

## REPORT OF THE OPENING PLENARY

### Agenda

1. Opening Remarks  
*Sylvain Lachance, Executive Director, Regulatory Services and Quality Assurance, Marine Safety, TC*
2. Adoption of Agenda – April 2010  
*Sylvain Lachance, Executive Director, Regulatory Services and Quality Assurance, Marine Safety, TC*
3. Adoption of CMAC Minutes – November 2009  
*Sylvain Lachance, Executive Director, Regulatory Services and Quality Assurance, Marine Safety, TC*
4. What's New!  
*Donald Roussel, Director General, Marine Safety, TC*
5. Marine Safety Award  
*Donald Roussel, Director General, Marine Safety, TC*
6. Marine Security Update  
*Fulvio Fracassi, Director General, Marine Security, TC*
7. Canadian Coast Guard Update  
*René Grenier, Deputy Commissioner, Fisheries and Oceans Canada*
8. Regulatory Update  
*Sylvain Lachance, Executive Director, Regulatory Services and Quality Assurance, Marine Safety, TC*
9. Presentation On Emission Control Area, Energy Efficient Design Index, Ballast Water – Canadian Flag Treatment Under IMO/US and Canadian Regulations  
*Gerry Carter, President, Canadian Shipowners Association*
10. Other Business  
*Donald Roussel, Director General, Marine Safety, TC*
11. Closing Remarks  
*Donald Roussel, Director General, Marine Safety, TC*

### 1. OPENING REMARKS

Sylvain Lachance, Executive Director, Regulatory Services and Quality Assurance, welcomed attendees to the April 2010 National meeting of the Canadian Marine Advisory Council (CMAC). Approximately 430 stakeholders pre-registered for the session, which is more than ever before. Sylvain Lachance introduced the other members of the head table: Mr. Donald Roussel, Director General of Marine Safety and Mr. René Grenier, Deputy Commissioner of the Canadian Coast Guard.

Stakeholders were thanked for their ongoing participation and support, especially during these tough economic times.

Noting new security procedures at the Government Conference Centre, stakeholders were reminded to wear their CMAC identification tags at all times during the week. As well, stakeholders were encouraged to pre-register for future meetings to facilitate their entry into the Centre.

Every effort is made to reduce scheduling conflicts and to accommodate the many important meetings over the limited timeframe of the four days. Two changes, in particular, were taken to allow greater flexibility: the Opening Plenary now begins earlier at 9:00 a.m. and the afternoon meetings start a half-hour earlier at 1:00 p.m. It was also noted that all meetings must end by 4:30 p.m. to ensure stakeholders have enough time to exit the Government Conference Centre by 5:00 p.m., as required by the new security measures.

Participants were encouraged to note the particular dates and times of the meetings they were interested in attending.

## **2. ADOPTION OF AGENDA – APRIL 2010**

The agenda for the Opening Plenary was approved noting a few additional discussion items under Agenda Item 10 - Other Business.

## **3. ADOPTION OF CMAC MINUTES – NOVEMBER 2009**

The minutes of the November 2009 National CMAC meeting were approved without any corrections.

## **4. WHAT'S NEW!**

Donald Roussel, Director General, Marine Safety, had many accomplishments to report on since the last National CMAC meeting held in November 2009. He noted how impressed he was at the number of stakeholders in attendance last fall despite the realities of a difficult economy and he thanked stakeholders for their willingness and dedication to working with us. It was very encouraging to see and the results of that collaboration and support are evident in what Marine Safety has accomplished over the past several months.

The following is an excerpt of Donald Roussel's remarks.

The Pacific regional office was mentioned for the incredible job they did during the 2010 Olympics. The staff in the Pacific region worked tirelessly to coordinate and oversee marine safety efforts in the build-up to and during the Olympic winter games. As well, thanks were extended to stakeholders and industry for helping to ensure marine safety during this time.

The Council of the International Maritime Organization has made 2010 the "Year of the Seafarer". Highly skilled and experienced mariners are key to maintaining and improving marine safety. This year's World Maritime Day parallel event will take place in Argentina.

### **Harmonizing Regulations and Policies**

One of the areas of focus for 2010 is the continued development and implementation of regulations in support of the *Canada Shipping Act, 2001*. This includes the pursuit of harmonized and effective regulations and policies for safety and pollution prevention. Marine Safety is also continuing the development of regulations to support the Arctic and navigable waters protection programs.

Since the *Canada Shipping Act, 2001* entered into force on July 1, 2007, Marine Safety has been steadily moving forward with the mandate set out in the Act. Although a substantial amount of the regulatory reform has been completed, more than 1/3 of the regulations still need to be reformed. The next three years will be a lot of hard work, but this work is critical if we are to establish a predictable regulatory regime for domestic and international vessels conducting business in and from Canada, while maintaining the protection that Canadians are looking for. The 2007 *Cabinet Directive on Streamlining Regulation* requires us to ensure that regulations continue to meet their initial policy objectives and renew regulatory framework on an ongoing basis. Many regulations that came into force at the same time as the *Canada Shipping Act, 2001* will need to be reviewed, this type of review will also have a significant impact on our workload.

### **Bunkers Convention Certificates**

Under the *Bunkers Convention*, Canada is responsible for issuing insurance certificates to vessels over 1000 gross tonnage operating in Canadian jurisdiction. This is in addition to the *Civil Liability Convention* Certificates that are already issued for oil tankers. The newly formed Marine Insurance Unit processes applications for these certificates and to date, has issued more than 400 *Bunkers Convention* certificates and 170 *Civil Liability Convention* certificates. Marine Policy would provide more detail about the *Bunkers Convention* a little later on.

### **Ballast Water**

The Ballast Water Working Group would be discussing developments and possible amendments to the Regulations, as the Regulations will be brought in line with the *Canada Shipping Act, 2001* regime. The next phase will be to amend these Regulations to fully implement the 2004 *Ballast Water Convention* and require treatment systems be fitted on vessels. This requires more consultations before we act, given the uncertainty in the United States due to individual States advancing their own rules, as well as questions on how ballast water on domestic voyages can be addressed. Marine Safety is working with their colleagues in the United States Coast Guard and the United States Environmental Protection Agency, as well as talking to State governments about a collaborative approach on the Great Lakes. Marine Safety's goal is a harmonized approach to a very real environmental issue.

### **Arctic**

Work continues on developing the proposed *Northern Canada Vessel Traffic Services Zone Regulations*, previously known as the voluntary NORDREG. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on February 27, 2010 and the aim is to have them in place for the 2010 arctic shipping season, which begins on July 1st. Transport Canada continually works to ensure that its policies, programs, and operations reflect changing circumstances. For example, climate change has led to diminished ice cover and improved marine access in the Arctic, which could potentially contribute to an increase in marine traffic in the Arctic.

Recently, Transport Canada was given a mandate to negotiate a mandatory Polar Code at the International Maritime Organization. Work has just begun on the development of a Code and we will keep you apprised as this advances.

## **National Aerial Surveillance Program**

Programs such as the National Aerial Surveillance Program support the regulatory work in Marine Safety. Transport Canada continues to improve the effectiveness of the National Aerial Surveillance Program and has progressed with advancing the remote sensing equipment on the aircraft. New improvements will allow for live streaming video from the aircraft while airborne and Canada will be the first country to have this capability. Digital voice recording of the radio communications between the aircrew and vessel's crew has also been added to three of the surveillance aircraft, and reporting of Automatic Identification Information will now be available from the aircraft every 15 minutes.

## ***Navigable Waters Protection Act***

The *Minor Works and Waters (Navigable Waters Protection Act) Order* was made on April 22, 2009, and came into force on June 7, 2009. This Order defines classes of works that are considered minor in their impact to navigation and are thus exempt from the individual application process required by that Act. It also defines classes of waters that are considered minor and thus works that affect navigation on them are also exempt from the application process required by the Act.

Transport Canada is actively working on developing proposed Regulations that will repeal and replace the existing Ministerial Order, and extensive consultations are currently underway. Final approval and publication of the proposed Regulation in Part II of the *Canada Gazette* is anticipated to take place in 2011.

## **Development of Enhanced Air Emissions Regulations**

Another important area of focus for Marine Safety is the development of enhanced air emissions regulations for vessels operating in Canadian waters. Last fall, it was noted that nine international maritime Conventions were tabled in the House of Commons. These have now been formally approved by the Minister of Foreign Affairs and have been submitted to the IMO. Donald Roussel was pleased to advise that Canada is now a party to eight International Maritime Organization Conventions.

Out of the eight, the *Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004* and the *Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995* have yet to come into force internationally. On March 25<sup>th</sup>, the Government of Canada officially acceded to Annexes IV, V, and VI of the International Convention for the Prevention of Pollution from Ships, known as MARPOL. As a result, the International Maritime Organization has adopted the North American Emission Control Area proposed by Canada and the United States, with the support of France. We are now in a position to help reduce air pollution from vessels transiting this area.

Bringing into force the MARPOL Annexes will help reduce marine pollution from vessel sewage and garbage, as well as to control air emissions from vessels. By joining this international regime to prevent pollution from sewage, garbage, and air emissions, Canada signals its commitment to environmental protection to the international community and signals its alignment with global standards.

The government is building on other actions taken to protect our waters from pollution, including passing legislation to enhance the regime that holds vessels accountable for environmental damage and the people it harms and extending Canada's jurisdiction over Arctic waters from 100 to 200 nautical miles. At the same time, Canada has also ratified the *Maritime Labour Convention, 2006*. Currently, we are working on finalizing the *Maritime Occupational Health and Safety Regulations* with Labour Canada. The *Maritime Occupational Health and Safety Regulations* are anticipated for final approval and publication in Part II of the *Canada Gazette* in June 2010. Once this happens, Canada will be in a position to formally deposit the instrument of ratification with the International Labour Organization.

Even with these significant achievements, stakeholder support continues to be important. Other treaties that will require both policy debate and Parliamentary consultations are the 2009 Hong Kong Convention on Safe and Environmentally Sound Ship Recycling and future instruments on Greenhouse Gases. This all represents an incredible achievement, but we will not be slowing down in our ratification activities. Currently, we are analyzing a list of additional International Maritime Organization Conventions and we will be able to report back in the fall on what Conventions will be moving forward. Stakeholders are invited to submit their suggestions on what we should be considering to bringing into force next for Canada.

The International Maritime Organization's Marine Environment Protection Committee developed an interim technical framework on greenhouse gases that the Secretary General of the International Maritime Organization presented to the United Nations Conference on Climate Change in Copenhagen last December. This framework was further refined this March and the International Maritime Organization is considering how to make this framework mandatory by developing draft text to amend Annex VI to the MARPOL Convention.

### **Safety Management Systems**

Marine Safety will also continue to work towards implementation of Safety Management Systems within the domestic fleet as part of its strategic vision to involve vessel owners and operators to a greater level in ensuring the safety of their vessels. Safety Management Systems help to identify, mitigate, and/or eliminate potential problems before they result in incidents and/or accidents. Although the *Canada Shipping Act, 2001* does not explicitly require all Canadian operators to implement a Safety Management System, several concepts of safety management are already embedded within the Act and the associated regulations and standards.

The modernized *Canada Shipping Act, 2001* places greater responsibility on owners and operators to ensure that their vessels are in compliance with regulatory requirements and follow safe practices. Marine Safety continues to encourage owners to voluntarily adopt a Safety Management System to help meet all regulatory requirements and to further strengthen safety and pollution prevention practices.

As was noted last fall, one of the objectives of the Pilot Project in British Columbia is to test the application of Safety Management Systems on board domestic Canadian vessels. It is important to note that Transport Canada already has *Safety Management Regulations* that reinforce Canada's commitment to implement the International Safety Management Code on board Canadian vessels that make international voyages, in accordance with its legal obligations as a member of the International Maritime Organization. The objective now is to introduce regulations that in future will apply to the Canadian domestic fleet. Consultation on this matter will take place nationally in the future. In the meantime, it is on the agenda for discussion as part of the Domestic Vessel Regulatory Oversight Working Group during this session.

Over the winter, Donald Roussel met with marine safety inspectors at each regional office and at headquarters, as well as union representatives, in an effort to further enhance awareness and understanding of the *Canada Shipping Act, 2001*, the renewed inspection regime, new approaches to compliance, and the implications with respect to safety management systems.

### **Canadian Alternate Compliance Program**

One of the key discussion items was the modernization of the inspection regime to focus on high-risk vessels. A new initiative that will support a shift towards a risk-based inspection regime is the Canadian Alternate Compliance Program. Through this program, operators that undergo a risk assessment and demonstrate that they have suitable risk management practices in place may be authorized by Transport Canada to perform certain statutory functions.

The second objective of the Pilot Project that Marine Safety is currently conducting is to test the Canadian Alternate Compliance Program. All five pilot project participants underwent a risk assessment and two companies received authorization and have undertaken certain statutory functions. Following the completion of the pilot project, Marine Safety will conduct a full review of the program in early 2011.

### **Delegated Statutory Inspection Program**

The Delegated Statutory Inspection Program is another way in which Marine Safety is increasing efficiency through the elimination of service duplication. This program allows Marine Safety to focus its resources on areas of concern, while continuing to strengthen the safety culture. At present, 61% of eligible vessels are enrolled in the program. However, it is important to note that a significant number of these vessels have enrolled during the last 12 months alone.

We are confident that vessel enrolment will continue to increase through a targeted communication plan and as vessel owners become increasingly aware of the program and its benefits.

### **Promotion of a Strong Safety Culture**

Marine Safety, together with industry, will continue to promote a strong safety culture in the commercial and recreational boating communities, particularly in the fishing industry.

The Transportation Safety Board is conducting an investigation into the safety of small fishing vessels across Canada to help identify the root causes of accidents. This is a top priority on their “Watchlist” and a priority for Transport Canada, as well. While Transport Canada looks forward to hearing the outcome of the investigation and will cooperate fully with the Transportation Safety Board, we will also continue to consult and work closely with other departments and the fishing industry to better protect fishers, vessels, and the marine environment. Any recommendations made as a result of the investigation will be addressed in a manner that supports safety of the small fishing vessel fleet, while taking into account the viability of the industry.

It is anticipated to have the proposed *Voyage Data Recorder Regulations* pre-published in Part I of the *Canada Gazette* this summer. These Regulations are in response to a Transportation Safety Board recommendation from the “Queen of the North” investigation, and are another top item on the TSB Watchlist.

### **Seafarers’ Identity Documents System**

Marine Safety has implemented a solution for the issuance and verification of the Seafarers' Identity Document that meets all the security requirements specified by the Seafarers' Identity Documents Convention (Revised), 2003, better known as C-185. This modernized Seafarers’ Identity Document enhances maritime security while facilitating shore leave and professional movement of seafarers in nations that have ratified C-185. By the end of April 2010, Transport Canada's Seafarers' Identity Documents System will be deployed to almost all Marine Safety offices. There was a kiosk set up in the reception area where the system was showcased for a few days.

### **Boating Safety Class Contribution Program**

Last year, Marine Safety supported six projects for a total of \$250,000 under the Boating Safety Class Contribution Program. During the 2010/2011 fiscal year, 12 projects will be supported for a total of \$500,000. All of these projects will help raise awareness about the importance of boating safety within the recreational boating community.

### **Pleasure Craft Licensing**

Marine Safety’s approach to Pleasure Craft Licensing is changing and as of November 2010, Service Canada will no longer be processing applications for pleasure craft licenses on location at their centres. Applications will be available in many Transport Canada locations and on the Transport Canada Website. Transport Canada has recently launched a Pilot Project that will enable boat dealers to provide new boat buyers with their pleasure craft license. This program should be available to most boat dealers in the spring 2011. More information about this initiative will be available in the fall.

## **Conclusion**

We now find ourselves in a unique position where we are looking to establish a new regulatory framework with supporting policies that will help us to maintain the momentum we have achieved to date, and that will enable us to establish a stable, predictable regulatory regime that will benefit us for years to come. Stakeholder support is critical as we deal with the challenges that are facing us. We appreciate the efforts of the marine community to develop the tools to address these challenges and encourage your continued support.

## **5. MARINE SAFETY AWARD**

The Selection Committee received two nominations for the Marine Safety Award. This award is given to a nominee who exhibits a high level of performance in Canadian marine safety, makes an outstanding effort worthy of recognition, or who successfully completes a program or project having a significant impact on marine safety. Donald Roussel congratulated the nominees for their outstanding contributions and announced that the winner of the 2010 Marine Safety Award is presented to Archie Dickson.

Archie Dickson was nominated for his vision, initiatives and tireless dedication to marine training in Ontario and beyond. He achieved an unusually high level of performance in the interests of Canadian marine safety through his 21 years of responsibility for marine training programs at Georgian College's Owen Sound campus. For the past 10 years and until he retired in 2009, Archie Dickson was Director of Marine Training at the Georgian College's Great Lakes and International Marine Training Centre.

Archie Dickson has served in this senior management role with responsibilities for the development and delivery of marine certification and upgrading training programs for seafarers at the college, with a focus on meeting the safety and training needs of the Great Lakes shipping industry and other marine industry stakeholders. As well, over an 8-year period, Archie Dickson led the Georgian College's initiative with industry support, to renew and update their bridge and engine room simulators in Owen Sound. The result was a "partnership approach" between Transport Canada; the Ministry of Training, Colleges and Universities of Ontario; the Great Lakes marine industry; and the Georgian College. This partnership approach was a "first" for marine training investment in Canada and Ontario, and through Archie Dickson's dedicated efforts, vision and initiatives, the result was the most technologically modern simulator training centre in North America, which is in full successful operation.

Donald Roussel thanked Archie Dickson for his tireless efforts to enhance the safety of Canada's marine industry and congratulated him on receiving this well-deserved award for his accomplishments in the marine sector.

## **6. MARINE SECURITY UPDATE**

Allan Bartley, Director of Marine Security Policy, presented the update on behalf of Fulvio Fracassi, Director General, Marine Security, who was called away on other business. The following is an excerpt of Allan Bartley's remarks.

It is a pleasure to speak to you on how we are working to enhance the security of Canada's marine transportation system. Transport Canada's mission is to "serve the public interest through the promotion of a safe and secure, efficient and environmentally responsible transportation system in Canada." Today, I will be providing an overview of our strategic approach to marine security and updating you on specific initiatives. These measures are intended to protect Canadians, to secure our transportation system and contribute to a strong national economy.

In one-way or another, transportation is a part of all social and economic activities. Transportation opens markets to natural resources, agricultural products and manufactured goods, and it supports service industries. It also overcomes the challenges of topography and geography, linking communities and reducing the effects of distances separating people from each other. The Marine Transportation Security Program ensures that our marine transportation system is secure and trusted by our trading partners. This contributes to a strong economy and excellent trading relationships. Awareness and trust in Transport Canada's processes reduces duplication of effort by businesses and reduces delays in transit. Our security measures are closely aligned with the security measures of our international partners and help Canadian industry remain competitive internationally. By working with international organizations such as the International Maritime Organization, we are able to establish common security standards. By having a secure marine system, Canadians can continue to enjoy easier access to competitively priced goods and services. We can also ensure that Canada is not used as a means to threaten Canadians and our allies.

Marine security in Canada is a complex and multi-faceted activity, which depends on a variety of government departments and agencies and other stakeholders working together. Coordination is key with so many actors having interests and responsibilities in marine security. To this end, departments and agencies are collaborating with each other and partners to identify vulnerabilities and develop integrated solutions.

The following is some examples of work we have done with domestic partners.

### **Waterside Security**

The Royal Canadian Mounted Police, with the cooperation of Interdepartmental Marine Security Working Group partners, conducted an intensive review of waterside security in consultation with various stakeholders, including some of you. The purpose of this review was to identify the progress made in closing the waterside marine security gaps, validate the current operational and policy environment and make recommendations for future initiatives. The findings of this initiative are being prepared.

### **Marine Security Operations Centres**

Under National Defence leadership, Transport Canada and other partners have established the East and West Coast Marine Security Operations Centres. These centres improve awareness and understanding of marine activities and threats. Under the Royal Canadian Mounted Police leadership, an interim Marine Security Operations Centre has also been established in the Great Lakes and St. Lawrence Seaway region.

### **Marine Security Contribution Program**

The Marine Security Contribution Program has ended. This five-year project provided \$110.6 million to assist ports and other marine facilities with security enhancements. The program is currently being evaluated.

### **Automated Identification System**

In an effort to increase maritime domain awareness, the Canadian Coast Guard is in the process of implementing the Automated Identification System (AIS). This system significantly improves our awareness of vessel activity along our coasts and extending into the Great Lakes, with near real time coverage extending up to 40 nautical miles. Transport Canada has regulatory responsibility for AIS.

### **Long Range Identification and Tracking System**

Long Range Identification and Tracking (LRIT) is another initiative to improve situational awareness. However, in this case, coverage extends out to 1000 nautical miles for vessels transiting along our coasts. Canada was one of the first countries to implement the LRIT system, a requirement of the International Maritime Organization. The Canadian Coast Guard continues to lead the shore-side requirements and specifications and is responsible for its technical implementation in Canada. Transport Canada Marine Safety, on the other hand, has responsibility for the development of the regulations.

### **Research and Development Studies**

In collaboration with the Defence Research and Development Canada, we are also preparing a study on maritime self-reporting systems to determine which emerging technologies are most promising for northern situational awareness.

### **Compliance and Enforcement Working Group**

The Compliance and Enforcement Working Group between Transport Canada and the United States Coast Guard looks at operational harmonization. This group started with the Great Lakes but has been expanding into a truly bi-national working group focused on operational issues. Marine Security will be meeting their American counterparts on the Compliance and Enforcement Working Group this week.

### **Joint Initial Verification Team**

Transport Canada and the United States Coast Guard have also established a Joint Initial Verification Team in the Port of Montreal, which serves as the gateway to the Great Lakes and the St. Lawrence Seaway.

### **Regulatory Harmonization**

Regulatory harmonization provides Canada with an opportunity to cooperatively raise the level of security, while minimizing additional costs to the marine industry. This is achieved by applying more consistent requirements across multiple markets. Transport Canada seeks opportunities to harmonize marine security regulations with the United States and other international partners. Marine Security continues discussions with the United States Transportation Security Administration on the need to harmonize the marine transportation security clearances.

### **Secure Marine Industry**

As a trading nation, the security of Canada's transportation system is vital to Canada's competitiveness and standard of living. International and United States confidence in our marine transportation system ensures that Canada is able to move products across vast distances to world markets effectively and efficiently. Transport Canada, along with its partners, has been strengthening existing policies and programs to further enhance a secure marine industry.

### **Maritime Commerce Resumption Strategy**

Maritime Commerce Resumption has been identified as a priority. Canada is heavily dependent on the marine transportation system for its well-being. A terrorist attack or an emergency could cause significant disruptions to this system. Therefore, ensuring the resiliency of Canada's marine transportation system is of the utmost importance. This cannot be done alone. To develop and implement this initiative, we need to establish strategic partnerships with other federal government departments, other levels of government, and private industry. Since the fall of 2008, Port Metro Vancouver and Transport Canada have led a pilot project to develop and test a coordinated Pacific Region Maritime Commerce Resumption Plan. Work in the Pacific Region is near completion and work has begun to extend Maritime Commerce Resumption planning to Eastern Canada. We will provide more details in another presentation.

### **Small Vessel and Facility Security Strategy**

Transport Canada concluded consultations with stakeholders on small vessels and facilities currently not regulated under the *Marine Transportation Security Regulations*. Recommendations were formulated for each of the sectors consulted: fishing vessels, short-sea shipping, small commercial vessels, pleasure craft, and related port facilities. These recommendations are currently being implemented.

### **Security Assessment Program**

Transport Canada Marine Security has developed and implemented a comprehensive risk-based Security Assessment Program, applying both government and industry best practices in threat, risk and vulnerability assessment methodologies. The Security Assessment Program supports Marine Security's inspection and enforcement mandate and takes into account ports, marine facilities and domestic ferries. An output of this program has been the national classification of ports and marine facilities in Canada. The program includes a formal training course that has been attended by over 78 Transport Canada personnel from all modes.

### **Marine Event Response Protocol**

Transport Canada, in partnership with Public Safety Canada, has facilitated the development and implementation of the Marine Event Response Protocol as the Government of Canada's whole-of-government coordinated response to significant marine events.

### **Ship, Port and Marine Facility Certificates**

Transport Canada inspectors enforce and ensure that all ports, marine facilities and Canadian flagged vessels are in compliance with the security requirements laid out in the *Marine Transportation Security Act* and regulations in order to receive a security certificate.

### ***Domestic Ferries Security Regulations***

The *Domestic Ferries Security Regulations* were introduced in December 2009. Regulating domestic ferries is part of the government's overall strategy to strengthen Canadian transportation security while facilitating the free flow of people and goods. Implementation of the requirements was rolled out in British Columbia on January 15, 2009. Implementation in other areas of the country was effective on April 1, 2009.

### ***Marine Transportation Security Regulations***

A key priority is the comprehensive review of the *Marine Transportation Security Regulations* and proposed amendments. Our focus is on restructuring the *Marine Transportation Security Regulations* to ensure better consistency, clarity and address ambiguities. We will also consider allowing the use of Alternative Security Arrangements, and improve harmonization with the United States and other international partners. We will consult and work hand-in-hand with you and other stakeholders to ensure the proposals address concerns and are well balanced.

## **Policy and Program Implementation**

The regional offices are involved in the development and implementation of a variety of policies and programs, which are developed at Headquarters. This includes working with stakeholders to raise awareness and promote understanding of the program. Transport Canada inspectors ensure that all ports, marine facilities and Canadian flagged vessels are in compliance with the security requirements found in the *Marine Transportation Security Regulations*.

The regions also play an important and key role in major events such as the 2010 Olympic Winter Games. Canada's goal to have safe and secure Winter Olympic Games was attained through collaborative work with the Royal Canadian Mounted Police and other partners that addressed a number of planning challenges including: minimizing the impacts to the marine industry and the travelling public, while ensuring an appropriate level of security; meeting international expectations; ensuring fiscal prudence; and maintaining operational readiness for an extended period of time.

Work is now underway in the Ontario Region, in preparation for the G8 and G20 Summits to ensure the security of high level state representatives attending both meetings.

## **Protecting and Preserving the Efficiency of Canada's Marine Transportation System**

Transport Canada's Marine Security Program protects and preserves the efficiency of Canada's marine transportation system against unlawful interference, terrorist attacks, or use as a means to attack our allies. We work with our partners in the marine security industry to create a more effective, efficient and secure marine transportation system, which will benefit Canada. Today's threat environment is constantly changing and evolving, and we must be ready for it.

## **7. CANADIAN COAST GUARD UPDATE**

René Grenier, Deputy Commissioner of the Canadian Coast Guard, was pleased to provide an update on some of the important Canadian Coast Guard initiatives since his last address at the November National CMAC meeting. As always, the Coast Guard looks forward to continuing to build their relationship with the stakeholders, and they see these meetings as an opportunity to continue strengthening their network. An update on the following was provided:

- vessel procurement progress under the Fleet Renewal Plan, including Coast Guard's work under the federal government's Economic Action Plan;
- progress concerning the development of the national e-Navigation plan;
- advancements made with respect to their vessel tracking systems;
- update on the Levels of Service Review; and
- update on the new Draft Policy on Assistance to Disabled Vessels.

The following is an excerpt of René Grenier's remarks.

## **Fleet Renewal**

As mentioned in previous appearances, fleet renewal is good news for everyone. For the Coast Guard to keep pace with the increasing demand for its services, it is vital that the fleet be multi-capable, adaptable, and sustainable. This is the reason why fleet renewal continues to be a priority for the Coast Guard, while we continue to focus on vessel maintenance, life extensions and vessel refits in order to improve the reliability of our vessels and help us to maintain our present fleet capacity.

As I announced at the last meeting, the government awarded Irving Shipbuilding of Halifax a \$194 million contract to build nine new mid-shore patrol vessels – or MSPVs – for the Canadian Coast Guard.

René Grenier was happy to announce that the final design review was completed last month, with construction planned to begin this summer. Delivery of the first MSPV is expected in the fall of 2011.

Moving on to their other major crown projects, they are – as you know – replacing the *Louis St-Laurent*. The Polar Icebreaker project, the CCGS *John G. Diefenbaker*, remains on track for delivery in late 2017 to replace the outgoing *Louis*. A design contract is expected to be awarded in mid 2011, with the vessel construction stage scheduled to commence in the fall of 2013.

As for the offshore fisheries science vessels, funding has been approved for the acquisition of three vessels within a budget of \$244 million. The Request for Proposal for the design work will be issued this spring, with a contract award expected in June of this year. The construction contract should be awarded in early 2011, with the delivery of the first vessel in 2013.

Funding was also approved for the acquisition of one offshore oceanographic science vessel within a budget of \$144 million. The Request for Proposal for the design work of this vessel was issued on March 29, 2010, with a contract award expected for sometime in June. The construction contract is expected to be awarded in mid 2011 and delivery of the vessel by 2013.

Moving on to more recent news, as many of you may be aware, this year's federal budget allocated an additional \$27.3 million over five years for the acquisition of a new hovercraft for the Pacific Region. We anticipate that the construction contract for the new hovercraft will be awarded this fall, with a delivery date expected between 2012 and 2013.

These new investments, combined with other funding for new and replacement vessels, have allowed the Coast Guard to make significant progress in fleet renewal.

I would now like to turn to some other important priorities Coast Guard has been pursuing under the Government of Canada's Economic Action Plan.

### **Canada's Economic Action Plan at Work**

Under the Economic Action Plan, the Government is investing \$175 million over two years to procure new vessels and to undertake five vessel life extensions – or VLEs – and other major vessel repair work. I can tell you that three of these VLEs – the *Bartlett*, *Tracy* and *Limnos* – are expected to be completed in May 2010. The two remaining VLEs – the *Tanu* and *Cape Rogers* – are currently under way and should be completed by March 31, 2011.

Economic Action Plan funding was also used to perform accelerated refits on 33 of the larger Coast Guard vessels, which were all completed last fiscal year. Over 140 contracts were awarded and completed as part of the accelerated refit program. That is quite an achievement, if I do say so myself. This work will improve the reliability of vessels to deliver Coast Guard services and programs, as well as our support to other Government departments. Again, as I mentioned last fall, we will have some of the funding to procure three inshore fisheries science vessels, which will replace existing vessels. The construction contract for these vessels has now been awarded to Méridien Maritime Réparation, from the province of Québec. We anticipate delivery of all three vessels by March 31, 2011.

We have awarded contracts for 51 of the 60 small craft, and 30 have already been delivered as of last month. Contracts for the remaining 9 small boats should be in place during the course of this year. The contract awarded to Victoria Shipyards will bring us five 47-foot motor lifeboats, which will be used for SAR operations across the country. These remain on schedule for delivery next March. And lastly, the Coast Guard will also procure 30 replacement environmental response barges. This initiative will allow us to maintain our environmental capacity across the country. A contract was recently awarded to C&W Industrial Fabrication from Newfoundland to build 15 PRVII Environmental Response barges. The remaining 15 barges will be built by Marener Industries Incorporated from Nova Scotia.

So, needless to say, we've been busy over the past several months, both with fleet renewal and major repair work. March 2011 is going to be an exciting and busy time for the Coast Guard! It goes without saying that Canada's shipbuilding industry is enjoying this well-deserved injection of federal funding. So, it is good news all around.

### **National e-Navigation Plan**

You may be aware that the International Maritime Organization expects that the concept of e-navigation will be implemented worldwide in the next 10 to 15 years. Thanks to several pilot projects, the Canadian Coast Guard is well on its way to maintaining a leadership role on this front.

In 2008-2009, we developed a strategic vision for e-navigation based on our participation in the e-Navigation Committee of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), on the IMO e-Navigation implementation strategy, and a national workshop in June 2008 attended by international experts, all regions, CCG College, Transport Canada, and the Canadian Hydrographic Service.

We held face-to-face consultations across the country, and created a web-based survey to gather the views of users, such as mariners, captains and ship owners. We will be reporting the results of the users needs survey to the Standing Committee on Navigation and Operations this week, as well as at our upcoming IMO meetings in July. I assure you that these results will be made available to you as soon as possible.

This year, we intend to increase the participation of other important federal departments, such as Transport Canada, Environment Canada and the Canadian Hydrographic Service, and work with them to further develop the federal strategy and vision for e-navigation, as well as a plan to implement it at a high level.

We are reviewing our information systems to take into account various requirements as we continue our work to roll out this initiative.

As you know, the Automatic Identification System (AIS) plays an important role in e-navigation. I am pleased to announce that the Coast Guard is in the process of installing the system and expects that it will be operational by March 2011. Following our experience with this system in the St. Lawrence Seaway, the AIS represents an efficient platform for providing information to navigators.

The Coast Guard sees e-navigation as the way of the future, and we will continue our leadership role, working collaboratively with all stakeholders in various projects, such as Marinfo in Quebec and Avadepth in the Pacific, to ensure that this concept will become a reality across the country.

### **Long Range Identification and Tracking System**

Coast Guard's Integrated Technical Services and Maritime Security Directorates have worked diligently on the implementation of two of our key components in our contribution to maritime security, the AIS system which all of you know, and the Long Range Identification and Tracking system (or LRIT). The development of these two key systems allows the national and international security community to track vessels 1,000 nautical miles from our shores, and up to 2,000 nautical miles for vessels intending to enter Canadian ports – a capacity that never existed before in Canada.

LRIT information on vessel activities will be a major contribution to the security and intelligence community as they will be able to identify and address maritime security threats farther from Canada's shores. In 2009, Coast Guard's leadership in the development of the international LRIT system was recognized both nationally and internationally, with several of our employees receiving notable awards. The LRIT project is a perfect example of the collaborative efforts within CCG, between other departments and different governments.

Arctic trials of the LRIT system on board CCG icebreakers were undertaken during the Arctic operational period. The results of these trials were excellent – we effectively tracked our icebreakers to 85 degrees latitude north, proving LRIT to be a viable Arctic vessel-tracking tool.

Both the LRIT and AIS systems will no doubt be vital systems in ensuring the safety and security of Canada's three coasts.

## **Levels of Service Review**

At the time of the last meeting, we had just begun posting responses to client comments and requests made during the Levels of Service (LOS) review on the CCG website. I am pleased to say that we have now responded to nearly all comments raised by clients during the review (90 of the 95) and the remainder will be posted by the end of April. These responses are an important part of strengthening CCG as a client-focused organization.

Some responses to clients have indicated changes that were feasible within current resource levels and that continue to meet the current levels of service. In other cases, responses explained why the request could not be accommodated, primarily due to financial limitations or because the client suggestions fall outside of CCG's mandate. Responses have also indicated where certain requests are being considered within broader initiatives, which are currently underway.

The Levels of Service document, which communicates the services clients can expect to receive from the CCG – while ensuring national consistency across all regions – has been updated to reflect client feedback. This document will allow us to make improvements on how we describe our services and service standards. With the exception of new service standards for the Environmental Response Program, most changes to the document are minor for two reasons:

1. Due to resource constraints, CCG is not in a position to increase its levels of service at this time.
2. Many changes were implemented in regional operations without changing the LOS Document.

The updated LOS document was approved by Coast Guard's Management Board on April 8, 2010, and will be re-published on our website by the end of April. The document is evergreen and will be revised as necessary as CCG evolves with its operating environment, including changes in technology, client demands and expectations, and our fiscal situation. Each program has also developed its own engagement strategy to gather client feedback on an ongoing basis.

## **Draft Policy on Assistance to Disabled Vessels**

One of the commitments CCG made after the sinking of *L'Acadien II* was to develop a revised policy for tugs and towing. The revised draft policy on stranded vessels has been posted to CCG's website for consultation. We hope that the reformed policy will help CCG to better serve our clients while ensuring their safety as well as ours.

A stakeholder thanked René Grenier for the Coast Guard's leadership on many files in the past year. He offered the following comment: with the investment of \$175 million through the federal Economic Action Plan for vessel life extensions, he would ask that the Coast Guard not lose its focus on security and forget to consider requirements for icebreakers.

## 7. REGULATORY UPDATE

Donald Roussel introduced this agenda item with news that four regulatory initiatives were anticipated for final approval and publication in Part II of the *Canada Gazette* this spring or summer while, at the same time, another seven were moving towards pre-publication in Part I of the *Canada Gazette*.

The main focus of the Canadian Marine Advisory Council is regulatory reform; a process that is ongoing and one upon which Transport Canada relies on the support of its stakeholders to be successful and to ensure that regulations reflect both modern practices and the needs of industry.

During the meetings of the National CMAC, the chairs of the Working Groups and Standing Committees present their work through discussion papers, presentations, and draft regulations. As well, Transport Canada's strategic plan, corporate plan, and triennial business plan are available and allow stakeholders to follow the priorities of the department.

Transport Canada is grateful for the valuable input from stakeholders as well as for the patience and cooperation shown during the process of moving forward. In turn, Transport Canada will continue to consult regularly on policies, to listen and to consider all comments to achieve the ultimate benefit to the legislative regime.

Following his introduction, Donald Roussel turned the microphone over to Sylvain Lachance, who provided stakeholders with a more detailed update on recent regulatory work.

### **Final approval and publication in Part II of the *Canada Gazette***

Since the November 2009 National CMAC meeting, the following regulatory initiatives received final approval and were published in Part II of the *Canada Gazette*:

- *Regulations Amending the Private Buoy Regulations* – February 17, 2010.
- *Regulations Amending the Vessel Operation Restriction Regulations (2008 Submissions)* – March 17, 2010.

### **Pre-publication in Part I of the *Canada Gazette***

As well, the following regulatory proposals were pre-published in Part I of the *Canada Gazette*:

- *Small Vessel Regulations* – April 25, 2009.
- *Fire and Boat Drills Regulations* – October 10, 2009.
- *Order Amending the Shipping Safety Control Zones Order (Arctic Waters Pollution Prevention Act)* – December 19, 2009.
- *Northern Canada Vessel Traffic Services Zone Regulations* – February 17, 2010.

**CSA 2001 Anticipated Timelines - Pre-publication in Part I of the *Canada Gazette* – Spring / Summer 2010**

- ***Regulations Amending the Administrative Monetary Penalties Regulations***  
At the present time, the *Administrative Monetary Penalties Regulations* only designate statutory provisions of the CSA 2001 as violations. It was indicated to stakeholders that the Regulations would be amended in due course to designate provisions of certain regulations made under the CSA 2001 as violations. At the National CMAC meetings in April and November 2009, a discussion document outlining proposed designations of regulatory provisions under the *Administrative Monetary Penalties Regulations* was circulated for comment. Stakeholders were asked to identify those provisions that should be included in the AMP System and propose a penalty range for each, namely whether the contravention should be of low, medium or high gravity. It is important to note that penalty ranges are based on the severity of the offence.
- ***Ballast Water Control and Management Regulations***  
The *Ballast Water Control and Management Regulations* are intended to reduce the risk of foreign species being introduced into Canadian waters through the inappropriate discharge of ballast water while continuing to protect the safety of the ship and crew. The new *Ballast Water Control and Management Regulations* will repeal and replace the existing Regulations and are being developed to bring them in line with the statutory authorities contained in the CSA 2001. No new requirements are being introduced at this time. Further information was provided in the Ballast Water Working Group on Tuesday, April 27, 2010.
- ***Regulations Amending the Competency of Operators of Pleasure Craft Regulations***  
The *Regulations Amending the Competency of Operators of Pleasure Craft Regulations* address concerns raised by the Standing Joint Committee for the Scrutiny of Regulations. The concerns are administrative in nature.
- ***Vessel Fire Safety Regulations***  
The proposed *Vessel Fire Safety Regulations* will repeal and replace the existing *Fire Safety Regulations* in their entirety. Further information was provided in the Standing Committee on Construction and Equipment on Wednesday, April 28, 2010.
- ***Regulations Amending the Vessel Operation Restriction Regulations*** (2009 submissions)  
The *Regulations Amending the Vessel Operation Restriction Regulations* (2008 submissions) were pre-published in Part I of the *Canada Gazette* on October 10, 2009, followed by a 30-day public comment period. The Regulations received final approval and were published in Part II of the *Canada Gazette* on March 17, 2010. A package of amendments for 2009 are anticipated for pre-publication in Part I of the *Canada Gazette* this Spring 2010. Further information was provided in the Standing Committee on Recreational Boating on Tuesday, April 27, 2010.

- ***Vessel Pollution and Dangerous Chemicals Regulations***  
The proposed *Vessel Pollution and Dangerous Chemicals Regulations* will repeal and replace the existing *Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals*. The new Regulations are being redrafted to be consistent with the CSA 2001. At the same time, some regulatory changes will be incorporated, as previously discussed. Further information was provided in the Standing Committee on Environment on Wednesday, April 28, 2010.
- ***Voyage Data Recorders Regulations***  
The proposed *Voyage Data Recorders Regulations* are as a result of the TSB investigation into “Queen of the North” incident, which identified the need for certain Canadian vessels engaged on domestic voyages to be equipped with voyage data recorders. The Transportation Safety Board recommended that the Department of Transport extend the requirement for the carriage of voyage data recorders/simplified voyage data recorders to large passenger vessels over 500 gross tonnage and all other commercial vessels on an equivalent basis to those trading internationally. Further information was provided in the Standing Committee on Navigation and Operations on Tuesday, April 27, 2010.

#### **CSA 2001 Anticipated Timelines – Final Approval and Publication in Part II of the Canada Gazette – Spring / Summer 2010**

- ***Fire and Boat Drills Regulations***  
The proposed *Fire and Boat Drills Regulations* will repeal and replace the existing *Boat and Fire Drill and Means of Exit Regulations*. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on October 10, 2009 with a 30-day comment period. Stakeholder comments were reviewed and a few minor modifications are being considered.
- ***Long-Range Identification and Tracking of Vessels Regulations***  
The proposed *Long-Range Identification and Tracking of Vessels Regulations* were pre-published in Part I of the *Canada Gazette* on September 19, 2009 with a 30-day comment period. The proposed Regulations are being made under subsection 35(1) of the CSA 2001 and will introduce requirements for certain Canadian vessels on international voyages to be equipped with long-range identification and tracking systems.
- ***Northern Canada Vessel Traffic Services Zone Regulations***  
The Government has committed to establishing mandatory vessel reporting in Canada’s northern waters. The purpose of the proposed *Northern Canada Vessel Traffic Services Zone Regulations* is to promote safe and efficient navigation and environmental protection. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on February 27, 2010, followed by a 30-day public comment period. Further information was provided in the Standing Committee on Navigation and Operations on Tuesday, April 27, 2010.

- ***Small Vessel Regulations***

The proposed *Small Vessel Regulations* will repeal and replace the existing *Small Vessel Regulations* in their entirety. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on April 25, 2009, with a 30-day comment period. Stakeholder comments are being reviewed and a few minor modifications are being considered. Further information was provided in the following meetings: Standing Committee on Recreational Boating – Tuesday, April 27, 2010 and Standing Committee on Construction and Equipment – Wednesday, April 28, 2010. Consultation drafts of the revised Construction Standards for Small Vessels (TP 1332) and the new Canadian Life Saving Appliances Standard (TP 14475) were made available on request coincidental to the pre-publication of the proposed *Small Vessel Regulations* in Part I of the *Canada Gazette*. These documents will be finalized and published at the same time as the proposed *Small Vessel Regulations* receive final approval and are published in Part II of the *Canada Gazette*.

### **Other Acts: Anticipated Timelines – Final Approval and Publication in Part II of the *Canada Gazette* – Spring 2010**

- ***Order Amending the Shipping Safety Control Zones Order***

(*Arctic Waters Pollution Prevention Act*)

The *Shipping Safety Control Zones Order* prescribes certain areas of the arctic waters as shipping safety control zones. Shipping safety control zones are prescribed for the purpose of making regulations to prevent pollution via the control of navigation of vessels in arctic waters. The proposed *Order Amending the Shipping Safety Control Zones Order* will bring the existing shipping safety control zones in line with the new, expanded definition of arctic waters, as amended by Bill C-3, *An Act to amend the Arctic Waters Pollution Prevention Act*, which received Royal Assent on June 11, 2009.

- ***Maritime Occupational Health and Safety Regulations (Canada Labour Code)***

Transport Canada and Labour Canada have conducted tri-partite consultations on the contents of the new Regulations. The proposed *Maritime Occupational Health and Safety Regulations* will contain the elements of the Maritime Labour Convention that are required to place Canada in a position to be able to ratify that Convention. The proposed Regulations were pre-published in Part I of the *Canada Gazette* on August 22, 2009, followed by a 30-day public comment period.

### **Miscellaneous Amendments Regulations (MARs)**

Miscellaneous amendments regulations (MARs) are used to quickly correct errors, omissions, and inconsistencies in regulations. The MARs process is faster and less costly than other regulatory approval mechanisms. MARs can be used to implement corrections that have been determined as having no impact, such as errors in format, syntax, spelling, and punctuation; typographical errors or numbering errors; and inconsistencies between the English and French versions, as long as these inconsistencies are non-substantive. MARs can also be used to implement regulatory amendments requested by the Standing Joint Committee for the Scrutiny of Regulations that have no impact or a low impact.

At the present time, a miscellaneous amendment package is being developed to address minor changes to the following Regulations (anticipated for pre-publication in Part I of the *Canada Gazette* this Spring 2010):

- *Collision Regulations*
- *Life Saving Equipment Regulations*
- *Load Line Regulations*
- *Response Organizations and Oil Handling Facilities Regulations*
- *Vessels Registry Fees Tariff*

### **Other Regulatory Projects Under Discussion**

Another five regulatory projects were slated for discussion during the week's meetings:

- *Environmental Response Regulations* – Standing Committee on Environment on Wednesday, April 28, 2010.
- *Fishing Vessel Safety Regulations* – Working Group on Fishing Vessel Safety Regulatory Issues on Tuesday, April 27, 2010 and the Standing Committee on Fishing Vessel Safety on Wednesday, April 28, 2010.
- *Life Saving Appliances Regulations* – Working Group on Fishing Vessel Safety Regulatory Issues on Tuesday, April 27, 2010 and the Consultation Session on the Regulations on Wednesday, April 28, 2010.
- *Minor Works and Waters Regulations* – Navigable Waters Protection Program Working Group on Monday, April 26, 2010.
- *Vessel Construction Regulations* – Standing Committee on Construction and Equipment on Wednesday, April 28, 2010.

Sylvain Lachance concluded his presentation by reiterating his commitment to marine safety and to meaningful consultation with stakeholders.

## **9. PRESENTATION ON EMISSION CONTROL AREA, ENERGY EFFICIENT DESIGN INDEX, BALLAST WATER – CANADIAN FLAG TREATMENT UNDER IMO/US AND CANADIAN REGULATIONS**

Gerry Carter, President of the Canada Steamship Lines, gave a brief presentation on behalf of the Canadian Shipowners Association. Gerry Carter began with an overview of the membership, mandate and contributions of the Canadian Shipowners Association. He expressed the views of the Association with respect to ballast water management, air emissions, greenhouse gas emissions and fleet renewal. He offered that, as important stakeholders in the process to develop regulations, the Canadian Shipowners Association and its members companies wanted to ensure that the policy framework for the Great Lakes and the St. Lawrence Seaway:

- supported the development of bi-national standards;
- eliminated regulatory patchwork; and
- provided an investment climate that supports fleet renewal.

Gerry Carter concluded the presentation by thanking Transport Canada for the opportunity to address the Opening Plenary.

In response, Donald Roussel expressed widespread agreement on many of Gerry Carter's points, specifically that the marine sector provides the most environmentally friendly mode of transportation. Having said that, he presented the message that we need to continue working together and from all angles, including private sector industry, federal and provincial governments and our United States counterparts, to educate different states and provinces on the impact of ballast water, air emissions, and greenhouse gases. There is already a toll being taken on the industry, with damage present and a delay in the investment by the industry; and a stable regulatory regime is needed.

Transport Canada is very close to achieving reciprocal recognition of certificates, which would allow governments on each side of the border to develop a suitable regulatory regime. Donald Roussel said that Transport Canada is committed to maintain these items at the highest level of discussions to achieve the result that has been established regarding the 2020 targets, as well as other items. This includes keeping up an active dialogue with industry and reviewing their proposals. On their part, Donald Roussel encouraged industry members to maintain the pressure.

Anne Legars, Shipping Federation of Canada, spoke in support of the Canadian Shipowners Association on these issues, and made one further point. With regard to fleet averaging, Anne Legars says it has to be seen as an administrative way of enforcing the IMO standards. The Chair noted the point made.

Phil Nelson, Council of Marine Carriers, asked Transport Canada to affirm that the progressive approach it is taking to support industry in these issues in the Great Lakes and St. Lawrence Seaway is extended to both Canada's east and west coasts.

Donald Roussel confirmed Transport Canada's concern is for the three oceans: the Atlantic, Pacific, as well as the Arctic with its specific challenges.

## **10. OTHER BUSINESS**

Donald Roussel encouraged participants to submit nominations for the 2011 Marine Safety Award, using forms that are included in the registration kits, by January 10, 2011. The Award will be presented at the April 2011 National CMAC meeting.

Donald Roussel asked if there were any items to be raised under Other Business.

Terry Engler, ILWU Local 400, pointed out that Wednesday, April 28<sup>th</sup> is the International Day of Mourning for workers who have died on the job and asked that stakeholders acknowledge this day at 11:00 a.m. with a moment of silence. Donald Roussel asked that the chairmen of all Standing Committees and Working Groups do this.

Michel Desjardins, President of the Seafarers' International Union (SIU), made a motion to highlight 2010: the Year of the Seafarer in Canada. He said that by supporting this motion, the assembly of the Canadian Marine Advisory Council pays tribute to the thousands of Canadian seafarers who contribute to the growth of the economy. The professionalism of Canadian seafarers is recognized worldwide as a guarantee of quality and safety. The SIU has sent a letter to the Honourable John Baird, Minister of Transport, Infrastructure and Communities, requesting that a similar motion be presented in the House of Commons. As we do in Quebec each year, continued Michel Desjardins, we have a Maritime Day during which the three parties have a motion on the floor supporting and highlighting the importance of the industry in the province.

Donald Roussel asked participants at the Opening Plenary to vote on Mr. Desjardins' motion – to recognize the work of Canadian seafarers. The motion was adopted unanimously.

Zak Farid, representing the Nautical Institute B.C. Branch, announced with pleasure that the Nautical Institute has been elected to the International Maritime Organization as a non-governmental organization (NGO) with consultative status. Further, eight members have been elected to the Committee. John Dickinson, FMI, is the head of the Institute's delegation and Paul Drouin, MNI, is the Canadian committee member.

## **11. CLOSING REMARKS**

On behalf of Marine Safety, Donald Roussel thanked those who attended the Opening Plenary for their participation and input. He reiterated the importance of supporting each other and encouraged stakeholders not to give up during the complex process of consultations.

Participants were reminded that the dates for the next National CMAC meeting are November 1 to 4, 2010 at the Government Conference Centre in Ottawa.

Donald Roussel wished everyone a good week of meetings and officially closed the Opening Plenary.