



# Recent Developments at Transport Canada

## *Update on marine priorities and initiatives*

*Canadian Board of Marine Underwriters*  
*May 25th, 2016*





# New Government: Commitments

- The Government has stated that a clean environment and a strong economy go hand-in-hand; we cannot have one without the other.
- In this context, safe marine transportation is a key federal priority.
- The federal government has committed to working in an open, collaborative manner with the provinces, Indigenous groups, and a broad range of stakeholders to meet its commitments.

# Minister of Transport's Mandate Letter Commitments

- “Work with the Minister of Fisheries, Oceans and Canadian Coast Guard and the Minister of Environment and Climate Change to improve marine safety.”
- “Formalize a moratorium on crude oil tanker traffic on British Columbia’s North Coast, working in collaboration with the Minister of Fisheries, Oceans and the Canadian Coast Guard, the Minister of Natural Resources and the Minister of Environment and Climate Change to develop an approach.”



# Canadian Transportation Act Review

- The Report was tabled in Parliament in February 2016.
- It includes significant recommendations to enhance the efficiency and competitiveness of marine transportation in the long term.
- It also makes recommendations to strengthen the safety of vessel operation in the Arctic.
- The Report is the result of extensive public engagement with stakeholders across Canada and in select foreign countries, and the analysis of over 200 submissions received from stakeholders.



# Canadian Transportation Act Review

- The Government is currently reviewing the report; stakeholder engagement will be starting this spring and summer.
- The Minister will host a series of roundtables which will address the following five themes:
  - Safer Transportation;
  - Trade Corridors to Global Markets;
  - Green and Innovative Transportation;
  - The Traveller; and
  - Waterways, Coasts and the North.
- More information on the engagement sessions will be available on Transport Canada's website.
- Comments and ideas regarding the future of transportation in Canada can be submitted to Transport Canada at [TC.TransportationfutureLefuturdestransports.TC@tc.gc.ca](mailto:TC.TransportationfutureLefuturdestransports.TC@tc.gc.ca).



# Northern Marine Transportation Corridors

- Transport Canada is working in partnership with the Canadian Coast Guard and the Canadian Hydrographic Service on the Northern Marine Transportation Corridors (Corridors) Initiative.
- The objective of the Corridors is to create a more predictable environment for mariners navigating in the Arctic and to support resupply and economic activities.
- The Corridors would be used as a policy framework to guide federal decision-making and help prioritize:
  - Navigational services
  - Marine infrastructure investment and development to achieve the highest benefits to surrounding communities
- Engagement sessions to obtain feedback on the initiative were held in March 2016 across Canada.
- An online tool is currently being developed to facilitate the collection of additional comments on the initiative.

# Polar Code Implementation

- The IMO's mandatory *International Code for Ships Operating in Polar Waters* (the Polar Code) is expected to enter into force internationally on January 1, 2017.
- The Polar Code will enhance international safety and environmental provisions to provide protection similar to or better than what Canada already has in place for the Arctic.
- Transport Canada is currently developing regulatory proposals to implement the Polar Code in domestic legislation. Information sessions were held during the spring 2016.
- Regulatory development and consultation on the implementation of the Polar Code will be ongoing through 2016.

# SOLAS Container Weight Verification

- The IMO adopted amendments to the *Safety of Life at Sea Convention* (SOLAS) to require shipper of a packed container to provide, in a signed shipping document, the container's verified gross mass (VGM).
- The amendments to the SOLAS Convention are incorporated by reference into Canadian legislation.
- Every shipper of cargo to be loaded in Canadian waters will need to comply with the new provisions, starting from the date the SOLAS amendments come into force (July 1, 2016).
- A 5% variation in VGM of a loaded container is applied as a threshold for compliance and enforcement purposes but not more than 500 kg.
- TC developed a publication explaining the Canadian procedure for obtaining the VGM of packed containers.



# Vessels of Concern (VOCs)

- VOCs are abandoned vessels and wrecks. VOCs can be a hazard to marine navigation, public health and safety, the marine environment, and can cause local economic harm.
- Transport Canada is analyzing various options for VOCs relating to the prevention, vessel owner identification and vessel removal.
- This includes working on options for a comprehensive regime dealing with remediating hazards related to future shipwrecks based on the *Nairobi International Convention on the Removal of Wrecks*.
- CBMU's response to the June 2015 discussion paper on a comprehensive regime dealing with the remediation of hazardous wrecks based on the Nairobi Convention is being considered.

# Status of Implementation of the 2010 HNS Convention in Canada

- Canada is taking the steps necessary to implement the *International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010* (HNS Convention).
- Amendments were made to the *Marine Liability Act* (MLA) to implement the HNS Convention in Canada (completed December 2014).
- Provisions dealing with reporting are all in force. The remaining provisions, such as the compulsory insurance requirements, will not come into force until Canada has ratified the HNS Convention and it enters-into-force internationally.
- Amendments included provisions to make regulations establishing how receivers of HNS in Canada would report bulk HNS received by ship (regulations in progress).

# Status of Implementation of the 2010 HNS Convention in Canada

- Transport Canada consulted stakeholders in the shipping, chemical and oil industries throughout the development of the proposed regulations.
- The proposed reporting regulations are expected to be published in June 2016 for public review and consultation.
- The anticipated coming into force date is **January 1, 2017.**
  - HNS receivers would collect data on their HNS receipts over the calendar year of 2017 and report for the first time in February of 2018.
  - This would allow Canada to possibly ratify the HNS Convention as early as 2018.



# Compulsory Insurance Regulations for ships carrying passengers

- Transport Canada is in the process of finalizing the draft regulations respecting compulsory insurance for ships carrying passengers.
- Stakeholders, including CBMU, were extensively consulted throughout the process
- Stakeholders will have 60-days following pre-publication in Canada Gazette, Part 1 to raise any remaining concerns





**THANK YOU!**

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