



Mariner's Workshop 2022

Transport Canada – Marine Safety

January 2022



Presentation Outline

- International Maritime Organization (IMO) Updates
- Vessel Traffic Services Zones Regulations

IMO Updates

- The draft amendments to **modernize the GMDSS** were agreed upon at the 104th Session of the Maritime Safety Committee (MSC) in October 2021. These amendments are up for adoption at MSC 105 in April 2022
- If adopted, they will be [coming into force on 1 January 2024](#)
- Major Changes : New Sea Area A3, Introduction of additional mobile satellite service providers (i.e. Iridium), consolidation of communication-related provisions from SOLAS III into SOLAS IV

IMO Updates

- MSC 104 recognized the Japanese Regional Navigation Satellite System Quasi-Zenith Satellite System (QZSS) as a component of the world-wide radio navigation system (WWRNS)
- MSC 104 also approved consequential amendments to the performance standards for simplified VDRs and VDRs, following the adoption of the performance standards for float-free emergency position-indicating radio beacons (EPIRBs) operating on 406 MHz ([Resolution MSC.471\(101\)](#)) in 2019
- As of 1 July 2022, Resolution MSC.471(101) will be coming into force for **new** EPIRBs (*AIS, GNSS Receiver, Night Vision Compatible light*)
- The 9th session of the sub-committee on Navigation, Communication and Search and Rescue (NCSR) will be held in June 2022

Vessel Traffic Services Zones Regulations

Purpose and Content of the VTS Regulations



GEOGRAPHIC AREAS



TYPES AND SIZES OF
VESSELS TO REPORT



ITEMS TO REPORT

Vessel Traffic Services Zones Regulations

- Under the *Canada Shipping Act, 2001*, part 5- Navigation Services, the Minister of the Department of Fisheries and Oceans (DFO) may designate persons as marine communications and traffic services officers, including any person or class of persons for the purposes of enforcing this part of the Act.
- The Governor in Council may, on the recommendation of the Minister of Transport, make regulations, namely, on Vessel Traffic Services.
- Transport Canada (TC) works closely with the Canadian Coast Guard (CCG) on the development of new regulations.



Vessel Traffic Services Zones Regulations

Demand from CCG

VTS Zones
regulations and
ECAREG created
under old CSA

Streamline
application by size
of vessels

Allow for expanding
reportable items
and flexibility for
adding new ones

Streamline reporting
for consistency

Allow for future
technological
advances



Vessel Traffic Services Zones Regulations

Desired outcomes

- Repeal and consolidate outdated VTS regulations and amalgamate them into one set;
- Meet client and stakeholder expectations by providing timely legislative and consultation processes;
- Implement a business line and ensure that it can be operationally viable for the Marine Communication Traffic Services;
- Align Canadian VTS with international guidelines (e.g., IMO, IALA, etc.);
- Allow flexibility by incorporation by reference in the Radio Aids to Marine Navigation publication;
- Support a modernized regulatory regime based on the *Canada Shipping Act, 2001*.



Vessel Traffic Services Zones Regulations

Dissemination to mariners

Information on Vessel Traffic

Services Zones (VTSZ), Eastern
Canada VTSZ (ECAREG) and

Northern Canada VTSZ

(NORDREG) are disseminated to
mariners via CCG publication, *Radio
Aids to Marine Navigation (RAMN)*.



Vessel Traffic Services Zones Regulations

Reporting items (**issue**)

- This issue occurred due to requirements outlined in the existing *VTSZ Regulations*.
- These regulation requirements *have evolved since* the time of coming into force in 1998.

Solution

- To create flexibility in further reporting items. Items that are reportable should be incorporated by reference in RAMN.



Vessel Traffic Services Zones Regulations

Application (**Issue**)

The current application is complex and multi-layered with caveats

Application (**Solution**)

- To streamline an application to 20 meters for all vessels
- This will provide better situational awareness for MCTS and increase navigation safety



Vessel Traffic Services Zones Regulations

Streamline reporting format

- Incorporation by reference to RAMN allows CCG to streamline reporting format requirements.
- CCG is working on new version of RAMN Part 3 according to IMO standards.



Vessel Traffic Services Zones Regulations

Communication

- Technologies have evolved over the past few decades and further changes are expected.
- Communication methods should be defined by RAMN in order to allow flexibility for future technological advancement.



Questions / Comments

Navigation Safety & Radiocommunications

Email: TC.NavRadio.TC@tc.gc.ca

Thank you