

A banner image showing a BC Ferries vessel docked at a rocky shore with a forested hillside in the background. The text "Safety Update" is overlaid in white on a blue wavy graphic at the bottom.

Safety Update

Date: September 8, 2017

Alert Summary

Eighteen injury prevention opportunities (ALERTS) were submitted last week. Seven of those have been resolved due to the successful implementation of proper control measures. The remaining items will be addressed through the ALERT process.

CATERING AND RETAIL SERVICES

OAK-7535 Queen of Oak Bay

The vinyl gloves provided to clean washrooms are too porous to be routinely cleaning up body fluids such as blood and urine.

NADV-7539 Northern Adventure

Galley crew are experiencing fatigue, stress and delayed rest breaks when the vessel has larger passenger counts.

ISKY-7542 Island Sky

The sensor in the elevator on Deck 4 that goes to the galley does not work.

NW-7544 Queen of New Westminster

While picking up garbage, crew are hitting their heads on the sharps container that is mounted too low (resolved).

CEL-7546 Coastal Celebration

The brakes on the dish and tray carts do not sufficiently secure the carts from movement when the ship is underway (resolved).

ENGINEERING

EAG-7540 Salish Eagle

Water fire extinguishers are located in the engineering space.

FLEET OPERATIONS

PR-7533 Prince Rupert

The hardhat holding rack on the passenger walkway has exposed nail heads that can potentially cause serious scratches.

KWUN-7534 Kwuna

The crew is experiencing fatigue due to additional sailings added to the schedule, call outs, missed meal breaks and additional sailings that are scheduled at meal break times.

NW-7537 Queen of New Westminster

The gate to the rescue boat was not locked after use and a young child opened the gate (resolved).

Safety Update

CEL-7538 Coastal Celebration

Rescue boats are unsafe to use for operation in rough seas as coxswain must sit to operate the boat. There is a lack of sufficient propulsion rendering the boat useless in a strong current when used as a shepherd boat or towing.

CEL-7541 Coastal Celebration

The lid of the galley grease jug was not securely tightened and the grease splashed onto the employees face and eye when they were putting the jug into the back of the terminal truck (resolved).

NADV-7543 Northern Adventure

Passenger was opening the water tight door to the car deck after departure from Prince Rupert (resolved).

CEL-7545 Coastal Celebration

Deckhands cannot hear radio transmissions while in the engine room spaces while underway and may miss emergency radio calls (resolved).

QSAM-7549 Quinsam

The alarm on the number three right angle drive unit continues to alarm for no reason when in the dock.

TERMINAL OPERATIONS

PR-7532 Prince Rupert

There is only one rat tail (pick up line), on the lines of the Northern Adventure and Northern Expedition, increasing the chances of fingers getting pinched (resolved).

TSA-7536 Tsawwassen

A child was inches away from getting struck by a vehicle between the ticket booths.

TSA-7547 Tsawwassen

Sexual harassment from a passenger regarding an employee's looks and features left the worker feeling very unsettled.

TSA-7548 Tsawwassen

An employee arrived at the berth numerous times and observed the gangway too steep to safely use when boarding the vessels.

There were no new ALERTS in Catering Stores, Commercial Services, Supply Chain Management, Terminal Maintenance, Office or Other.

For more information on a specific ALERT please see your worksite's SMS [dashboard](#).



Increase your safety at home and at play!

Simply [login](#) to *Sprout* and join the "**Living Safe**" group to receive weekly updates and to be a part of the growing conversation.

Safety Briefing Tips / Ideas

Get to know your Safety Committee

The Site Safety Committee (SSC) is required by the law, the *Workers Compensation Act (WCA)* and is a joint worker-management team created from everyday safety leaders at their worksites.



The goal is to create and maintain a safe workplace by enhancing the ability of workers and employers to resolve health and safety concerns reasonably and in a co-operative manner.

Composition

Legislation states the composition of the committee and establishes:

- the worker/management ratio
- frequency of meetings
- roles and responsibilities
- how worker representatives are selected by employees at the worksite

The underlying philosophy of the SSC is the **internal responsibility system** which holds the employer and employees jointly responsible for workplace safety and health.

The employer is responsible for the Safety Management System (SMS). Within the SMS, the SSC has the responsibility to identify and make recommendations for solutions to identified problems or improvements.

Meetings

SSC meetings are planned one year in advance. Dates, meeting location, committee member names and contact information are required to be posted at the worksite. During the monthly SSC meeting, site members review the following items from their worksite:

- **Inspections** – both internal and external reports (and conduct inspections)
- **Investigations** – IARs, SIs, LAIs (may take part in investigations.)
- **ALERTs** – the SSC should review the issues brought forward by employees which includes all recent ALERTs both Resolved and Not Resolved. If the proposed resolve from the worksite is not handled to the worker's satisfaction, a JOSHC member should be contacted. The ALERT originator must be kept informed of all actions that resolve the ALERT and the JOSHC committee must follow up on all unresolved ALERTs. Updates to the ALERT including quality control (*Facts, Safety Focus*) and resolution (*is this at ALARP?, what was the immediate "fix"?*) is also the responsibility of the Safety Committee
- **Review of minutes and inspections** - from the tool box minutes

INTERNAL RESPONSIBILITY SYSTEM

- ✓ Recognizes that persons responsible for getting work done must be responsible for getting it done safely
- ✓ Enhances the ability of the workers and their supervisors to resolve their health and safety issues cooperatively
- ✓ Promotes safety culture
- ✓ Promotes best practices
- ✓ Helps develop self-reliance
- ✓ Helps ensure compliance through a joint management/worker effort

After the meeting

Minutes are approved by the SSC Worker and Management Co-Chairs to ensure they reflect the correct information that was discussed at the meeting and to ensure recommendations for actions are clearly communicated. The approved minutes are then posted at the worksite for three months.

Although the formation and the requirement of a SSC is required by law, it should be seen as an opportunity for employees to contribute to the overall health and safety of their co-workers.

With the adoption of *SailSafe*, the continued improvements to the SMS and the maturity of our *Just Safety Culture*, the recognition of hazards and the corresponding risk control measures managed by Site Safety Committees has significantly improved.

Next week's topic: *Duties and requirements of the Safety Committee*

SMS Safety Flash



Bridge Teams:

Please review your Marine Mammal Reporting Requirements:

Since September 2015, BC Ferries has voluntarily adopted a policy for vessel operation around marine mammals. To increase the effectiveness of the policy, the following policy updates were introduced and communicated in the Spring of this year:

- **Senior Officer to report all Marine Mammal Encounters (and Near Misses) to the OSC**

The Environmental Standards Manual article "Vessel Operation and Marine Mammals" ([02.30.080](#)) was updated to include the additional requirement of the Senior Officer to "report near misses" to the OSC.

- **Senior Officer to complete an IAR for Marine Mammal Encounters (and Near Misses)**

The Safety Manual article "Reporting and Notification Policy" ([10.010](#)) was updated to include "impacts **or potential/perceived impacts** with marine mammals" as was the IAR Checklist and IAR Form on the SMS Dashboards.

- The BC Ferries' fleet also works with the BC Cetacean Sightings Network ([external link](#)) to record sightings of marine mammals and with Fisheries and Oceans Canada to report marine mammals in distress and observed harassment events.

Please take this opportunity to ensure that your teams are aware of these policy updates and their requirements for Marine Mammal reporting.

Safety Update

If you have questions or would like more clarity on your requirements for environmental reporting, please contact the Environmental Group Manager (*Leslie James - SWB*).

Stay in the loop with the latest SMS news & fleet-wide shared learnings. Safety Flashes are always available on the SMS Dashboards or BCF Intranet/Safety Links [LINK](#)

Employee Occupational Injuries

Since all accidents are preventable – what key safe behaviours would have prevented these accidents and what will **you** do to prevent recurrence in your own workplace?

In the past week we experienced the following time loss injuries:

Aggravation of Pre-existing Wrist Pain – A Customer Service Attendant was assisting with stores and lifting a heavy crate of cream when she experienced a sudden onset of left wrist pain.

Knee Bruise – An Engine Room Assistant was checking pressures when he hit his knee on an elevated platform. A short time later he struck the same knee while ascending a ladder in a tight space.

Bruised Knees and Elbow - A Ticket Agent was walking with her cash drawer from her ticket booth to another booth to accommodate a co-workers break. When she was reminded to close her gate, she turned back to her booth and tripped on the lip of a curb, falling onto her knees and elbow.

Feet, Back and Neck Pain - A Customer Service Attendant reported experiencing pain in her feet, back and neck due to ship's vibration.

Date: April 1 – September 6	2016/17	2017/18	2017/18 objective is to reduce injuries by 9% over last year
All employee injuries including time loss	587	636	8% increase
All employee time loss injuries	55	69	25% increase