

## MINUTES

of the ninth annual meeting  
the Standing Committee on Quebec Fishing Vessel Safety

# STANDING COMMITTEE

## on Quebec Fishing Vessel Safety



"The profession of fisherman in terms of responsibility"

Transport Canada / Marine Safety and Security  
Fisheries and Oceans Canada / Canadian Coast Guard

**DATE: February 13, 2014**

**LOCATION: Hôtel des Commandants, 178 de la Reine, Gaspé (Québec)**

### PRESENT:

Albert, Gilles <i>Association des pêcheurs de la MRC de Pabok inc.</i>	Cotton, Dave <i>Pêcheries Daname</i>	Jalbert, Isabelle <i>École des pêches et de l'aquaculture du Québec</i>	Ouellet, François <i>IRSST</i>
Arsenault, Lisa <i>Transport Canada</i>	Coulombe, Francis <i>Merinov</i>	Joncas, Eddie <i>Les pêcheries Gédéma inc.</i>	Paré, Sébastien <i>Pêcheries Marc Paré inc.</i>
Arsenault, Serge <i>Les Pêcheries Serge-Luc inc.</i>	D'Amours, Éric <i>Transport Canada</i>	Joncas, Jeannot <i>Office des pêcheurs de crevettes de la Ville de Gaspé</i>	Parent, Carl <i>Office des pêcheurs de crevettes de la Ville de Gaspé</i>
Basque, Johanne <i>Micmac Nation of Gespeg</i>	Deraspe, Mario <i>Association des pêcheurs des Îles-de-la-Madeleine</i>	Langelier, Serge <i>AMIK</i>	Parent, Robert <i>Gestion G.R. Bic inc.</i>
Bélanger, Denis <i>Transport Canada</i>	Desbois, Nicol <i>Pêcheries Nicol Desbois inc.</i>	Lantin, Frédéric <i>Merinov</i>	Pelletier, Simon <i>Transport Canada</i>
Bernatchez, Claudio <i>Chic-Chocs School Board</i>	Dorion, Émilien <i>Regroupement des pêcheurs professionnels du sud de la Gaspésie</i>	Lapierre, Jenny <i>BAPAP</i>	Poirier, Alain <i>Centre SCTM de Rivière-au-Renard</i>
Blouin, Alain <i>Transport Canada</i>	Doucet, Marc <i>Les Pêcheries Lucien Doucet et fils inc.</i>	Larouche, Annie <i>Transport Canada</i>	Polichuck, Eric <i>Micmacs of Gesgapegiag</i>
Boulianne, Michel <i>Transport Canada</i>	Dufresne, Pierre-Marc <i>Association des capitaines propriétaires de la Gaspésie</i>	Leblanc, Camil <i>Les Entreprises Léo Leblanc et fils</i>	Renaud, Alain <i>RPPG</i>
Bourdages, Yan <i>Association des capitaines propriétaires de la Gaspésie</i>	Duguay, Gilles <i>Regroupement des pêcheurs professionnels du sud de la Gaspésie</i>	Lefebvre, Daniel <i>Fisheries and Oceans Canada - Canadian Coast Guard</i>	Richard, Jean-Guy <i>Laval University</i>
Bourgeois, Suzanne <i>Transport Canada</i>	Dupuis, Mario	Lelièvre, Gino	Richard, Léa <i>Maritime Fisheries Workforce Sectoral Committee</i>
Bourgeois, Yves <i>MAPAQ</i>	Dupuis, Vincent <i>Association des capitaines propriétaires de la Gaspésie</i>	Lelièvre, Jean-Élie	Savage, Yvon <i>Pêcheries Yvon Savage</i>
Burke, David <i>Association des pêcheurs de Grosse-Île</i>	Fecteau, Robert <i>Transport Canada</i>	Martel, Alain <i>Canadian Coast Guard</i>	Servant, Denis <i>Marine Assessment Services</i>

Cantin, Pierre <i>Association des pêcheurs de crevettes de Matane</i>	Fortin, Christian <i>CSST</i>	Montreuil, Sylvie <i>Laval University</i>	Servant, Josyane <i>Nicomer Assurances</i>
Castonguay, Michel <i>CSST</i>	Fraser, Jean-François <i>Navigation Maluje inc.</i>	Morris, Dave <i>AssurExperts Clovis Morris</i>	Sylvestre, Renaud <i>Chic-Chocs School Board</i>
Chevarie, Lise <i>Merinov</i>	Fraser, Mathieu <i>Navigation Maluje inc.</i>	Murray, Hubert <i>Merinov</i>	Synnott, Guillaume <i>Pêcheries Guillaume Synnott</i>
Cloutier, Yvan <i>Office of Crab Fisherman of Area 16</i>	Gosselin, Raynald <i>Fisheries and Oceans Canada</i>	Neatt, Steven <i>Transportation Safety Board of Canada (TSB)</i>	Thériault, Jocelyn <i>Regroupement des pêcheurs professionnels des Îles</i>
Cormier, Marcel <i>Fédération des pêcheurs semi-hauturiers du Québec</i>	Grenier, Jessica <i>Transport Canada</i>	Nicolas, Marilène <i>École des pêches et de l'aquaculture du Québec</i>	Tremblay, Michel <i>Merinov</i>
Côté, Yannick <i>Pêcheries Floran Côté inc.</i>	Grenier, Marc <i>CSST Gaspésie-Îles-de-la-Madeleine</i>	Nicolas, Robert <i>École des pêches et de l'aquaculture du Québec</i>	Vigneault, Guy <i>Pêcheries Shipek</i>
Cotton, Allen <i>Les Pêcheries Allen Cotton</i>	Henry, France <i>Biorex</i>	O'Connor, Bertrand <i>Office des pêcheurs de crevettes de la Ville de Gaspé</i>	Vigneault, Serge <i>MAPAQ</i>
Cotton, Dan <i>Pêcheries Dan Cotton</i>	Hubert, Gilles <i>Transport Canada</i>	O'Connor, Guy <i>RCMP</i>	

Meeting starts: 8:30 a.m.

### 1. Welcome and instructions

Daniel Lefebvre, Canadian Coast Guard

Daniel Lefebvre welcomes the many participants to the ninth annual meeting of the Standing Committee on Fishing Vessel Safety in Québec and thanks them for attending. He reminds everyone that the meeting is a forum in which participants can discuss their situations and the services that are available to them. Mr. Lefebvre explains the rules and introduces the day's agenda, which was pre-approved by the Board of Directors.

### 2. Presentation of the Annual SCFVS Award

Robert Fecteau, Transport Canada

Robert Fecteau makes the official presentation of the Annual SCFVS Award, now in its second year. He announces the 2014 winner: Dave Cotton. The SCFVS wishes to acknowledge Mr. Cotton's excellent work promoting the development of a culture of safety within the fishing industry. As a professional fisherman, Mr. Cotton contributes, by way of his best practices in safety management, to educating other Québec fishermen about the importance of responsible behaviour in improving safety at sea. Moreover, as a teacher, he enthusiastically and effectively communicates his passion for the profession as well as his concern with regard to navigational practices and safe operations.

### 3. Standing Committee on Fishing Vessel Safety in Québec (Meeting of 2013, Frame of Reference, Board of Directors – Elections)

Robert Fecteau, Transport Canada  
Daniel Lefebvre, Canadian Coast Guard

Robert Fecteau explains the formation of the SCFVS Board of Directors. He notes that the mandate of the fishery representatives on the Board of Directors has expired and that new representatives need to be elected. Daniel Lefebvre moves that Mr. Fecteau act as the election chairman and that Simon Pelletier act as the election secretary. The motion is accepted.

Since six representatives presented themselves for the five vacancies in the fishing industry, it was recommended that all six interested parties be elected instead of the five provided for in the frame of reference. This motion was accepted.

The representatives for the fishing industry for the next three years are:

- Mr. Mario Dupuis
- Mr. Marc Doucet
- Mr. Pierre-Marc Dufresne
- Mr. Jocelyn Thériault
- Mr. Alain Renaud
- Mr. Guillaume Synnott

The elected representative for the fisherman training industry is:

- Mr. Claudio Bernatchez

#### 4. "The profession of fisherman in terms of responsibility"

Robert Fecteau, Transport Canada

Robert Fecteau gives a presentation introducing the theme of the annual meeting: "The profession of fisherman in terms of responsibility".

The presentation is available at [www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014](http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014).

#### 5. Canadian Coast Guard - Search and Rescue

Alain Martel - Canadian Coast Guard

Alain Martel presents statistics on search and rescue operations in the Québec region and elaborates further on the issue of "Sylvain 5".


The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>.

#### Resolution:

*Several participants lament the Canadian Government's intention to close the radio center of the Canadian Coast Guard (CCG) of Rivière-au-Renard in 2015. They are concerned about the potential effects of this decision on the safety of Québec fishermen in the Gulf and on the St. Lawrence River. It is recommended that the SCFVS adopt a resolution to support fisherman in their fight against the closing of the radio center of the Canadian Coast Guard (CCG) of Rivière-au-Renard:*

- *Robert Fecteau asks if the motion to support the position fisherman and stakeholders in their request to keep the Marine Communications and Traffic Services station of Rivière-au-Renard (MCTS) open is accepted.*

*The motion is accepted unanimously.*

 (Yan Bourdages) — Mr. Bourdages notes that it is not only the Gulf fishermen who need a communications center such as that in Rivière-au-Renard, but all of the users of this sector, including the fishermen of Nova Scotia and the crews of merchant ships. The station's proximity can "untangle many

knots when it comes to reacting quickly, compared to a Québec station." He notes that this has already happened east of Newfoundland when a distress call was received... in Italy!

☞ (*Émilien Dorion*) — The speaker also mentions the numerous recreational boaters from the Gaspé "who all talk with Rivière-au-Renard. If they contact Québec, that center will not be able to bring them into line with L'Anse-à-Beaufils."

Daniel Lefebvre adds that the CCG is also part of a regional committee on recreational boating and that this topic is of concern in the Gaspé, where we see an increase in recreational boaters. He also says that these same concerns have been raised by the owners of commercial vessels.

## 6. Managing the prevention of work accidents on board fishing vessels

Michel Castonguay, CSST

Michel Castonguay discusses the importance of management and prevention with regard to safety in order to make fishing safer and to help owners and operators meet legal and regulatory requirements.

The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>).

## B R E A K

☞ (?) — An unidentified speaker explains that the problem lies in the fact that every boat is unique. He suggests individual assessments.

Mr. Castonguay tries to reassure everyone in the room: "Can there be a regulation that applies to all boats? The answer is no, although there are certain elements common to all vessels. Therein lies the importance of insisting upon each captain-owner the importance of managing accident prevention themselves. Even if we can help them, they are the ones who know best the risks."

☞ (*Pierre-Marc Dufresne*) — The speaker also agrees that we cannot generalize and set regulations for all boats.

Mr. Castonguay notes that, in the event of an accident, the role of the CSST consists of making sure that it does not happen again. "But the solution remains the employer's responsibility. We always speak with the owner to find solutions for the management of health and safety." He reminds those present that they can contact him if necessary.

## 7. New regulations on fishing vessel safety

Simon Pelletier, Transport Canada

Simon Pelletier presents the new stability requirements for fishing vessels that should be included in Division 3 of the new *Fishing Vessel Safety Regulations*.

The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>.

☞ (*Émilien Dorion*) — The speaker wishes to know whether the conversion from tonnage requirements (15 tons) to size requirements (15 meters) is still set for August 2014. Mr. Pelletier replies that there are no plans for this change yet. Changes will be made with regard to the categories of vessels that need to be inspected, but nothing is certain at this time.

☞ (?) — An unidentified participant wishes to know if this new regulation will also apply to existing vessels or just new ones. Mr. Pelletier cannot say, at the time, what proportion of existing vessels will be affected, because nothing is final yet.

☞ (*Émilien Dorion*) — With regard to sheltered waters, Mr. wishes to know whether immersion suits will be required. Mr. Pelletier says yes, but he will check to be sure.

Mr. Fecteau takes this opportunity to reassure the fishermen: they will be consulted and given enough time to comply with the new regulations. Moreover, the requirements will be the same across the country and their entry into force will be gradual.

☞ (?) — An unidentified speaker asks about the self-inspection process.

Mr. Pelletier explains that for his boat, which is 65 feet long, periodic inspections will continue to apply. Self-inspections, on the other hand, will affect boats of 15 meters or less.

☞ (?) — An unidentified speaker asks how self-inspection works. "You fill out the form and tell Transport Canada that everything is fine, and that's it?" Mr. Pelletier clarifies that a self-check system is already in place in the province of Québec (450 boats, more than half the fleet, says Mr. Fecteau) and that it is a tool to help fishermen comply with regulations.

☞ (?) — An unidentified speaker wishes to know who is in charge of inspecting vessels of 50 feet or more. Mr. Fecteau replies that that is precisely the topic he will address after Mr. Pelletier's presentation. However, the latter replies that Transport Canada is in charge of compliance visits for boats of 15 to 24 meters.

Robert Fecteau goes on to explain that almost all (98%) of the fleet of more than 15 tons is already compliant with the future stability requirements and that the owners of smaller vessels can count on the support of TC inspectors to demonstrate the compliance of their vessels with the future stability standards.

☞ (*Robert Parent*) — Mr. Parent would like to know whether Transport Canada takes anti-roll equipment into account when assessing stability. Mr. Pelletier replies that the installation of such equipment is in fact considered a significant change. The speaker gives as an example a boat that, at cruising speed, loses a beavertail or a "fish", "will the lever arm be strong enough?" He asks whether there is a test to verify this phenomenon, namely by placing equipment on one side of the boat to see what happens. Mr. Pelletier explains that the criteria will remain static and non-dynamic. Robert Fecteau adds that it is not the Department's job to go that far (stability maintained despite equipment failure) and that such matters are the owner's responsibility.

☞ (*David Burke*) — This fisherman from the Îles-de-la-Madeleine says that despite stability tests, no one checks whether fishermen meet the conditions of the stability booklet, e.g., a vessel limited to the transportation of 100 lobster cages on the bridge and which is carrying 150. He thinks this makes no sense, especially since these tests cost owners money. Mr. Pelletier clarifies that the owners of vessels less than 15 tons will be subject to new requirements and that there will be greater flexibility with regard to vessels with higher tonnage. The calculation method will be simplified, but will not allow for the assessment of stability under all conditions as would the much more expensive dynamic studies. This new method is based on the accountability of each owner. The speaker reiterates that this is all well and good, but once the stability booklet is full, owners can do whatever they want and there is no one to check... what is it all for? Mr. Pelletier replies that Transport Canada will emphasize compliance checks and the application of relevant measures in instances of noncompliance. The fisherman is happy with the reply and concludes that nothing beats common sense.

☞ *(Mario Deraspe)* — Mr. Deraspe wishes to know whether lobster fishermen will be affected by the ISO tests. Mr. Pelletier confirms that it should be similar to passenger ships, which have shown no problems. The speaker expresses his doubt that the entire fleet is found compliant during the simplified tests and asks about the associated costs. Simon Pelletier explains that, because the costs are too high, Transport Canada has created forms for owners. "We will help you, show you how to do it, but we won't do it for you. We will even provide you with a calculator."

## 8. Alternative service delivery for Transport Canada's Marine Safety and Security

Robert Fecteau, Transport Canada

Robert Fecteau says that, from now on, owners of fishing vessels of more than 24 meters will have to rely on a third party, a recognized classification society, to obtain inspection certificates for their vessels. Mr. Fecteau insists that the primary goal of the *Alternative Service Delivery Program*, which includes the delegation of tasks to third parties by Transport Canada, aims to allow the Department to focus on the most at-risk vessels.

☞ *(Nicol Desbois)* — Mr. Desbois says he is reluctant to have his two boats inspected by the private sector because of how much he has heard it costs. "Can't we stay with you guys? We'll be nice!" Robert Fecteau replies that the Association of Captain-Owners has submitted a request to this effect in Ottawa, but that he does not know the answer. "The topic of fishing vessels of more than 24 meters is always a topic of discussion with us. Fishermen say that it could discourage them from having larger boats and we would like to avoid this kind of consequence," he adds.

☞ *(Vincent Dupuis)* — Mr. Dupuis confirms that, at the time of the meeting, the Association of Captain-Owners of the Gaspé had not yet received a response from Ms. Gascon. He expresses concern regarding a request made to the Department to increase boat length to 90 feet and inform participants that the association has requested that fishing vessels be exempt from the new regulation and continue to be inspected by Transport Canada.

Vincent Dupuis then asks, among the five classification societies, how many have the expertise and willingness to inspect fishing vessels. Mr. Fecteau replies that these firms have the required expertise, that "these people are very competent with regard to the inspection of all kinds of vessels" and that some have standards for fishing vessels (Bureau Veritas and DNV). "As for what their interest will be in serving a regional clientele, no market research has been done on the topic." Mr. Dupuis would also like to mention the cost factor, because the costs incurred could jeopardize the viability of certain small-scale fisheries.

### Resolution:

*Mr. Dupuis recommends that a resolution to this effect be adopted by the STFVS.*

- *Robert Fecteau asks whether the motion to support the position of the fishermen of the Fishermen's Association of Captain-Owners of the Gaspé, namely that fishing vessels be excluded from Transport Canada's alternative service delivery, is accepted.*

*The motion is accepted unanimously.*

L U N C H

## 9. Drugs in the workplace

Guy O'Connor, Royal Canadian Mounted Police

The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>.

Robert Fecteau explains that the topic of drugs in the workplace was suggested by fishermen and also addresses a presentation (Jean Nadeau, BST) given at the 2013 symposium on the effects of fatigue at sea and the use of substances to counter it. "The topic was considered of enough interest to discuss this year." Before his presentation, Guy O'Connor gives the floor to Andrew Griffiths, head of the RCMP office in the Gaspé. Mr. Griffiths explains the mandate — in particular the coastal monitoring program — of the RCMP. He confirms that more and more drugs are entering the country by boat. "If you see anything suspicious, do not hesitate to contact me, it will stay confidential and there may be a reward for the information."

Guy O'Connor gives his presentation, which summarizes the nature and effects of all substances, including alcohol and illegal drugs.

Given the lack of questions or comments, Mr. O'Connor suggests that any parents in the room read a booklet entitled *Savoir plus, risquer moins* (Know More, Risk Less) by the Québec center for Addiction Prevention, a best-seller in Québec for sale everywhere, even in pharmacies. "Teenagers will pick it up the moment you leave it lying around at home..." He gives the examples of BZP, an antiparasitic the effects of which are similar to ecstasy and that is given to young people, and bath salts, major stimulants that have landed many young people in the emergency room. Robert Fecteau concludes by saying that, in the near future, there will likely be more specific workshops to better provide information on these problems and their prevention.

## 10. Safety Management Systems (SMS)

Yoland Plourde, ÉPAQ

Yoland Plourde gives a presentation on a new course in safety management offered by ÉPAQ.

The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>.

☞ (?) — An unidentified speaker wishes to know if this safety management plan is a guideline toward which we should strive or a standard and requirement in the near future.

Mr. Plourde replies that it is not yet mandatory, but that it will be strongly recommended. In his opinion, such a plan will significantly facilitate inspections, even if it does take some time to implement in the beginning.

☞ (?) — The speaker goes on to suggest that things be done properly, but "not so complicated that we can't think about fishing."

Mr. Plourde replies that it is the fishermen who will establish their own safety systems based on their needs. It will be a little complex at first, because it will be new.

Robert Fecteau confirms that fishermen are not legally required to put in place a safety management system, with the exception of those more than 24 meters (shortly). However, legal requirements force fishermen to manage their safety on their vessels and to take on responsibility in this area. He is therefore of the opinion that a SMS is essential for any fishermen who wants to be covered. This is why Transport Canada is doing everything it can to encourage fishermen to take responsibility in this chapter. "And the SMS should be very simple," he adds, noting that many organizations are developing such tools.

Mr. Fecteau introduces the last topic of the day. He says that since the study on falls overboard was first presented to the Standing Committee in 2012, the issue has made its way. It was therefore important that the point be made two years later. It is a research project that reveals a new way of working together to find a solution to a problem. "I hope we will continue to work in this direction in the coming years."

## **11. Reducing the risk of falling overboard in lobster fishing: the contribution of safety and ergonomics**

Francis Coulombe, Merinov

François Ouellet, from the Institut de recherche Robert-Sauvé en santé et en sécurité au travail (IRSST), informs the participants that the report on the study done on roll damping systems was posted on the IRSST website the day of the meeting.

Francis Coulombe introduces the topic. After his presentation, he thanks the crews who participated and all the people and organizations who contributed to the success of the research project.

The presentation is available at <http://www.epaq.qc.ca/cpsbp/reunions-annuelles/reunion-2014>.

☞ (*Alain Renaud*) — The speaker begins by stating that lobster fishing conditions are different in the Îles-de-la-Madeleine than they are in the Gaspé. More specifically, he says that the slab device is ill suited to the method used in the Gaspé, because the cages are not lifted at the same end of the boat. Mr. Coulombe replies that it is precisely by continuing to talk with fishermen about such matters that we will be able to move forward. "We are not looking to radically change the habits of fishermen, we are talking about optimization here. We don't want to force anything, rather we want to propose, in a climate of interaction."

☞ (*Émilien Dorion*) — Mr. Dorion suggests perhaps finding a system to move the cable to the rear. He does not know exactly where improvements could be made, but he says he is open to suggestions. Francis Coulombe replies that he has found that the vast majority of fishermen make sure that the rope is in front of them, that they often place it under the sheer strake, far from the feet. That they have a culture of risk prevention.

Several people continue the discussion on the various techniques that have been tried. It is reiterated that what may be acceptable in the Gaspé may not necessarily be so for the fishermen of the Îles-de-la-Madeleine. All fishermen are informed, says Mr. Coulombe, which generates discussion and moves the issue forward.

☞ (?) — An unidentified fisherman says: "We see these people working in the harbours every spring, it's crazy... I don't understand why Fisheries and Oceans Canada doesn't engage in lightning. When fishing begins on Sundays, fishermen could be given two days to pay out traps instead of one, which would prevent overloads. This is the first thing the department should do."

Raynald Gosselin, from Fisheries and Oceans Canada, suggests that fishermen discuss it during the meetings of the sectoral advisory boards. "I know that in the Îles-de-la-Madeleine they have already discussed this issue, such as when winds exceed a certain limit a procedure is put in place and the launch is delayed."

Another unidentified speaker replies that, in the Gaspé, they use phone calls in the event of uncertain weather to decide if fishermen should go out to sea. The decision is made by representatives of each area. "If my memory serves, at 25 knots or more, everyone stays dockside."



"I know that methods are discussed with the industry," says another unidentified speaker. "The method used on the Islands was called into question this year and will be changed. This is the topic of ongoing discussions between Fisheries and Oceans Canada and the industry with a view to making improvements."

Another unidentified speaker says: "I can testify that, in 2012, discussions were held between fishermen and management officials in the Gaspé because we wanted to work the two openings of the season and take advantage of the fact that it starts later in the Islands, but the season started later in the Gaspé. So I had to adapt my sampling plan based on the different winds from one sector to another and the decision was finally made together."

Another fisherman adds: "Another change expected this year: owners of two boats will be able to use the largest and safest to pay out the cages."

In conclusion, Robert Fecteau finds it very interesting that solutions may lie in the observation and research of best practices and in raising awareness among fishermen rather than in imposing solutions. "Working together is our best way forward. The data collected enriches our knowledge and gives us clearer insight into the real dangers faced by lobster fishermen." He informs participants that the meeting of the monitoring committee on the prevention of falls overboard is set to take place right after the meeting of the SCFVS.


## 12. Draw and closing remarks

Robert Fecteau, Transport Canada

Mr. Fecteau thanks the presenters and participants for their comments and also thanks the partners who made this annual meeting possible, including the Canadian Coast Guard (sound and audiovisual), the ÉPAQ and BAPAP (coffee breaks), and the CSST (cost of the room). He expresses the belief that participation can be further increased with a view to advancing the issues affecting the safety of fishermen.

In 2015, the SCFVS will be in its tenth year. "We are already working on this event-anniversary. Tell your fishing associations, colleagues and bosses that it will be a major event, with interactive activities followed by a plenary and an evening banquet. Not to mention a whole new board of directors, with the involvement of a large number of fishermen who will work with us to prepare a meeting that will meet everyone's expectations and interests."

Two attendance prizes are drawn (annual update of the fishing log), courtesy of the BAPAP. The winners are René Tapp and Yolande Plourde. Finally, Mr. Fecteau draws the two travel bags. The names drawn are those of Gilles Duguay and Éric Polichuk.

 (Nicol Desbois) — As a final comment, Mr. Desbois reiterates the same request he makes every year: that a medical certificate no longer be required in order to obtain a Class 3 licence. "I don't think it is useful, if I have a heart attack on my boat, my colleague will be able to return it to port, because it's not an aeroplane. Moreover, I think the cost (\$195) is a bit high to pee in a cup."

Robert Fecteau replies that this request was denied by Ottawa, even though the abolition of medical requirements had been obtained for a Class 4 licence. Denis Bélanger explains that the Class 3 licence is subject to the International Convention to which Canada is a signatory and that the medical certificate is part of the requirements, whereas the Class 4 licence is now domestic.

Mr. Fecteau says, in closing, that the 2015 meeting will be held in Rimouski on the same date and will span two days. He notes that meetings of the SCFVS have been held in the region on two previous occasions, in Grande-Rivière and in the Gaspé, and that the one in 2014 happened to coincide with the *Congrès Pêches et Innovation* in which many people were already participating (reducing travel).

He thanks his assistants, Lisa Arsenault, Jessica Grenier and Suzanne Bourgeois for their invaluable contribution, and Simon Pelletier for his invaluable help in preparing the event.

The meeting is adjourned.