



Marine Safety

ISSUE 5 – WINTER 2000

Review

Legislative Updates

The *Canada Shipping Act* (CSA) reform has been proceeding on two tracks. Track one resulted in Bill C-15 (which revised Part I – ownership, registration and mortgages, and added a new introductory Part to the entire act). Track two modernizes the remainder of the Act.

TRACK 1

Bill C-15 (Chapter 16 of the Statutes of Canada, 1998) received Royal Assent on June 11, 1998, at which time those provisions relating to the Lower St. Lawrence Pilots' Pensions came into force. Provisions that did not require an implementation strategy or regulatory changes were brought into force on October 31, 1998. The coming into force date for section 11 of Bill C-15 (which amended section 406 of the CSA) was October 31, 1999, which also coincided with the implementation of a recently developed small vessel monitoring and inspection strategy/program. The remaining provisions, relating to the new Ship Registration and Tonnage Regulations, came into force on February 25, 2000.

TRACK 2

Last summer, Transport Canada sought Cabinet approval to share with stakeholders our track two draft legislation (CSA 2000). Many comments were received and a number of revisions have been made to reflect stakeholder feedback. In March 2000 the department plans to introduce in Parliament a final CSA bill.

Cabinet approval has also been granted to draft legislation creating a multi-modal transportation tribunal to be named the Transportation Appeal Tribunal of Canada. Information on this tribunal, and the types of administrative-based enforcement actions under the CSA which could be reviewed can be found at: http://www.tc.gc.ca/tcss/TATC/main_e.htm

The cooperation and support that has been received, and is still forthcoming, is fundamental to the modernization of the CSA. Ongoing collaboration on issues of interest and concern to the marine community will help ensure a safe and viable marine transportation system. ↘

Contributor: Elisabeth Bertrand, Project Officer, CSA Reform Project, Ottawa

Table of Contents

On the Benefits and Checks for Inspection Delegation	3
Marine Safety Embarks on New National Training Program	4
Update on Interim Program for Passenger Vessel Compliance	5
Intelligent Transportation Systems	6
Minister Tables Pilotage Review in Parliament	8
UFOs – “Unaccustomed Floating Objects”	9
Changes in Tonnage Regulations Make a Significant Difference	10
On the Lookout for Marine Safety Inspectors	11
Staying Current with Canadian Marine Advisory Council	12
Occupational Safety and Health (OSH) Explanations	14

Progress of Our Journey

Welcome to our fifth issue of *Marine Safety Review*. In this issue we will explore what has been happening in the industry and within Transport Canada's Marine Safety Directorate.

We anticipate the tabling of the new *Canada Shipping Act (CSA)* for its first reading in the House of Commons in March, and we hope for a speedy passage. This modernized legislation will support a safe, technologically-advanced and efficient marine industry that is capable of competing globally.

As we look at ways of adopting this new vision of marine safety in Canada, we continue to consult, communicate and collaborate with industry and stakeholders. Keeping abreast of technological and economic pressures in the industry is vital to such issues as the CSA reform.

We continue to rely on our national consultation forum – the Canadian Marine Advisory Council (CMAC). We are pleased to report that restructuring the bi-annual meetings has resulted in improved information exchange, communication and efficiency when administering the numerous and diversified discussions.

Negotiations are underway to delegate certain inspection services to five major classification societies in Canada. This move is designed to address shipowners requirements, eliminate duplication and change the focus of our current inspections towards a more comprehensive system auditing approach.

As a first step, we delegated International Safety Management (ISM) Code inspections last summer. Tentative agreements are currently

on the table for the next phase – the Laker type of dry cargo vessels. We expect to reach a consensus by April 1, 2000. The target date for all other type vessels is tentatively set for the end of September 2000.

An integral part of this new scenario is our quality assurance program which will monitor and conduct spot checks in order to provide a more comprehensive analysis of our programs. Aimed at helping us deliver uniform services across the country, the program is currently in the early stages of implementation.

The audits will provide us with direct feedback on all our program delivery, including the delegated inspections. It will be designed not only to tell us if and when we achieve our goals, but also to give us the information necessary to improve our performance.

The delivery of superior service in a changing regulatory environment necessitates the upgrading of our electronic tools. These upgrades will include a total re-build of the Port State Control System (PSC), the Ship Inspection Reporting System (SIRS), and the Automated Certification and Examination System (ACES). The new systems will ultimately improve efficiency by eliminating duplication and providing more accurate and timely reporting. The work began last year and is slated for completion by 2001.

To strengthen our workforce, our current national recruiting campaign will fill some expected vacancies in our organization. Additionally, the campaign will yield valuable information on potential feeder groups for developmental training, should



Bud Streeter

our traditional recruiting sources continue to diminish. In a related vein, our national training program is beginning to offer courses containing the latest information on changing regulations and procedures to support employees in our core programs.

The changes in the past several years have been significant. It is well worth noting that, during that time, our commitment to defining our structure, mandate and priorities and to meeting the needs, demands and requirements of marine safety has not wavered and continues to be paramount in reaching our goals.

As we head into the future we will continue to keep our clients and partners in the industry well informed through our annual progress report on our strategic plan objectives and our quarterly *Marine Safety Review*. In addition, last November Transport Canada proudly launched a new national web site with links to the Marine Safety and regional home pages. Our enhanced Internet presence complies with Treasury Board's "common look and feel" guidelines.

...continued on page 3

On the Benefits and Checks for Inspection Delegation

While still standing firmly at the helm, Marine Safety has begun the process of delegating certain inspections to classification societies in Canada.

The process that began last summer with the delegation of inspections for the International Safety Management (ISM) Code will be progressing to other types of inspections this year. Marine Safety will retain its regulatory responsibility and increase its quality assurance role.

“Industry was asking for the delegation of inspections and we are delivering,” says Andrew Hart, Director of Quality Assurance at Marine Safety.

One of the reasons for the shift is that, to a great degree, it will eliminate duplication. Currently, some 70 to 80 per cent of the work we do on ‘classed ships’ is also done by classification societies.

We expect that this change may result in a variety of direct and indirect savings for the ship owners.

While the move to delegate will not adversely affect inspector positions within Marine Safety, it will serve to lighten the load on currently over-worked inspectors. Marine Safety inspectors will now be able to shift their focus to other duties such as awareness programs that foster an improved safety culture – which is part of Transport Canada’s strategic plan for all to share the responsibility for safety in transportation.

“Consequently, Marine Safety is actively phasing in a process of delegating inspections to the five major classification societies that operate in Canada,” explained Mr. Hart.

An agreement is under discussion for the “Laker” fleet, with a target date of April 1, 2000. For the remaining ships, the target date is tentatively set for the end of September 2000. Final policy, especially the extent of delegation on passenger ferries, remains to be approved.

“This will delegate most shipboard inspections, when the owner wishes to take the option of having the classification society do it on our behalf.”

MARINE SAFETY QUALITY CONTROL

It is extremely important to note that Marine Safety is still steering the ship. In its oversight role we will ensure that the safety of the system is not compromised.

Ultimately, Marine Safety remains responsible for enforcing regulations and standards, and ensuring that inspections are carried out in a proper manner.

One of the most important first steps is developing the agreements between Marine Safety and the classification societies, with their schedules setting out the detailed requirements of what is delegated.

In addition, Marine Safety will be verifying the work, which will include unannounced ship board visits, through its quality assurance program. The direct feedback from the audits will allow Marine Safety to verify the achievement of its goals, as well as provide information that can be used to improve performance.

The entire process and criteria are currently under development and will be fully documented.

The organizations that will be performing the inspections already have quality management systems in place. Consequently, we’ll be learning from each other and the long-term result will be better safety.

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In short, we are right on track with the five key priorities outlined in our Marine Safety Strategic Plan and its subsequent 1999 update. This issue of *Marine Safety Review* will elaborate on some of the more interesting events occurring across the country in this regard.

We continue to be interested in your questions and welcome your comments for publication in upcoming issues. The e-mail address is: marinesafety@tc.gc.ca

...continued on page 4

Marine Safety Embarks on New National Training Program

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A SEPARATE ISSUE

Marine Safety has embarked on a national program to provide technical training for its inspectors.

In another vein, there is a pilot program on the West Coast for the self-inspection of tow boat hulls and machinery.

In February 1998 Marine Safety obtained project approval from Treasury Board to design, develop and implement a National Training Program (NTP). The program has been established to ensure national standards of quality service by promoting and improving the safety of life and property on navigable waters and the protection of the marine environment.

The program is in the experimental stages and involves a limited number of vessels, cautions Hart. If it proves to be a viable option, one person in a company would have the sign-off authority for inspections of the hulls and machinery on their tow boats. Inspections for safety or pollution equipment would not be included. ↗

The Marine Safety National Training Steering Committee is guiding the process along with senior managers and training professionals to ensure the course requirements are in line with Marine Safety's priorities. This being said, the initial training efforts are focusing on core programs and risk areas over the next few years.

Contributor: Andrew Hart, Director, Quality Assurance, Ottawa

Additionally, Marine Safety is planning to conduct a national needs assessment survey to ensure the courses are in line with the competencies identified in the new role of the inspector.

If you require further information on the National Training Program, please contact Debbie Jones-Whitney at (613) 998-9360 or by e-mail at joneswd@tc.gc.ca ↗

Contributor: Debbie Jones-Whitney, Acting Policy Training Advisor, Ottawa



Update on Interim Program for Passenger Vessel Compliance

In the September 1999 issue of the *Marine Safety Review* readers were introduced to the interim program for passenger vessel compliance necessitated by the change in the definition of “passenger” under the *Canada Shipping Act*.

The interim program is in effect nationally from June 9, 1999 to December 31, 2000. The small vessel compliance and enforcement groups operating in all the regions have been busy inspecting small passenger vessels under this interim program. Regional offices reported their activities to December 31, 1999 as noted in the diagram below.

The Pacific region has held numerous information sessions. Members of the group addressed diverse clientele from operators of passenger charter vessels to the Sports Fishing Institute of British Columbia.

The Atlantic region is anticipating a very active time in the upcoming months as Halifax prepares to host the Tall Ship 2000 celebrations this summer.

In all regions, many other small passenger vessels of 5 to 60 gross tons have been inspected and certified to carry more than 12 passengers.



The Naiad Explorer; owned by Mackay Whale Watching Ltd., is a certified passenger vessel.

You can obtain further information on the Transport Canada web site at: http://www.tc.gc.ca/canadashippingact/english/intro_e.htm or from any Marine Safety Office. ↗

Contributor: Kin Tue-Fee, Senior Inspector Technical, Design and Construction, Ottawa

REGIONAL ACTIVITIES

Number of vessels inspected to end of 1999 in each Region.

PACIFIC

- 25 vessels inspected under Interim Passenger Vessel Compliance
- 65 vessels inspected under small vessel monitoring and inspection program

PRAIRIE AND NORTHERN

- Four vessels inspected

ONTARIO

- Three sail training vessels

ATLANTIC

- 26 Safety Inspection Certificates (SIC 16's) issued
- One Notice of Survey issued
- Eight detention orders issued to vessels operating without a Safety Certificate or Notice of Survey

QUEBEC

- Four vessels inspected

Intelligent Transportation Systems – Smarter, Smoother, Safer, Sooner

MARINE SAFETY PARTICIPATES IN SIXTH ITS WORLD CONGRESS

ITS – Smarter, Smoother, Safer, Sooner was the theme of the sixth world congress on Intelligent Transportation Systems (ITS) in Toronto, November 8-12, 1999.

The distinguished international forum attracted more than 4000 transportation professionals from some 50 countries. The congress showcased significant state-of-the-art products and services to make transportation systems safer, more efficient and reliable, and environmentally friendly – often without having to alter existing infrastructures.

Along with the broad range of technologies, the congress also featured about 200 plenary, executive, panel and technical sessions that provided an excellent forum for discussing ITS and the issues facing the sector in the new millennium.



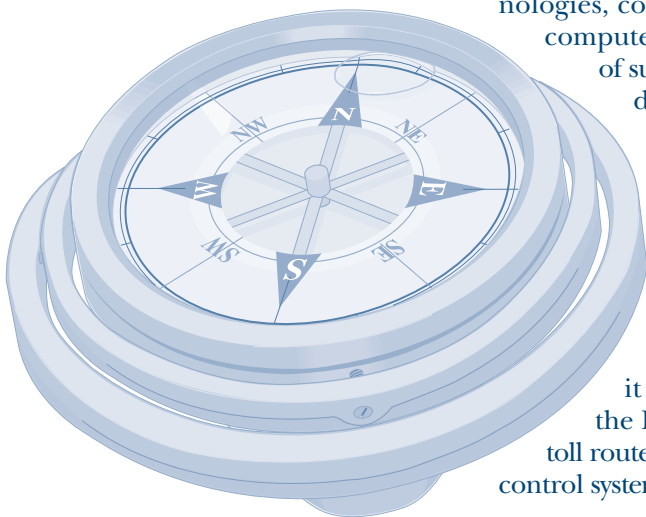
Transport Minister David Collette visits the TC ITS booth. This 6th International Conference was held in Toronto on November 8-12, 1999.

Intelligent transportation systems include sensor and control technologies, communications, and computer informatics. The use of such systems cuts across disciplines such as transportation, engineering, telecommunications, computer science, finance, electronic commerce and automobile manufacturing.

ITS applications made it possible to implement the Highway 407 electronic toll route, the St. Lawrence Seaway control system and the Toronto traffic

management computer centre – the world's first computer-controlled traffic signal system.

During the conference, there was a demonstration of some Electronic Chart Display and Information Systems (ECDIS) and Differential Global Positioning Systems (DGPS) – a joint effort between Marine Safety, Canadian Hydrographic Services and Marine Navigation Services of the Canadian Coast Guard. Marine Safety recognizes the use of ECDIS with the global positioning system as an important innovation that will enhance navigation safety and efficiency.



ITS Canada hosted the congress with Transport Canada as co-sponsor. The event was co-organized with ITS America and with support from parallel organizations, ERTICO in Europe and VERTIS in Asia-Pacific.

Transport Minister David Collenette gave the keynote speech at the opening ceremonies and also spoke at a subsequent dinner. In his keynote address, he announced \$7 million worth of funding for intelligent transportation systems technology in Canada.

“The Government of Canada is committed to implementing a comprehensive ITS strategy for Canada. Fostering lasting partnerships among the public, private and academic sectors is an important first step

in finding ways that Canada can benefit from these important advances in transportation technology...,” he said.

The funding will be provided to the ITS Society of Canada, the University of Toronto and the provinces and territories. Transport Canada has been funding ITS research and development projects for several years through its Transportation Development Centre.

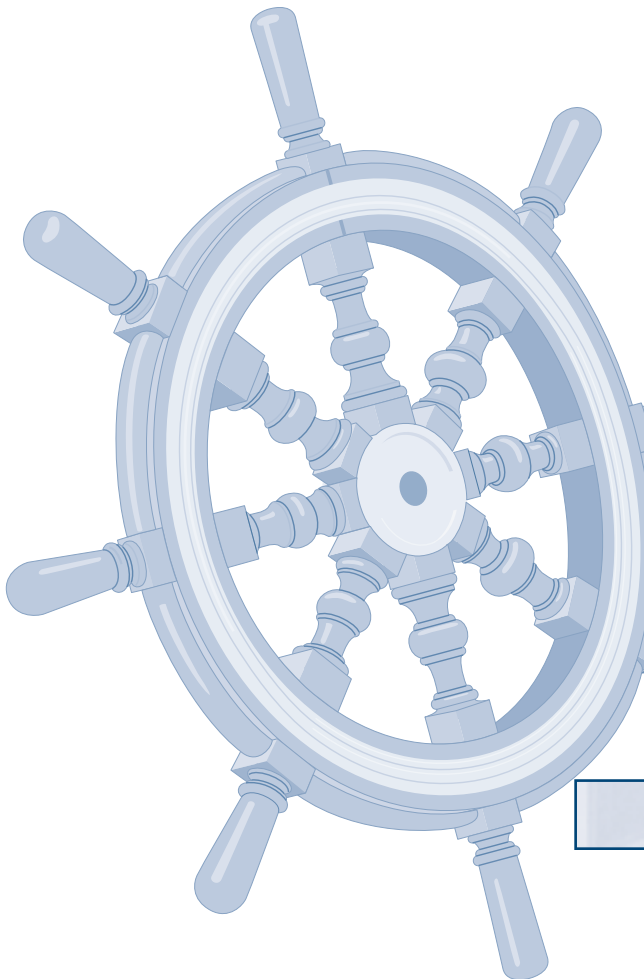
In addition to providing information for the technical program, Transport Canada also coordinated the Government of Canada pavilion. Captain Antony Kasprzak represented the Marine Safety Directorate and was one of 60 federal representatives staffing the pavilion.

The federal pavilion featured seven departments including:

- Transport Canada;
- Environment Canada;
- Fisheries and Oceans Canada;
- Industry Canada;
- Natural Resources Canada;
- Canada Customs and Revenue Agency; and
- Canada’s National Research Centre.

For more information on ITS visit:
http://www.tc.gc.ca/POL/EN/its/menu_e.htm and
<http://www.itscanada.ca> ✎

*Contributor: Captain Antony Kasprzak,
Senior Inspector with Ships &
Operations Standards, Ottawa*



A closer look at the TC booth.

Minister Tables Pilotage Review in Parliament

On November 22, 1999, Transport Minister David Collette tabled the Ministerial Review of Outstanding Pilotage Issues, a report with 21 recommendations, stemming from a comprehensive study conducted by the Canadian Transportation Agency (CTA).

In tabling the report the Minister noted that it represented “the first step in a process to ensure a healthy, efficient regime that will respond to the legitimate needs of its users, ensure navigational safety, and protect the marine environment.”

The report was mandated by recent changes to the *Pilotage Act* which required that the Transport Minister review some of the more contentious issues within the current pilotage regime which had been deferred by the National Marine Policy of 1995. Consequently, on August 11, 1998, Transport Minister Collette asked the CTA to conduct the review.

In carrying out the review, the CTA received written submissions, convened two national meetings, and held regional consultations with interested parties. All facets of the marine industry were active participants at many of these sessions.

The objective of the review was to conduct a forward-looking examination of the marine pilotage system, and to develop recommendations to ensure Canada has an efficient, viable, and safe pilotage system to meet the ongoing and long term expectations and demands of all users.



The following issues were reviewed:

- pilot certification process for masters and officers;
- training and licensing requirements for pilots;
- compulsory pilotage area designations; and
- measures taken that concern financial self-sufficiency and cost reduction.

An item that had the potential to be fifth on the list concerned dispute resolution mechanisms. However, the issue was considered resolved, given recent changes to the *Pilotage Act* and the inclusion of appropriate provisions in collective agreements.

On September 1, 1999, the Agency presented its final report and recommendations to the Minister.

Transport Canada’s response to the recommendations, all of which were agreed to in principle, were tabled along with the results of the review in a comprehensive report. For details on the recommendations and response visit Transport Canada’s web site at: <http://www.tc.gc.ca/pilotage/english/Reptopar-En.htm> ↗

*Contributor: Gerard McDonald,
Director, Marine Personnel Standards
and Pilotage, Ottawa*

UFOs – “Unaccustomed Floating Objects”

In the summer of 1999, some strange objects were seen being towed through Canada’s Northwest Passage.

A floating dry dock, previously based in Petropavlovsk-Kamchatskiy in eastern Russia had been declared surplus to local requirements and sold to German interests.

The new owners wanted to station the dock in the Bahamas to cater to the Caribbean cruise ship trade. In addition, another section of dry dock built in mainland China had to be towed in convoy with the original, larger section of the existing dock.

These docks are significant steel structures. The larger one is almost 200 m in length and both rise above the water to the height of a five-storey building.

The insurers involved in the project decided that a long, deep-water tow was not the best route for such high-sided structures. Winds and waves of any strength would cause them to scud across the water making them difficult to control at the end of a towline.

Thus, the Northwest Passage was selected as the ideal route to get them to their destination. The Russian icebreaker *Admiral Makarov* was to tow the larger portion, while the Russian ice-strengthened tug *Irbis* was lined up for the smaller segment.



Admiral Makarov Icebreaker

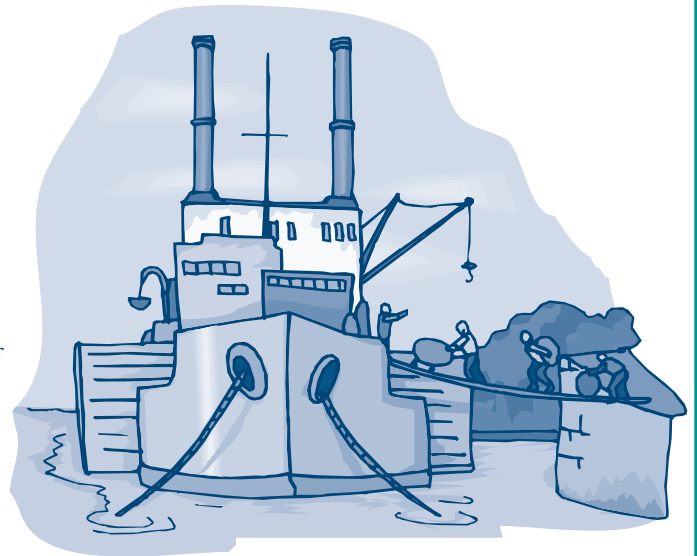
The Marine Safety Branch of Transport Canada’s Prairie and Northern Region became involved in the process early in the summer of 1999 and, by late July, one of their inspectors travelled to Vladivostok and to Petropavlovsk-Kamchatskiy to examine the dock and the vessels assigned to do the towing.

To prevent marine pollution and to control the activities of ships in the area, Canada has stringent regulations that apply to shipping in the North. The vessels were found to be acceptable and the convoy got underway in early September.

The intended arrival date in Nassau was late October – in the middle of hurricane season.

Contrary to initial expectations, the transit through northern Canadian waters was the easiest part of the voyage, as there was less ice in the passage than normal. The Canadian Coast Guard provided an escort in the form of the icebreaker CCGS *Louis S. St-Laurent* for part of the passage.

The voyage became more difficult in the Gulf of St. Lawrence when the backwash from a hurricane caused



the towlines on both sections to part. The larger dock section had 15 men aboard to control its draft with ballast. It was soon retrieved. But the smaller segment drifted aground on the west coast of Newfoundland, about 50 km south of Corner Brook. Eventually, it was refloated.

By late November both parts of the dock had arrived at their intended destination. The project, although far from easy, was completed successfully – without pollution to the marine environment or injury to the personnel involved.

A similar project may be undertaken next summer in the Arctic. Marine staff are working on a set of guidelines to describe “best practices” for marine towing. The first draft is scheduled for completion at the end of March 2000. ↗

Contributor: Peter Timonin, Manager, Arctic Regulatory Services, Prairie and Northern Region

Changes in Tonnage Regulations Make a Significant Difference

There is a long history behind the current changes in tonnage regulations.

Changes began in 1969, when the International Maritime Organization (IMO), a branch of the United Nations, established an International Tonnage Convention [ITC(69)] for measuring tonnage of ships making international voyages.

“Previously, each nation measured tonnage by applying its own methods of measurement and often used the formula that provided the most economic benefit,” says Alan Milne, Manager, Technical Services, Atlantic Region.

The 1969 system of measuring a ship’s internal volume virtually eliminated tonnage discrepancies between countries. It also provided a basis for a true measure of tonnage, especially for ships with unusual forms, such as catamarans and open container ships.

The ITC(69) was ratified on July 18, 1982, and was implemented on July 18, 1994. “The intent of the 12-year time lag was to give countries a chance to re-measure their vessels and obtain an International Tonnage Measurement Certificate,” says Milne.

This IMO formula provides for the measurement of the total volume of all the enclosed spaces in cubic meters of ships having a length that is equal

to or greater than 24 m. The ITC(69) requirements include yachts, but exclude ships of war and ships operating exclusively within the Canada/US Great Lakes Treaty Zone.

“When ITC(69) came into effect, a ship sailing into a foreign port had to have been measured in accordance with the Convention and have a measurement certificate to prove it,” says Milne.

Canada, as a signatory to the ITC(69), revoked all existing tonnage regulations and passed new ones that came into effect on October 18, 1994.

In addition, Canada went a step further and decided to make the ITC(69) applicable to domestic ships which had laid their keel on or after the 1994 implementation date. Therefore, for domestic ships, the regulations applied only to new ships.

“It was a good decision,” says Milne. If a domestic ship had the required strength and stability for an international voyage and it became necessary, it would already have been measured.

“The Atlantic Regional office has measured quite a few ships for international trade. In excess of 60 international tonnage certificates have already been issued.

For ships less than 24 m in length, Canada developed its own system. After consultation with industry, a simplified method of measurement was devised that uses a tonnage block coefficient.

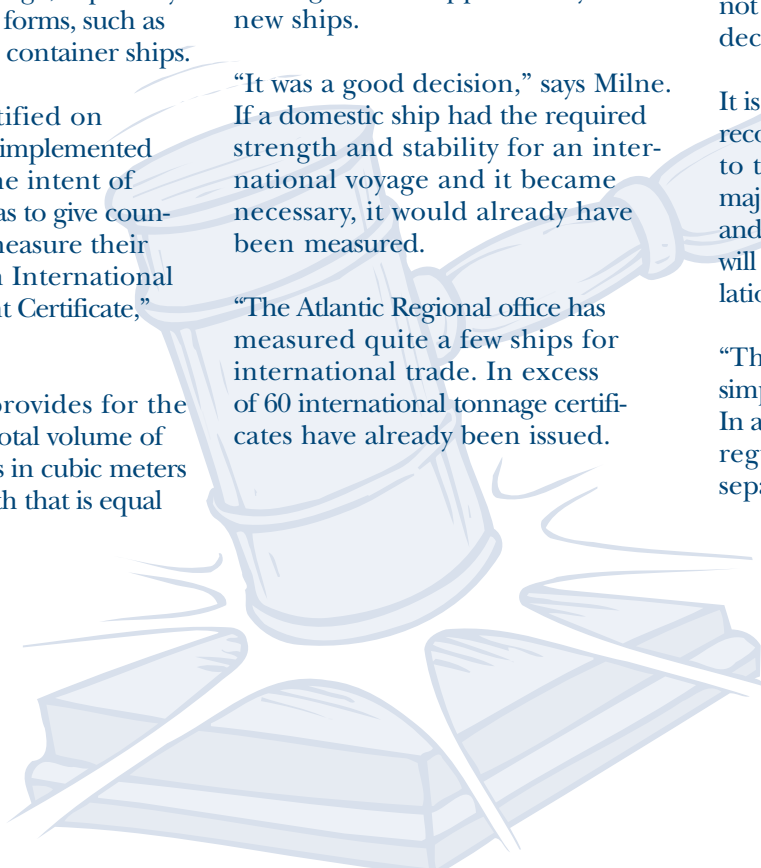
MOST RECENT CHANGES

“As we move into the year 2000, we are going through a second transition to remedy some of the shortcomings of the 1994 Canadian Tonnage Regulations,” says Milne.

Countries ahead of Canada in applying the provisions of ITC(69) to their ships found some lack of clarity, as well as some omissions, in terms of special classifications of ships. Although an IMO sub-committee wrote resolutions that amended the ITC(69), the 1994 Canadian Tonnage Regulations had not incorporated the sub-committee decisions.

It is expected that the sub-committee’s recommendations, as well as revisions to the *Canada Shipping Act* such as major changes to registry procedure and tonnage measurer appointments, will have been added to Canada’s regulations by the end of February 2000.

“The new regulations are shorter, simpler and easier-to-read”, says Milne. In addition, registration and tonnage regulations which were previously separated, are now combined.



The regulations simply outline the requirements for those ships that are over and under 24 m in length. For vessels under 12 m in length and subject to certain criteria, they provide a 'do-it-yourself' method of measurement using a table based on a ship's length and beam to determine gross tonnage.

"That is a significant change," says Milne. Also, there has been a dramatic change in the size of ships that now have to be registered. The new regulations mandate that ships of more than 15 gross tons must be registered, many of which, will be below 24 m in length. Those equal to or less than 15 tons have the option to be registered or licensed.

The new Transport Canada publication slated to explain the application of regulations in plain language is TP 13430E. Visit the Transport Canada

Who Cares About Gross Tonnage?

Suffice it to say, that the measurement of gross tonnage has far-reaching effects.

It is used as a yardstick for the application of Transport Canada regulations, inspection procedures and registration, as well as pollution prevention requirements and officers' competency requirements.

Other variables it affects include load line assignment (the maximum draught to which a ship is permitted to load), applicability of international conventions, such as Safety of Life at Sea (SOLAS), MARPOL 73/78 (oil pollution prevention) and radio installations on board ships.

When it comes to fees, gross tonnage is used to determine port dues, dry dockage, mooring, wharfage and pilotage fees and berthing costs that are based on a combination of length and tonnage. It also has a bearing on international canal tolls and port dues, tugboat rates, protection and indemnity insurance and the limitation of liability in Canadian and international law.

publication web site at: http://www.tc.gc.ca/marine/front_e.htm/ or call us at (613) 991-3135 to obtain a copy.

"These changes will also shift the qualifications and responsibilities of the tonnage measurer," says Milne. In early January, internal Marine

Safety staff attended a train-the-trainer session at headquarters. These staff members are currently training tonnage measurers from the private sector. ↗

Contributor: Alan Milne, Manager, Technical Services, Atlantic Region

On the Lookout for Marine Safety Inspectors

Transport Canada has been searching for people with technical expertise to be employed as inspectors for its Marine Safety and Civil Aviation organizations.

"In Marine Safety, due to the shortage of highly technical and knowledge-based people, we will be recruiting about 30 inspectors for locations across the country," says Francine Léger, Director of Program Services in Marine Safety.

The national recruitment campaign launched last November was designed to address a shortage of inspectors and an aging workforce.

Opportunities have been advertised in trade magazines, large daily newspapers and small community papers, and on web sites for Transport Canada and the Public Service Commission. The campaign is expected to fill a combination of 100 positions in marine and aviation, as well as building an inventory of applicants to fill upcoming requirements.

For marine safety inspectors one or more of the following qualifications is required:

- Seafarer with Master Mariner or senior marine engineer status;
- A marine system design course certificate;
- Experience in marine safety;

...continued on page 13

Staying Current with Canadian Marine Advisory Council

STAKEHOLDERS TAKE THE OPPORTUNITY TO HEAR AND BE HEARD AT RECENT MEETING

More than 380 men and women took the opportunity to participate at the latest Canadian Marine Advisory Council (CMAC) meeting that was held in November 1999 at the Government Conference Centre in Ottawa.

Updates to the *Canada Shipping Act* (CSA 2000), the Regulatory Reform Project and the Canadian Coast Guard Headquarters renewal were among topics explored. In addition, attendees heard news about the decision to move the responsibility of the CMAC Secretariat from the Canadian Coast Guard at Fisheries and Oceans Canada to Transport Canada's Marine Safety Directorate.

This transfer of responsibility will be in place for CMAC's meeting in May 2000. Unchanged will be the role of the council and the partnership between Transport Canada and Fisheries and Oceans Canada. Currently, the Canadian Coast Guard (CCG) and Marine Safety steer the organization together.

The November Opening Plenary was chaired by Bud Streeter, Director General, Marine Safety at Transport Canada and Paul Bellemare, Director General, Program, Planning & Coordination at Fisheries and Oceans Canada. The Closing Plenary was co-chaired by Bill Elliott, Deputy Commissioner of the Canadian Coast Guard and Ron Jackson, Assistant Deputy Minister of Safety and Security, Transport Canada.



*Canadian Maritime Advisory Council Meeting – November 1999.
From left to right: Paul Bellemare, Bill Elliott, Ron Jackson and Bud Streeter.*

CMAC has roots from the 1960s and since then has been providing a forum for consultation with its stakeholders on safety, navigation, and marine pollution. Currently its membership roster includes commercial shippers, fishers, recreational boaters, unions, other levels of government and other federal departments.

Through CMAC, members have the opportunity to reach key decision-makers and to actively participate in regulatory development. Process and structural changes implemented in 1998 improved CMAC's accessibility and made it easier for this council to respond to the pressing operational and policy concerns of its members.

The national and regional CMACs meet twice a year to discuss matters that range in scope from broad public policy issues to technical considerations associated with new regulations such as the Global Maritime Distress and Safety System (GMDSS).

The CMAC web site is an excellent resource. The site provides agendas and papers for upcoming sessions, minutes from previous meetings and the opportunity to pre-register online for upcoming conferences.

Many individuals successfully used the CMAC site to pre-register for the November 1999 session. In fact, more than 300 attendees pre-registered – this cut costs and saved time.

Visit the CMAC sites at: <http://www.tc.gc.ca/cmhc/cmhc.htm> and <http://www.ccg-gcc.ca/cmhc-cmhc/main.htm> ↗

*Contributor: Ian Sherwood,
CMAC Secretariat*

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- Experience in technical or operational management of ships or quality assurance, including design and construction; and
- Experience as a ship's officer on commercial ships.

"Opportunities for technical inspectors in Marine Safety exist whether applicants wish to move or to stay in the area in which they are living," says Human Resources Officer Claire Peters.

Candidates will be used to staff positions in all regions: Atlantic, Quebec, Ontario, Prairie and Northern, Pacific and the Ottawa headquarters.

In addition, applicants can apply online through the Transport Canada web site at http://www.tc.gc.ca/irc_cri/index_e.htm/. At this site, those interested can find details of the types of positions available, the qualifications required, salary ranges, the locations of positions and answers to frequently asked questions, as well as a candidate kit.

For those who wish to apply by mail or fax, a completed application or a resumé can be sent to:

Transport Canada,
External Recruitment Centre,
Place de Ville, Tower C,
330 Sparks Street,
Ottawa, ON K1A 0N5
Fax: (613) 990-1880.

Transport Canada will be assessing candidates in late spring. For more information or to receive a candidate kit call 1-800-305-2059 or Ottawa-Hull at (613) 993-7284. ↘

A THUMBNAIL SKETCH OF MARINE SAFETY'S WORK

Interested candidates may wish to know that Marine Safety serves the domestic and foreign marine industry in the following ways:

- ship surveys and inspections;
- plan approvals;
- certification of shipboard personnel;
- pollution prevention;
- ship registrations;
- port warden services; and
- the monitoring of dangerous goods and hazardous materials.

In addition, as support for its services Marine Safety develops regulations, compliance agreements and standards; enforces regulations; promotes safe marine practices; briefs and advises departmental officials, investigates marine incidents and oversees marine pilotage.

Among those using its services are ship owners, operators and crews, ship-builders and associated industries, government departments with vessels opting for inspection services and marine pilotage authorities.

In the course of its work, Marine Safety forms partnerships with:

- industry and professional associations;
- labour unions;
- marine training institutions;
- classification societies;
- other marine administrations;
- federal and provincial governments;
- special interest groups;
- other Transport Canada directorates; and
- those parties mentioned above who use the services.

*Contributor: Claire Peters,
Human Resources Officer, Ottawa*



Occupational Safety and Health (OSH) Explanations

In the last issue of the *Marine Safety Review*, we indicated that the next article on OSH Explanations would provide a report on Marine Safety's discussions with the territorial and provincial governments on fishing vessel safety. This was based on the discussions being concluded prior to the publication of this issue. Since the discussions continue, we will provide an update on the Marine Occupational Health and Safety (MOSH) component of the National Training Program.

For a marine safety inspector to be appointed as a safety officer by the Minister of Labour, the inspector must meet the standard of knowledge and skills required to carry out effectively the duties and responsibilities of safety officers. This standard is acquired through the successful completion of the National Training Program's MOSH component.

The development of the MOSH training program began just over three years ago, with team members from all regions and headquarters contributing their expertise to the task. To develop the program eight people from regional offices worked part-time and two people from headquarters worked for the better part of the last year on a full-time basis. The result was a curriculum of training consisting of nine modules.

The pilot for the MOSH training program was successfully delivered in Toronto between November 15 and 26, 1999. The pilot identified

the need for a few minor adjustments to the program before its formal implementation in February 2000.

Marine Safety is planning to conduct several MOSH training sessions over the course of the year. Initially, training will be offered to all marine safety managers and marine inspectors with OSH program delivery responsibilities. Following this, MOSH training will be provided, as required, to new employees with program delivery responsibilities and to other interested employees of Marine Safety (subject to seat availability).

As a courtesy to industry, Marine Safety will be conducting a one-day information session on the MOSH program from an administrative and enforcement perspective. This perspective will include an overview of the rights and obligations of employers and employees subject to the Canada Labour Code, Part II (Code). It will also include an overview of safety officer duties in terms of administration and compliance, including the limits of discretionary powers.

This session will provide an excellent opportunity for stakeholders to learn first-hand what to expect when safety officers exercise their powers under the Code. Dates and locations for the one-day seminar will be established based on interest. Those wishing to attend may register their interest through our MOSH web page at: http://info.tc.gc.ca/mosh/english/Mosh_e.htm

The next OSH Explanations article will report on Marine Safety's discussions with the territorial and provincial governments on the division of power in fishing vessel safety. ↗

Contributor: Bob Gowie, Technical Advisor – OSH and Regional Safety Officer, Ottawa

Marine Safety Review

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Comments, queries, insights? Please forward them to:

Editor
Marine Safety Review
Marine Safety
11th Floor, 330 Sparks St.
Tower C, Place de Ville
Ottawa, Ontario
CANADA K1A 0N8

Telephone: (613) 990-6653
Facsimile: (613) 990-6191

E-mail: marinesafety@tc.gc.ca
Internet: <http://www.tc.gc.ca/MarineSafety/Directorate/index.htm>