



# SOC PRESIDENT'S NEWSLETTER



## NOVEMBER UPDATE

First off I would like to thank all of those who wrote alerts on the Coastal Class C License, there were over 20 in total, and one VISORS. I was pleased to have Navigation, Engineering and Catering all take up safety concerns on the same issue, with much of the same complaints. As a result, SOC representatives Blair Nelson, Jim Windram, Sean Gimbel, Denis Roberts and myself met with the Company on October 23<sup>rd</sup> as your voice for the Coastal Class C License Muster List. Everyone had a chance to express their concerns. While I can't say everyone left the meeting happy, we all have a better understanding on how to make the end product safer. Furthermore, the muster list was changed on the vessels at separate times, which in our view should have cancelled members' cross clearances on those vessels. The muster list is to be updated on December 2<sup>nd</sup>, hopefully for a final time. Denis has a VISORS asking to create a muster list change policy to prevent future safety concerns, also to ensure an expedited and proper training refresher is done for those whose duties have changed.

### **Salish (LNG) Job Classification Review**

We have a final step 3 meeting scheduled for November 8<sup>th</sup>, I will have an update for you after that.

### **Island Class Ferries (M47)**

I attended the first stage of the risk assessment for the new Minor Vessels. I was happy to see many safety benefits from the "Orca" energy storage system from Corvus over conventional battery banks. The new vessels are not without risks however, as with any ship. I will update you once the risk assessment is complete.

### **Passenger on Enclosed Decks (CFTR Section 152)**

It is safe to say I was confused with the Company's Operations Bulletin OB2018-5. Your Deck Representative Aaron Sigurgeirson and Pat Tasovak from Local 12 met with the Company earlier. The Company was to run the bulletin past them before sending it to the fleet. Possibly preventing the problem we now have where the bulletin states:

*"Further, there is no requirement for employees or the company to clear the vehicle deck before sailing. Provided we have made reasonable attempts to advise passengers of their obligations, we will not be restricted from sailing. Transport Canada agrees and acknowledges this."*

I had a completely different understanding of obligations after meetings with Transport Canada (TC). I had a phone call with Corrine Storey, it is apparent we have differing opinions on who is responsible. However if TC is willing to bear the responsibility for passenger safety compliance, then it would in turn be removed from the ships, lessening members' requirement to deal with non-compliant passengers. We will be bringing up our concerns at the next Operational Safety meeting.

### **Draft Marine Personnel regulations (MPR's)**

Draft MPR's are still not out. As of last week: Transport Canada will be issuing a discussion paper which represents a very preliminary first draft of the proposed amendments (regulations), with an initial stakeholder consultation held on November 19<sup>th</sup>, 2018. We will have until February 20, 2019, to submit comments and suggestions, we should then see a more final draft by the end of March.

In Solidarity,

**BC FERRY & MARINE WORKERS' UNION**

Brother Dan Kimmerly

Ships' Officers' Component President