

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

### **Agenda**

1. Introduction and Approval of the Agenda.
2. IMO Update - Sub-Committee on Dangerous Goods, Solid Cargoes and Containers.
3. Clarification on means of access:
  - Accommodation ladders, including its Inspection Certificate.
  - Update on pilot ladder requirements.
  - Seaway/Accommodation Ladders.
4. Update on the Tug and Barge Working Group (i.e., definition of “composite unit”).
5. Update on the *Voyage Data Recorder Regulations*.
6. Update on the *Northern Canada Vessel Traffic Services Zone Regulations*.
7. IMO Update - Sub-Committee on Safety of Radiocommunications and Search and Rescue (COMSAR).
8. IMO Update - Sub-Committee on Safety of Navigation (NAV).
9. E-Navigation Updates.
10. Information from CCG and CHS on the digitization of products.
11. CHS Levels of Service Results.
12. Other Business:
  - Hands-free mooring system development.
  - *Collision Regulations* – Rule 34(k).
13. Tentative agenda items for the next CMAC meeting.

The meeting of the Standing Committee chaired by Robert Turner, Transport Canada, was held on Tuesday, April 27, 2010.

### **1. INTRODUCTION AND APPROVAL OF THE AGENDA**

The Agenda was approved with one modification: Seaway/Accommodation Ladders was added to Agenda item 3 at the request of Seaway Marine Transport.

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

Jan Zwaan, Transport Canada, provided updates on:

- Agenda items for the 15<sup>th</sup> session of the Sub-Committee on Dangerous Goods, Solid Cargoes and Containers (DSC) that will take place in September 2010.
- Upcoming approvals for DSC 14 final report action items such as the latest IMDG Code Amendment 35-10, Amendments to the CSC Convention Annex II and new Annex III, a new Annex 14 to the CSS Code, revised MSC Circulars on Safe use of Pesticides, and ongoing Correspondence Groups on the IMO Timber Code Review, Stowage and Segregation Part 7 of the IMDG Code, and CSC Convention Circulars in regards maintenance of containers.

**3. CLARIFICATION OF MEANS OF ACCESS**  
**(Requested by the Canadian Shipowners Association)**

**Accommodation Ladders, including its Inspection Certificate**

At the request of the Canadian Shipowners Association, Vadym Pyetkov, Transport Canada, presented details on means of access to vessels, which included accommodation ladders and gangways. He reviewed the Canadian and international requirements, the various standards and guidelines and the marking, testing, and examination requirements. It was outlined that the *Cargo, Fumigation and Tackle Regulations* requirements for annual testing under load would be considered as under the own weight of the accommodation ladder and that for a 5 year test a test weight would be required. Highlighted also were the various use of terminology in regards to such equipment and the need to harmonize the terms used. As well a new draft T5 Tackle Certificate was provided for information, which is intended to cover such equipment and regulatory requirements. Owners were encouraged to bring such equipment in compliance at the nearest opportunity, as there already was a gradual implementation period of one year following the coming into force of the regulations. Bernard Boissonnault inquired if these inspection requirements were also applicable to accommodation ladders that were part of pilot boarding arrangements and it was confirmed that this was the case under SOLAS and the *Cargo, Fumigation and Tackle Regulations*.

**Update on Pilot Ladder Requirements**

Robert Turner gave an update on the existing pilot ladder requirements and the expected changes currently going through the IMO process for adoption. Pilot transfer equipment and arrangements are specified in section 74 of the *Navigation Safety Regulations*. The Regulations incorporate by reference SOLAS Regulation V/23 and IMO Resolution A.889(21). Both of these are currently under revision at IMO and the proposed changes are now going through the approval process. Many of the proposed changes were explained. Following the IMO process, the coming into force date may not be until 2012. However, once adopted, it is expected that the States will be encouraged to adopt the changes as early as possible. The Canadian Marine Pilots Association supported early adoption.

**Seaway/Accommodation Ladders**

Tom Anderson, Seaway Marine Transport, raised the issue of Seaway/Accommodation Ladders and the application of the regulations. He may present a proposal at the next CMAC meeting for their testing and maintenance.

#### **4. UPDATE ON THE TUG AND BARGE WORKING GROUP**

Phil Nelson, Council of Marine Carriers, provided a report on the deliberations of the Tug and Barge Working Group. He also presented a discussion document on behalf of Ray Krick, McKeil Marine, concerning the definition of a “composite unit” that was agreed to by the Working Group at the last CMAC session. The presentation proposed that the term ‘rigidly connected’ could be defined, as opposed to having to make a regulatory change. In addition, the expression ‘perceptible relative motion’ should 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. Consequently, he proposed the following interpretation: *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.*

However, to implement this interpretation, taking into account practical and operational considerations, he noted that it would be necessary to deviate from the regulations with respect to the placement of the forward masthead light and sidelights. To address this, he had 3 recommendations: 1) allow barges forming part of a “composite unit” to install the new forward masthead light 6m above the deck no matter the breadth; 2) allow existing forward masthead lights to be less than 6m above the deck unless this clearly would cause confusion to other vessels; 3) allow sidelights on existing barges to be forward of the forward masthead light unless this clearly would cause confusion to other vessels. The Council of Marine Carriers supported these recommendations but there were no comments from the other participants. Robert Turner expressed a potential concern on whether the interpretation would be consistent with U.S. interpretations and that the regulatory variations would need further consideration.

Phil Nelson also highlighted a brief update from Jan Zwaan on a TSB Marine Safety Advisory Letter No.01/10 regarding a Wagner Station Jog Switch failure leading to loss of steering control. This steering station jog switch malfunctioned recently on a tug leading to loss of steering of the tug which was towing a barge and subsequent girding and sinking of the tug. This type of switch was reported to be of an older design and subsequent inspection found failure of components in the switch. Since the older Wagner station jog switch may be used extensively in the marine industry in Canada, in particular on the west coast on tow boats and fishing vessels, operators of vessels fitted with this type of steering control are recommended to check such equipment for defects such as excess wear and tear, or failure of the spring and of the plastic switch locating dowels on the body.

## **5. UPDATE ON THE VOYAGE DATA RECORDER REGULATIONS**

An update was provided on the proposed *Voyage Data Recorders Regulations*. They are anticipated to be pre-published in Part I of the *Canada Gazette* this summer. Based on the presentation made last November, the proposed application of the regulations was reviewed. For vessels not engaged on international voyages, the following Canadian domestic vessels would be required to fit a Voyage Data Recorder (VDR):

- For vessels constructed on or after May 1, 2010 - a) Passenger vessels of 500 gt or more, and b) Cargo vessels of 3,000 gt or more that do not engage solely on inland voyages.
- For vessels constructed before May 1, 2010 - Passenger vessels of 500 gt or more, by the first inspection after July 1, 2011, but no later than July 1, 2014. These vessels may fit either a VDR or an S-VDR. They may also be exempt if the vessel is: not a ferry; solely on sheltered waters in vessel traffic services zone and operating less than 6 months/year.

In addition, the following Canadian vessels when engaged on international voyages would be required to fit a VDR: 1) Passenger vessels of 150 gt or more; 2) Cargo vessels of 3,000 gt or more constructed on or after July 1, 2002; and 3) Cargo vessels of 3,000 gt or more constructed before July 1, 2002. Cargo vessels of 3,000 gt or more constructed before July 1, 2002 may fit either a VDR or S-VDR and if less than 20,000 gt, the requirement does not apply before the earlier of the first inspection after July 1, 2007 or July 1, 2010.

Canada Steamship Lines raised a concern about a VDR requirement given that the U.S. will not have similar domestic requirements and given the recording capability of their electronic chart systems. The chair explained that based on concerns raised at previous meetings, the proposed VDR requirement would not apply to vessels engaged solely on inland waters voyages and to existing cargo vessels.

## **6. UPDATE ON THE NORTHERN CANADA VESSEL TRAFFIC SERVICES ZONE REGULATIONS**

An update was provided on the proposed *Northern Canada Vessel Traffic Services Zone Regulations*. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on February 27, 2010. The proposed coming into force date is still July 1, 2010. The application was reviewed along with the zone of coverage of the NORDREG Zone. The proposed *Northern Canada Vessel Traffic Services Zone Regulations* would apply to: 1) Vessels of 300 gross tons or more; 2) towing and pushing vessels with combined gross tonnage of 500 tons or more (same as ECAREG); and 3) Vessels carrying as cargo a pollutant or dangerous goods (same as ECAREG).

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

There was an update on the 14<sup>th</sup> session of the Sub-Committee on Safety of Radiocommunications and Search and Rescue (COMSAR). The IMO liaison statement to International Telecommunications Union Working Party 5B (ITU WP5B) regarding maritime mobile service identity (MMSI) numbers for portable VHF-DSC and guidance for “Man Over Board (MOB)” beacons was discussed. A proposed revision to the performance standards for 406 MHz EPIRBs was presented. A proposal by Spain, Malta, and Italy with respect to the safety of persons rescued at sea had little support from other delegations. Developments with respect to radiocommunication requirements under the E-Navigation strategy Implementation Plan were presented to the Standing Committee.

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

Rob Turner reviewed the upcoming agenda for the 56<sup>th</sup> session Sub-Committee on Safety of Navigation to be held in July 2010. The following agenda items were reviewed: Guidelines for consideration of requests for safety zones larger than 500 metres around artificial islands, installations and structures in the EEZ; amendments to the performance standards for VDR and S-VDR; development of procedures for updating shipborne navigation and communication equipment; development of an e-navigation strategy implementation plan; guidelines on the layout and ergonomic design of safety centres on passenger ships; review of vague expressions in SOLAS regulation V/22; new symbols for AIS AIDS to Navigation; review of Principles for Establishing the Safe Manning Level of Ships including Mandatory Requirements for Determining Safe Manning Levels; amendments to the 1966 Load Line Convention and the 1988 Load Line Protocol Related to Seasonal Zone.

**9. E-NAVIGATION UPDATES**

**CCG E-Navigation Update**

The CCG reported on the results of the Canadian e-navigation user needs survey. This survey had 177 participants from across the country and included both a web-based survey and regional interview sessions. The 3 main areas covered were: maritime communications, human machine interface, and technical/operational enhancements. Overall results of the survey show an increasing interest in e-navigation in Canada. Some general concerns expressed relate to timeline for implementation, information overload, cost, reliability, and complexity of the systems, international standards, and regulations and training and certification. Next steps include determining the current capabilities in each region to transmit formatted data and useful regional data for e-navigation.

### **Canadian Hydrographic Service (CHS) E-navigation Update**

The Canadian Hydrographic Service (CHS) also provided an e-navigation update. They gave several examples of CHS initiatives that relate to many of the IMO e-navigation strategy's core objectives. These core objectives include: safe and secure navigation, improved communications, efficiency of transport and logistics, accuracy, integrity and continuity appropriate to a safety critical system, human interface, global coverage and scalability. CHS will continue to work with CCG, TC and EC and others to develop a strategic vision for Canada and will continue to develop technologies and practices that will endorse and advance the IMO e-navigation initiative.

### **Transport Canada Marine Safety E-Navigation Update**

Robert Turner presented an update on the development of the IMO e-navigation implementation plan. The IMO is expected to complete this plan by the end of the year 2012. As a first step, much of the work on the implementation plan has been concentrated on identifying user needs. The preliminary shipboard user needs identified by NAV 56 was reviewed. Next steps include: finalizing the user needs, including shore based user needs, developing the e-navigation architecture, undertaking a gap analysis and conducting cost-benefit and risk analysis, where needed. Canada is a member of the intercessional e-navigation correspondence group and the Canadian user needs survey results have been submitted to support the international user needs assessment.

### **Mariners' Workshop E-Navigation Update**

Bernard Boissonneault, Corporation des Pilotes du St-Laurent Central, gave a report on behalf of the Shipping Federation of Canada, about the Mariner's Workshop on e-navigation. This meeting took place in Montreal last February. The workshop consisted of presentations on several e-navigation projects in Canada and breakout groups for in-depth discussions on e-navigation issues. The full report and its recommendations are on the Shipping Federation's website.

## **10. INFORMATION FROM CCG AND CHS ON THE DIGITIZATION OF PRODUCTS**

The CHS provided updated information on Canadian hydrographic data and products and the Canadian Coast Guard announced new options for viewing the amendments to the sailing directions.

## **11. CHS LEVELS OF SERVICE RESULTS**

The CHS also presented a detailed report on their Levels of Service results for 2009-10 in several areas including: critical information, charting, updating services, tide and water levels, and nautical publications. This is their 5<sup>th</sup> year of results since implementation.

## **12. OTHER BUSINESS**

### **Hands-Free Mooring System Development**

The Seafarers International Union of Canada expressed concerns about the development of a hands free mooring system in the Seaway in relation to minimum manning levels, potential delays and safety. They also wanted to know if a risk assessment had been conducted. A representative of the Canadian Auto Workers' Union supported their concerns. The representative of the St. Lawrence Seaway Management Corporation explained that they are just in the testing phase to find out what this technology can do and that there has been good participation from industry, masters, and pilots. There have also been meetings with industry to discuss risks and mitigating measures.

### ***Collision Regulations – Rule 34(k)***

A representative from BC Ferries raised for discussion Rule 34(k) of the *Collision Regulations* that requires large vessels to sound the whistle when departing the dock. They suggested an amendment to allow greater flexibility on whether to sound the signal or not. In particular, they suggested deleting subparagraphs 34(k)(i) and (ii). After some brief discussion in the group, BC Ferries will consider the issue further.

## **13. TENTATIVE AGENDA ITEMS FOR THE NEXT CMAC MEETING**

- IMO Updates
- Regulatory Updates
- E-Navigation Update
- Tug and Barge Working Group Update

### ***Approved by:***

*Robert Turner, Marine Safety, TC, Standing Committee Chair*