



O'BRIEN'S

a Witt O'Brien's company

MASTER'S GUIDE TO COMPLIANCE IN CANADA

24-Hour Emergency Assistance
+1 281 606 4818

2018

!!! NOTICE !!!

This is a practical guide for Masters to assist in compliance with Canadian laws and regulations. It is not an "official" document and is not required for compliance. It is intended to provide useful direction for Masters. It does not replace any document required by law or regulation. It does not replace direction provided by the ship's owner/manager/operator. This guide may be modified as required to be in harmony with policies of the owner/manager/operator. Questions about this guide should be directed to O'Brien's at inquiry@wittobriens.com



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INTRODUCTION

The Master of any vessel making a call to Canada faces several regulatory issues that are specific to Canada. This guide is intended to help the Master effectively and efficiently face these issues. O'Brien's is providing this guide to help ensure your compliance. Use of the directions in the guide will allow O'Brien's to better serve you.

Information designed to save you time and effort is present in *red italics*.

EMERGENCY RESPONSE

NOTIFICATION	Canada has provided guidelines for reporting discharges of oil or threats of discharge. The intent of these guidelines is to enable the proper authorities to be informed without delay when:																
1	Any incident occurs involving the loss, or likely loss, overboard of packaged dangerous goods in the sea.	<input type="checkbox"/>															
2	Any incident occurs giving rise to pollution, or threat of pollution, to the marine environment, as well as of assistance and salvage measures.	<input type="checkbox"/>															
3	Any oil pollution incident occurs involving the loading or unloading of oil to or from a ship at an oil handling facility.	<input type="checkbox"/>															
<i>In the event of a spill, the closest regional Canadian Coast Guard station should be called:</i>																	
<table> <tr> <td>Newfoundland</td><td>+ 1 800 563 9089</td><td></td></tr> <tr> <td>Maritimes</td><td>+ 1 800 565 1633</td><td></td></tr> <tr> <td>Quebec</td><td>+ 1 800 363 4735</td><td>OR</td></tr> <tr> <td>Central and Arctic</td><td>+ 1 800 265 0237</td><td></td></tr> <tr> <td>Pacific</td><td>+ 1 800 889 8852</td><td></td></tr> </table>			Newfoundland	+ 1 800 563 9089		Maritimes	+ 1 800 565 1633		Quebec	+ 1 800 363 4735	OR	Central and Arctic	+ 1 800 265 0237		Pacific	+ 1 800 889 8852	
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If telephone communications are not available, the report should be routed through the Canadian Coast Guard Marine Communications and Traffic Services on appropriate frequencies (in the bands 405-525 kHz, 1605-2850 kHz or 156-174 MHz).																	
MASTER'S ACTIONS	Upon discovery of one of the above situations you should proceed as follows:																
1	See to the immediate safety of the crew and vessel.	<input type="checkbox"/>															
2	Make an initial assessment of the situation. <i>Do not delay notification while trying to determine cause, fault or blame. This will be determined by a later investigation.</i>	<input type="checkbox"/>															
3	Notify the Canadian Coast Guard.	<input type="checkbox"/>															
4	Call O'Brien's at: +1 281 606 4818 O'Brien's can function as the Incident Management Team. O'Brien's should be listed as an "Authorized Person" to activate the certified response organization in "Declaration for a Ship that is in Waters South of the Sixtieth Parallel of North Latitude." This document is also called the "Canada Declaration."	<input type="checkbox"/>															
5	Contact the owner/operator (manager). Keep the initial communication brief as O'Brien's will be trying to contact you again in 10 -15 minutes.	<input type="checkbox"/>															
6	Wait for a return call from O'Brien's. After you have received the return call from O'Brien's you will have more time and more information to communicate with others.	<input type="checkbox"/>															
7	When the Canadian Coast Guard and/or other authorities arrive inform them that you have notified O'Brien's and that O'Brien's is acting in accordance with the Canada Declaration.	<input type="checkbox"/>															



COMMUNICATING WITH THE AP		It is imperative that when you call the AP whether to report an actual incident or conduct an exercise that you do all the following:
1	Speak slowly with clear diction and pronunciation <i>Be prepared to use the phonetic alphabet if necessary</i>	<input type="checkbox"/>
2	State the reason your calling (i.e., real incident, exercise type repeated 3 times, or other, etc.)	<input type="checkbox"/>
3	Repeat back your understanding of what was communicated, the AP will do the same.	<input type="checkbox"/>

WHAT THE AP NEEDS TO KNOW		In order to provide the help you need, O'Brien's as the Authorized Person (AP) will ask you for some important information. This includes:
1	Your Name (Vessel Master)	
2	Telephone number, fax, email or other means of communication	
3	Vessel Name and IMO Number	
4	Vessel Owner/Operator	
5	Type of Incident	
6	Time and date of incident	
7	Exact location (latitude/longitude if anchored or underway; port, slip and berth if in port)	
8	Type of oil spilled (<i>try to be as specific, but knowing if it is clear or black is enough for the QI to get started</i>).	
9	Estimated Quantity (We know this is difficult and are looking for your best estimate. It is important for us to know if this is a "very small" spill, a "very large" spill, or something in between). <i>Is the source controlled / secured?</i> Yes <input type="checkbox"/> No <input type="checkbox"/>	
10	Brief description of the situation (<i>any other information or concerns you may have</i>).	
11	Death / Injuries to the crew	
12	Damage (extent to the vessel, facility, pier, other vessels, etc.)	
13	Confirm P&I Club membership	
14	Local Agents and their phone number	

COMMUNICATION WITH O'BRIEN'S

TELEPHONE		Emergency calls should go to our Command Center at our 24-hour number: +1 281 606 4818
All other calls should be directed to the O'Brien's Vessel Services Office: +1 281 606 4854 Our normal office hours are 0800 – 1700 US Central Time (Monday – Friday). <i>After hours, all calls are automatically forwarded to our Command Center where you will get assistance.</i>		
EMAIL		O'Brien's has established a list of email addresses to ensure effective and efficient assistance to you. Each address has a specific purpose. Use of the proper address will ensure a quick response from O'Brien's. If possible, do NOT mix several requests of different types in the same email or send your request to multiple addresses as this may delay proper action on your request. <i>Please use the primary email addresses below when communicating with O'Brien's.</i>
canada@wittobriens.com		Requests for assistance in arranging Canadian coverage.
commandcenter@wittobriens.com		Follow up correspondence relating to an oil spill incident or other emergencies and exercises. <i>Do not use this address for routine communications.</i>
inquiry@wittobriens.com		For all regulatory compliance related questions or concerns
vesselboardings@wittobriens.com		Requests to schedule vessel attendance (company approval required).



CANADIAN COVERAGE

CERTIFIED RESPONSE ORGANIZATION	All vessels trading within territorial waters of Canada under the Canadian Shipping Act must have a contract with a Certified Response Organization. This contract is called a Multi GAR (Geographic Area of Response) contract encompassing several Certified Response Organizations that provide the actual cleanup services.
1	<p>Western Canada Marine Response Corporation (WCMRC) Phone: +1 604 681 2351 24-Hour Emergency Phone: +1 604 294 9116 Fax: +1 604 681 4364 Emails: info@cosbc.ca, operations@cosbc.ca Websites: http://wcmrc.com/ http://www.cosbc.ca/index.php/our-services/oil-spill-response</p> <p><i>Vessels trading to the west coast of Canada must have a contract with the WCMRC. This coverage is arranged through Chamber of Shipping of British Columbia (COSBC).</i></p>
2	<p>Eastern Canada Response Corporation (ECRC) Phone (24 hour): +1 613 930 9690 Fax: +1 613 230 7344 Email: contracts@ecrc.ca Website: http://www.ecrc.ca/en/</p> <p><i>Vessels trading to the east coast, St. Lawrence Seaway and Great Lakes of Canada must have a contract with the ECRC.</i></p> <p><i>Please note, contract renewals are sent out two (2) months before the expiration date of the current contract. If you intend to continue operating in Canada, please send O'Brien's the signed contract or send it directly to ECRC to ensure you receive a countersigned renewal before arriving in Canada.</i></p>
For assistance in arranging Canadian Coverage please contact us at:	
canada@wittobriens.com	

COMPLIANCE

REQUIRED DOCUMENTS	The following documents are required in Canada in addition to the normal international documents:	
1	<p>Certified Response Organization (CRO) Contract</p> <p><i>Maintain first page of the contract and contract number on board the vessel.</i></p>	<input type="checkbox"/>
2	<p>Canada Declaration (Declaration for a Ship that is in Waters South of the Sixtieth Parallel of North Latitude)</p> <p>The Canada Declaration is to be completed by the Master and kept on board. It is not necessary to send a copy of the Canada Declaration to any agency or organization. It should be readily available to the Master in the event of an incident.</p>	<input type="checkbox"/>
<i>Contact us for a copy of the Canada Declaration:</i>		canada@wittobriens.com

ON BOARD DRILLS & EXERCISES

No special drills or additional exercises are required by Canada at this time.

**NOTICE OF ARRIVAL**

SECURITY NOTIFICATION	Under the Canadian Marine Transportation Security Regulations (MTSR) all vessels that meet the following criteria must request clearance <u>96 hours prior to entering Canadian waters</u> from seaward, or as soon as practical where the estimated time of arrival of the ship in Canadian waters is less than 96 hours after the time the ship departed its last port of call.	
1	100 GT or more other than a towing vessel.	<input type="checkbox"/>
2	Carrying more than 12 passengers for hire.	<input type="checkbox"/>
Transport Canada will deny entry of any vessel which fails to provide the required security information as specified in the PAIR, pursuant to the MTSR, and under the authority of Marine Transportation Security Act (MTSA).		

PAIR	The following is required to be reported for the Pre Arrival Information Report (PAIR) <u>at least 96 hours prior to entering Canadian waters</u> :	
A	Vessel Name	<input type="checkbox"/>
B	Country of Registry	<input type="checkbox"/>
C	Registered Owner	<input type="checkbox"/>
D	Operator Name	<input type="checkbox"/>
E	Name of Classification Society	<input type="checkbox"/>
F	International Radio Call Sign	<input type="checkbox"/>
G	International Ship Security Certificate (ISSC) Number / Canadian Vessel Security Certificate Number or Ship Security Document Number	<input type="checkbox"/>
H	In reference to G : 1) Date of Issuance 2) Date of Expiry 3) Name of Issuing Authority	<input type="checkbox"/>
I	Vessel's IMO Number, if a SOLAS vessel	<input type="checkbox"/>
J	Confirmation that the vessel has an approved Vessel Security Plan (VSP)	<input type="checkbox"/>
K	Current MARSEC Level	<input type="checkbox"/>
L	List of last 10 Declarations of Security (DOS) with a statement of when they were completed	<input type="checkbox"/>
M	Details of any security threats to the vessel during the last ten calls at marine facilities	<input type="checkbox"/>
N	A statement as to whether the vessel consents to tracking by the Canadian Government	<input type="checkbox"/>
O	Details of any deficiencies in Security Equipment and Systems including communications and how the Master intends to rectify them	<input type="checkbox"/>
P	If applicable 1) Name of agent 2) 24-hour telephone and fax number of agent	<input type="checkbox"/>
Q	If applicable, the name of the Charterer	<input type="checkbox"/>
R	Vessel's position and time at which it reached that position	<input type="checkbox"/>
S	Vessel's course and speed	<input type="checkbox"/>
T	Vessel's destination and ETA	<input type="checkbox"/>
U	Name of a contact person (Port Facility Security Officer) at the Marine Facility the vessel will visit and their 24-hour telephone and fax numbers	<input type="checkbox"/>
V	The following information for each of the last 10 marine facilities visited: Receiving facility – Company dealt with Marine facility visited – Pier at which you berthed The city and country Date of arrival Date of departure Time of arrival Time of departure	<input type="checkbox"/>
W	General description of the cargo including cargo amounts	<input type="checkbox"/>
X	If applicable, the presence and description of any dangerous substances or devices on board	<input type="checkbox"/>



Pre-Arrival Information must be sent to the appropriate address below based on the vessel's routing.	
WESTERN	Vessels planning to transit through Canadian territorial waters or enter Canadian waters inbound to a Canadian port on the West Coast shall send pre-arrival information to the Canadian Coast Guard Regional Marine Information Centre (RMIC) via one of the following methods listed below:
<ul style="list-style-type: none"> E-mail: marsecw@tc.gc.ca INMARSAT: telex 04352586 "CGTC VAS VCR" Any Canadian Coast Guard MCTS Centre, free of charge; or Directly to CVTS Offshore by Fax: +1 604 666 8453 	<input type="checkbox"/>
EASTERN	Vessels planning to transit through Canadian territorial waters or enter Canadian waters inbound to a Canadian port on the East Coast, including a Canadian or American port in the Great Lakes, shall send pre-arrival information to ECAREG Canada as follows:
Halifax MCTS Centre <ul style="list-style-type: none"> Telex - 019-22510 Facsimile – 902-426-4483 Telegraphic Identifier - CCG MRHQ DRT Email: hlxecareg1@innav.gc.ca 	<input type="checkbox"/>
ARTIC ZONE	Vessels planning to transit through Canadian territorial waters or enter Canadian waters inbound to a Canadian port within the Canadian Arctic Zone shall send pre-arrival information to NORDREG Canada via one of the following methods listed below:
Iqaluit MCTS Centre <ul style="list-style-type: none"> Facsimile – 867-979-4264 Telex (Telefax) 063-15529 Telegraphic Identifier - NORDREG CDA Email: IQANORDREG@INNAV.GC.CA <p><i>Operational from approximately mid-June to late November.</i></p>	<input type="checkbox"/>
Prescott MCTS Centre <ul style="list-style-type: none"> Facsimile – 613-925-4471 Telex (Telefax) 063-15529 Telegraphic Identifier – NORDREG CDA Email: IQANORDREG@INNAV.GC.CA <p><i>Operational from approximately late November to mid-June.</i></p>	<input type="checkbox"/>



ARRIVAL NOTIFICATION	An arrival report is also to be addressed to ECAREG in Eastern Canada, and to VTS OFFSHORE in Western Canada. When calling Canadian waters, please note that the following information is requested when contacting the Canadian Vessel Traffic Services:	
1	Name of the ship	<input type="checkbox"/>
2	Radio call sign of the ship	<input type="checkbox"/>
3	Name of the Master of the ship	<input type="checkbox"/>
4	Position of the ship	<input type="checkbox"/>
5	Time of arrival of the ship at the position	<input type="checkbox"/>
6	Course of the ship, if any	<input type="checkbox"/>
7	Speed of the ship, if any	<input type="checkbox"/>
8	Prevailing weather conditions	<input type="checkbox"/>
9	Estimated time that the ship will enter the Vessel Traffic Services Zone	<input type="checkbox"/>
10	Name of the Vessel Traffic Services Zone the ship intends to enter	<input type="checkbox"/>
11	Destination of the ship	<input type="checkbox"/>
12	Estimated time of arrival of the ship at the destination	<input type="checkbox"/>
13	Intended route of the ship	<input type="checkbox"/>
14	Name of the last port of call of the ship	<input type="checkbox"/>
15	Draft of the ship	<input type="checkbox"/>
16	Dangerous goods listed by class or any pollutants carried on board the ship or a vessel being towed or pushed by the ship	<input type="checkbox"/>
17	Any defect in the ship's hull, main propulsion or steering systems, radars, compass, radio equipment, anchors or cables	<input type="checkbox"/>
18	Any discharge, or threat of discharge into the water of a pollutant or any damage to the ship or a vessel being towed or pushed by the ship that may result in the discharge of a pollutant into the water by the ship or a vessel being towed or pushed by the ship.	<input type="checkbox"/>
19	Name of the Canadian or United States agent of the ship	<input type="checkbox"/>
20	Date of expiration of: a) A certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969 b) International Oil Pollution Prevention Certificate c) International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk d) Certificate of Fitness e) Certificate of Compliance, if any, issued to the ship	<input type="checkbox"/>

INNOCENT PASSAGE: US REQUIREMENTS

COFR	The following additional requirements apply to vessels bound to/from Canadian ports when transiting US waters on innocent passage:	
1	Vessels on innocent passage transiting US waters through the St. Lawrence Seaway en route to/from Canadian ports in the Great Lakes are required to have a valid US COFR.	<input type="checkbox"/>
2	Vessels on innocent passage transiting US waters through the Strait of Juan De Fuca in route to/from Canadian ports is required to have a valid US COFR.	<input type="checkbox"/>
<i>Vessels do NOT require a valid US VRP / NTVRP.</i>		
PACIFIC NORTHWEST	When on innocent passage through the Strait of Juan De Fuca en route to/from Canadian ports, state of Washington contingency plan coverage is NOT required, but the following action is mandatory effective January 1, 2014:	
1	Notify your Washington State contingency plan provider, NRC (clientservices@nrcc.com) or WSMC (admin@wsmcoop.org). <i>There are no additional fees for registering vessels transiting on innocent passage.</i>	<input type="checkbox"/>
This will allow NRC or WSMC to provide standby coverage during your inbound transit in US waters while on innocent passage in accordance with their reciprocal agreement with WCMRC.		



NORTH AMERICAN EMISSION CONTROL AREA

All vessels, with limited exceptions, that operate in the North American ECA are required to be in compliance with the MARPOL Annex VI ECA fuel oil sulfur standard. When operating within the bounds of the ECAs, ships must utilize low sulfur fuel oils that meet the maximum allowable sulfur content by weight standards in the table below:

Global Sulfur Cap		ECA Sulfur Cap		
On and after Jan. 1, 2012	3.50%	On and after Aug. 1, 2012	1.00%	
On and after Jan. 1, 2020	0.50%	On and after Jan. 1, 2015	0.10%	
REQUIRED ACTION	Vessel switches to ULSFO (which can be HFO/IFO, distillates or a mix as long as the blend used is tested to be) at or below 0.10% sulfur content prior to entering the Canadian or US Exclusive Economic Zones (200 nm).			<input type="checkbox"/>
EXCEPTIONS	The areas north of 60° North including all of Hudson, James and Ungava Bays – <i>the Global Sulfur Cap applies for these areas.</i>			

More information on compliance and enforcement of the new regulations and standards for Vessel Air Emissions can be found on the Transport Canada website in the following Ship Safety Bulletins (SSB):

- *Compliance with Energy Efficiency Standards (SSB 01/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-01-eng.htm
- *Proposing Alternative Compliance Options (SSB 02/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-02-eng.htm
- *Fleet Averaging Plans and Annual Reporting (SSB 03/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-03-eng.htm
- *Reporting when Compliant Fuel is Unavailable (SSB 04/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-04-eng.htm
- *Compliance with Air Emissions Standards (SSB 05/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-05-eng.htm
- *Ship to Ship Transfers of Oils and Greywater (SSB 06/2013):*
www.tc.gc.ca/eng/marinesafety/bulletins-2013-06-eng.htm
- *2015 Sulphur Emissions Standards (SSB 08/2014):*
www.tc.gc.ca/eng/marinesafety/bulletins-2014-08-eng.htm
- *Fuel Oil Change-Over Operations (SSB 04/2015):*
www.tc.gc.ca/eng/marinesafety/bulletins-2015-04-eng.htm
- *Criteria of an "Identical Engine" (SSB 05/2015):*
www.tc.gc.ca/eng/marinesafety/bulletins-2015-05-eng.htm
- *Sulphur in Fuel Content Verification Process (SSB 08/2016):*
www.tc.gc.ca/eng/marinesafety/bulletins-2016-08-eng.htm

UPDATED

GREYWATER

GREYWATER		Greywater is defined as non-sewage drainage from sinks, laundry machines, bath tubs, shower-stalls or dishwashers.	
1	The amendments set a minimal standard that discharges of greywater from a vessel in waters under Canadian jurisdiction other than Arctic waters <u>must not result in the deposit of solids or cause any sheen on the water.</u>		<input type="checkbox"/>
2	The amendments also require <u>new</u> , large passenger vessels which are <u>carrying more than 500 passengers</u> to ensure that any greywater released from the vessel has been passed through a certified marine sanitation device or is done at least 3 nautical miles from shore.		<input type="checkbox"/>

**BALLAST WATER MANAGEMENT AND REPORTING**

BALLAST MANAGEMENT	<p>Transport Canada requires that all vessels with ballast capacity take the following actions with respect to ballast water management:</p> <p><i>Note: Canada is a party to the IMO Ballast Water Management Convention, so all applicable requirements and implementations schedules should be followed while in Canadian waters.</i></p>
1	<p>The owner of a ship shall ensure that the ship carries on board and implements a ballast water management plan setting out safe and effective procedures for ballast water management.</p> <p><i>Canadian Flagged vessels are required to have a BWMP that is approved by the Administration, Flag or Class.</i></p>
2	<p>Ship shall manage ballast water that was taken on board outside Canadian water (unless an emergency occurs that prevents crew from doing so safely*), in one of the following ways:</p> <p><i>*In such instances, the Minister of Transport shall be notified at least 96 hours before entry into Canadian waters or as soon as it is possible to do so.</i></p>
(A)	<p>Conduct a deep-sea ballast water exchange before entering Canadian waters in an area at least 200nm from shore where the water depth is at least 2000m.</p> <p>For vessels that do not navigate more than 200nm from shore where the water depth is at least 2000m, ballast water exchange shall be conducted in an area at least 50nm from shore where the water depth is at least 500m.</p> <p>A ship that exchanges ballast water shall attain:</p> <ul style="list-style-type: none"> • An efficiency of at least 95% volumetric exchange. • A ballast water salinity of at least 30 parts per thousand, if the exchange is conducted in an area not less than 50 nautical miles from shore). • In the case of a vessel that exchanges ballast water through flow-through exchange, pumping through three times the volume of each ballast tank is considered to meet the requirements of paragraph (2)(a).
(B)	<p>Treat the ballast water with a treatment system.</p> <p>A ship that treats ballast water shall attain, after the treatment, ballast water having a viable organism and indicator microbe content less than the following concentrations:</p> <ul style="list-style-type: none"> • 10 viable organisms per cbm > or = to 50 µ in minimum dimension • 10 viable organisms per ml less than 50 µ and > or = to 10 µ in minimum dimension • One colony-forming unit (cfu) of toxicogenic vibrio cholerae (O1 and O139) per 100 mL or one cfu per 1g (wet weight) zooplankton samples • 250 cfu of escherichia coli per 100 mL; and • 100 cfu of intestinal enterococci per 100 mL
(C)	<p>Transfer the ballast water or any sediment that has settled out of it in the vessel's tanks to a reception facility.</p>
(D)	<p>Retain the ballast water on board the vessel.</p>
3	<p>For vessels with residual amounts of ballast taken on board the vessel outside of Canadian jurisdiction, that was not managed per any of the measures mentioned above, salt water flushing should be conducted prior to entry into Canadian Waters.</p> <p>Saltwater flushing means:</p> <ul style="list-style-type: none"> • the addition of mid-ocean water to the ballast water tanks that contain the residual amounts of ballast water; • the mixing, through the motion of the vessel, of the water added under paragraph (a) with the residual amounts of ballast water and any sediment that has settled out of them in the tanks; and • the release of the waters mixed under paragraph (b) so that the salinity of the resulting residual ballast water in the tanks exceeds 30 parts per thousand or is as close as possible to 30 parts per thousand.

UPDATED



4	Ship shall not discharge into Canadian waters sediment that has settled out of ballast water and comes from the routine cleaning of spaces used to carry ballast water on board. Ship may carry out the disposal of the sediment at a reception facility.	<input type="checkbox"/>		
<p>More information regarding the Canadian Ballast Water Program can be found on the Transport Canada website at: http://www.tc.gc.ca/eng/marinesafety/oep-environment-ballastwater-menu-449.htm</p> <p>A guide to Canada's Ballast Water Control and Management Regulations are available at: https://www.tc.gc.ca/eng/marinesafety/tp-tp13617-menu-2138.htm</p>				
<table border="1" style="width: 100%;"> <tr> <td style="background-color: #FFD700; text-align: center; vertical-align: middle;">BALLAST REPORTING</td> <td>The master of a ship bound for Canadian waters shall submit to the Minister of Transport a completed Ballast Water Reporting Form as soon as possible after a management process is performed or a measure determined by the Minister is implemented.</td> </tr> </table>			BALLAST REPORTING	The master of a ship bound for Canadian waters shall submit to the Minister of Transport a completed Ballast Water Reporting Form as soon as possible after a management process is performed or a measure determined by the Minister is implemented.
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<p>The Canadian Ballast Water Reporting Form may be downloaded from the following site:</p> <ul style="list-style-type: none"> Transport Canada: http://www.tc.gc.ca/wwwdocs/Forms/85-0430E_0806-03_E_X.pdf 				
<p><i>A copy of every submitted Ballast Water Reporting Form shall be carried on board the ship for 24 months after it is submitted.</i></p>				
<p>The completed ballast water reporting form should be sent as follows:</p>				
1	<p>For ships proceeding to ports on the East Coast, in Quebec or in Ontario (Great Lakes):</p> <p>Email: atlanticballastwater@tc.gc.ca Marine Communication and Traffic Services (ECAREG) Phone: +1 902 4264956 Facsimile: +1 902 4264483 Telex: 019 22510</p>	<input type="checkbox"/>		
2	<p>For ships proceeding to ports in Eastern Canada North of 60° North Latitude:</p> <p>Email: atlanticballastwater@tc.gc.ca Marine Communication and Traffic Services (NORDREG) Phone: +1 867 979 5724 Facsimile: +1 867 979 4236</p>	<input type="checkbox"/>		
3	<p>For ships proceeding to ports on the West Coast:</p> <p>Email: pacballastwater@tc.gc.ca Marine Communication and Traffic Services Centre (RMIS) Phone: +1 604 666 6011 Facsimile: +1 604 666 9177</p>	<input type="checkbox"/>		
<p><i>Do NOT send copies of BWM reports or records to O'Brien's.</i></p>				

ARCTIC POLLUTION PREVENTION CERTIFICATION

APPC	Any ship that proposes to navigate in the Arctic Zone must have on board an Arctic Pollution Prevention Certificate. This certificate can be issued by an Inspector of the Transport Canada or by one of the following Classification Societies and is valid until March 31st of the following year:	
<ul style="list-style-type: none"> American Bureau of Shipping Bureau Veritas Det Norske Veritas Germanischer Lloyd Lloyd's Register of Shipping Nippon Kaiji Kyokai Register of Shipping of the USSR Registro Italiano Navale Polski Rejestr Statkow Registrul Naval Roman 		<input type="checkbox"/>



Arctic Waters Pollution Prevention Act Regulations can be accessed at: http://laws-lois.justice.gc.ca/eng/regulations/C.R.C.,_c._354/page-1.html	<input type="checkbox"/>
Checklist for Vessels Navigating in Canadian Arctic Waters: http://www.tc.gc.ca/eng/marinesafety/debs-arctic-checklist-117.htm	<input type="checkbox"/>
<i>MARPOL / CLC and other international pollution related certification and coverage will also apply.</i>	

IMO'S INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS

POLAR CODE	<p>The International Code for Ships Operating in Polar Waters (Polar Code) applies to vessels operating north of 60 degrees N and covers the full range of design, construction, equipment, operational, training, search and rescue and environmental protection matters relevant to ships operating in the inhospitable waters surrounding the two poles.</p> <p>The Polar Code includes mandatory measures covering safety and training (part I-A) and pollution prevention (part II-A), and recommendatory provisions for both (parts I-B and II-B). The implementation date for these measures are as follows:</p> <ul style="list-style-type: none"> ▪ Part I – Safety (SOLAS & STCW): Upon delivery or first intermediate or renewal survey after <u>January 1, 2018</u> ▪ Part II – Environmental (MARPOL): All vessels – <u>January 1, 2017</u> <p>Part I also requires that vessels carry a Polar Code Operations Manual as well as a Polar Ship Certificate. Additional information is available at – http://www.imo.org/en/mediacentre/hottopics/polar/pages/default.aspx</p>
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JOINT INDUSTRY GOVERNMENT GUIDELINES

JIG	<p>Recognizing that special risks of ice damage may exist in certain waters off the East Coast of Canada during winter and spring months and that these may affect safety and contribute to marine pollution, the following guidelines were developed and have been in effect since November 1979.</p> <p>These Guidelines are known as the “Joint Industry Government Guidelines for the Control of Oil Tankers and Bulk Chemical Carriers in Ice Control Zones of Eastern Canada” (JIG).</p> <p><i>These Guidelines are in no way to be construed as interpreting, adding to or detracting from existing statutory or regulatory requirements.</i></p> <p>Joint Industry Government Guidelines – https://www.tc.gc.ca/eng/marinesafety/tp-tp15163-menu-4025.htm</p>
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CBSA GUIDELINES: MARINE CARRIER CODE

<p>All marine carriers, regardless of how often they cross the Canadian border with commercial goods, require their own carrier code to transact business with the Canada Border Services Agency (CBSA).</p> <p><i>Effective January 31, 2014 marine agents are no longer eligible to receive or hold a carrier code.</i></p> <p>The CBSA also strongly recommends that marine carriers apply for a bonded carrier code. A bond is required anytime unreleased goods, including freight remaining on board, move beyond the first port of arrival (FPOA) to a subsequent Canadian port under the care and control of the same carrier (no liability transfer).</p> <p>In the marine mode, the FPOA is defined as the first Canadian port that a vessel stops for any reason – including but not limited to the loading and or discharging of cargo, anchoring, bunkering, safety inspections,</p>
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crew changes, diversions, etc. – and transmits their Conveyance Arrival Certification Message to fulfill their obligation to report.

For more information, please visit the Canadian Border Services Agency sites below:

- **CBSA Marine Carriers:** <http://www.cbsa.gc.ca/services/carrier-transporteur/mc-tm-eng.html>
- **Application Process:** <http://www.cbsa.gc.ca/services/carrier-transporteur/mccap-ppctm-eng.html>
- **CBSA Contact Info:** <http://www.cbsa.gc.ca/services/carrier-transporteur/contact-eng.html>

Please do NOT contact O'Brien's for assistance with the application process.

REQUIRED PUBLICATIONS

REQUIRED PUBLICATIONS	The most current editions of the following publications are required to be carried on board vessels calling Canada:	
1	Ice Navigation in Canadian Waters TP 5064 published by the Department of Fisheries and Oceans	<input type="checkbox"/>
2	Notices to Mariners, Annual Edition, Numbers 1 to 46, published by Department of Fisheries and Oceans www.notmar.gc.ca	<input type="checkbox"/>
3	Radio Aids to Marine Navigation, Annual Edition , published by the Department of Fisheries and Oceans	<input type="checkbox"/>
4	Sailing Directions, published by Canadian Hydrographic Service http://www.charts.gc.ca/publications/sailingdirections-instructionsnautiques-eng.asp	<input type="checkbox"/>
5	Tide and Current Tables, published by Canadian Hydrographic Service http://www.charts.gc.ca/publications/tables-eng.asp	<input type="checkbox"/>

UPDATED

NOTE

Other published and electronic versions of the above required publications are authorized for use if they are kept current.

A list of all Marine Publications available from Transport Canada can be found at:
<http://www.tc.gc.ca/eng/publications-marine.htm>

A LOOK AHEAD

The Government of Canada announced new measures that, once implemented, will achieve a world-class tanker safety system in Canada. These measures build on recommendations from the Tanker Safety Expert Panel and other studies, and have been informed by engagement with provincial governments, Aboriginal groups, marine stakeholders and internal analysis by federal departments and agencies. Together, these measures demonstrate the Government of Canada's ongoing commitment to strengthen marine safety measures to protect the public and the environment.

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| 1 | Prevention Measures: taking all reasonable steps to avoid spills by modernizing Canada's navigation system |
| 2 | Preparedness and Response: responding to and cleaning spills quickly and effectively <ul style="list-style-type: none"> • Area Response Planning • Building Marine Safety Capacity in Aboriginal Communities • Alternate Response Measures |
| 3 | Liability and Compensation: ensuring polluters pay |

More information on the activities of the Independent Tanker Safety Expert Panel can be found on the Transport Canada website at: <http://www.tc.gc.ca/eng/tankersafetyexpertpanel/menu.htm>

This includes their Phase I and II reports regarding Ship-Source Oil Spill Preparedness and Response Regime and Requirements for the Arctic and for Hazardous and Noxious Substances Nationally.

**SUGGESTIONS / COMMENTS / CLARIFICATIONS**

CONTACT VESSEL SERVICES	<p>This document is intended to be a helpful guide for Masters. Please help us make it more useful for you.</p> <p>If you have questions, comments or concerns please contact us at: inquiry@wittobriens.com</p>
24-Hour Emergency Assistance	+1 281 606 4818