

**REPORT OF THE
STANDING COMMITTEE ON NAVIGATION AND OPERATIONS**

Agenda

1. Introduction and Approval of Agenda.
2. IMO Update – Sub-Committee on Dangerous Goods, Solid Cargoes and Containers.
3. Update on the Tug and Barge Working Group (i.e., definition of “composite unit”).
4. Regulatory Update.
5. IMO Update – Sub-Committee on Safety of Radiocommunications and Search and Rescue (COMSAR).
6. IMO Update – Sub-Committee on Safety of Navigation (NAV).
7. E-Navigation Updates.
8. Satellite Detection of AIS-SART-EPIRB Sea Trials.
9. Other Business.
10. Tentative agenda items for the next CMAC meeting.

The meeting of the Standing Committee chaired by Robert Turner, Transport Canada, was held on Tuesday, November 2, 2010.

1. INTRODUCTION AND APPROVAL OF THE AGENDA

The agenda was approved with no changes.

2. IMO UPDATE: SUB-COMMITTEE ON DANGEROUS GOODS, SOLID CARGOES AND CONTAINERS

Jan Zwaan, Transport Canada, provided an update on the recent meeting of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC 15) that took place in September. An update was presented on several IMO Codes that have newer versions or amendments that will become mandatory, such as: International Maritime Dangerous Goods Code (IMDG), and International Maritime Bulk Cargoes Code (IMSBC). As well, Maritime Safety Committee (MSC) adopted several new MSC Circulars. One Circular of interest was for the Safe Container Convention, and another was the CSS Code regarding container ships and stowage and the securing of containers provisions new ANNEX 14 for new ships by 2015 and existing ships, where practicable. Work on the IMO Timber Code 2011 has been completed and will go to MSC 89 and Assembly 27 for final adoption. Work at IMO is ongoing regarding classification criteria for bulk cargoes considered as Material Hazardous in Bulk (MHB) under the IMSBC Code, and also stowage and segregation provisions in part 7 of the IMDG Code. Updates were also provided on the work towards Guidelines including Recommendations for Entering Enclosed Spaces, Packing of Cargo Transport Units, and Protective Clothing for Chemicals.

Questions raised include the following.

Al Le Monnier, International Longshore & Warehouse Union Canada, asked about requirements in regards to the latest IMDG Code Amendments under the CSA 2001 and TDG. He also asked about requirements in regards to the IMSBC Code under the *Cargo, Fumigation and Tackle Regulations*, and amended versions. It was explained in the response that the manner in which the Codes are incorporated and referenced into the Regulations would help in determining what parts of a Code that is incorporated and where it is applicable. He commented on inspections vs. # of containers in transit worldwide and targeting of such inspections. It was explained that the format of reporting and follows the IMO circular related to this.

Bruce Patterson, BC Ferries, commented on the terminology for enclosed spaces under IMO and confined spaces under MOSH, it was explained that if a term is defined under Canadian legislation confined space would be applicable as per the definition.

Scott Porter, V.Ships Canada Inc., asked a question regarding the Iron Ore Fines new Circular indicating hazard of liquefaction, it was explained that no new schedule for this was developed yet in the IMSBC Code, and that amendments to the IMBC Code and for the Coal Schedule, if any, will be forwarded to him.

Eric Skowronek, International Longshore & Warehouse Union, asked a question on cases of non-conforming shipment of items not marked with the weight, the regulations require weight marked for any items to be loaded. For cargo to be unloaded the international Convention ILO 27 applies in this case, and for cargo items loaded in other countries to have the weight marked for an item with weight of over 1 T. It was explained that there were various means in regards control, or actions possible under the regulatory requirements in such cases.

3. UPDATE ON THE TUG AND BARGE WORKING GROUP

At the last CMAC meeting, the Tug and Barge Working Group presented to the Standing Committee a proposed interpretation for the term “rigidly connected” for use in interpreting the application of *Collision Regulations* Rule 24(b). The proposed interpretation was as follows: *The term “rigidly connected” when determining whether or not an integrated tug/barge unit is a “composite unit” means that, a Push mode or Dual Mode Integrated Tug Barge (ITB), when maneuvering, does so as a single vessel, without perceptible relative motion between the tug and the barge.* The expression “perceptible relative motion” was stated to relate only to the relative motion between the tug and the barge in the horizontal plane and whether a meeting vessel would be misled as to the relative heading between itself and the approaching composite unit.

Marcel Fournier presented feedback from Marine Safety’s perspective on the proposed interpretation. Of importance, Marine Safety questioned whether the interpretation provided sufficient clarification and thought that it would lead to further misinterpretations. Considering whether the interpretation would be consistent with the U.S. interpretation and common practice, Marine Safety stated that the proposed interpretation would not be consistent with the U.S. interpretation. Furthermore, it was recognized that it would also lead to deviations from the *Collision Regulations* in some cases with respect to the position

of the forward masthead light (i.e., height and also in relation to the sidelights) and these should be discouraged and minimized.

The participants discussed at length the proposed interpretation and impacts and recommended the following course of action: with input from towing representatives, the interpretation should be further developed inter-sessionally by Marine Safety in consultation with towing representatives, taking into account the discussion. A revised interpretation should be presented at the next CMAC meeting to both the Working Group on Tug and Barge and the Standing Committee on Navigation and Operations.

4. REGULATORY UPDATE

For the regulatory update, it was announced that the *Northern Canada Vessel Traffic Services Zones Regulations* came into force on July 1, 2010. The Regulations implement mandatory reporting to the Canadian Coast Guard for certain vessels when operating in the NORDREG Zone, which covers Canada's northern waters.

It was also announced that the *Voyage Data Recorder Regulations* would be pre-published in Part I of the *Canada Gazette* very shortly.

Regulations Amending the Collision Regulations are also being prepared to address comments raised by the Standing Joint Committee for the Scrutiny of Regulations. The amendments concern minor changes to clarify a few sections within the technical annexes of the Regulations.

The Regulatory Reform of the *Navigation Safety Regulations* is still being held in abeyance pending regulatory priorities.

5. IMO UPDATE: SUB-COMMITTEE ON SAFETY OF RADIOCOMMUNICATIONS AND SEARCH AND RESCUE (COMSAR)

Russ Renaud, Transport Canada, reviewed the agenda for the next session of the Sub-Committee on Safety of Radiocommunications and Search and Rescue (i.e., COMSAR 15). The agenda includes a scoping exercise to establish the need to review the GMDSS, a revision of the 406 MHz EPIRB standard, development of an e-navigation strategy and measure to protect the safety of persons rescued at sea. Interested stakeholders were invited to participate in the development of the Canadian position. As well, issues being considered at the International Telecommunications Union were presented, including the development standards for a Man Overboard alerting devices and MMSI issues.

6. IMO UPDATE: SUB-COMMITTEE ON SAFETY OF NAVIGATION (NAV)

The Chair gave a report on the last Sub-Committee on Safety of Navigation, its 56th session (NAV 56), along with the relevant Maritime Safety Committee (MSC) 87th session decisions.

The following was among what was decided at MSC 87: 1) Approved SN circular on Guidelines for bridge equipment and systems, their arrangement and integration; 2) Adopted MSC resolution on performance standards for Bridge Alert Management; 3) Approved MSC circular on guidance on procedures for updating shipborne navigation and communication equipment; 4) Adopted MSC resolution on Assuring safety during demonstrations, protests or confrontations on the high seas; 5) Approved amendments to SOLAS regulation V/18 to reflect annual testing of the AIS equipment - for adoption at MSC 88; 6) Approved SN circular on Guidance on the use of AIS Application-Specific Messages; 7) Approved SN circular on Guidance for the presentation and display of AIS Application-Specific Messages information; 8) Approved revised text of the proposed amendments to SOLAS regulation V/23 relating to pilot transfer arrangements - for adoption at MSC 88; 9) Approved revised text of the proposed amendments to resolution A.889(21) relating to recommendation on pilot transfer arrangements - for submission to Assembly 27 for adoption; and 10) Approved MSC circular on Unified Interpretations of SOLAS regulation V/22.1.6 relating to navigation bridge visibility.

The following was included in the NAV 56 update: 1) SN circular on Guidelines for safety zones and safety of navigation around offshore installations and structures (for MSC 88 approval); 2) SN circular on Maintenance of Electronic Charts Display and Information Systems (ECDIS) software (for MSC 88 approval); 3) MSC circular on Guidance on procedures for updating shipborne navigation and communication equipment (for MSC 88 approval); 4) Revised text of resolution A.953(23) on the World-wide radio navigation system (for MSC 88 approval); 5) SN circular on Guidelines on degree of risk evaluation (for MSC approval); 6) Continued the development of an e-navigation strategy implementation plan and re-established the correspondence group; and 7) Continued the work on the revised performance standards for VDRs.

7. E-NAVIGATION UPDATES

Lee Alexander, on Marine Safety's behalf, gave a presentation providing an update on the IMO e-navigation strategy; what it is, why it is important, the implementation process and progress made to date. He also highlighted Canada's involvement at IMO on e-navigation over the years.

André Châteauvert, Canadian Coast Guard, introduced a user needs matrix that was developed based on results of a survey conducted last year. Moving from concept to reality, the proposed matrix lists the e-Navigation services that shore authorities are expected to provide to mariners, and these have been broken down by different navigational areas in Canada. The Canadian Coast Guard intends to share this matrix at IMO next year. The matrix is currently available on their website. Comments and feedback from all stakeholders are welcomed until December 2010.

8. SATELLITE DETECTION OF AIS-SART-EPIRB SEA TRIALS

Jim King, Exact Earth, gave a presentation on Satellite Detection of AIS SART and EPIRB Sea Trials. The presentation highlighted their company's ability to globally detect AIS equipped vessels via satellite, including AIS SARTs, which are used to locate survivors in a distress situation. As a service to government departments and agencies, satellite detection of AIS signals can be used for such things as security, vessel monitoring, search and rescue, and environmental monitoring.

9. OTHER BUSINESS

There were no items raised under Other Business.

10. TENTATIVE AGENDA ITEMS FOR THE NEXT CMAC MEETING

The following are the tentative agenda items for next meeting:

- Regulatory Update
- IMO Updates
- Update on the clarification of "Composite Unit"
- E-Navigation Update

Approved by:

Robert Turner, Marine Safety, TC, Standing Committee Chair