



Marine Safety

ISSUE 9 • SPRING — SUMMER 2001

Review

2001 Transport Canada Marine Safety Award

Mr. Johnny E. Watt, a retired ship pilot and presently one of five Governors in the Northern Quebec territory of Nunavik, was this year's recipient of the Transport Canada Marine Safety Award. The award was presented to Mr. Watt by Transport Canada Deputy Minister Margaret Bloodworth at the May 2001 national meeting of the Canadian Marine Advisory Council in Ottawa.

Mr. Watt's career in the marine industry spans a period of over 32 years. During that time he dedicated himself to guiding ships coming into Kuujuaq, situated near Ungava Bay, and traversing the Koksoak River. He played an important role in training future pilots for the area.

Mr. Watt was also instrumental in having the Canadian Coast Guard install guiding posts on the Koksoak River. His intricate knowledge of the river, in particular during ebb tide, proved to be invaluable in the strategic placement of these guiding posts currently used by ship pilots to guide boats coming into the river.

Transport Canada applauds Mr. Watt for his dedication and for the contribution he has made in the interests of maritime safety.

The Transport Canada Marine Safety Award was established in 1997 to stimulate an awareness of marine safety in Canada and to recognize persons or groups that have contributed, in an exceptional way, to this objective. We encourage you to consider nominating someone who you feel is deserving of this award. Nomination forms can be obtained from:

Administrator, Marine Safety Award (AM SX)
Transport Canada, Marine Safety
Tower C, Place de Ville, 330 Sparks Street
Ottawa, Ontario K1A 0N8

Please visit the Canadian Marine Advisory Council Web site for additional information concerning this award. You can access this Web site by visiting www.tc.gc.ca/marinesafety and clicking on Canadian Marine Advisory Council under the "Quick Links" section. ↘



Contributor: Linda Brazeau, Consultations and Communications Officer, Ottawa

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Marine Safety Review is published by the Marine Safety Directorate of Transport Canada to keep the maritime community informed about marine legislation, relevant research, projects and events.

Submissions

We welcome any story ideas you would like to pass along, including articles, photos and suggestions. Please provide your name, address and phone number. The editorial staff reserves the right to edit all submissions for length, clarity and style.

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Remarks from the Director General

Sharing information is a major theme of this summer's Marine Safety agenda. There are a number of large projects within hailing distance of their finish, and some major stakeholder consultations in the offing.

Safety of small commercial vessels remains a top priority for the directorate. Among the many initiatives and recommendations put forth, Marine Safety has moved to develop regulatory amendments and improved inspection and certification processes. Other initiatives include the introduction of the Small Vessel Monitoring and Inspection Program and development of a new Web site offering information on small commercial vessels.

The National Canadian Marine Advisory Council again afforded us the opportunity to gather, reflect on important developments and to chart the course for the future.

Among this year's recent developments, Bill C-14, the new *Canada Shipping Act* was introduced in the House of Commons at the beginning of March. This bill, subsequently introduced in the Senate in May, is a major step forward for the Canadian shipping industry and reflects the input of our stakeholders.

Transport Minister David Collenette announced the first of several agreements allowing a ship classification society to carry out marine safety inspections and issue statutory certificates on behalf of the Government of Canada under the *Canada Shipping Act*. The new agreements were signed with Lloyd's Register of Shipping in December 2000, the American Bureau of Shipping in March 2001, and Germanischer Lloyd in September 2001. Negotiations are underway with several other societies to formalize similar arrangements. A number



Bud Streeter

of bulk carriers have already had their inspections transferred since the agreements were signed, and these ships will be subject to future monitoring by Marine Safety.

A new round of stakeholder consultations is ready to begin on the improvement and streamlining of marine safety regulations. These consultations stem from the work of a Blue Ribbon committee, which reviewed our regulatory challenges to set short and long-term reform priorities.

New technology offers another avenue for communicating with our clients and stakeholders. Marine Safety is active in Government On-Line, a major initiative to make Government of Canada information and services available on the internet. We are working closely with our colleagues from Transport Canada, as well as Fisheries and Oceans Canada and Environment Canada, to create a Marine Services Portal to provide improved services to our marine clients.

In the weeks and months ahead, we look forward to hearing from all our stakeholders on these issues. ↗

Sincerely,

Bud Streeter
Director General, Marine Safety

Transport Minister Introduces Modernized *Canada Shipping Act*

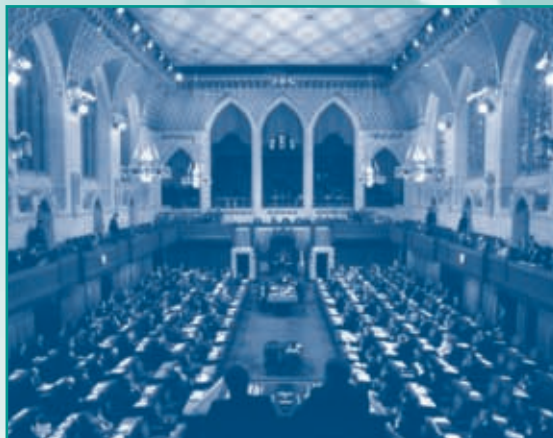
On March 1, 2001 Transport Minister David Collenette introduced in the House of Commons Bill C-14, the Canada Shipping Act, 2001 which modernizes shipping and navigation and amends the *Shipping Conferences Exemption Act*, 1987 (SCEA). After second reading in the House, the Bill was introduced in the Senate on May 15, 2001.

The *Canada Shipping Act* (CSA) has been reorganized, updated and greatly streamlined to make it clearer and easier to understand. It also clarifies the responsibilities of the Department of Transport and the Department of Fisheries and Oceans.

“The *Canada Shipping Act* represents the Government of Canada’s commitment to modernize shipping legislation and to promote the economic growth of the shipping industry,” said Mr. Collenette. “This legislation will allow the entire marine community to operate in a manner that is safer, more efficient, environmentally sound, and responsive to the needs of Canadians in a global economy.”

The CSA aims to promote the safety and economic performance of the marine industry, as well as ensure the safety of those who use pleasure craft. Key changes include improvements to provisions that protect and support crews, ensure passenger and vessel safety, and protect the marine environment from damage due to navigation and shipping activities.

“The Canada Shipping Act, 2001 is the result of extensive consultations with a wide range of marine stakeholders,” said Fisheries and Oceans Minister Herb Dhaliwal. “It is a prime example of the Government of Canada working in partnership with its stakeholders.”



Reproduced with the consent of the library of Parliament



The Honourable David M. Collenette, P.C., M.P.
Minister of Transport.

Bill C-14 proposes amendments to the *Shipping Conferences Exemption Act*, 1987 (SCEA) with a view to keeping Canada’s conference legislation in harmony with the legislation of its major trading partners.

SCEA outlines the rules under which conferences — groups of ocean shipping lines operating collectively under an agreement to provide scheduled services on specific trade routes, based on agreed rates and services — are allowed to operate in

Canada. Conferences play an important role in Canada’s foreign trade, providing stability and reliability in shipping services for Canadian shippers, importers and exporters.

“The proposed amendments to SCEA will encourage greater competition, and streamline the administration of the *Act*,” added Mr. Collenette. “They will also ensure that Canadian legislation covering shipping conferences remains in balance with that of our major trading partners.”

Staying Current with Marine Occupational Safety and Health

Nearly 200 amendments to the *Canada Labour Code, Part II* that affect employers and workers in the marine industry came into force on September 30, 2000.

Marine Safety has trained all its health and safety officers to the standards of the *amended Code* to ensure they have the knowledge and skills required to function effectively. Supervisors and managers with line or functional responsibility for Code administration and enforcement also received training.

Since proclamation of the amendments, we have met with marine employers and unions to advise them of the changes to the Code, and to emphasize Marine Safety's approach to administering the Marine Occupational Health and Safety Program. In these sessions, we inform affected parties of their roles and responsibilities and advise them what to expect when a health and safety officer arrives to conduct an intervention. We also review the compliance mechanisms officers have at their disposal and discuss the limitations on officers' powers in this regard.

OVERVIEW OF THE CHANGES

Internal Complaint Resolution

This requires parties to exhaust the two levels of the resolution process to address health and safety issues before involving an officer. Parties may invoke their right to refuse dangerous work or file a complaint with a health and safety officer about a Code contravention. Officers become involved only after these two mechanisms have been exhausted.



Hazardous working conditions on board ship, such as these (above and below right), are subject to the Canada Labour Code, Part II and the Marine Occupational Safety and Health Regulations.

Policy Health and Safety Committees and Representatives

Employers with 300 or more employees must now have a Policy Health and Safety Committee. Employers with 20 to 299 employees must have a Workplace Safety Committee. Employers with fewer than 20 employees must have a Health and Safety Representative. Non-management representatives must be involved in all health and safety officer interventions.

The Right to Refuse Dangerous Work

This process now requires that health and safety officers render their decisions in writing, prior to leaving the premises. The definition of "danger" has been changed to include any existing or potential hazards or conditions and any current or future activity. This is a significant departure from the previous definition, which required the officer to factor imminence into a determination of danger.

The Right of Redress

This is intended to protect employers from abuse of the right to refuse dangerous work provision, while protecting employees from arbitrary discipline for exercising their rights.

Pregnant and Nursing Employees

The purpose of this provision is to provide interim protection for pregnant or nursing employees from occupational exposures while the employee is obtaining a medical certificate. Upon producing a certificate, the employer must move the employee to another job and protect the employee's original position.

Employers' Duties

Changes to this provision significantly expand the existing duties of employers. For instance, employers must now provide training to all managers and supervisors with occupational health and safety responsibilities.

Appeals and Review Process

An appeals officer now reviews appeals of direction and notices of “no-danger” issued by health and safety officers. The reviews were formally handled by the regional safety officers. The appeals officer, as a quasi-judicial body works at arm’s length from Labour Operations, Human Resources Development Canada. As well as having all the powers of a health and safety officer, an appeals officer may:

- summon and subpoena witnesses;
- administer oaths;
- take statutory declarations;
- vary, rescind or confirm a health and safety officer’s direction;
- issue directions; and
- review decisions of “no-danger”.

Their decisions are final and binding and cannot be reviewed by any court.

Duties and Powers of Health and Safety Officers

As previously noted, health and safety officers’ absolute duties now include rendering their decisions


in writing at the conclusion of an intervention and prior to leaving the work place. They must also investigate all fatalities to determine cause and initiate a prosecution when they discover a contravention.

Increased Liability and Penalties

The onus of duty on the employer has been changed to include only three areas of absolute liability. This is significant because it gives health and safety officers broader latitude to choose the mechanism best suited to achieving compliance in the environment of strict liability. In most areas, fines have been increased to \$1 million, while terms of incarceration have remained unchanged. A new provision has been added under subsection 149(2), “Offenses and Punishment,” which identifies the parties within government or corporations that may be held accountable for their actions, or lack of actions.

Specific provisions dictate procedures that parties, including health and safety officers, must follow. For example, when a party refuses to act to remedy a contravention, health and safety officers must follow a

prescribed process, including using a particular compliance mechanism. Also included are specific duties that health and safety officers must carry out and, in some cases, time lines for doing so. There are also limitations on the officers’ powers regarding those duties. These duties can only be changed by parliamentary amendment and by precedent setting interpretation of the Appeals Officer or the Federal Court of Canada.

For more information about the changes to the *Code*, contact your local Transport Canada Marine Safety Centre. 

*Contributor: Bob Gowie,
Marine Occupational Health
and Safety Officer, Ottawa*

PORT STATE CONTROL SYSTEM EASES TRACKING OF FOREIGN VESSELS

Following testing and fine tuning, a new Canadian Port State Control system was implemented earlier this year. Marine Safety inspectors are now using this system nationwide.

The system tracks and reports on the inspection of foreign vessels entering Canadian waters and on port State inspections of Canadian vessels in foreign ports. Improved technology allows Transport Canada users access through the internal Web and international data exchange over the Internet.

A positive response has greeted the arrival of this new, user-friendly system.

SMALL COMMERCIAL VESSELS INFORMATION ON-LINE

A new Web site focusing on small commercial passenger vessels is under development by Marine Safety. It features references and links to existing information such as standards, Ship Safety Bulletins, statistics and more. This site is now accessible on the Transport Canada Web site.

We welcome your suggestions on information or services you wish to have available on this site.

NEW ELECTRONIC DOCUMENT MANAGEMENT FOR MARINE SAFETY

After a successful trial, Transport Canada has begun to implement a new internal system — the Records, Document and Information Management System (RDIMS). It enables users to manage and share their electronic information effectively across the department. Marine Safety will begin using this system at headquarters this summer, with full implementation to be completed in the regions by fall 2002.

The various components of RDIMS — document management, records management and full-text search — will make it easier for employees to share up-to-date information while ensuring that the department meets its legal obligations for managing information. RDIMS is an essential component in support of the Government On-Line initiative, the federal government's commitment to providing more information and services electronically. 



From left to right : Ken Matthews, Secretary, Australian Dept. of Transportation; Bill O'Neil, Secretary-General, International Maritime Organization; Peter Morris, Chairman of the International Commission on Shipping; Richard Day, Director of Ships and Operations Standards, Transport Canada and Chairman of the EGMS.

TC Down Under

Transport Canada (TC) took centre stage recently at the International Symposium on Safer Shipping in the Asia Pacific Economic Corporation (APEC) Region in Sydney, Australia. The event was initiated by the APEC Transportation Experts Group on Maritime Safety (EGMS). Since 1997, this group has been involved in the research and elimination of the problems caused by sub-standard shipping in the region's waters.

This was the first APEC-sponsored symposium on the topic of sub-standard shipping. The symposium was convened in order to continue the international dialogue on safer shipping and find definitive solutions to this problem. The dominance of the Asia-Pacific Region in the shipping world today requires a corresponding high level of commitment to maritime safety. Canada, through Transport Canada Marine Safety, is dedicated to this cause at the highest level.

Mr. Peter Morris, former Australian Minister of Transport, who is now the chairman of the International Commission on Shipping, addressed the opening of the gathering. Mr. Morris made the first public presentation on the findings of the International Commission on Shipping, and released the report entitled, *Ships, Slaves and Competition*. Mr. Bill O'Neil, Secretary-General of the International Maritime Organization presented a keynote address.

The 70 delegates from around the region and Europe who attended the symposium participated in six working groups which covered topics such as:

- the global Port State Control network;
- flag state responsibility;



Richard Day, Director of Ships and Operations Standards, Transport Canada.

- international maritime forums;
- improving maritime administrations;
- the human element of shipping; and
- maritime-related organizations and the power of the media.

Richard Day, Director of Ships and Operations Standards, and chairman of the EGMS, was the symposium moderator. He observed and contributed to all the working groups, and facilitated the discussion in the plenary session held the following day. Under his guidance, the working groups and plenary were able to devise 60 recommendations to combat sub-standard shipping in the Asia-Pacific region. These recommendations will be presented to the transportation ministers of the respective economies later this year.

Following the Symposium, Australia hosted their National Shipping Industry Conference. The two-day meeting of Australia's main players in the shipping industry targeted the marine environment, maritime safety and key regulatory issues. Again, Transport Canada's participation was solicited. At this forum, Transport Canada's Assistant Deputy Minister of Safety and Security, William J.S. Elliot, presented a paper entitled, *Safety Regulation — A Canadian Approach*. ↘

*Contributor:
Kathryn Hanah Serieux, Ottawa*

Blue Ribbon Task Force

Final Report Tabled

Marine Safety is poised to consult with stakeholders about regulatory reform, now that it has the results of a comprehensive review of all its regulations in hand.

Last fall, the Blue Ribbon Task Force examined and assessed Marine Safety's regulatory challenges to set short- and long-term reform priorities. Some of the recommendations in the final report, released on December 13, 2000, include the following:

- refocus resources to address the development of regulations;
- rewrite regulations related to Canada's domestic fleet, particularly vessels under 24 m or 150 tons;
- rationalize cut-offs for length, tonnage, voyage type and vessel type (an alternative to the current voyage classification system was suggested);
- rationalize crewing and certification requirements;
- establish a team to review all Board of Steamship Inspection decisions and sort them by regulatory grouping; and
- review international conventions on a regulation-by-regulation basis to determine the best approach to implementation.

The Task Force included senior inspectors from both headquarters and the regions, as well as representatives from the Legal Services

group and other headquarters staff members who offered advisory and support services. The group reflected a full range of technical disciplines within Marine Safety to ensure a balanced perspective during the assessment of regulatory priorities.

The Task Force's comprehensive review took place in Ottawa from October 23 to November 17, 2000. The group created an exhaustive listing of all marine safety regulatory items, and reviewed and grouped all current regulations against specific criteria. The criteria ranged from assessing the degree to which the regulation was essential for the coming into force of the new *Canada Shipping Act*, to determining the degree to which the regulation was required to address immediate safety or environmental issues. The Task Force also took into consideration international obligations and commitments made to stakeholders, including the results from the Regulatory Priority Survey conducted in 1999 by Saramac Consulting Services Inc.

Marine Safety is proud of the work of the Blue Ribbon Task Force and eager to proceed with the next phase of the regulatory reform project — consultations with stakeholders. Work is under way to develop a consultation schedule. The first round of consultations on "thresholds" has been confirmed for the Fall of 2001 and the second round, on small vessels, is scheduled for January, 2002. The schedule, along with

excerpts from the Blue Ribbon Task Force's final report, will be available at www.tc.gc.ca/marinesafety in the near future. ↗

We acknowledge the following full-time Task Force members who prepared the Blue Ribbon Task Force report:

- Dan Blackwell, Ontario Region;
- Mike Dwyer, Atlantic Region;
- Pierre Lebrun, Quebec Region;
- John Yeung, Pacific Region;
- Jim Brock, Ships and Operations Standards, Ottawa;
- Tom Lockett, Regulatory and International Affairs, Ottawa;
- David Nicholson, Legal Services, Ottawa;
- Nico Pau, Construction and Equipment Standards, Ottawa;
- Ken Ryan, Quality Assurance, Ottawa; and
- Jacquelyn Watcher, Regulatory and International Affairs, Ottawa.

The Marine Personnel Standards and Pilotage and Program Services branches provided advisory services to the Task Force.

*Contributor:
Linda Brazeau, Ottawa*

SIMULATED ELECTRONIC NAVIGATION COURSES (2000) — TP 4958

This publication addresses the goals of the International Maritime Organization (IMO) and parties to the *Standards of Training Certification and Watchkeeping (STCW) Convention of 1978* as amended in 1995. The purpose of this standard is to promote the safety of life at sea and the protection of the marine environment through training of masters and deck officers in the application of Electronic Navigation Systems.

STANDARD FOR THE TONNAGE MEASUREMENT OF SHIPS — TP 13430

This standard is issued for the measurement of ships in accordance with the *Ship Registration and Tonnage Regulations* made pursuant to the *Canada Shipping Act*. (Replaces TP 12234 — A Guide for the Tonnage Measurement of Ships).

GUIDELINES FOR THE CONTROL OF BALLAST WATER DISCHARGE FROM SHIPS IN WATERS UNDER CANADIAN JURISDICTION — TP 13617

The purpose of these guidelines is the protection of waters under Canadian jurisdiction from non-indigenous aquatic organisms and pathogens that can be harmful to existing ecosystems. These guidelines are intended to minimize the probability of future introductions of harmful aquatic organisms and pathogens from ships' ballast water while protecting the safety of ships.

GUIDELINES ON NON-PASSENGER BARE-BOAT CHARTER PARTIES — TP 13699

This publication assists owners, operators and charterers to determine if they operate a pleasure or non-pleasure craft (i.e., commercial vessel). It provides information on: the interpretation of definitions, such as, passenger, owner and operator; the requirements of a "non-passenger bare-boat charter party"; and the determination of whether a person carried on board a vessel is a passenger or a guest.

TERMPOL REVIEW PROCESS 2001 — TP 743

This third edition of the Termpol Review Process replaces the 1983 edition. The purpose of this publication is the guidance of proponents covering operational safety aspects of dedicated ships transporting pollutants or hazardous cargoes in bulk. It is a means for precisely and reliably measuring the navigational risks associated with the location and operation of marine terminals for oil tankers, liquefied gas carriers and chemicals.

PRACTICAL SKILLS FOR MARINE ENGINEERS, TRAINING COURSE — TP 13720

This standard identifies to ship owners, ship operators, masters, officers and crew members of the requirement to successfully complete an approved course in "Practical Skills for Marine Engineers". This is part of the mandatory training, before being examined for an engineering watch certificate of competency.

TRAINING RECORD BOOK REQUIREMENTS FOR WATCHKEEPING ENGINEER CANDIDATES — TP 13721

This standard identifies to ship owners, ship operators, masters, officers and crew members of the requirement to successfully complete a Marine Safety approved training record book. This is part of the mandatory minimum 6 months of sea service before being examined for the first certificate of competency as a watchkeeping engineer. ↘

For a complete listing of all Marine Safety publications On-Line, check out our Web site under "Publications".

Expanded Format for CMAC

Over 360 participants from across Canada attended the national Canadian Marine Advisory Council (CMAC) meeting which took place May 7-10, 2001, at the Government Conference Centre in Ottawa.

A new three and one-half day expanded format was introduced for the May 2001 session in response to scheduling concerns expressed by CMAC membership. The national session commenced with opening plenary on Monday afternoon and wrapped up with closing plenary on Thursday afternoon. This extra half-day allowed working groups and standing committees more flexibility in scheduling their meetings. We are pleased to say that feedback from the membership on the expanded format has been positive!

Deputy Minister of Transport Margaret Bloodworth was also on hand to present Mr. Johnny E. Watt

with the 2001 Transport Canada Marine Safety Award. Mr. Watt was recognized for his unusually high level of performance in the interest of marine safety over the past 32 years.

The May 2001 session also saw the first meeting of the newly formed Standing Committee on Fishing Vessel Safety and the selection of Mr. Jean St. Cyr as industry co-chair for the new committee.

In addition to progress made in the working groups and standing committees, attendees received updates and information on items ranging from the formation of a Special Action Team on Small Vessels, to the new CMAC Groupware initiative and the Regulatory Reform Project.

The next national CMAC meeting will take place at the Government Conference Centre from November 5-8, 2001. This will be the last time that CMAC membership will meet



Mr. Johnny E. Watt receiving from Deputy Minister of Transport Canada, Margaret Bloodworth, the 2001 TC Marine Safety Award.

under the roof of this great old building which has been home to the national meetings for a number of years. News on the future venue for the national meeting will be announced at the November 2001 session.

We invite you to visit our CMAC Web site at www.tc.gc.ca/cmac where you will find the opening and closing plenary minutes and reports from the various standing committees. ↗

*Contributor:
Linda Brazeau, Ottawa*



2001 TC Marine Safety Award recipient, Johnny E. Watt and grandchildren, Jonathan and Julie Grenier.

Government On-Line and You

Have you ever tried to find a specific government service and after several frustrating phone calls or Internet searches, you are right back where you started?

What if there was a fast and easy way to access government services from the comfort of your own home, day or night?

Government On-Line (GOL) is the federal government's plan to provide programs, services and information across the Internet. This initiative will provide Canadians with more choices on how they interact with the federal government, permitting greater access to services and information when they want it, where they want it.

A CONNECTED GOVERNMENT...

What will it look like? Think of the yellow pages. Products and services offered are arranged by category, in an easy to use and convenient manner. GOL will bring all government services, information and programs together in a similar fashion. The future will offer every Canadian instant access to their own "yellow pages" tailored to their particular interests and unique needs.

What are the advantages? One-stop shopping for government information and services organized according to activity, areas of interest and common citizen needs. Streamlined business processes combined with seamless, secure technology will mean faster, improved service.

One GOL initiative currently under development is the Marine Services Portal. Together with our partners — Fisheries and Oceans

The Marine Services Portal kiosk at the May CMAC national meeting



From left to right: James Gervais Jr., Doug Gillen, Nancy Quinn — Marine Safety, Ottawa.

Canada (Canadian Coast Guard & Canadian Hydrographic Services) and Environment Canada (Meteorological Service of Canada & Canadian Ice Service) — we are dedicated to better serve our marine clients. "All three departments are bringing exciting initiatives to the table: dynamic weather systems, geocentric information profiling, and on-line consultation tools, to name but a few," says Bud Streeter, Director General, Marine Safety.

Our goal is to provide you with full on-line service by 2004. Client consultations are in progress and will serve to inform us of your service and information needs.

As always, we invite you to send us your comments, questions and suggestions by visiting our Web site at: www.tc.gc.ca/gol/gol_site_plan.stm ↗

Marine Services Portal

Historic Agreements Reached with Classification Societies

On January 5, 2001, Transport Minister David Collenette announced an agreement with one of the world's major ship classification societies, Lloyd's Register of Shipping. The agreement, reached in early December 2000, allows the organization to carry out marine safety inspections and issue statutory certificates — indicating compliance with Canadian regulations and, where appropriate, international agreements — on behalf of the Government of Canada under the *Canada Shipping Act*. Since signing this agreement with Lloyd's Register of Shipping, a similar agreement has been signed with the American Bureau of Shipping and Germanischer Lloyd.

“These agreements are the first Transport Canada has signed to honour the commitments made to industry to delegate inspections in areas where duplication between

government and industry exists,” said Mr. Collenette. “The department will now be better able to focus its resources on vessels and operators that represent a higher risk to safety or the environment.”

Ship classification societies establish and administer standards for the design and construction of merchant ships. In many countries these societies are authorized to act on behalf of governments to apply marine safety and pollution prevention regulations based on their experience and technical resources. These agreements represent the largest transfer of duties to classification societies and are possible because the 1998 reforms to the *Canada Shipping Act* increased the scope of such delegations of authority.

The option of having one of these three classification societies conduct statutory inspections will be phased

in. Initially, the option will be available to bulk cargo vessels operating on the Great Lakes. Several bulk carriers have recently entered the program and are now inspected by a classification society in accordance with the agreement. Transport Canada will maintain an active oversight role through safety audits of ships and companies that participate in this program. Provided results are satisfactory, the program could be expanded within a year to other dry cargo vessels, tankers, tug boats, fishing vessels and passenger ships.

Transport Canada is continuing discussions on similar agreements with several other major international ship classification societies active in Canada, including Det Norske Veritas and Bureau Veritas. ↗

Contributors: Berthier Pineau, Manager, Inspection & Operation Standards; Bonnie Leonard, Regulatory Project Officer, Ottawa



The “Delegation” Inspection Team on the bridge of the CANADIAN ENTERPRISE in Port Colborne, as the first inspection certificate under the new ship inspection delegation process is signed. From left to right: Mike Dua, Transport Canada; Wallace James, First Mate; Mike Green, Transport Canada; Captain D. Lormier, Transport Canada; Barry Shepherd, Lloyds Register; Captain Austin Peckford, Chief Engineer; Stan Jastrzemski, Lloyds Register; Glenn Cobb, Lloyds Register; and Marcel Rivard, President & CEO of Lloyds Register of Shipping. (Photo courtesy of Captain John Greenway.)