



**Update on the  
Proposed Safety Management Regulations for Canadian Vessels**  
 Québec Region Standing Committee on Fishing Vessel Safety  
 February 16, 2011, Rimouski




 Transport  
Canada



  
 RDIMS # 6491462

## A Common Understanding of SMS

**Definition of an SMS:**

- Formalized method for systematically integrating safety and risk management into the daily operations of a transportation company
- Facilitates compliance with prescriptive AND performance-based regulatory requirements
- Provides a more proactive means of identifying and addressing existing and potential risks to safety




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## SMS Facts

1. SMS regulations **will not** remove the requirement for a vessel to be inspected and carry Canadian Maritime Documents (certificates)
2. SMS has its own certification scheme:
  - Document of Compliance (DoC) for a company
  - Safety Management Certificate (SMC) for each vessel
3. SMS is an independent safety requirement
  - It **does not** replace any other safety requirement under any other regulation



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## SMS Requirements

- |   |   |
|---|---|
| 1. General (Objectives)                       | 7. Shipboard Operations   |
| 2. Safety and Environmental Protection Policy | 8. Emergency Preparedness   |
| 3. Company Responsibilities and Authority     | 9. Report and Analysis of Non-Conformities, Accidents and Hazardous Occurrences |
| 4. Designated Person                          | 10. Maintenance of the Ship and Equipment                                       |
| 5. Master's Responsibilities and Authority    | 11. Documentation   |
| 6. Resources and Personnel                    | 12. Company Verification, Review and Evaluation                                 |



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## New Approach

- Feedback from preliminary consultation indicates support for one set of SMS regulations.
- New proposed approach removes three-tier structure (ISM, DSM, Guides) and establishes one set of regulatory requirements.
- SMS requirements are based on the ISM Code
- The three-tier approach will apply for the certification scheme



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## Proposed SMS Certification Scheme

<b>Tier I</b>
<b>Canadian vessels subject to Chapter IX of the International Convention for the Safety of Life at Sea (SOLAS)</b>
Passenger ships, including passenger high-speed craft, not later than 1 July 1998
Oil tankers, chemical tankers, gas carriers, bulk carriers and cargo high-speed craft of 500 gross tonnage and upwards, not later than 1 July 1998
Other cargo vessels and mobile offshore drilling units of 500 gross tonnage and upwards, not later than 1 July 2002
<b>Tier II</b>
<b>The second tier applies in respect of the following vessels that are not subject to the SOLAS Convention Chapter IX</b>
A vessel of more than 24 meters in length that is not subject to the SOLAS Convention Chapter IX
A vessel that carries more than 12 passengers that is not subject to the SOLAS Convention Chapter IX
<b>Tier III</b>
A vessel that is not subject to Tier I or Tier II requirements.



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## The Tiers

	SMS Certificates	Certification and audit of SMS by:
Tier I	DoC and SMC	Classification Society that is authorized by the Minister of Transport
Tier II	Domestic DOC and domestic SMC	Classification Society or Organization that is authorized by the Minister of Transport
Tier III	N/A*	N/A

### \*Tier III : Safety Management Certification is not Required

- An Authorized Representative of a vessel in Tier III is not subject to a safety management system certification scheme
- An Authorized Representative is required to comply with the safety management regulations at all times
- Compliance to the safety management regulations will be a condition of the vessels Canadian Maritime Document (CMD) and is subject to verification by a Marine Safety Inspector during a vessel inspection



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## Next Steps

- In Spring 2011 and Fall 2011, Marine Safety will continue to conduct extensive consultation with industry stakeholders through regional and national CMAC and other venues.
- Marine Safety welcomes industry to participate and to provide comments and feedback as it consults on the proposed Safety Management Regulations.
- In Spring 2012, develop drafting instructions for regulations



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**Update on the Small Vessel Compliance Program (Non-Pleasure Craft) (SVCP)**

Québec Region Standing Committee on Fishing Vessel Safety

February 16, 2011, Rimouski





## Small Vessel Compliance Program (Non-Pleasure Craft) (SVCP)

Objective of the Program:

- To support safety in the small vessel community by increasing understanding of and compliance with legal requirements


Strategy of the Program:

- Provide guidance and easy-to-use tools for small vessel owners/operators
- Help small vessel owners/operators understand and meet all of their obligations under the *Canada Shipping Act, 2001*
- Monitor the compliance of small vessel operations

Open to vessels that:

- Measure 0-15 GT
- Carry 0-12 passengers
- Are not pleasure craft

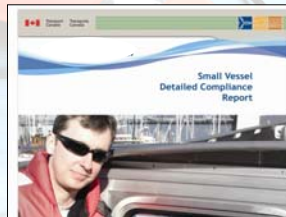
Note: Although the SVCP is not currently available for fishing vessels, work has begun to develop a similar approach for the fishing vessel community



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## SVCP Process

- Every five years, the owner (Authorized Representative) completes a Detailed Compliance Report and sends it to Transport Canada Marine Safety



- If the report is properly completed, you will receive a Blue Decal to be displayed on board the vessel
- Every year, you will complete an Annual Compliance Report, and keep the completed Reports in your records

\* Small non-pleasure vessels may be inspected by Transport Canada at any time.



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## Advantages of this approach

- ✓ Clearly communicates regulatory requirements
- ✓ Consolidates regulatory requirements in an easy-to-use tool
- ✓ Helps operators maintain continual compliance
- ✓ Improves the overall safety of enrolled vessels and helps to minimize the likelihood of incidents and accidents



12<sup>12</sup>

