

## Safety Management on Fishing Vessels

Fishermen's Responsibility – Monitoring by Transport Canada



RDIMS n° 11613219

Canada

# SAFETY

## Passive

All the elements in place to guard against the risks inherent to the systems and the effects they can produce, that is to say accidents.

*"Safety is the absence of negative events. A system is safe if there are no incidents or accidents."*

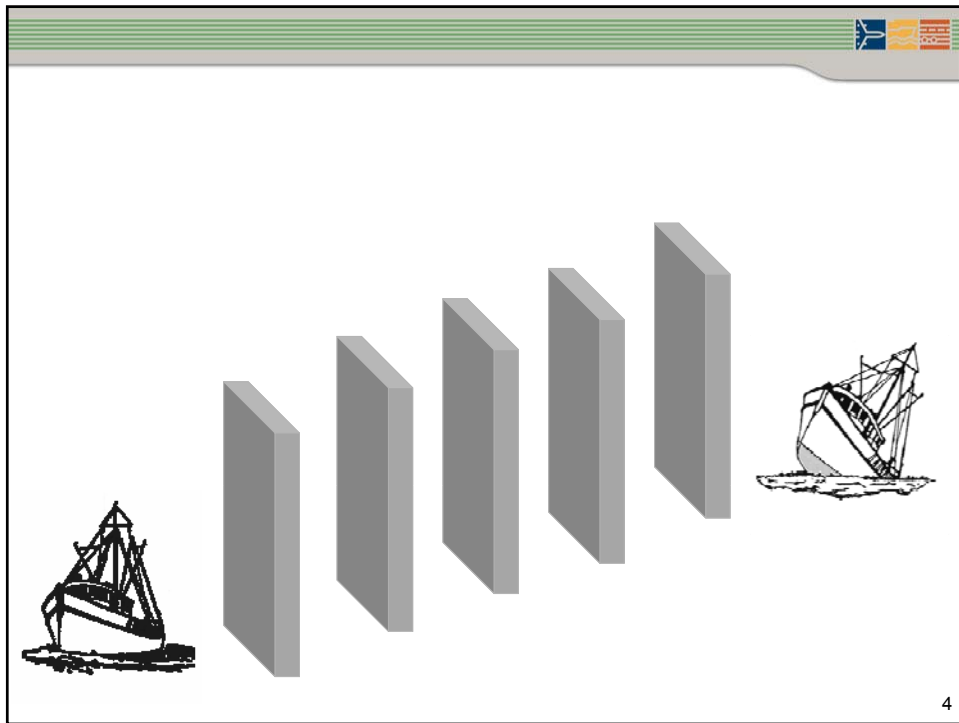
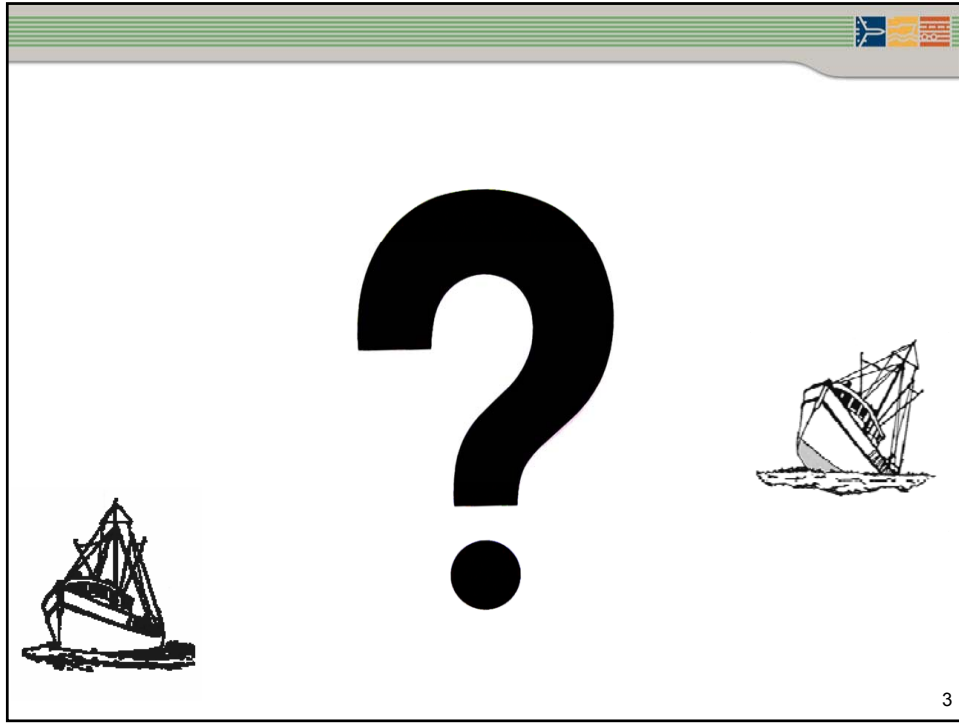
**Sidney Dekker**

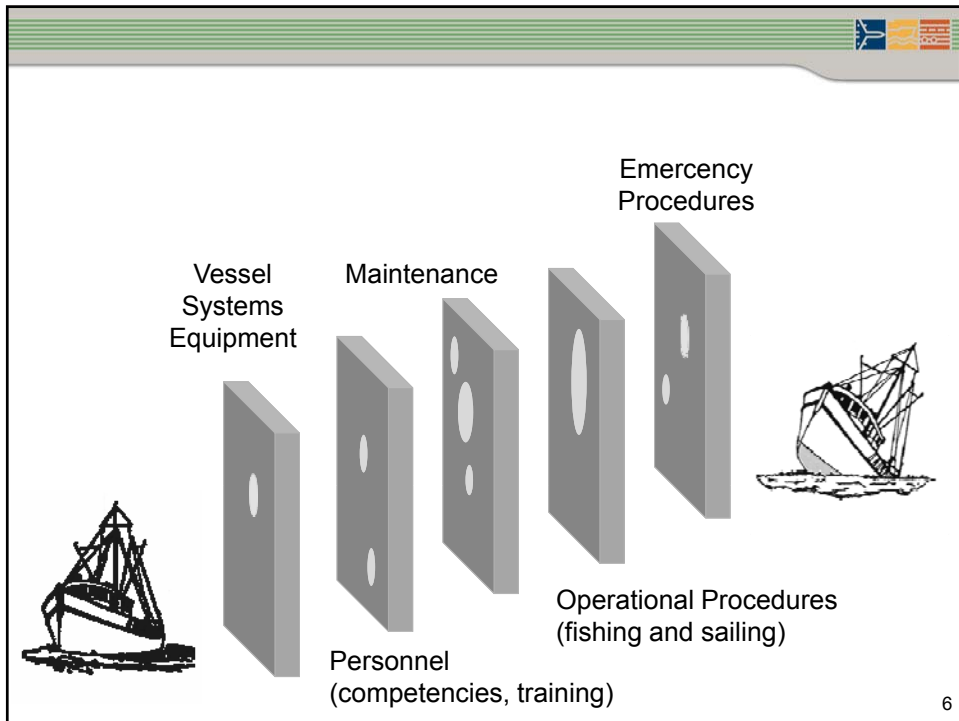
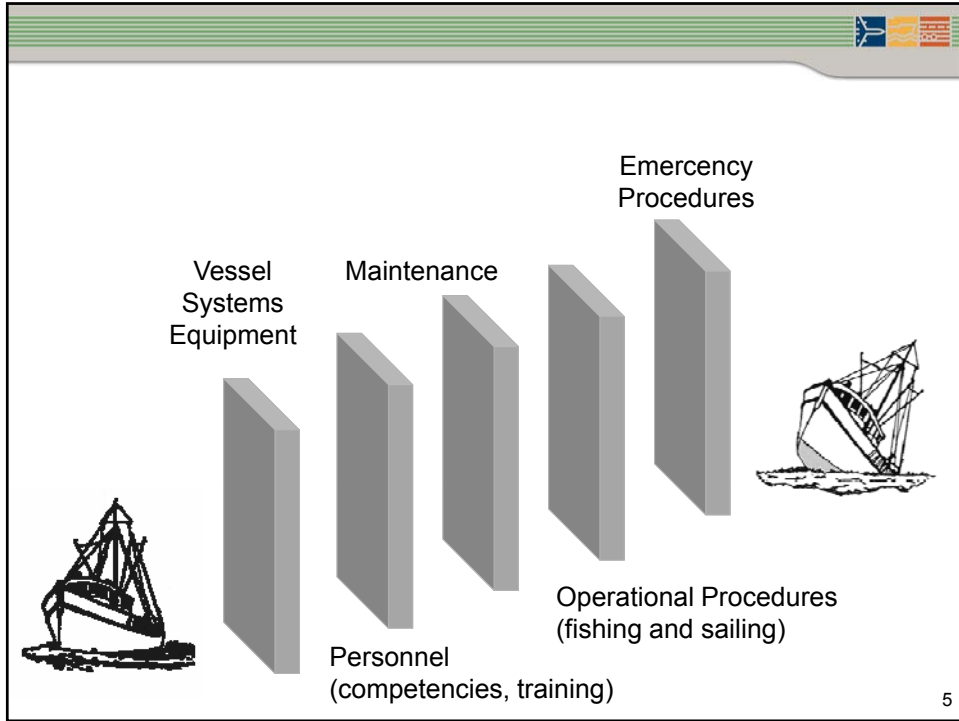
## Active

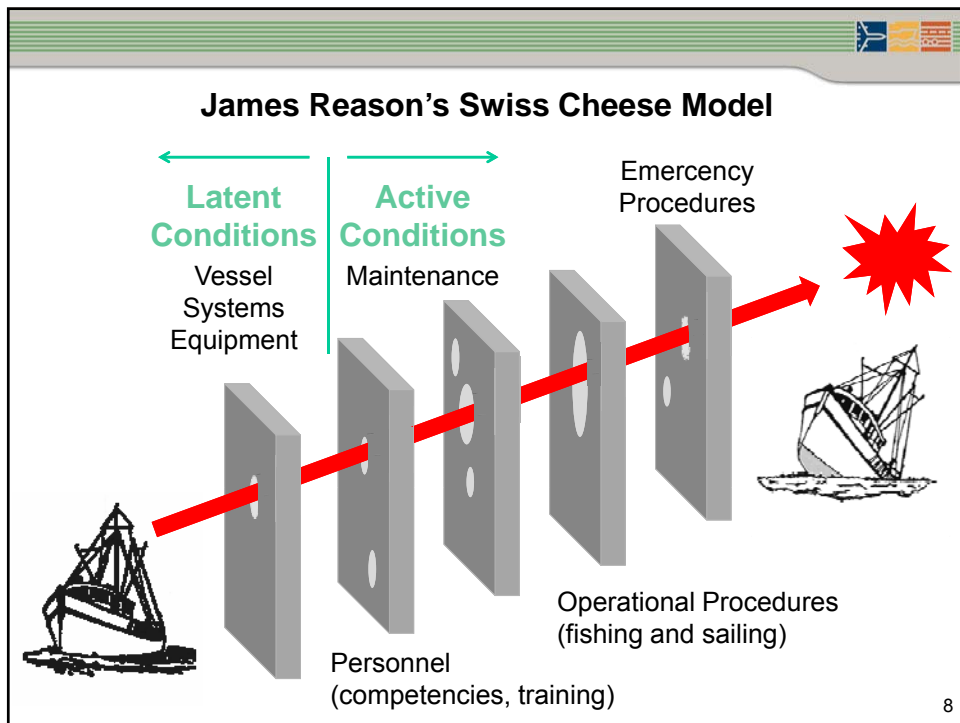
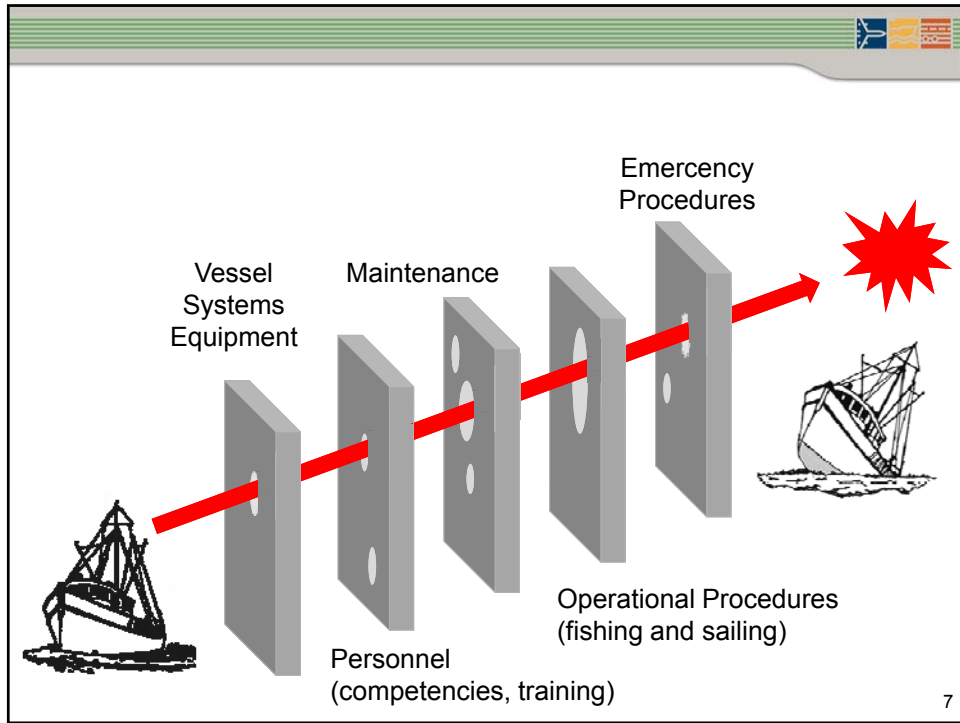
Ability of an entity to avoid producing, under specific conditions, critical or catastrophic events.

*"Safety is the presence of positive capacities, capabilities and competencies that make things go right."*

**Sidney Dekker**









# SAFETY MANAGEMENT SYSTEM

A formalised framework for integrating safety into the daily operations of a transportation enterprise.

*"A systematic, explicit and comprehensive risk management process for safety ... [which is] an integral part of the organizational culture, and the way people perceive and do their work."*

**James Reason**

9



# TC'S NEW STRATEGIC DIRECTION IN SAFETY MANAGEMENT

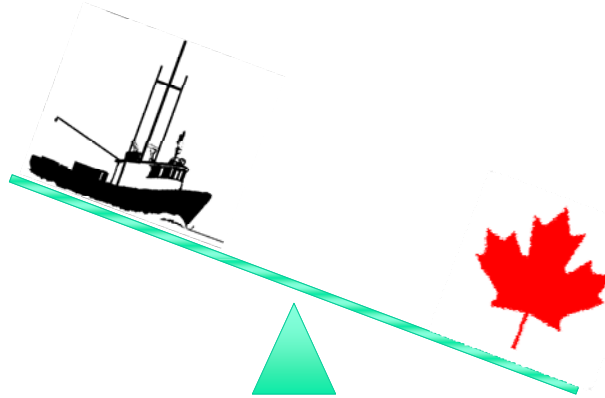
- It has become necessary to do more than prescribe and comply with safety requirements.
- TC and industry must manage risks to acceptable levels.
- Furthermore, TC and industry must commit to developing and maintaining a safety culture that continuously improves, learns, anticipates and becomes resilient to future changes and challenges.

10



## BEFORE 2007

The weight of the safety responsibility in fisheries was on the state.

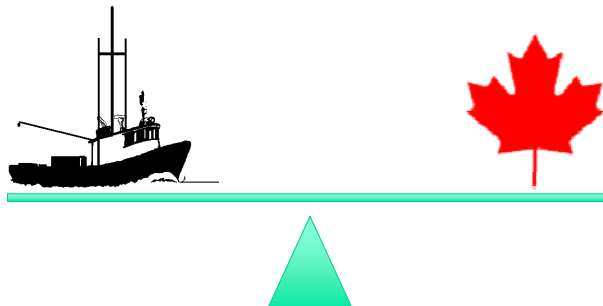


11



## 2007

The reform of the *Canada Shipping Act 2001* allowed to transfer part of the safety responsibility on the shipping industry. Responsibilities rebalancing.



12



## 2007 NEW CANADA SHIPPING ACT 2001

Greater responsibility for Authorized Representatives (ship owners) and Masters.

### **Section 106**

The AR ensures:

1. That the vessel meets the requirements of the regulations;
2. That procedures for safe operations and emergency procedures are in place;
3. That any person on board receives safety training.

13



## 2007 NEW MARINE PERSONNEL REGULATIONS

Introduce obligations for AR and Masters.

### **Section 206**

The AR provides to the Master written instructions to be followed to ensure that each crew member receives, before beginning his duties on board, familiarization on the following:

1. The shipboard equipment;
2. The operational instructions of the vessel;
3. Their assigned duties.

14

# TC'S APPROACH TO COMPLIANCE

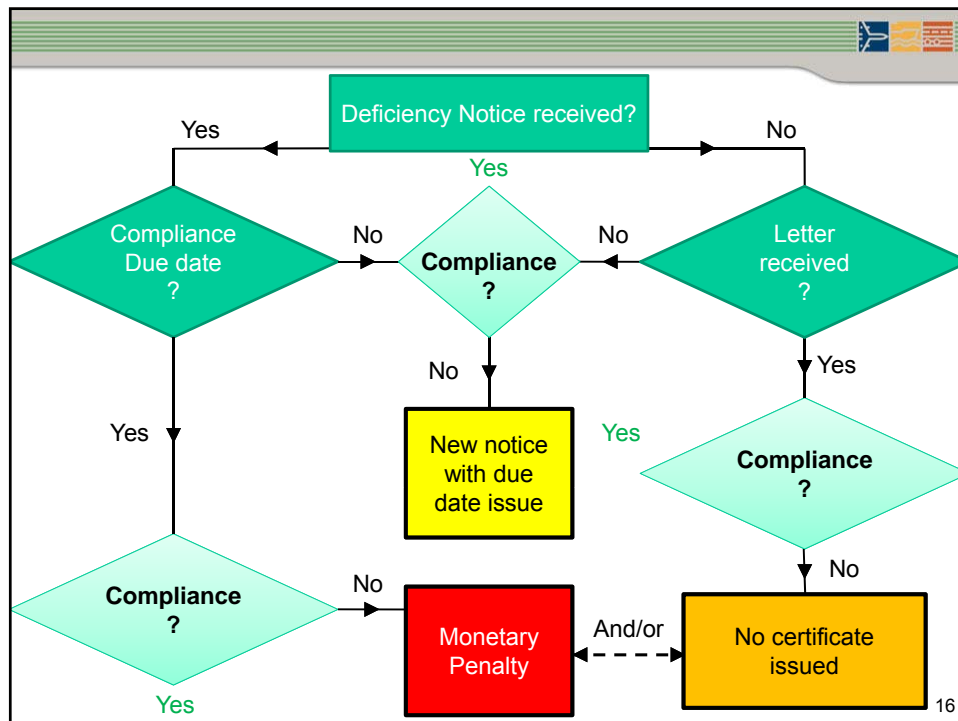
**Since 2007:** Information and awareness among fishermen.

**From 2011 to 2014:** Fishermen informed, during inspection, of non-compliance by Deficiency Notice.

**Spring 2015:** Letter sent to all RA to inform them of requirements to meet.

**Winter 2016:** Letter sent to all RA whose inspection certificate is due to advise them that no new certificate will be issued if the requirements in terms of familiarization, operational and emergency procedures are not met.

15



16





# MONETARY PENALTY

**2007: Administrative Monetary Penalties and Notices Regulations**  
(CSA 2001)

- Introduces penalties up to \$ 25,000 for violations of any provision of the Act or the regulations.
- Graduated approach to enforcement based on a risk assessment in order to identify the appropriate response.



# GRADUATED APPROACH

RISK ASSESSMENT RATING	RESPONSES
LOW	Verbal Warning
	Written Warning
	AMP – below 25 % of the maximum value
MODERATE	Order
	Direction
	Ticketing
	AMP – greater than 25 % but below 50 % of the maximum value
	AMP – greater than 50 % but below 75 % of the maximum value
	Modification, Restriction or Suspension of Certification/Authorization
HIGH	Order
	Direction
	AMP – greater than 75 % of the maximum value
	Removal of Certification/Authorization
	Recommendation for Prosecution

# RISK ASSESSMENT

## 1 - Likelihood:

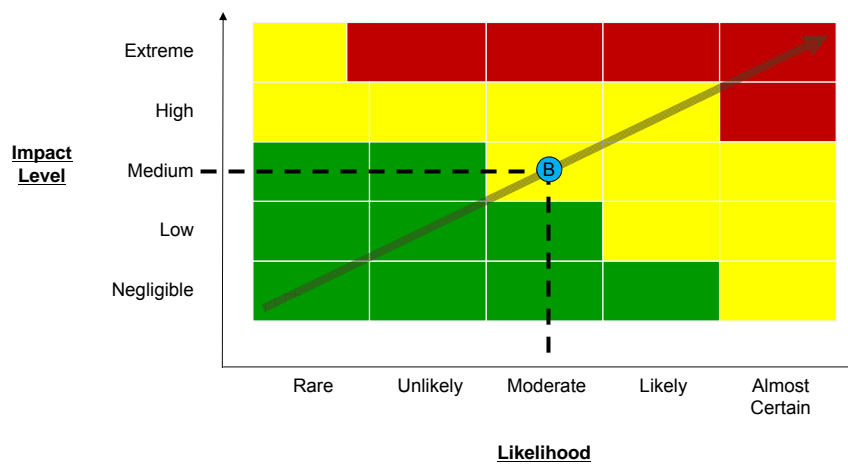
- a) Probability that the set of reviewed facts could lead to an event.
- b) Probability to re-offend.

## 2 - Impact:

- a) The effect of an event (that has occurred or not).

19

# RISK ASSESSMENT



20

## MONETARY PENALTY FOR VIOLATION TO SECTION 106 OF CSA 2001

If the violation caused no event:

- The rating will be **moderate**, the penalty will be between 25 % and 50 % of the maximum value of \$ 25,000.

Penalty = \$ 6,250 minimum

If the violation caused event:

- The rating will be **high**, the penalty will be between 75 % and 100 % of the maximum value of \$ 25,000.

Penalty = \$ 18,750 \$ up to \$ 25,000  
(depending on the consequences of the event)

21

## SCQFVS WEB SITE

The SCQFVS web site is accessible through the SCQFVS logo shown on the home page of the EPAQ web site: <http://www.epaq.qc.ca/>

École des pêches et de l'aquaculture du Québec  
Cégep de la Gaspésie et des Îles

BUSSOLA

FUTURS ÉTUDIANTS ÉTUDIANTS ACTUELS INDUSTRIE FORMATION CONTINUE CONTINUING EDUCATION

Navigue dans le monde numérique grâce au Service Informatique

ÉCOLE DES PÊCHES ET DE L'AQUACULTURE DU QUÉBEC

Merinov et le Cégep de la Gaspésie et des Îles félicitent deux lauréates d'un concours de l'Actas

Madame Isabelle Gendron-Lemieux, chargée de projet chez Merinov, Centre d'innovation de l'aquaculture et des pêches et Centre collégial de transfert de

COMITÉ PERMANENT sur la sécurité des bateaux de pêche du Québec

STANDING COMMITTEE on Quebec Fishing

22

# SAFETY MANAGEMENT SYSTEM

The "Safety Management Systems" link is accessible through the "Information" menu shown on the home page of the SCQFVS web site.



23

# SAFETY MANAGEMENT SYSTEM

Safety Management Systems templates are accessible through the "Safety Management Systems" menu.



24

# SAFETY MANAGEMENT SYSTEM

The screenshot shows a website interface for the 'École des pêches et de l'aquaculture du Québec'. At the top, there is a navigation bar with links for 'Accueil', 'L'ÉPAQ', 'Emploi', 'Nous joindre', 'Portails', and 'Recherche...'. Below this is a banner image of a conference. Underneath the banner is a horizontal menu with categories: 'FUTURS ÉTUDIANTS', 'ÉTUDIANTS ACTUELS', 'INDUSTRIE', 'FORMATION CONTINUE', and 'CONTINUING EDUCATION'. On the left side, there is a vertical menu with 'Terms of Reference', 'Executive Committee', and 'Annuals Meetings'. The main content area is titled 'Safety Management Systems' and contains two links: 'Template 1 - Safety Management Systems (SMS)' and 'Template 2 - Operational Procedures and Emergency Procedures'. A red arrow points to the second link. To the right, there are two logos: 'Transport Canada' and 'Canadian Coast Guard', each with a red maple leaf icon.

25

## THANK YOU!

Robert Fecteau  
Manager  
Marine Safety and Security  
Transport Canada Centre  
Est-du-Québec

robert.fecteau@tc.gc.ca

26