



Introduction

- Transport Canada is advancing amendments to the Vessel Pollution and Dangerous Chemicals Regulations to
 - Update requirements to reflect new international standards
 - 2. Respond to technical issues raised by stakeholders
 - 3. Make minor adjustments
- A discussion paper outlining the proposed changes is available on request.
- Comments are welcome until December 5, 2014.



Key changes

- New annual tanker inspections
- New provisions for oil barges
- New IMO standards for managing garbage
- Changes to discharge requirements for sewage
- Consequential amendments for administrative monetary penalties and ticketing

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Key change: New annual tanker inspections

- Supports a commitment for mandatory annual tanker inspections under the World Class Tanker Safety System
- Builds on a current voluntary approach for oil tankers
- Oil and chemical tankers (including LNG) over 5000 gross tonnage to be inspected by Transport Canada inspectors on their first visit to Canada, and each year thereafter
 - Compliance with the Regulations, MARPOL and SOLAS.
- Certificate would be issued by the inspector and remain valid for one year



Key change: New provisions for existing oil barges

- Responds to review of the Standards and Guidelines for the Construction, Inspection and Operation of Barges that Carry Oil in Bulk - TP 11960
- Responds to concerns for small fuel barge operators face double hull requirements in January 1, 2015
- Oil barges
 - less than 150 GT would be exempted
 - between 150 and 5000 GT would have alternative options
 - over 5000 GT must follow the regulations

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Options for Double hulling existing oil barges

- Decommissioning of side and wing tanks and carrying cargo only in tanks located along the centerline of the barge
- New bulkheads or reconfigure existing bulkheads to a continuous bulkhead along the length of the cargo spaces at least 760 mm from the inside of the outer hull
- Fitting pre-fabricated tanks into cargo spaces, approved by class or standards organization for oil storage
 - Must consider stability, ensure proper ventilation and be verified by a recognized organization or naval architect
- An alternative arrangement approved by class to be equivalent to double hull protection, which may include:
 - An oil resistant foam is applied to the inside of the outer hull to ensure a smooth surface, and an oil resistant membrane liner is fitted over the foam
 - An oil resistant membrane liner is fitted inside the tank



Key change: New IMO standards for managing garbage

- The Revised Annex V to the MARPOL Convention has been in force since January 1, 2013
- Canada is Party to Annex V and must meet new provisions
 - Dunnage can no longer be discharged overboard
 - Cargo owners need to classify their products as harmful to the marine environment or not
 - use the United Nations General Harmonized System (GHS) of toxicological testing
 - GHS is a broadly used system for many regulatory needs and data for most products are available
- Transport Canada working at IMO subcommittee on listing substances considered not harmful and harmful, to save need for testing

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Key change: Discharge requirements for sewage

- Respond to concerns for small vessels that are not certified to navigate beyond 3 nautical miles
- Propose to amend section 96 of the Regulations to allow
 - Small vessels under 400 GT certified for less than 15 people may
 - discharge sewage 1 nautical mile from shore, except in designated sewage area
 - use a smaller holding tank, but suitable for crew and voyage
 - Passenger vessels certified to 100 passengers on short routes less than 2 hours duration may to use a smaller holding tank, but suitable for their voyages
 - Above does not apply in designated sewage areas
- Section 96 would be re-drafted for clarity; dividing the clauses for large vessels (subject to Annex IV to MARPOL) and clauses small vessels (which are not)



Designated Sewage Areas

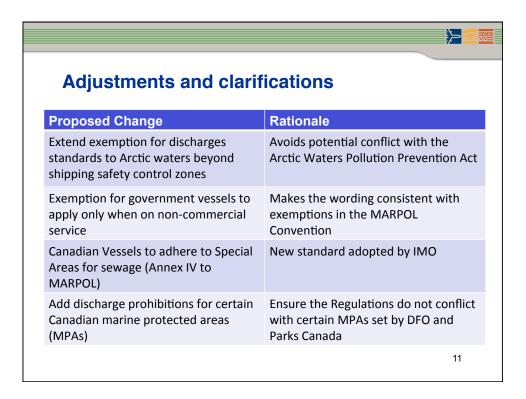
- As Transport Canada looks at further flexibility for small vessels to manage sewage, it is recognized some communities seek further controls
- Measures for further flexibility do not apply in designated sewage areas
- Designated sewage areas, set out in Schedule 2 to the Regulations provide enhanced protection, through a more stringent discharge standard
 - fecal coliform counts of 14/100mL compared to 250/100mL
 - As few vessels can meet this standard, only those with advanced waste water treatment systems, this basically bans sewage discharges
- Transport Canada may consider establishing further designated sewage areas, through this regulatory process, when proponents have
 - define a specific area and explain why it needs further protection
 - consulted stakeholders local municipal government,
 - provide information on available sewage reception facilities

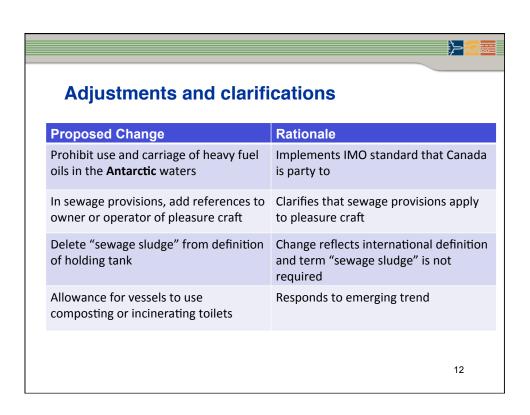
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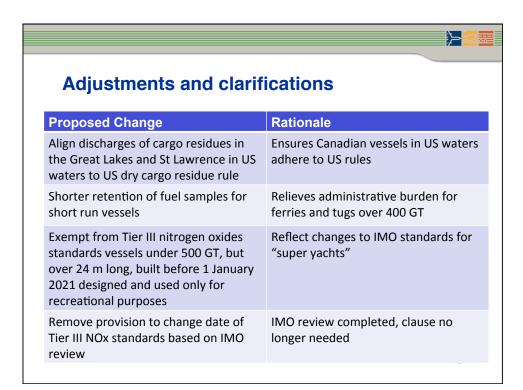


Key change: Administrative monetary penalties (AMPs) and ticketing

- AMPs are an effective enforcement tool set out under Administrative Monetary Penalties and Notices (CSA 2001) Regulations (SOR/ 2008-97) range from \$250 to \$25,000
- Ticketing provides a more appropriate enforcement option for minor offenses, with a maximum fine of \$250
- TC administers the AMPs regulations while Justice Canada administers the *Contraventions Regulations*
- To ensure appropriate enforcement measures are available when the changes are made, the regulatory proposal would include consequential amendments to the AMPs Regulations
- At the same time, the Regulations are approved, TC will ask Justice Canada to proceed with changes to the Contraventions Regulations









Questions or Comments

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