



## Marine Technical Review Board Annual Report for 2010-2011

The Marine Technical Review Board (MTRB) is an organization established by section 26 of the *Canada Shipping Act, 2001* (CSA 2001) to review applications for exemptions from or replacements of regulatory requirements in respect of Canadian vessels or Canadian maritime documents issued to a person.

The MTRB is composed of a Chair, a National Vice-Chair and five Regional Vice-Chairs, and is supported in its activities by a Secretariat. This annual report was prepared in accordance with section 28(11) of the CSA 2001 and with the *Rules of Procedure for the Marine Technical Review Board*. This report covers the period from April 1, 2010 until March 31, 2011.

This was the fourth year of operation for the MTRB. It began accepting applications on July 1, 2007 with the coming into force of the CSA 2001, which made 2008-2009 the first full year of operations for the MTRB. Donald Roussel became Director General of Marine Safety and Chair of the MTRB on October 1, 2008.

This year, the MTRB considered 358 applications for exemptions or replacements, the vast majority of which were approved with only seventeen applications being denied.

The table below details each of Transport Canada's five regions, the number of applications considered, being processed, approved, denied, and previous decisions that were cancelled or superseded.

Region	Applications Considered	Applications Approved	Applications In Progress	Applications Denied	Board Decisions Cancelled
Atlantic	81	55	20	0	6
Quebec	52	34	18	0	0
Ontario	134	124	8	1	1
Prairies and Northern	9	9	0	0	0
Pacific	82	45	17	16	4
<b>National</b>	<b>358</b>	<b>267</b>	<b>63</b>	<b>17</b>	<b>11</b>



Transport  
Canada

Transports  
Canada

Looking towards the future, it is anticipated that the MTRB will continue to receive a large number of applications over the next few years as the modernization of the regulations under the CSA 2001 continues and as new regulations are put into place.

It is anticipated that over the coming years, a significant amount of applications will be submitted for a replacement of the Canadian requirements with the international requirements until the regulations are amended to harmonize our requirements with our international obligations.