



Safety Issues Investigation

Into

Fishing Vessels Occurrences in Canada

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Transportation Safety Board (TSB) of Canada
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DISCLAIMER

Unless otherwise indicated, opinions expressed herein are those of the presenter and do not necessarily represent the views of the Transportation Safety Board of Canada.

Acknowledgement

I like to thank my colleagues and members of the SII investigation team for information contained in this presentation.

Accident Statistics

| Categories | 2004 | 2005 | 2006 | 2007 | 2008 |
|--|--|--------|--------|--------|--------|
| Active Vessels | 16,539 | 16,556 | 16,471 | 16,513 | 15,799 |
| No. Of Fishermen | 53,783 | 52,822 | 51,462 | 48,239 | 52,812 |
| No. of Occurrences | 330 | 298 | 287 | 274 | 261 |
| Fatalities | 18 | 14 | 10 | 7 | 14 |
| Fatal occurrences | 12 | 8 | 9 | 7 | 10 |
| Occurrence Rate | 2.00% | 1.80% | 1.74% | 1.66% | 1.65% |
| Fatal Occ. Rate/1000 Active Vessels | 0.73 | 0.48 | 0.55 | 0.42 | 0.63 |
|  Fatality/100,000 Fishermen | 33.5 | 26.5 | 19.4 | 14.5 | 26.5 |
|  Fatality/100,000 Fishermen | Average of 126 per year over the past 15 years | | | | |
|  Fatality/100,000 Fishermen | Average of 158 per year over 1992-2008 | | | | |

Safety Issues Investigation – News Release Aug.20, 2009

Transportation Safety Board
of Canada



Bureau de la sécurité des transports
du Canada

NEWS RELEASE NEWS RELEASE NEWS RELEASE NEWS RELEASE

TSB Investigates Persistent Risks to Fishermen on Small Fishing Vessels

(Gatineau, Quebec, August 20, 2009) - Citing an “unacceptable” loss of life, the Transportation Safety Board (TSB) today launched an in-depth investigation into the safety of small fishing vessels across Canada.

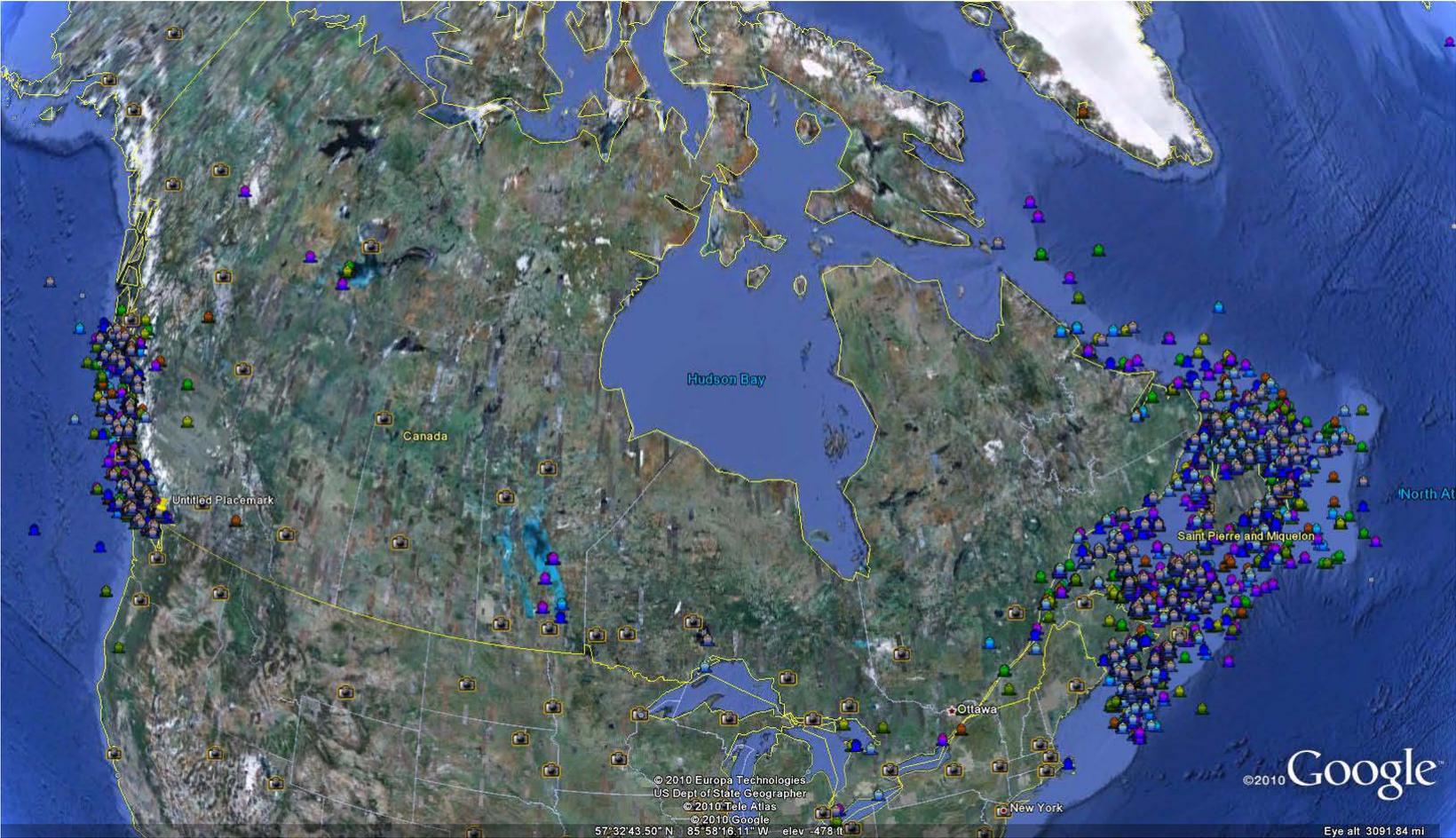
The goal is to gain a better understanding of all the factors involved in small fishing vessel safety.

Discussion Sessions

(with Fishermen and Stakeholders)



Geographical Analysis





Findings of TSB Investigations

(Reported at IFISH 1 Woods Hole, Massachusetts)

October 2000

- Stability related issues
- Inadequate life saving equipment
- Training and awareness
- Unsafe loading and operating practices
- Operating in extreme weather conditions
- Fishery Resource management /Economic pressure
- Inadequate inspection and enforcement
- Work-Rest schedule and Fatigue
- Watertight integrity / Opening and unsecured hatches

Key Issues Identified by recent TSB Investigations

- Unsafe operating procedures/practices - Code of best practices
- Issues associated with inadequate vessel stability
- Promotion of Safety culture
- Carriage and use of life-saving appliances and equipments
- Impact of fishery resource management plan and practices on the overall safety of fishing vessels.

TSB WATCHLIST

Launched 15 March 2010

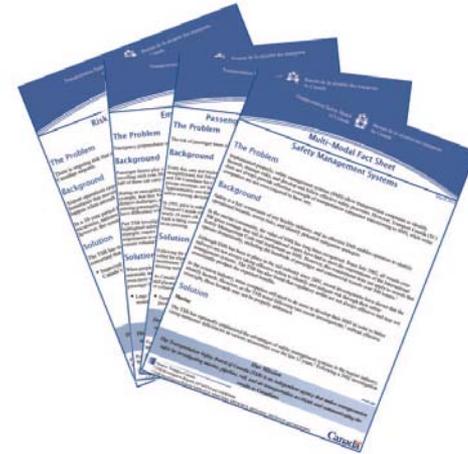
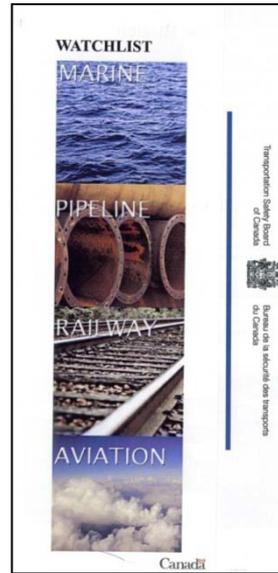
<http://www.tsb.gc.ca/eng/surveillance-watchlist/index.asp>

Problem

- The number of accidents involving loss of life on fishing vessels remains too high.

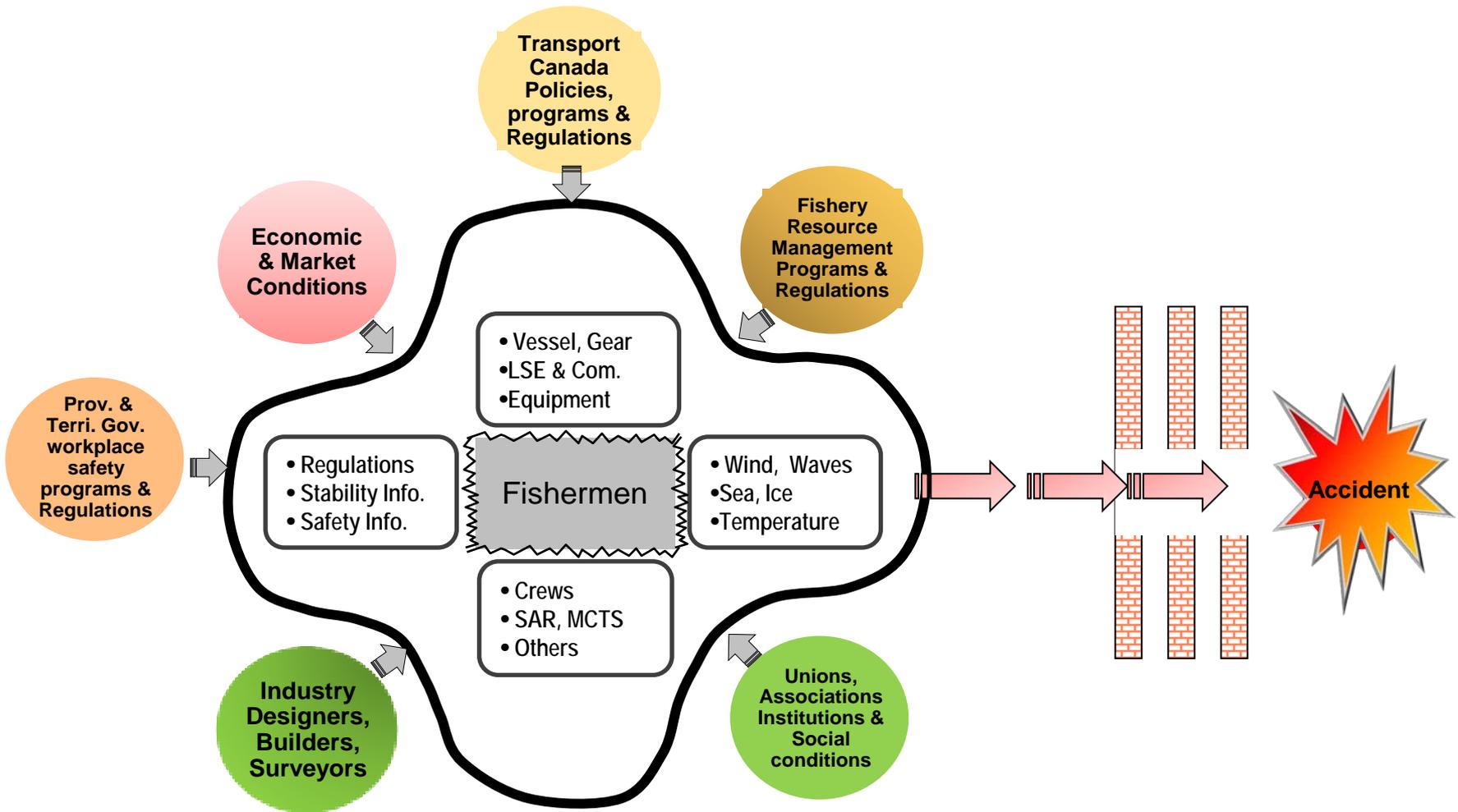
Solution

- Industry needs to adopt and promote safe operating procedures and practices to increase safety knowledge of fishing vessel operators.
- Government should work with industry to improve training and awareness and provide a stronger regulatory framework to support these initiatives.



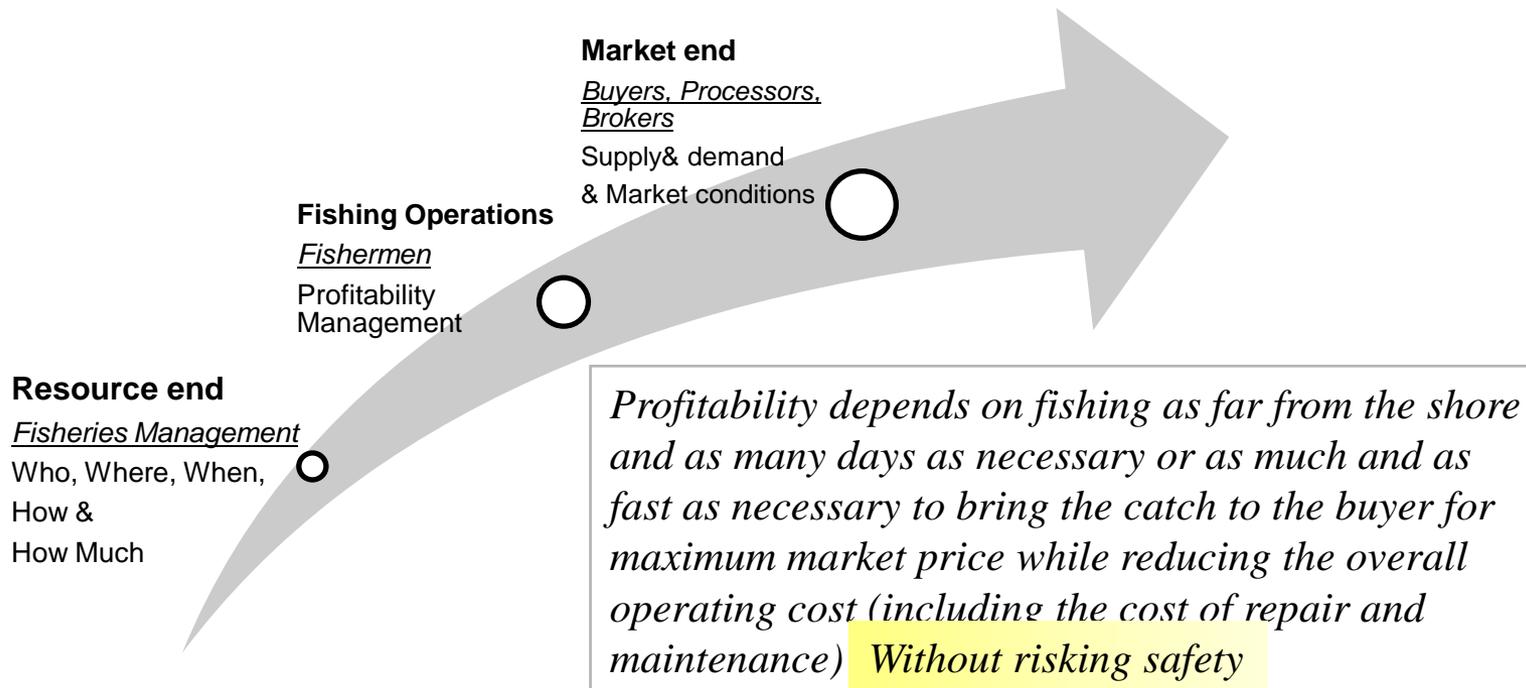
*“..New regulations alone are not enough, nor are training programs that aren't supported by daily reinforcement. All of these elements must work in unison to create a change ..”
(Ref: TSB Watch List March 2010)*

Fishing Industry Context



Economic Context

Role of Fishermen in Supply Chain Environment



Managing Profitability – from Guided Discussions

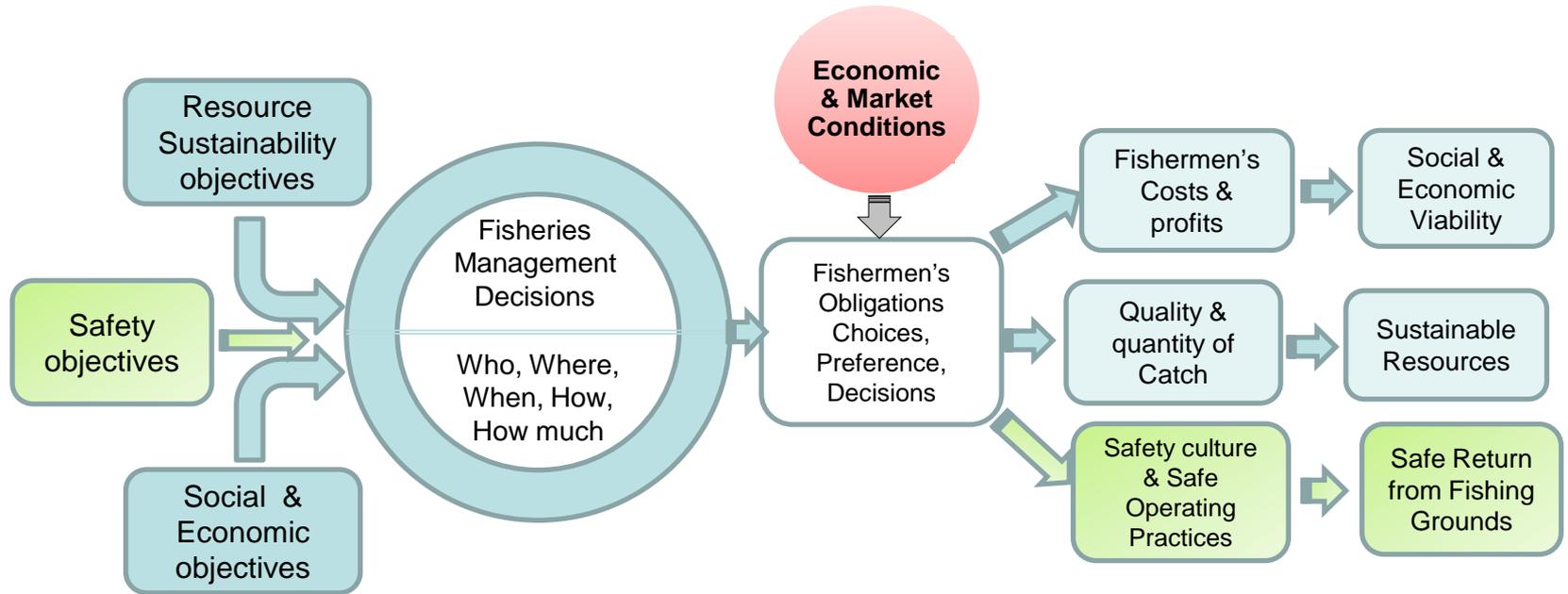
Deck strategy to Maximize Catch & Catch Quality

- Be first to the fishing grounds
- Focus fishing at times of the year when market price is the highest,
- Maximize catch per trip,
- Stack licences, Pool catch with another enterprise
- Synchronize landing with processor handling capacity
- Engage in multiple fisheries, where possible
- Target preventive maintenance to avoid break downs
- Install live tanks on board

Deck strategies aimed at reducing costs include:

- Reduce crew head count,
- Hire less skilled labour at day labour rates
- Delay preventive maintenance to a later date,
- Minimize the number of trips,
- Only spend on items that increase the likelihood of catching fish
- Delay purchase & maintenance of Lifesaving Equipment

Fisheries Management Context



Influence of FM *“Length Restriction Rules”* on F/V Design



Deck Extension to beat Length Restriction



Race to Fishing Ground on Opening Day



Conclusion

- It is not sufficient to address F/V safety solely within the confines of the vessel-based and crew-based regulatory approach.
- safety should also be addressed within the broader context of human & organizational factors in which fishing is conducted.
- The way Fishery resources are managed plays significant role in safety.
- Impact on Safety should be considered before making fisheries management decisions on how, where, when and the manner in which fishing can be conducted.
- Fishing Industry safety is a shared responsibility. To improve, will require systematic attention to safety and commitment of all players:
 - the government agencies and regulators
 - the industry, owners, operators and, most importantly,
 - the fishermen themselves

http://www.tsb.gc.ca

The screenshot shows a Microsoft Internet Explorer browser window displaying the Transportation Safety Board of Canada (TSB) website. The browser's address bar shows the URL <http://www.tsb.gc.ca/eng/marine/index.asp>. The website header includes the TSB logo, the text "Transportation Safety Board of Canada" and "Bureau de la sécurité des transports du Canada", and the "Canada" logo. A navigation menu below the header contains links for "Français", "Home", "Contact Us", "Help", "Search", and "canada.gc.ca". The main content area is titled "Marine" and provides instructions on how to use the page to access marine investigation reports, recommendations, and statistics. A list of links is provided: [Marine Investigation Reports](#), [Recommendations and Assessments of Responses](#), [Board Concerns](#), and [Marine Statistics](#). A sidebar on the left lists various navigation options: "Main Links", "TSB Home", "Marine", "Marine Home", "Marine Investigation Reports", "Recommendations and Assessments of Responses", "Board Concerns", "Marine Statistics", "Pipeline", "Pipeline Home", "Rail", "Rail Home", "Air", "Air Home", and "Proactive Disclosure". At the bottom of the page, the date "Date Modified: 2008-07-31" and a "Top of Page" link are visible. The Windows taskbar at the bottom shows the Start button, several open applications, and the system clock displaying "10:35 AM Tuesday".

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Questions?

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