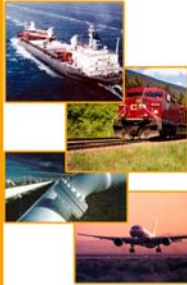




TSB



BST

Transportation Safety Board of Canada

A Safety Culture in the Fishing Industry

by
Captain Jean L Gagnon

Presentation

- Present an overview of the TSB
- Explain the investigation role of the TSB
- Describe a safety culture
- Present the TSB Recommendation regarding a safety culture

Key Government Departments in Marine Transportation

Fisheries and Oceans Canada

- **Canadian Coast Guard**
 - aids, ice-breaking, MCTS, Alert and Warning Network
- **Canadian Hydrographic Services**
 - maps, publications, hydrographic surveys
- **Fisheries and Aquaculture**
 - permits, species, habitat management

Environment Canada

- Pollution

Industry Canada

- Radiotelephony

Transport Canada

- regulator, certificates, inspection, plan approval

Transportation Safety Board

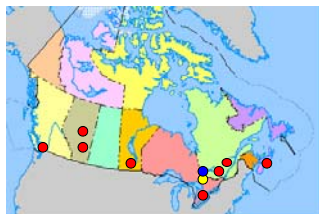
- investigations into transportation occurrences

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TSB Regional Offices

- Head Office is in Gatineau, Quebec
- The Engineering Laboratory is in Ottawa, Ontario.
- Regional offices to readily reach marine accident sites:



- Vancouver, British Columbia
- Toronto, Ontario
- Gatineau, NCR
- Québec, Quebec
- Dartmouth, Nova Scotia

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TSB is an Independent Agency

- The TSB is independent from other governmental departments and agencies.
- It consists of up to five Board members, including a chairperson, and approximately **235 employees**.
- The TSB was inaugurated in March **1990**.
- The TSB investigates **marine, pipeline, railway** and **aviation** transportation occurrences.

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Canada

Mission of the Board

The mission of the TSB is to conduct independent safety investigations and communicate risks in the transportation system.

- The TSB publishes marine investigation reports and issues recommendations, Board concerns, safety advisories and safety information letters.

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No Blame Culture at TSB

Canadian Transportation Accident Investigation and Safety Board (CTAISB) Act:

7(2) In making its findings, ... it is not the function of the Board to assign fault or to determine civil or criminal liability; ... the Board shall not refrain from fully reporting ...

(3) No finding of the Board shall be construed as assigning fault or determining civil or criminal liability.

Other departments are given the role of determining civil or criminal liability (see 14(4)).

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Who Must Report a Marine Occurrence

CTAISB Act

3.(1) ... the owner, operator, charterer, **master**, pilot, and any crew member of the ship shall report to the Board ... as soon as possible.

Reportable Marine Occurrence

Reportable Marine Accident & Reportable Marine Incident

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Reportable Marine Occurrences (CTAISB Regulations)

Marine Accident

- A person sustains :
 - a serious injury
 - is killed
- A ship :
 - sinks or capsizes
 - collision
 - fire or explosion
 - grounding
 - damage affecting seaworthiness or rendering unfit
 - missing or abandoned

Marine Incident

- A person :
 - falls overboard
 - physical incapacitation
- A ship :
 - +100 gross tonnage / bottom contact
 - fouls utility cable or pipe
 - risk of collision
 - total failure of machinery
 - shift or loss of cargo overboard
 - beaching
 - dangerous goods released on board or from ship

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How to Report a Marine Occurrence

CTAISB Act

3(2) A report made to a radio ship reporting station shall be considered to have been made to the Board

- A MCTS centre is considered a radio ship reporting station
- An employee of the MCTS centre acts as an Alert and Warning Network officer and reports to the stakeholders, such as, TSB, TC, DFO, etc.

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Mandatory Reporting by the Captain

CTAISB Act

- 3(4) *In addition to the reporting (report to a CCG radio station), the master of a ship ...shall submit to the Board all the information ... within 30 days after the accident or incident.*

The image shows a form titled "Report of a Marine Occurrence (Rapport sur un Evénement de Mer)". It contains several sections with fields for reporting details, including ship information, incident description, and contact information. The form is in both English and French.

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IMO Safety Culture Definition

An organization with a "safety culture" is one that gives appropriate priority to safety and realizes that the safety has to be managed like other areas of business.

It is more than merely avoiding accidents ... It is to do the right thing at the right time in response to normal and emergency situations.



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Taking 'Risks'

- We all take risks, at work, at home and while playing sports.
- In the fishing industry, risks are also taken; this domain is highly competitive and one cannot neglect the economic competition.



WHY do accidents occur ?

- We tend to manage risk at the limit deemed acceptable.
- We tend to use short-cuts and as such do things that are riskier.

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A True Safety Culture

Standards by which **acceptable risks** are measured and what must be done to reduce that risk

- Training on stability and seaworthiness.
- Risk and hazard awareness.
- Fatigue awareness.
- Effective safety communications.
- Discussions of lessons learned.
- A culture that does not attribute blame by default.
- A accident reporting culture (lessons learned).
- Integrating management into the safety model.
- Continuous improvement targets.

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Board Recommendation *Alex B. 1 Investigation*

Only through a concerted and overarching effort to change the existing paradigm within the fishing community, and specifically establish a true safety culture within it, can the risks to fishers be reduced to acceptable levels. The Board therefore recommends that:

Transport Canada, in coordination with Fisheries and Oceans Canada, fisher associations and training institutions, develop a national strategy for establishing, maintaining and promoting a safety culture within the fishing industry. (M03-02)

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Keys to Achieving a Safety Culture

- Recognizing that accidents are preventable.
- Managing risks at an acceptable level.
- Following correct procedures and established best practices.
- Constantly thinking safety in all areas of business.
- Seeking continuous improvement.

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Things to Remember Regarding the TSB

- The TSB is independent of other departments involved in transportation.
- Seafarers are required to report marine occurrences to the TSB.
- The mandate of the TSB is to conduct independent safety investigations into selected accidents.
- The TSB functions in a no blame culture.
- The TSB publishes findings in marine investigation reports.
- The TSB issues recommendations, Board concerns, safety advisories and safety information letters.

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In Summary

- Decision-makers on board fishing vessels must instill the attitudes necessary to ensure safety objectives are met.
- Fishermen must take ownership of established best practices.

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TSB Web site

The screenshot shows the homepage of the Transportation Safety Board of Canada. At the top, there is a header with the TSB logo, the name in English and French, and the Canadian flag. Below the header is a navigation bar with links for Français, Home, Contact Us, Help, Search, and canada.gc.ca. The main content area is divided into several sections: a 'Welcome to the TSB' message, a 'Features' section with links for Featured Investigations and Career Opportunities, a 'Quick Links' section with links for Media Room, What's New, Reports, and Online Forms, and a 'Safety Communications' section with links for Recommendations and Safety Concerns. A 'Main Links' sidebar on the left contains links for TSB Home, About the TSB, Occurrence Reporting, Investigation Process, Confidential Reporting, Publications, Acts and Regulations, Standards and Policies, Related Links, Subscription Services, and a 'Home' section for Marine, Pipeline, Rail, and Air. The 'Investigations Recently Featured' section highlights three reports: 'Aviation Investigation Report' (Hard Landing - Fuel Leak and Fire), 'Marine Investigation Report' (Capsizing While Under Tow), and 'Rail Investigation Report' (Runaway and Derailment).

www.bst-tsb.gc.ca

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Thank You

Your questions are welcomed

E-Mail

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