert Fecteau also recognizes the importance and interest of 'Pêche Impact', but states that budget constraints at TC make it difficult to include information in that journal. Furthermore, any dissemination of information through media or journals must first go through a lengthy process. "This really cools our enthusiasm..."

CSST is also present in the media, confirms Mr. Castonguay, who states they don't have the same budgetary constraints as the federal offices. Their information is often published as publicity in 'Pêche Impact'.

Mr. Robert Fecteau adds it is not impossible that the Quebec SCFVS one day have a page in 'Pêche Impact' if financing becomes available.

Before taking questions from participants, Mr. Robert Nicolas asks if one of the panelists would summarize the origin of the Standing Committee on Quebec Fishing Vessel Safety.

Mr. Robert Fecteau recounts that Mr. André Audet had previously done a good overview of the origin of the committee. It all started in the early 2000's following meetings with fish harvesters. The Memorandum of Understanding between TC and DFO provided the basis for the creation of the Quebec SCFVS frame of reference. The first official meeting was held in 2002 at Hôtel Rimouski and brought together 22 people. "We expand by approximately 10% in attendance each year. It is remarkable how we continue to expand to make this committee more representative and inclusive in terms of industry reality."

As for Mr. Vincent and Mr. Castonguay, the Quebec SCFVS was a major communication channel, first to help heighten our public profile and second to communicate prevention messages. "We also got excellent feedbacks from the fishery industry, some rather strongly written but important nonetheless; this committee is vital" says Mr. Castonguay. Mr. Vincent wholeheartedly agrees and says "this is a privileged channel of communications and that meeting with fishers once a year is a minimum."

Last question from the seminar leader: in 30 seconds, please explain what you intend to do to help the Quebec Fishing Vessel Safety file move forward?

Mr. Marc-André Poisson says that after the 10 safety issue awareness campaign, they will wait to find out how successful the campaign was. "This is all I can say for now." »

Mr. Patrick Vincent, from the DFO says he is committed to promote the fisheries management program "to ensure that our directors are listening closely to measures involving safety components and to ensure they collaborate with TC and invite their representatives to the DFO exchange forums on these issues."

Mr. André Audet jokingly says that this is a rare occasion for fishers to have the opportunity to shoot the departmental messengers, and they should take advantage of this. "I hope this committee is here for a long, long time to come and trust that the degree of participation will increase because this is such a beneficial venue for everyone concerned."

Mr. Robert Fecteau says he will step up his efforts in the future to work in partnership with other departments, training establishments and other professionals who are also involved in the fisheries department to create synergy between these various components and address problem areas concerning safety and security issues. In his opinion, the message stemming from the TSB report is quite clear: "we cannot separately process these safety issues; we must all work together and never forget the fish harvesters' viewpoint."

Lastly, Mr. Michel Castonguay says of the day that he comes away with the knowledge that efforts should be made to de-compartmentalise the process inherent to these issues and that the approach must be a global one. Both safety and profitability issues must be meshed. "The CSST intends to continue this process by being more involved in terms of inspections and prevention."

Question period

Question from Mr. Gilles Albert, fishing vessel master:

Mr. Albert specifies there are five departmental representatives in front of him and that no-one can tell him how many individuals work as fishers of fishers' assistants. "Are you only able to control vessel owners and fishing licence holders? There are between 2,000 and 3,000 fishers' assistants in Quebec and they are not all registered. Before implementing any new regulations, maybe we should get a little more serious and have something in place that is adapted to the reality of 2013. There are still too many loopholes in the system and this is not normal. It was like that when I started at 16 years old and things haven't changed much. Can someone tell me when we will be getting serious about the fishing industry? If there are 4,000 fishers then 4,000 fishers should be controlled! Another thing: documentation is crucial because we cannot reach everyone at the meetings. Things have to change!"

Mr. Robert Fecteau answers that with all due respect for the Bureau d'accréditation des pêcheurs et des aides-pêcheurs du Québec, (BAPAP), he is convinced that certification is a positive step towards more professionalism from fishers notably through training. "TC is working hard to recognize the BAPAP certification. We already recognize the use of BAPAP logbook for some parts of sea time and we are looking for other solutions intended to promote the certification of Quebec fishers."

As for Michel Castonguay, he explains that the CSST considers the BAPAP to be an exceptional tool for inspectors. "More and more, our inspectors ask that vessel masters demonstrate they provide training and the easiest way for a vessel master or fisher's assistant to do this is to show the logbook; this is the direction we are increasingly taking."

Mr. Robert Fecteau says he is ready, on behalf of TC, to work in collaboration with BAPAP to help identify solutions.

Question from Mr. Émilien Dorion:

Mr. Dorion would like to know if all the benefits and information obtained from the Quebec SCFVS meetings will be washed down the drain if regulations are to be aligned with international conventions. "Will this be to our benefit or to our detriment?"

Mr. Fecteau wants to reassure Mr. Dorion that the body of the regulation will remain and that principles that were agreed upon will be preserved. Only some parts will refer to international standards. "You will more than likely have a choice between various existing standards. This should allow for more flexibility. The new

regulation is expected for 2014. However, rest assured that we are keeping a close eye on your interests to safeguard what you have battled for and obtained. Have no fear."

"You talk about standards" says Mr. Dorion, "when we already know that Quebec standards in matters of shipping constructions are already way ahead of the Atlantic region. Are we to follow Atlantic standards or are they to follow our standards?"

"There will more than likely be a suitable balance reached" says Mr. Fecteau. "Maybe we were a bit too sophisticated with Quebec regulation. Now, before requiring anything, we will make sure the rest of the country will be required to do the same. The new regulation will help us reach this balance."

Comment from Mr. Jocelyn Jalbert:

Mr. Jalbert makes a reference to the context of cuts in the federal government and the fact that departmental representatives have their hands tied because half the issues they process are of a political nature. "In this context, we may as well forget all about a national data base!" He goes on to say he's happy to hear that DFO is now talking about safety and security.

Mr. Patrick Vincent confirms that anyone that went through a review of program reorganizations will notice the major upheaval that equally affects clients and citizens. However, he adds that some of these reorganizations have challenged some of the ways we do things and have actually stimulated our innovative thought process about doing things differently. It's true the DFO is rather a politicized organization and this will go on until the Fisheries Act is amended. "It is therefore quite difficult to have any flexibility with respect to availing more efficiency to the fishing industry." He says he is proud to see that in Quebec, most of the fishery industry does not require any departmental approval because decision levels were decentralized.

Question from Mr. Marc Doucet:

Mr. Doucet questions Mr. Vincent about the various electronic formats that are now more prevalent. He would like to know if this technology could be used to provide information to the fishing industry since very soon everyone will have to have access to these formats in order to work.

Mr. Vincent agrees. He cites, for illustrative purposes, the renewal of a license on-line, a process that will soon be implemented. "In order to access this system, you will not only need a key but as well you will need an e-mail address. We will indeed use these electronic formats to pass on information such as notice to mariners but it won't be the only source of information, because not everybody will use these systems. However, I think it's a great venue.

I'm also thinking of electronic newspapers or the work performed by some fishing associations to develop some modules that are complementary to our on-line services. These developments all constitute very good opportunities."

Question from Mr. Julien Boudreau:

Mr. Boudreau asks Mr. Vincent what the DFO intends to do to make up for the loss of the Branch Manager at Fisheries and Oceans Canada in Îles-de-la-Madeleine, who retired recently. "We've only had acting Directors since then."

Mr. Vincent immediately says this does not fall under his authority but rather falls under the responsibility of the deputy minister. "The situation is closely connected to all the cuts and program reviews that have been

ongoing. I'm sure the service has not suffered from this. I know the acting Director is working very hard and I have no fear with respect to your service deliveries."

Question from Mr. René Doucet:

Mr. Doucet raises the issue of competitive fishery (Greenland halibut and Atlantic halibut). For the Atlantic halibut, boats go out three times, 36 hours, 24 hours and 12 hours. He considers this type of fishing very dangerous because fishers take 12 hours to remove their fishing gear. "There were communication problems, DFO didn't know, Fisheries and Oceans Canada was afraid to exceed fishing quotas for the Greenland halibut; they stop the fishing process, compile results and then re-launch the fishing process... It's like we are playing lottery. This is a type of fishery that should be improved upon, it seems too short. Fishers are sent without quotas just to "shut them up" (sorry about the language), in short this type of competitive fishery is becoming dangerous."

"We are aware of this situation, says Mr. Vincent. We had numerous complaints on this subject." He says the present management regime is not viable for conservation, safety and profitability reasons. There are no arguments in favor of maintaining this regime. "We really tried but we are at a stage where if no agreement is reached, this regime will be abandoned."

6. Closing remarks

By Robert Fecteau, Transport Canada, and André Audet, Canadian Coast Guard

Mr. Fecteau thanks all the participants for their comments and more specifically Mr. Denis Bélanger for his remarkable work (applause from the audience). Special thanks are also extended to Ms. Geneviève Thibault and Ms. Jessica Grenier, who worked for months on the preparation of this symposium as well as Ms. Lisa Arsenault, Ms. Francine Pelchat and Ms. Sindie Wright. "Their dedication has made this event possible." (Applause from the audience).

Mr. André Audet also wants to thank Robert and his team. "A colossal amount of work especially as a symposium presentation. Oh yes, Happy Valentine's Day to all!"

Lastly Mr. Robert Fecteau thanks the exhibitors who took part in the event, as well as the Quebec SCFVS partners: the CSST, ÉPAQ, the *Association des capitaines-propriétaires de la Gaspésie*, the Canadian Coast Guard and Transport Canada.

The meeting is adjourned.

