

## REPORT OF THE CLOSING PLENARY

### Agenda

1. Opening Remarks.
2. Responses To Questions Raised In Opening Plenary.
3. Summary Reports From Standing Committees & Working Groups:
  - Standing Committee on Construction & Equipment
  - Standing Committee on Environment
  - Standing Committee on Fishing Vessel Safety
  - Standing Committee on Marine Security
  - Standing Committee on Navigation and Operations
  - Standing Committee on Personnel
  - Standing Committee on Recreational Boating
  - Working Group on Domestic Vessel Regulatory Oversight
  - Ad Hoc Working Group on Marine Policy
4. Other Business.
5. Closing Remarks.

### 1. OPENING REMARKS

Donald Roussel, Director General, Marine Safety, welcomed participants to the Closing Plenary and introduced Fulvio Fracassi, Director General, Marine Security, who was also at the head table. Donald Roussel remarked on the outstanding attendance of 540 participants at this National CMAC meeting, up nearly 100 people from last time.

### 2. RESPONSES TO QUESTIONS RAISED IN OPENING PLENARY

There were no outstanding questions from the Opening Plenary.

### 3. SUMMARY REPORTS FROM STANDING COMMITTEES

#### Standing Committee on Construction and Equipment

Luc Tremblay reported that about 40 people attended the meeting. Updates were presented on various regulations as well as work being done at the International Maritime Organization. Participants heard reports from the Working Group on North American Lifejacket Standards and the Working Group on Tug and Barge. During the afternoon, participants attended the consultation session on the proposed *Life-Saving Appliances Regulations*.

The full report can be found in the minutes of the Standing Committee.

Sean Griffiths from Secunda Marine Services took an opportunity to reiterate his concerns regarding stair tower arrangements on cargo vessel and urged Transport Canada to give the Marine Technical Review Board (MTRB) some consideration to allow the vessel in question to remain and operate in Canada and keep Canadians employed. Donald Roussel responded that as Chairman of MTRB, he would be reviewing the matter with significant care.

Mark Boucher, Ships' Officers Guild, added his view that in the interest of safety, Canada should be considering harmonizing, wherever possible and as quickly as possible, with the current Standards of the International Convention for the Safety of Life at Sea. According to Mark Boucher, this is especially critical considering the large number of Coasting Trade Licences that are being granted now.

### **Standing Committee on Environment**

Paul Topping summarized the meeting of the Standing Committee on Environment. Both the Working Group on Air Emissions and the Working Group on Ballast Water presented updates at this meeting. Participants also learned more about the outcomes of the International Maritime Organization, the status of regulations, work on vessel waste management and Marine Protected Areas. Two technical presentations were given on the National Aerial Surveillance Program and use of satellite technology.

The full report can be found in the minutes of the Standing Committee.

There were no questions.

### **Standing Committee on Fishing Vessel Safety**

Victor Santos-Pedro presented the report of the Standing Committee on Fishing Vessel Safety. Industry representative Mark Dolomont co-chaired the all day meeting, which was attended by about 70 people. The session included presentations from industry groups, regional updates, as well as reports from the Working Group on Fishing Vessel Safety Regulatory Issues and the Working Group on Fishing Vessel Certification and Training. A representative from the Transportation Safety Board spoke about its investigation into fishing vessel safety. As well, further information was provided on a new project to develop inspection standards for fishing vessels up to 24 metres in length. Finally, the Committee re-elected Mark Dolomont for an additional two-year term as co-chair.

The full report can be found in the minutes of the Standing Committee.

There were no questions.

### **Standing Committee on Marine Security**

Dean Fuller gave the report of the Standing Committee on Marine Security, which was attended by about 70 people. Updates were given on regulatory progress, operations, and policy work. A representative from the Canadian Coast Guard made a presentation on the Long-Range Identification and Tracking System. Participants also received an update on the status of Canada's application to the Comparability Board for reciprocity with the U.S. Transportation Workers' Identification Card and Transport Canada's security clearance program.

The full report can be found in the minutes of the Standing Committee.

There were no questions from the floor.

### **Standing Committee on Navigation and Operations**

Robert Turner reported on the full day meeting of the Standing Committee on Navigation and Operations. Participants heard updates from three IMO Standing Committees, as well as from the Working Group on Tug and Barge. Regulatory Reform and E-Navigation were also on the day's agenda. Finally, a representative from Exact Earth explained how the company uses satellite technology to detect vessels equipped with an Automatic Identification System.

The full report can be found in the minutes of the Standing Committee.

Al Le Monnier, International Longshore & Warehouse Union Canada, commented that he recently attended a meeting of the IMO Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 15). There, he remarked that an industry member was representing Canada at a working group meeting on timber deck cargo code. Directing his question to Donald Roussel, he asked if it is Transport Canada's policy to assign industry people to specific issues and allow them to speak on behalf of Canada.

Donald Roussel responded that Transport Canada is open to having members from industry or the labour sector participate as part of a Canadian delegation. The department can also assign individuals, depending on their expertise and willingness, as well as on the subject matter, to speak on behalf of Transport Canada in various working groups. He also made it clear that in doing so, the volunteer is expected to wear the Canadian government hat rather than advancing corporate views.

Paul Topping, who is managing a large delegation that includes industry advisors, explained that in the case of the Environment Committee, members of the delegation typically work within a defined structure to provide counsel to the head of the delegation but do not speak for Canada. Al Le Monnier followed up by saying that his experience at DSC 15 was different than the one described by Paul Topping and Donald Roussel noted this.

Jan Zwaan, Manager, Cargoes and Ship Port Interface, also spoke to the subject saying that in this specific case he did take the opportunity to attend some of the most recent working group meetings on timber deck cargo, and has always made an effort to attend as many of the meetings as possible and to carefully read the working papers that have been produced over the years. Jan Zwaan confirmed that he vets any comments made by industry before they go to the correspondence group and believes that, overall, the whole process does have a balanced approach.

On another topic, a representative from the Coast Guard Auxiliary asked Robert Turner to clarify the comments he made in his summary report regarding the masthead light and sidelight positioning on barges. Robert Turner said that in the Working Group on Tug and Barge proposal for the interpretation of composite unit, which had been accepted, it was recognized that for practical reasons there would have to be some deviations in where the forward masthead light could be placed on the barge and in some cases where the sidelights might be located. The Standing Committee determined that it would not be acceptable if there were too many deviations and wanted to make sure that the definition would not arise in too many slightly different requirements that are in the technical annexes of the *Collision Regulations*.

### **Standing Committee on Personnel**

Naim Nazha summarized the meeting of the Standing Committee on Personnel, which also met for a full day with several agenda items. Many updates were provided. The full report can be found in the minutes of the Standing Committee.

Mark Boucher, speaking on behalf of the Ships' Officers Guild, responded to the announcement that Human Resources Services and Development Canada (HRSDC) did not intend to proceed further with support for the marine sector by saying that this was unacceptable. While acknowledging no fault on the part of Transport Canada, Mark Boucher added that the labour side intends to take this issue to the political level to determine why establishing a marine sector council is not being given a higher priority at this time.

### **Standing Committee on Recreational Boating**

John Murray presented the report of the Standing Committee on Recreational Boating, which was co-chaired by Bob Minielly, Canadian Safe Boating Council. The full report can be found in the minutes of the Standing Committee.

The Standing Committee decided to return to the full day meeting structure and recommended only one working group for the spring 2011 meeting to discuss the Navigable Waters Protection Program.

There were no questions from the floor.

### **Working Group on Domestic Vessel Regulatory Oversight**

Julie Gascon gave the report for the Working Group on Domestic Vessel Regulatory Oversight, attended by almost 80 participants. In addition to administrative items, the group touched on several issues relating to the oversight of domestic vessels, including:

- the Delegated Statutory Inspection Program;
- the Canadian Alternate Compliance Program;
- implementation of safety management systems;
- updates to the authorizations and agreements between Transport Canada and the five recognized classification societies; and
- the Small Vessel Compliance Program.

As this Working Group does not report to a Standing Committee they will provide minutes.

The full report can be found in the minutes of the Working Group.

A participant representing CAW Local 4212, St. Lawrence Seaway, offered his thanks to the Working Group for its recommendation that Transport Canada look further at the issue of safety reporting for fear of reprisals and repercussions.

### **Ad Hoc Working Group on Marine Policy**

Valerie Devlin gave the report on behalf of Tim Meisner, who chairs the Ad Hoc Working Group. Those in attendance heard presentations on:

- Canadian Transportation Agency application guidelines for Coasting Trade Licences;
- proposed regulations on compulsory insurance for vessels carrying passengers;
- hands-free mooring on the St. Lawrence Seaway; and
- the future shortsea shipping strategy.

Updates were provided on amendments to the *Canada Transportation Act Data Regulations*; the Nairobi International Convention on the Removal of Wrecks, 2007; the Canada-China Agreement on Maritime Transport, and on the three gateways.

As this Working Group does not report to a Standing Committee they will provide minutes.

The full report can be found in the minutes of the Ad Hoc Working Group.

There were no questions from the floor.

**4. OTHER BUSINESS**

Donald Roussel asked stakeholders for feedback on the idea of continuing to have the Opening Night reception at the Government Conference Centre at subsequent National CMAC meetings. In addition, he proposed that Transport Canada continue to invite high-level individuals to mingle with stakeholders at the event. The proposal was well received.

Fulvio Fracassi took a moment to thank delegates for their participation, engagement, and commentary during the CMAC meetings. He reiterated Transport Canada's commitment to keep stakeholders informed of major developments through this national forum, as well as through other means such as direct communication.

**5. CLOSING REMARKS**

Donald Roussel emphasized that the three pillars of the Canadian Marine Advisory Council are developing regulations, awareness and education and, finally, compliance and enforcement. He also highlighted Marine Safety's ongoing focus on delivery of service to the client and expressed that Transport Canada would carry on to the best of its ability with this commitment.

Donald Roussel wrapped up his closing remarks by applauding the good work of the CMAC Secretariat, led by Tia McEwan, in organizing the week's events.

The next National meeting of CMAC will take place from Tuesday, April 26, 2011 to Friday, April 29, 2011.