



OVERVIEW OF DIVERSE INFORMATION DISCUSSED BY TRANSPORT CANADA AT THE CANADIAN MARINE ADVISORY COUNCIL (CMAC)

This column is an overview of diverse information that was discussed by Transport Canada at the CMAC (Canadian Marine Advisory Council) of April 20th 2016 in Ottawa. There were also other queries submitted by the Maritime Industry on this occasion.

Amendments to the Marine Personnel Regulations (MPR) of the STCW 2010 Manila were to be effective as of January 1st 2017. It now seems clear that the Regulations will not have passed all stages of adoption before this date. Transport Canada intends to take measures for the Sailors and Officers who may voluntarily comply with the new requirements. By doing this, they will not be penalized if their ship gets stopped abroad.

The Human Resources Sectorial Committee for the Maritime Industry participated in the CMAC meetings in April to identify the evolution of changes that will be required for marine personnel.

Here is a summary of the main points concerning Marine Personnel:

LEADERSHIP TRAINING:

- New leadership training requirements will be added to the obligations applicable to officers who want to get a new certificate (and not for renewals).
- Leadership and team work training (about 20 hours) will apply to Officers of the lower ranks. (Watch-keeping Mates and 3rd/4th class Engineers) Leadership and management skills training, (about 40 hours) will apply to Officers of the higher ranks. (Master Mariners and 1st/2nd class Engineers) According to the current discussions with the Marine Institutions, it is expected that these courses will be offered in continuing education from early 2017.

HOURS OF WORK AND REST:

- Transport Canada issued a formal notice to the Maritime Industry that a Status Quo has been determined regarding the management of working hours and rest periods aboard domestic ships. On April 11th 2016, Transport Canada confirmed that no changes will be imposed on Canadian vessels traveling Near Coastal, Class 2 or in a sheltered waters voyage.

MEDICAL CERTIFICATES:

- Transport Canada has agreed to the relevance of the difficulties raised by the Maritime Industry regarding the delayed issuing of medical certificates. Within the next year, Mister Richard Garber, Executive Director of Marine Personnel Standards of Transport Canada has committed that within the next year, the issuing of the medical certificates will be minimized to 2-3 months.



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CHANGES TO THE MARINE EMERGENCY DUTIES (MED) TRAINING COURSES:

► The refresher courses are now available in most of Marine Institutions across Canada. However, concerns of the Industry have been identified that the STCW-BS does not contain a training module for the management of the security for passengers. While awaiting a concrete decision from Transport Canada, the holders of FUM STCW-BS training certificates wishing to work on passenger vessels must also take the training «Safety for Seasonal Small Passenger Vessels» or the training of «Passenger Safety Management» to fill the gap.

SAFETY MANAGEMENT SYSTEMS (SMS):

► Safety Management Systems will apply to all sizes of organizations.

- More than 50 passengers: SGS certified
- Less than 50 passengers: SGS uncertified (without audit)

There is a great concern about the monetary aspects and demanding management requirements for small maritime businesses. The request from the Industry is that the number of passengers be raised in order to ease this new regulation adoption. This case is still under investigation by Transport Canada.

SMALL VESSEL OPERATOR CERTIFICATE (SVO):

► The industry requests that the passenger limit be raised to 24 because many small vessels of 12 meters are authorized to transport 24 or more passengers. Raising the number of passengers would help greatly for the management of the restricted certificates for this particular type of vessel. This case is still under investigation by Transport Canada.

RECOGNITION OF SEA SERVICE FOR NAVIGATIONAL OFFICERS:

► Sea service is not recognized in sheltered waters for Navigational Officers with STCW certificates. The Industry requests that Transport Canada evaluates the possibility of recognizing the sea service carried out in sheltered waters depending on certain circumstances. For example, considering criteria such as the size of the vessel, navigation challenges etc. This case is still under investigation by Transport Canada.

The Human Resources Sectorial Committee for the Maritime Industry monitors the evolution of these issues. If changes are announced, they will be communicated to the Industry.

The Committee also made a summary of the report BIMCO (Baltic and International Maritime Council) about supply and demand of the manpower in the Maritime Industry globally. Here is the link to the summary in question: http://www.csmoim.qc.ca/public_upload/files/documents/Bimco%20Report_2015.pdf

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