



# Canadian Ferry Association Annual Meeting

## Update from Transport Canada's Marines Safety and Security Program

Bernard Fortin  
Regional Director, Marine Safety and Security  
Quebec Region

# Outline

- *Marine Personnel Regulations*
- Measures to address seafarer shortages
- TSB Report: Sam McBride and Holiday Island
- *Marine Safety Management System Regulations*
- EVs
- Q&As

# *Marine Personnel Regulations/Safe Manning Documents*

- Work continues to publish the amendments to the *Marine Personnel Regulations*.
  - Drafting of the legal text of the regulation is complete.
  - Working on the Regulatory Impact Analysis Statement
- Further updates on timing to be provided at CMAC in November.
- National Safe Manning Committee
  - Established following the Sam McBride incident
  - Working to establish greater consistency on crewing levels
  - Key consideration: adequate crew numbers to respond during emergency situations and manage passengers
  - Submit your renewal requests well ahead of the expiration deadlines of your current Safe Manning Documents.

# TSB Reports - Sam McBride & Holiday Island

- On August 22, 2022, the Sam McBride struck the dock with 912 passengers and 6 crew members onboard. The Minister of Transport has accepted the recommendations and is working to address them.
- On July 23, 2025, the TSB released its report into the July 22, 2022 fire onboard the M.V. Holiday Island, containing one recommendation:
  - **TSB Recommendation M25-01:** Transport Canada provide comprehensive guidance for authorized representatives, outlining the full scope of their responsibilities. This guidance should support authorized representatives in understanding and complying with applicable regulations, thereby reducing the risk of vessels and crews operating without the minimum safety defences afforded by regulatory compliance.
- The Minister of Transport has accepted the recommendation and will develop additional guidance material.
- Note: The *Canada Shipping Act, 2001*, allows the responsibilities of the Authorized Representative to be delegated to a third party by the vessel owner.

# Personnel shortages- continued efforts

- 1) **Direct Examination (Entry) Program** – foreign seafarers can apply for an equivalency review of their STCW marine certificates to obtain an equivalent Canadian CoC to serve onboard Canadian-flagged vessels.
- 2) **Dispensation Program** – dispensations pursuant to the *Marine Personnel Regulations*. Vessel operators can request to have another certified / experienced employee temporarily assume a position at a higher certified level on a short-term basis.
- 3) **Approval of Seafarer Recruitment Agencies** – 15 registered companies in Canada.
- 4) **Recognition of DND credentials** – To facilitate naval trades obtaining commercial marine certification.
- 5) **Reciprocal Arrangement Program** – Recognition of foreign certificates via a reciprocal arrangement with other countries. Currently, there are agreements with 12 countries and expressions of interest from 13 others.
- 6) **Marine Training Program** - Raise awareness of and provide access to training and job opportunities for underrepresented groups in the marine sector, including women, Northerners, Inuit and Indigenous peoples.

# *Marine Safety Management System Regulations*

- First anniversary of the *Marine Safety Management System Regulations* (July 3, 2025) has passed.
- Recall Ship Safety Bulletin 20/2024, published on August 27, 2024.
- TP15566 - Guide for Canadian Vessels' Operators for Compliance with the *Marine Safety Management System Regulations*.
- Compliance timelines depend on the class of vessel (as defined in the regulations) and the expiration date of the vessel's safety inspection certificate or its vessel registry certificate (see next slide).

# Marine Safety Management System Regulations

Type of vessel	When does the grace period end?
<b>Class 2 or 3 passenger-carrying vessels</b> <b>Class 4 vessels that are more than 15GT or that carry more than 12 passengers</b>	The grace period ends on the date listed on the vessel's Safety Inspection Certificate that falls <b>after July 2, 2025.</b>
<b>Class 2 or 3 non-passenger vessels</b> <b>Class 4 vessels that are more than 15GT</b>	The grace period ends on the date listed on the vessel's Safety Inspection Certificate that falls <b>after July 2, 2026.</b>
<b>Class 4 passenger-carrying vessels and Towboats of 15 GT or less, and over 7 m long</b>	The grace period ends on the date listed on the vessel's Certificate of Registry that falls <b>after July 2, 2025.</b>
<b>Class 4 passenger-carrying vessels</b> <b>Towboats of 15 gross tonnage or less, and up to 7 m long</b>	The grace period ends on the date listed on the vessel's Certificate of Registry that falls <b>after July 2, 2026.</b>
<b>Class 5 vessels</b>	The grace period ends <b>on July 2, 2027.</b>

# Transportation of Damaged Electric Vehicles

- Recent issue: carriage of non-operational/damaged EVs
- Damaged or non-operational EVs with battery packs that have suffered physical damage must have them removed and packaged for separate transportation in accordance with the *Transportation of Dangerous Goods Regulations*.
- However, there can be situations involving damaged/non-operational vehicles where it may not always be obvious that a battery pack suffers from physical damage.
- Operators can apply their discretion in cases where evidence of physical damage may not be present and the EV is not operational.
- Guidance remains under development at IMO. In the interim, SSB 04/2024 remains and contains guidance on the transportation of EVs.

# Thank you

# Annex

# Sam McBride Recommendations

- The TSB report on the Sam McBride occurrence contained three recommendations:
  - M24-01:** The Department of Transport implement a requirement for crew members of all passenger vessels, including those on sheltered waters voyages, to complete appropriate training in passenger safety management.
  - M24-02:** The Department of Transport implement a formal validation and approval process for passenger vessel evacuation procedures.
  - M24-03:** the Department of Transport implement a process to validate that passenger vessels are keeping an accurate count of all passengers, including a separate count of the number of children and infants, on all voyages.

# SSB 04/2024

- The SSB refers to the following guidance documents with information about EV fires on vessels:
  - Best practices for the transport of electric vehicles on board vessels from the American Bureau of Shipping
  - Guidance on the carriage of Alternative Fuel Vehicles (AFVs) in ro-ro spaces of cargo and passenger ships from the European Maritime Safety Agency
  - Guidance MGN 653 (M) Amendment 1 electric vehicles onboard passenger roll-on/roll-off (ro-ro) ferries from the Maritime & Coastguard Agency
  - Best practice & recommendations for the safe carriage for electric vehicles (EVs) from the International Union of Marine Insurance
  - Safety videos from Lash Fire