Commercial Fishing Safety Research and Design Program

• Scientific research on safety problems and solutions

• Provide high quality, relevant information

• Research findings used by
  • Fishing industry
  • Government agencies (USCG, NMFS)
  • Fishing safety advocates
Marine Casualty Occurs

Coast Guard Investigates

NIOSH Reviews case

Information entered into CFID
Hazard Assessment

Crewmember fatalities:
- More recent data: 2001-2015
- Fatality rates (# of fatalities/100,000 FTEs)
  - FTEs account for number of vessels, workers, and days at sea
- Test for trend in fatality rates

Vessel disasters:
- Fatal and nonfatal: 2001-2014
Number and causes of fatalities in the Alaskan halibut/sablefish fleet, 1991-2015 (n=32)

*Incident type unknown for two fatalities
Fatality rates and trend in the Alaskan halibut/sablefish fleet, 1991-2015

Fatality Rate (per 100,000 FTEs)

IFQ Implementation

IRR = 0.971
p = 0.689
Causes of fatalities in the Alaskan halibut/sablefish fleet, 2001-2015 (n=15)

- Fatal Vessel Disaster: 7 (46%)
- Fatal Fall Overboard: 4 (27%)
- Fatal Onboard Injury: 3 (20%)
- Fatal Onshore Injury: 1 (7%)
Initiating causes of vessel disasters in the Alaskan halibut/sablefish fleet, 2001-2014 (n=27)

87 crewmembers at risk; 7 deaths
Recommendations

To prevent and survive **vessel disasters**...
- Keep vessels and systems well-maintained and watertight
- Participate in marine safety training
- Conduct monthly drills

To prevent fatal **falls overboard**...
- Wear PFDs on deck
- Create/enforce PFD policy
- Conduct monthly drills
- Use effective recovery devices
Limitations

• Timeline is imbalanced
  • Limited pre-IFQ data

• FTE estimates include average number of crewmembers

• Additional safety measures can be considered
  • Nonfatal injuries
  • Vessel safety issues
Conclusions

• IFQs allow for longer fishing seasons, more experienced crews, and flexibility on when to fish

• While trend in risk was minimal, other factors outside of fishery management policies may be responsible for fatalities

• Important to continue to research and address persistent hazards (vessel disasters, falls overboard)
THANK YOU

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