REPORT OF THE STANDING COMMITTEE ON NAVIGATION AND OPERATIONS

The meeting of the Standing Committee on Navigation and Operations was held on Thursday, April 21, 2016, in Ottawa, Ontario and co-chaired by Transport Canada (TC), Marine Safety and Security (MSS) officials, Robert Turner and Russ Renaud.

1. INTRODUCTION AND APPROVAL OF AGENDA

The chairs opened with following introductory remarks followed by round table introductions and housekeeping items. The agenda was then reviewed and approved with the only addition being that CHS would provide a presentation during the E-Navigation Update.

2. NAVIGATION SAFETY UPDATES

   2.1 Update on the Regulatory Reform Project.

Work on the Regulatory Reform Project is ongoing. Since there was no national CMAC meeting in the fall of 2015, the expected project completion date has been extended to 2018. To initiate a more fulsome discussion on the issues—two working groups were scheduled for the 2016 spring CMAC; a Large Vessel Working Group and a Small Vessel Working Group. The Small Vessel Working Group met on Wednesday, April 20th and the Large Vessel Group met on Thursday, April 21st following the Standing Committee on Navigation and Operations meeting.

   2.2 Collision Regulations (amendments discontinued)

The chairs of the Standing Committee on Navigation and Operations informed members that the initiative to amend the Collision Regulations and take into account IMO Resolution A.1085(28), has been discontinued. After a review by TCMSS, it was determined that the amendment was not necessary due to the fact that the Resolution amendments are administrative in nature and do not contain rules that are applicable to vessels (i.e., apply to Contracting Parties). At the same time, making the amendments to the Collision Regulations could cause confusion since they would require renumbering the “Additional Canadian Provisions” of Part F of these regulations.

   2.3 Installation of Automatic Identification System (AIS)

TCMSS reminded stakeholders of the importance of the proper installation, tests, and maintenance of shipborne AIS in order to ensure the transmission of
accurate information. This is a safety concern since inaccurate and/or missing information may pose a risk to both the vessel broadcasting the information and other vessels receiving information. Requirements extracted from the Navigation Safety Regulations SOR/2005-134 and from the International Maritime Organization (IMO) Revised Guideline for the Onboard Operational Use of Shipborne Automatic Identification System, were referenced for their information.

Stakeholders mentioned some anecdotal situations, whereby they experienced receiving incorrect AIS information. As a result, they mentioned that it would be a good idea to issue a Ship Safety Bulletin on this issue.

3. IMO UPDATE – SAFETY OF NAVIGATION AND RADIOCOMMUNICATIONS

An update was provided by TCMSS on the relevant decisions from the 95th session of the Maritime Safety Committee (MSC) held in June, 2015 and the 3rd session of the IMO Sub-Committee on Navigation, Communication and Search and Rescue (NCSR) which was held in Feb/March 2016. Information was also provided on the ongoing work of NCSR.

**Decisions from MSC 95 included:**
- Adopting Resolution MSC.401(95) on “Performance Standards for Multi-system Shipborne Radionavigation Receivers”
- Approving MSC.1/Circ.1503 on “ECDIS Guidance for Good Practice”
- Approving MSC.1/Circ.1512 on “Guidelines on Software Quality Assurance and Human Centred Design for e-navigation”

**Decisions from NCSR 3 included:**
- Agreeing on an amendment to the General Provisions on Ships' Routeing (A.572(14)) on establishing multiple structures at SEAFOR MSC adoption
- Agreeing to advise MSC to recognize Galileo as a future component of the WWRNS
- Agreeing that the Iridium Mobile Satellite System could be incorporated into the Global Maritime Distress and Safety System (GMDSS) subject to compliance with outstanding issues for endorsement of MSC.

**On-Going Work of NCSR includes:**
• Developing additional modules to the revised “Performance Standards for Integrated Navigation Systems” (INS) (resolution MSC.252(83)) relating to bridge design and display of information
• Developing guidelines associated with multi-system shipborne radionavigation receivers for the harmonized provision of PNT data and integrity information
• Developing guidelines for the harmonized display of navigation information received via communications equipment
• Preparing revised “Guidelines and Criteria for Ship Reporting Systems” (resolution MSC.43(64))
• Developing performance standards for shipborne GMDSS equipment to accommodate additional providers of GMDSS satellite services
• Considering interconnection of NAVTEX and Inmarsat SafetyNET receivers and their display on integrated navigation display systems
• Preparing a draft modernization plan of the GMDSS
• Revising the “Performance Standards for EPIRBs Operating on 406 MHz” (resolution A.810(19)) to include Cospas-Sarsat MEOSAR and second generation beacons

4. E-NAVIGATION UPDATES - CANADIAN COAST GUARD (CCG) AND THE CANADIAN HYDROGRAPHIC SERVICE (CHS)

The CCG provided an update on ongoing e-Navigation initiatives. The Maritime Information Portal was posted on line in August 2015 and is accessible to the following link: http://www.marinfo.gc.ca/e-nav/index-eng.php

The Portal is based on the Single Window Approach and was developed specifically for mariners. It aims to facilitate access to information required during the preparation of the sailing plan. Mariners were invited to provide any suggestions to improve the Portal according to their needs.

Results of the National AIS Messages survey conducted in the summer of 2015 were also presented. The survey was sent to mariners and shipping companies and covered 29 Compulsory Pilotage Areas and 20 sectors outside these zones. Overall, 231 participants provided information on the type of data they would like to receive while on board as well as the frequency of broadcast. These results will help official data providers to develop a consistent national work plan. Whenever possible, AIS Messages will be broadcasted through the existing CCG AIS Network which covers most of Southern waters. This strategy aims to keep control over the AIS time slot allocations. In collaboration with Environment Canada, the CHS and the Pacific Pilotage Authority, the CCG is developing a test bed on the west coast in order to
evaluate the communication and IT infrastructures required to automatically broadcast AIS Messages, as well as the quality of display on board. Once the test proves conclusive, AIS MET/HYDRO messages would start to be broadcasted across the country.

Other ongoing initiatives include a study on AIS AtoN to determine the conditions where it could potentially be used safely in Canadian waters. The CHS also provided an update on their initiatives.

5. SAFE CARRIAGE OF PACKAGED DANGEROUS GOODS BY SEA

TCMSS provided information on two published Ship Safety Bulletins on carriage of Dangerous Goods (SSB 02/2014 and 08/2015). Also, TCMSS provided information on actual regulation requirement regarding Ammonium nitrate based fertilizer (ANBF) port limitation and its application.

Port of Montreal asked for clarification regarding the port limitation of 10,000 tons on ANBF.

TCMSS mentioned that a working group can be created and invited the industry to submit information in order to address the issue of IMO discussion on reclassification of ANBF (non-hazardous) and possibly of removing the limitation for this type of product.

Fertilizer Canada asked for a clarification on classification of ANBF.

TCMSS mentioned that shippers are responsible for proper classification of their products. However, TCMSS may address the classification issue on fertilizer during an appropriate WG discussion by a panel of expert and will follow their recommendation.

6. CANADIAN PROCEDURE FOR OBTAINING THE VGM OF PACKED CONTAINER AS REQUIRED BY SOLAS VI/2

TCMSS provide an up-date on development of the Canadian Procedure for Obtaining the Verified Gross Mass of Packed Containers and associated Ship Safety Bulletin. Clarification on TP application, definition and procedure was also provided.

The Forest Products Association of Canada asked for clarification on:

- Definition of predetermined quantity package, sealed package and intact packages
- Discrepancies in gross mass and tolerance
• Loss of competitiveness with other countries like US due to enforcement in Canada of SOLAS amendment.

TCMSS provided the following answer:

An individual original manufacturer sealed package cannot become a “predetermined quantity package” without physical weighing being part of the manufacturer’s processes. The procedure just allows the third parties packing a container to use the gross mass permanently marked on the surface of the “predetermined quantity package” for verification of the gross mass of the packed container without re-weighing the “predetermined quantity package”.

“Sealed” means packaged in a way that prevents the gross mass of the package to be changed. “Intact” means that the “sealing” is not damaged or tampered with and continues to perform its function preventing any changes in the gross mass of the package. In the examples below, it’s the responsibility of the manufacturer to ensure that the wrapping and strapping they use prevents the gross mass of the sealed package to be changed.

The 500 kg limit, as well as the 5% threshold, is intended to be used exclusively by TCMSS inspectors as an indicator for enforcement purposes during their on-site checks, so it does not add to the complexity of the shippers’ compliance with the guidelines. Shippers do not need to take these enforcement criteria into consideration when determining VGM of containers because mistakes due to accuracy limitations of weighing equipment will always be much smaller than 5% and 500 kg. 500 kg would mean 5% variation for a 10000 kg container (which is quite generous). By introducing the 5%/500 kg criterion TCMSS recognises the circumstances that are out of the shipper’s control (humidity, rain/snow/ice, etc.). We’ve provided this information in the TP to give the shippers some assurance that their containers will not be stopped just because the gross mass at the time of inspection/check is not exactly the same as the VGM stated in the shipping document. TCMSS could always adjust the 500 kg limit if the real life proves its inadequacy.

The containers coming from the US would have to meet the SOLAS requirements based on the procedure adopted by the US. According to Canadian law we would just accept VGM as provided by American shippers in the shipping document (unless there are sufficient grounds to believe that it is wrong). We already confirmed this in the section for RECOMMENDATION FOR INTERMODAL AND/OR INTERNATIONAL MOVEMENT by saying that the VGM provided to the next party shall be accepted for the purpose of loading the container onto vessels in Canadian ports.

Oceanex asked for more clarity on SOLAS VGM requirement application (domestic vs
international trade).

TCMSS mentioned that this requirement will also apply to all ships in Canadian waters excluding containers carried on a trailer on board a RO-RO ship engage in near-coastal voyage class 1 or below.

7. **IMO UPDATE ON IMSBC AND IMDG CODES**

TCMSS provided an up-date on 2nd session of IMO sub-committee on Carriage of Containers and Cargo held September 2015 and on the 25th session of the Editorial Technical Group held February 2016 in relation of IMDG and IMSBC Code amendments. A general overview of IMDG Code amendments (37-14), (38-16) was provided. A general overview of IMSBC Code on amendments (03-15) was also provided.

8. **OTHER BUSINESS**

There were no “Other Business” items discussed.

9. **TENTATIVE AGENDA ITEMS FOR THE NEXT NATIONAL CMAC MEETING**

Potential agenda items for next session could include updates on IMO Navigation Safety and Radiocommunication items, E-navigation initiatives, and regulatory reform.