

Managing the Prevention of Occupational Accidents Aboard Fishing Boats

Who manages prevention, you or chance?

You    

Parce que le Québec a besoin
de tous ses travailleurs

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Managing is something fishers do every day. They have to:

- **Manage catches**
- **Manage fuel**
- **Manage boat supplies**
- **Manage equipment, etc.**

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**In the case of prevention,
management is often intuitive,
it is not organized.**

**When an unforeseen event occurs,
the risk of accidents increases
exponentially.**

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Remarks often heard about prevention:

“The guys know what they’re doing, they’re not crazy!”

“Yes, I’m safe! I’m fully outfitted with rescue equipment: lifeboat, beacons, etc.”

“The Transport Canada inspector came by and everything’s OK.”

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When we ask: Do you manage health and safety on board?

Most answer yes, because they have marine flares, a lifeboat, survival suits, everything according to regulations and up-to-date.

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Rescue equipment
(which is indispensable)

**is used to deal with the effects of an
accident after it happens...**

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Prevention involves instituting ways and means to avoid the accident from happening or to mitigate its consequences.

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Typical Accident

(2001-2010 statistics)

A dockhand between 35 and 44 years old injures his back or fingers after being crushed or caught by an object or piece of equipment.

He was struck by an object or overexerted himself on a Saturday in May.

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Legal Responsibilities

An Act Respecting Occupational Health and Safety (AOHS), section 51:

“Employer obligations:

Every employer must take the necessary measures to protect the health and ensure the safety and physical well-being of his worker...”

Canada Shipping Act (CSA), 2001, section 109:

“(1) The master of a vessel shall take all reasonable steps to ensure the safety of the vessel and of persons who are on board or are loading or unloading it while using equipment on it.”

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AOHS, section 2:

“The object of this Act is the elimination, at the source, of dangers to the health, safety and physical well-being of workers.”

CSA, 2001, section 109:

“(2) If the master of a vessel is informed of a safety hazard, the master shall, unless the master determines that the hazard does not exist, take reasonable measures to protect the vessel and persons on board from the hazard, including eliminating it if feasible. If it is not feasible to eliminate it, the master of a Canadian vessel shall notify the authorized representative.”

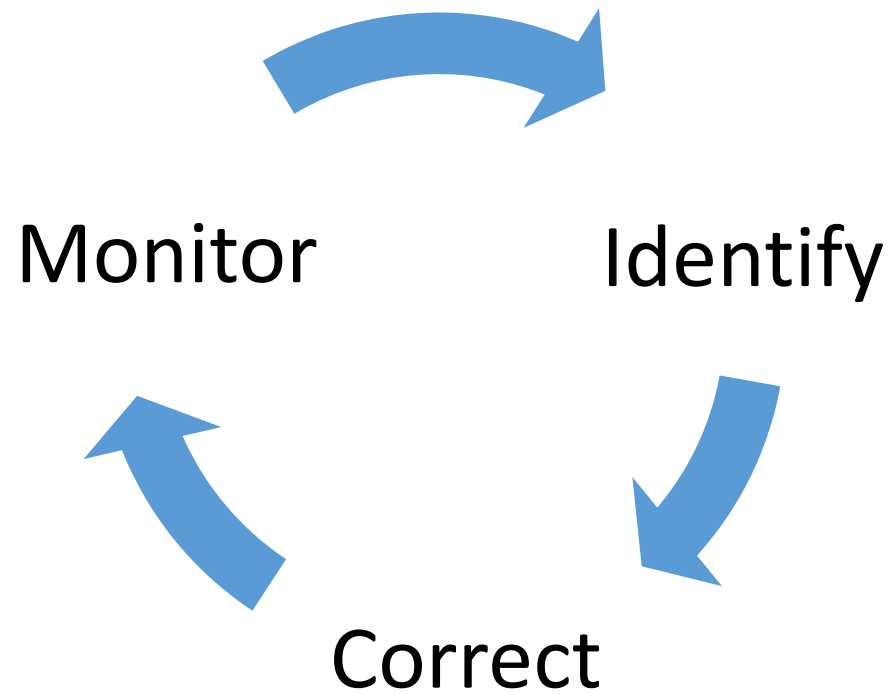
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In order to manage risks, they first need to be identified.

Then, they need to be corrected.

And lastly, the corrective measures that are put in place need to be monitored to ensure they remain effective and ongoing.

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You are aware of onboard risks and dangers.

You can identify them.

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**The next step is to institute
corrective measures.**

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Finally, a monitoring system needs to be implemented to ensure that what has been put in place stays in place (ongoing basis)

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Health and Safety Guide



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Training is also available on safety management systems at the École des pêches et de l'aquaculture du Québec (EPAQ).

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Accès pêches

Comité permanent sur la sécurité des bateaux de pêche du Québec (CPSBPQ)



Pêches commerciales

Des solutions existent pour les capitaines-propriétaires et les pêcheurs !

- Avant de monter à bord, sécuriser le pont et les treuils;
- Mettre en place des moyens (comme une rambarde) pour éviter les chutes par-dessus-bord;
- Avoir un moyen (échelle ou dispositif de remontée) pour permettre de remonter un travailleur qui a chuté par-dessus-bord;
- Isoler les cordages de la zone de travail près des pieds du travailleur.

Risques

Les pêcheurs sont particulièrement exposés aux intempéries, aux risques d'incendie et de naufrage, en plus des dangers des engins de pêches et des prises.

Outre son instabilité, le bateau de pêche est chargé de machines dangereuses et d'équipements comme des haleurs de lignes, des treuils et des appareils de levage, ce qui laisse peu d'espace de travail aux pêcheurs.



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Questions, Comments?