



Fall 2022 National CMAC Rencontre du CCMC National automne 2022

Welcome to the
Personnel Standing Committee

Bienvenue à la rencontre du
Comité permanent sur le Personnel

November 10, 9:00 AM to 3:30 PM EDT / Le 10 novembre, 9h00 à 15h30 EDT

Wi-Fi Network: CMAC2022
Wi-Fi Password: CMAC2022

Réseau Wi-Fi: CMAC2022
Mot de passe Wi-Fi: CMAC 2022



Transports
Canada

Transport
Canada

Canada

Introduction and Approval of Agenda

Presenter

Julia Murphy

Director, Seafarer Certification

Personnel Standing Committee

November 10, 2022

Code of Conduct

Transport Canada is committed to providing an inclusive, welcoming, productive, harassment-free environment for all participants, including attendees, presenters, and Transport Canada staff.

While TC encourages discussion and conversation as an integral part of learning, TC will not tolerate harassment or disruptive actions in any form.

By entering this meeting, you are agreeing to abide by this Virtual Meeting Code of Conduct.

Personnel Standing Committee Guidelines

- Please note that:
 - This meeting is being recorded.
 - This meeting is being virtually webcasted via Zoom.
 - All meeting documents are accessible on Google Drive at the following link: <https://tinyurl.com/37nkhmmn>
 - This meeting will be bilingual. If you would like to listen entirely in either English or French, please click the “interpretation” button at the bottom of the screen. You can also call in to the English and French phone lines.
 - For participants attending in person, the Wi-Fi connection network is called **CMAC2022** and the Wi-Fi password is **CMAC2022** (all CAPS)

Personnel Standing Committee Guidelines

Participants Attending in Person:

- Ensure that your table microphones are turned off, unless you have been invited to speak.
- There are also 2 floor microphones between the rows for your use.
- Please ensure that you are disconnected from VPN and/or Citrix.

Personnel Standing Committee Guidelines

Participants attending via Zoom:

- When you have a question, please use the 'Raise your hand function' (in reactions or ALT+Y) to signal that you have a question. The chair will signal you when the floor is yours. Please wait until the Chair gives you the floor to speak.
- Please start your question by indicating your name and the company you represent.

Personnel Standing Committee Guidelines

- Please change your name in Zoom to show 'First name Last name – company'. You can do this by hovering over your picture and clicking the three dots in the top right corner and clicking "rename".
- Do not use the Chat function to ask questions. It is not monitored. Questions should be signaled using the 'Raise your Hand' function.

Personnel Standing Committee Agenda

1. Introduction and Approval of Agenda – Julia Murphy, TC
2. Overview of recent Ship Safety Bulletins relating to Marine Personnel – Julia Murphy, TC
3. Update on Reciprocal Arrangements – Julia Murphy, TC
4. Fatigue Study – Scott Weatherdon, TC, Dr. Desai Shan, Memorial University

Break

5. Nautical and Engineering / DND equivalency - Mario Lavoie, TC, and Bernard Leclerc, TC.
6. Updates to the *Fire and Boat Drill Regulations*, Scott Weatherdon, TC
7. Marine Medical Modernization – Dennis Atwell, TC
8. Overview of the new Marine Medical Examiner Web Form, Jonathan Eagan, TC

Lunch

Personnel Standing Committee Agenda

9. Update on the Seafarer Certification Services Modernization Project, Michael Barker, TC
10. Update on the proposed *Marine Personnel Regulations, 2024* – Scott Weatherdon, TC, Mario Lavoie, TC, and Bernard Leclerc, TC.
11. Seafarers Welfare Board Update – Debbie Murray, Association of Canadian Port Authorities, Scott Weatherdon, TC
- Break
12. Tugs and Safe Manning – Julia Murphy, TC, Mario Lavoie, TC and Bernard Leclerc, TC, Scott Weatherdon, TC
13. Questions – Julia Murphy, TC

Overview of recent Ship Safety Bulletins relating to Marine Personnel

Active Ship Safety Bulletins

- Foreign seafarers can obtain a COVID-19 vaccine in Canada
SSB No 11/2022 - Released June 16, 2022
- Georgian seafarers can now seek Canadian recognition of their STCW certificates
SSB 22/2022 - Released September 22, 2022
- Access to shore leave
SSB 19/2022 - Released September 22, 2022

Overview of recent Ship Safety Bulletins relating to Marine Personnel

Repealed Ship Safety Bulletin

- Updated Guidelines respecting the mobility of asymptomatic, presumed non-COVID-19-carrying* seafarers in the marine sector during the covid-19 pandemic (SSB 21/2022)
 - SSB No.: 12/2022 (Released June 22, 2022)
 - SSB No.: 21/2022 (Released September 22, 2022)
 - SSB No.: 21/2022 (Repealed October 01, 2022)

Update on Reciprocal Arrangements

- Since 2019, Transport Canada has permitted foreign seafarers with a valid STCW certificate sponsored by a Canadian authorized representative, to apply for a Canadian endorsement attesting the recognition by Canada of their certificates to serve on board a Canadian flagged vessel.
- Seafarers with valid STCW certificates issued by with Australia, France, Georgia, Norway and Ukraine may apply for a Canadian endorsement.

Update on Reciprocal Arrangements

- Transport Canada is working (in active discussions) to advance reciprocal arrangements with
 - Brunei
 - Philippines
 - United Kingdom
- Transport Canada is preparing to commence discussions with
 - Belgium
 - Denmark
 - Greece
 - India
 - Ireland
 - Panama
 - Singapore

Update on Reciprocal Arrangements

Reciprocal Agreement Application Process

- In order to support authorize representatives (AR), TC will amend the *Declaration of Authorized Representative* form (82-0787) and the *Application for a Canadian Endorsement* form (82-0786) to systematically conduct a verification of the assessments done by Authorized Representatives.
- There will be a brief stakeholder review in November with the aim to publish in December 2022.
- The goal of the audits is to help Authorized Representatives improve their assessments.

Update on Reciprocal Arrangements

Declaration of the Authorized Representative (82-0787)

- In the current version of the form 82-0787, TC specifies that the AR shall keep the details of the Assessment for a period of five years and make them available for inspection by Transport Canada. By amending the process, in the form 82-0787, TC will specify for both assessments (Language and Canadian Maritime Law) that:
 - Questions and answers must be noted or when possible, the Assessment should be recorded. When noted, the answers given may be in the form of short phrases, but it must be sufficiently clear that it can be used as an aide-mémoire for the purpose of the verification by Transport Canada.
 - The completed Criteria Checklist and the assessment must be sent with the Application.

Update on Reciprocal Arrangements

Application for a Canadian Endorsement (82-0786)

In this form, TC will specify that:

- In accordance with Regulation, I/10, paragraph 5 of the STCW, the Confirmation of Receipt of Application (CRA) permits a foreign seafarer to serve onboard a specific Canadian flagged vessel for a period of not more than three (3) months, waiting that the Canadian Endorsement attesting the recognition of the foreign certificate(s) is issued.
- Providing that all of the required documents have been submitted by the AR and the foreign seafarer to the satisfaction of TC and that those documents are authentic and valid, TC will strive to issue the completed and signed CRA within ten (10) working days from the date the application is received.

Update on Reciprocal Arrangements

- Before the expiry date of the CRA, TC will conduct a verification of the assessment on knowledge of Canadian Maritime Law and if needed, the assessment on knowledge of one of the two official languages submitted by the AR.
- The objectives are:
 - a) to ensure that the assessments conducted by the AR meets the criteria defined in the Declaration of the Authorized Representative form,
 - b) to assess the effectiveness of the assessments conducted by the AR; and
 - c) to ensure continuous improvement of the assessments conducted by the AR.

Update on Reciprocal Arrangements

- If TC finds the assessments satisfactory, the Canadian Endorsement will be issued. However, if non-compliances or weaknesses are found, TC will inform the AR and may require corrective actions before proceeding with the issuance of the Canadian Endorsement.
- If needed, TC may also request a copy of the record of training referred to in section 206 of the *Marine Personnel Regulations*.
- TC is preparing a ship safety bulletin to inform stakeholders of the changes to the Declaration of Authorized Representative form and the Application for a Canadian Endorsement form.

Update on Reciprocal Arrangements

Questions/Comments

Julia Murphy

Julia.murphy@tc.gc.ca

Fatigue Report

Presenter

Scott Weatherdon
Manager, Certification Standards

Fatigue Report

TC sought an appropriate contractor to produce a research report on fatigue.

Dr. Desai Shan of Memorial University, supported by three research assistants, was awarded the contract.

The contents of the report will be reviewed by the contractor and her assistants

Work is underway on this research report, which will be completed Spring 2023.

Fatigue Report

Presenter:

- Dr. Desai Shan

Assistant Professor (OHS), Division of Community Health and Humanities, Faculty of Medicine, Memorial University of Newfoundland

Research Assistants:

- Mr. Om Prakash Yadav, M.D.S., M.Sc
- Mr. Alireza Jahanbakhsh, Ph.D. (Candidate), M.Eng
- Mr. Mohammadreza Jannati M.Sc, B. Eng



Fatigue Report

Research Objectives

- The *Report on Fatigue in the Maritime Sector* will include:
 - A brief literature report on fatigue in the marine sector over the past 20 years
 - A synopsis of issues identified by the Transportation Safety Board of Canada regarding fatigue in the marine sector
 - A review of how fatigue is being addressed in the marine sector
 - Consultation with marine stakeholders via questionnaire (s)
 - Options regarding the use of fatigue management plans in the maritime sector.

Fatigue Report

Definitions of Fatigue (1)

- "A state of physical and/or mental impairment resulting from factors such as **inadequate sleep, extended wakefulness, work/rest requirements out of sync with circadian rhythms** and **physical, mental or emotional exertion** that can impair alertness and the ability to safely operate a ship or perform safety-related duties."

(International Maritime Organisation 2019)

Fatigue Report

Definitions of Fatigue (2)

- Fatigue is the biological symptom of the unsatisfied need for sleep. Obtaining an **insufficient quantity or quality of sleep** results in fatigue, which impairs performance and, in the extreme, inevitably leads to **falling asleep**. A number of factors can increase a person's level of fatigue, including the **nature of the work being undertaken**, having a **poor sleep environment**, and **working a 6-on, 6-off shift schedule**

(TSB Recommendation M18-02, May 2018).

Fatigue Report

Fatigue as a Hazard

- A problem for all 24-hour-a-day transportation modes and industries, including maritime industry.
- Fatigue and sleepiness.
- Physical fatigue and mental fatigue.
- Everyone experiences fatigue – it is not a personal shortcoming or weakness.

Fatigue Report

Structure of the Report

Part-1	Fatigue in the International Maritime Shipping Industry	Fatigue as a maritime safety risk: a global perspective (systematic review)
		International regulatory efforts to address fatigue (law and policy review)
Part-2	Fatigue in the Canadian context	A review of existing studies on Canadian maritime fatigue issue
		Current Canadian law and regulations related to fatigue prevention
Part-3	Fatigue management practices	Current fatigue management practices/prevention initiatives in transportation sectors (shipping, trucking, rail and aviation)
		Working environment and fatigue challenges in Canadian shipping sector
Part-4	Empirical findings through industry consultation: survey and key informant interviews	Fatigue level has been measured worldwide among seafarers using various fatigue measurement tools (Survey)
		Assessment of the effectiveness of existing fatigue mitigation measures (following-up key informant Interviews)
		Options regarding the use of fatigue management plans in the maritime sector



Fatigue Report

Research Timeline

Date	Deliverable
July 21, 2022	Project launched
Oct 15, 2022	Preliminarily draft of the report submitted to TC
Nov 15, 2022	Developed 1st draft questionnaire will be submitted to TC
Dec 15, 2022	The revised version of the questionnaire will be submitted to TC
Dec 31, 2022	Questionnaires will be disseminated through the CMAC secretariat.
Feb 17, 2023	First draft report, including findings from survey, to be submitted to TC
April/May 2023	Presentation of initial findings at the Spring CMAC
May 31, 2023	Final report will be ready

Fatigue Report

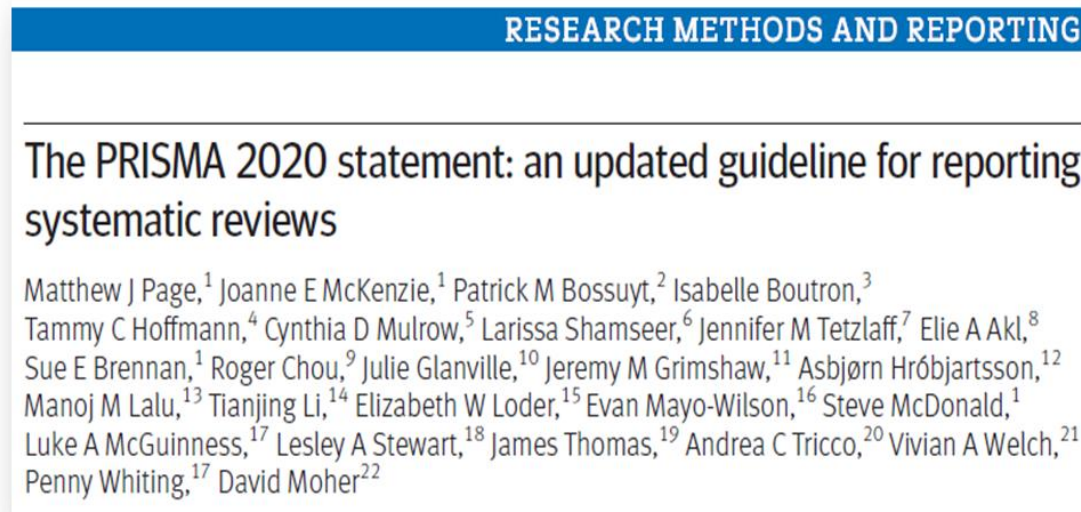
Progress Report since July 2022



Fatigue Report

Part 1: Fatigue as a maritime safety risk: a global perspective

- A PRISMA review of studies on fatigue in maritime sector between 2002 -2022
- Preferred Reporting Items for Systematic Reviews and Meta-Analyses (PRISMA)
 - an evidence-based minimum set of items for reporting in systematic reviews



Fatigue Report

Questions for the Literature Review

1. What are the determinants of fatigue (fatigue risk factors) among seafarers in the maritime industry?
2. What are the fatigue measurement tools used in the maritime industry to assess fatigue among seafarers?
3. What is the prevalence of fatigue among seafarers in the maritime industry?
4. What fatigue risk management practices are used by seafarers/shipping companies in the maritime industry?

Fatigue Report

Preliminary Results of Part 1

Workers/Risk factors	Operational and technical risk factors	Health-related factors	Environmental risk factors
Seafarers	<ul style="list-style-type: none"> Working at night Long working hours, High Job demand Rotating schedule Shift duration, and on-shift activity, Work demand (frustration and temporal demands) Vigilance demands Short-manning Ships' tonnage, Insufficient vacation and overworked, increased attentional demands of monitoring various electronic systems, Exposed to screens for long amounts of time 	<ul style="list-style-type: none"> Circadian disruption Inadequate sleep and incomplete recovery processes Sickness and isolation, Increase distress, Lack of social support, physical and psychosocial work stressors lack of energy Work-family conflict, Overextended capacities 	<ul style="list-style-type: none"> Noise, vibration, motion, and ambient temperature lack of daylight,

Fatigue Report

Preliminary Results of Part 1: Fatigue Mitigation Strategies

	Regulatory	Industry/company	Individual
Seafarers	<ul style="list-style-type: none">• Employers' compliance with work and rest guidelines• Strengthen the management system of leave and the protection of seafarers' rights and interests.	<ul style="list-style-type: none">• Comprehensive fatigue management systems at sea• Reasonable vacation arrangement [More vacation time and less work time]• Devise methods to detect and quantify fatigue and mental symptoms• Continuous and regular monitoring of fatigue level and mental symptoms• Fatigue preventive programs around work-family balance initiatives• Specific sleep promotion initiatives• Supportive working culture onboard ships	<ul style="list-style-type: none">• Fixed watch schedule• Establish incentives to support the well-being of seafarers• Ensure rest periods to recover• Understanding of the psychological and neuroscientific basis of fatigue• Luminance levels of workstations and use of red light instead of blue light,• Encouraged individual decision-making,• Initiatives should be built around leader support,• Supervisor support.

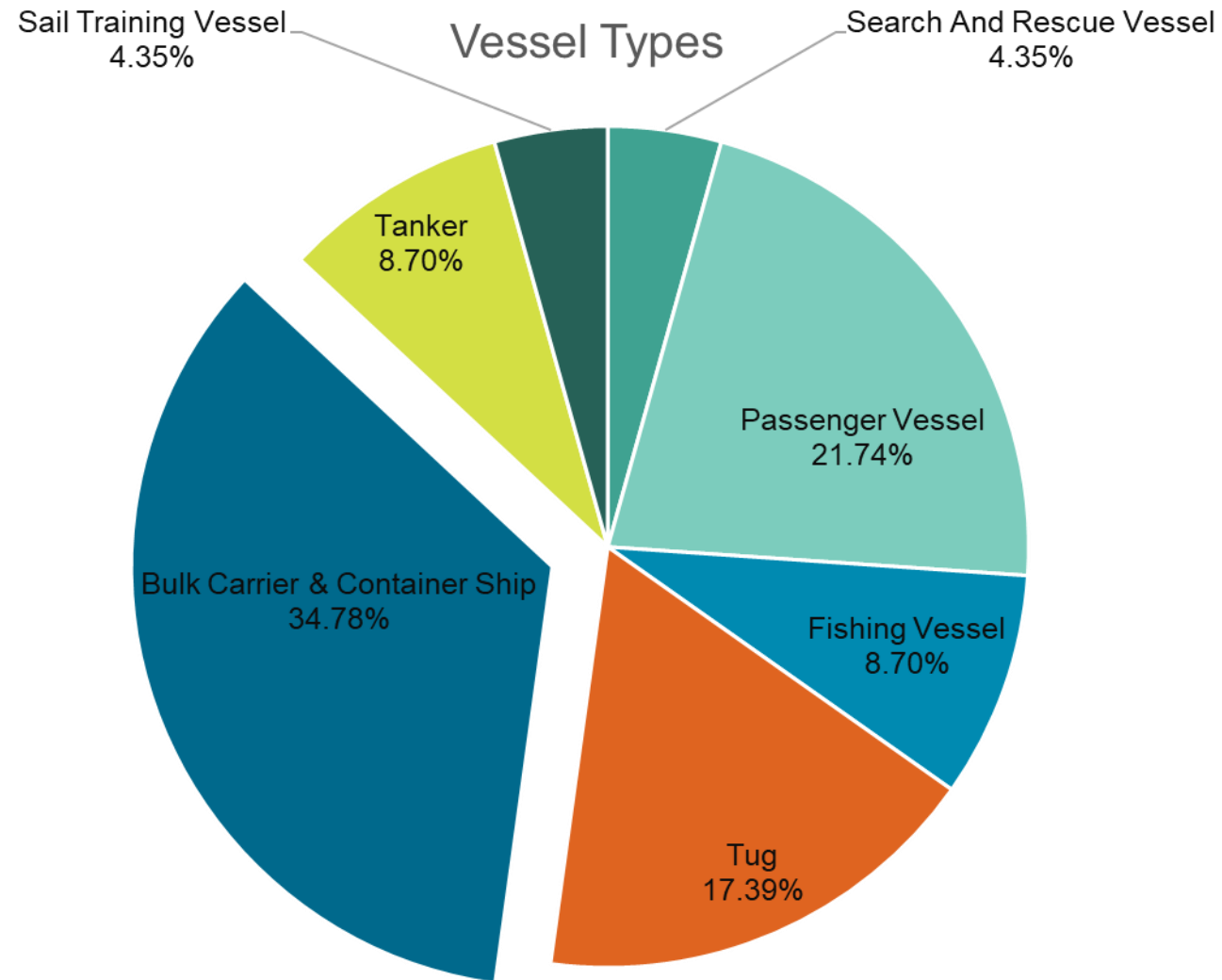
Fatigue Report

Part 2: Fatigue in the Canadian Context

- A review of Transportation Safety Board fatigue-related investigation reports (2002-2022)
 - 22 accident reports identified

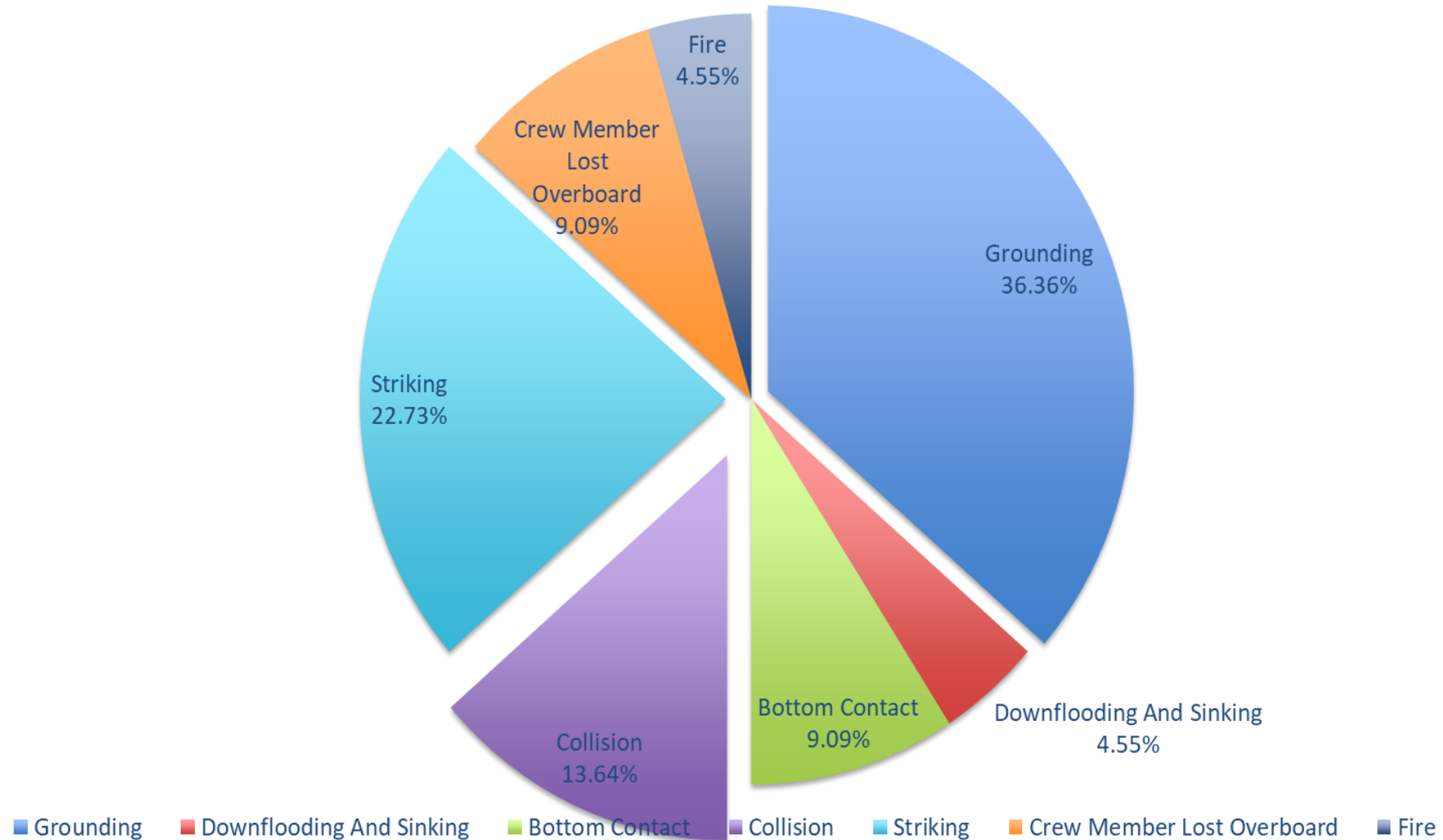
Region	No. of Accidents
Pacific Region	6
Prairie and Northern Region	2
Ontario Region	3
Quebec Region	6
Atlantic Region	4
United States/B.C.	1
Total	22

Fatigue Report



Fatigue Report

Types of accidents



Fatigue Report

Preliminary findings from TSB Investigation Reports

Fatigue management relies heavily on hours of work/rest regulations, as well as the master's responsibility to ensure that work schedules are designed to minimize fatigue risks.

Enforcement of hours of work regulations on domestic vessels needs to be enhanced. Whether it is due to a strong work ethic, labour shortages, or economic imperatives, individuals may work while fatigued because they feel or sometimes are actually obligated to do so.

Fatigue Report

Issues highlighted in the TSB reports

- Issues related to safe and minimum manning compliance and overworking
- Issues related to crew's hours of work or rest and circadian rhythm desynchronization
- Issues related to organizational factors, such as lack of Fatigue-Management Plans (FMP), lack of proper fatigue awareness training for captain and crew members, and lack of safety management systems (SMS)

Fatigue Report

Next Steps

- Design a survey questionnaire based on literature review results
- Conduct consultation with marine stakeholders via questionnaire(s) and follow-up key informant interviews.

Fatigue Report

Thank You!

Questions/Comments

Dr. Desai Shan: dshan@mun.ca and
Om Prakash Yadav: opyadav@mun.ca

Scott Weatherdon: scott.weatherdon@tc.gc.ca

Fall 2022 National CMAC

Rencontre du CCMC National automne 2022

Health Break: The meeting will resume in 20 minutes

Pause santé: La réunion reprendra dans 20 minutes

Nautical / DND Equivalency

Presenter

Mario Lavoie

Manager, Nautical and Pilotage Certification

Nautical / DND Equivalency

- Transport Canada, the Royal Canadian Navy and the Department of Veterans' Affairs are collaborating on a project which will give certain naval trades credits towards obtaining commercial marine certification.

Nautical / DND Equivalency

- Transport Canada has accepted the Royal Canadian Navy as an Approved Course Provider and the courses that are approved will be listed in TP 10655.
- To date they have been approved to issue the following training certificates.
 - MED with Respect to STCW Basic Safety Training Certificate
 - MED with Respect to STCW Basic Safety Refresher Training Certificate
 - MED with Respect to Advanced Firefighting Training Certificate
 - MED with Respect to Advanced Firefighting Refresher Training Certificate

Nautical / DND Equivalency

- MED with Respect to STCW Basic Safety and MED with Respect to Advanced Firefighting and the refresher training certificates for both courses will be issued to those members who have successfully completed the Naval Environmental Training Program.
- Candidates who have successfully completed the QL3 training and the OJT package will receive the BWR Training Certificate with the credit for the BWR exam and steering testimonial. The sea service required for this trade is 60 days (day for day) on HMC vessels.

Nautical / DND Equivalency

- The additional requirements to a BWR COC are to complete the MED with Respect to Survival Craft, Marine Basic First Aid training and pass a Marine Medical.
- Similar considerations will be assessed in a near future for Naval Combat Information Operator, Naval Electronic Sensor Operator Naval Communicator, Communication Research and Sonar Operator.

Nautical / DND Equivalency

- Work is ongoing to determine the officer level credits that can be granted to the Naval Warfare Officers which is dependent on the training and experience of the officer.
- This is complicated as there are many levels in both the commercial and RCN certification processes. It is projected that this will be completed in early 2023.
- On completion of this review the additional course and exam credits will be listed in TP 10655,
- There will be a clear process outlined by TC for the RCN members to obtain the various levels of commercial certification.

Engineering / DND Equivalency

Presenter

Bernard Leclerc

Manager, Engineering Certification

Engineering / DND Equivalency

Background

Following the 2010 Manila Amendment to the Annex of the STCW Convention, the memorandum of understanding between the Department of National Defence and Transport Canada concerning recognition of naval and commercial qualifications as credits towards naval and commercial certificates ended on July 1, 2013.

Engineering / DND Equivalency

What happened between 2013 and 2018

- During the transitional period for the implementation of the amendments to the Annex of the STCW Convention, TC kept the status quo by granting credits and exemptions as per section 2.8 of TP 2293.
- A letter of assessment was given to each applicant stating credits, exemptions and the requirements to be met towards a certificate of competency.
- The letter of assessment has a validity of one year and most applicants did not action the requirements stated in the letter of assessment.

Engineering / DND Equivalency

What happened between 2018 and 2022

- 2018 comprehensive review of the MARTECH legacy training began and advanced at the same rhythm that DND provided us with information.
- Every application was put on hold.

Fall 2021, levels of the MARTEC training that have been assessed against TP 8911 – *Engineering Officer Education and Training Program*

- QL3, certificate 1, and
- QL5, certificate 2.

Engineering / DND Equivalency

Levels of the MARTEC training, assessment ongoing:

- QL6, certificate 3, and
- QL7, certificate 4.
- TC is hoping to close the MARTECH legacy training by midsummer 2022 but TC had to be postponed until November 2022.

Ongoing assessment:

- MARTECH legacy training with the integration of the new training combining DND trades (2013-2017),
- Completely new training 2018 (MARTECH+Trade's combination + reserve)

Engineering / DND Equivalency

Levels of the MARTECH training that have been assessed so far:

- QL3, certificate 1, and
- QL5, certificate 2,

Levels of the MARTECH training, assessment ongoing:

- QL6, Certificate 3, and
- QL7, Certificate 4.

Ongoing assessment:

- MARTECH legacy training with the integration of the new training combining DND trades (2013-2017)
- Completely new training 2018 (MARTECH+Trade's combination + reserve)

Engineering / DND Equivalency

Ship's cook certificate of competency

Since the ship's cook training and the delivery of the certificate of competency is under TC, it was determined that an applicant with the following qualification and experience would meet the requirements, of the current and proposed Marine Personnel Regulations, to write the ship's cook written examination:

- QL5 Ship's cook, and
- 30 days of sea service.

Engineering / DND Equivalency

Questions/Comments

Bernard Leclerc

Bernard.leclerc@tc.gc.ca

Updates to the Fire and Boat Drills Regulations

Presenter

Scott Weatherdon
Manager, Certification Standards

Updates to the Fire and Boat Drills Regulations

- In the winter of 2023, policy development work will advance to modernize the *Fire and Boat Drill Regulations*.
- Current policy proposals
 - Use of simulators to satisfy certain live drill requirements
 - Addressing safety concerns with drills, especially LB drills
 - Incorporating relevant recommendations related to MSC work item regarding A.1050(27) revised recommendations for entering enclosed spaces aboard ships.
- Please send any comments on the *Fire and Boat Drill Regulations* directly to Scott Weatherdon at scott.weatherdon@tc.gc.ca

Updates to the Fire and Boat Drills Regulations

Questions/Comments

Scott Weatherdon

Scott.Weatherdon@tc.gc.ca

Marine Medical Modernization

Presenter

Dennis Atwell
Manager, Marine Medicine

Marine Medical Modernization

- Rewrite of TP11343 - Medical Examination of Seafarers Physician's Guide
 - TP 11343 is being updated to reflect current occupational health practices, processes and standards.
- Resources
 - The Marine Medical Unit has employed scanners to digitize marine medical files, health professionals, and additional administrative staff to ensure seafarer certificates are processed in a timely manner.
 - MMU Email inbox: TC.Marinemedicine-Medicinemaritime.TC@tc.gc.ca

Marine Medical Modernization

- Digitization - Seafarer Services Application
 - The newly developed Seafarer Services App is up and running and the Marine Medical Unit staff are using it to enter seafarer data, review MME reports, and issue certificates and/or letters.
- Marine Medical Examiner Training
 - Training for the new intake of marine medical examiner applicants is expected to begin in Winter 2022/23. Presently TC is working on the curriculum and hope to establish online/remote sessions.

Marine Medical Modernization

- Digital Marine Medical Examiner Report Submissions
 - An online tool has been developed allowing marine medical examiners to submit their reports electronically following a marine medical evaluation. This eliminates the need for paper forms and will expedite the approval process. A pilot test involving six MMEs was carried out the week of October 24, 2022.
 - To ensure TC answers queries and concerns expeditiously, TC has created a new email inbox for marine medical examiners: MMEassistanceMEM@tc.gc.ca and is working on creating a dedicated phone line.

Marine Medical Modernization

Questions/Comments

Dennis Atwell

Dennis.atwell@tc.gc.ca

Overview of the new Marine Medical Examiner Web Form

Marine Medical Hub Project

Presenter

Jonathan Eagan
Product Strategist

Overview of the new Marine Medical Examiner Web Form

Objectives

- Review the challenges to the Marine Medical Process
- Share our approach to improving our service
- Review what we learned through user experience research
- Discuss the benefits of our solution
- Next steps

Overview of the new Marine Medical Examiner Web Form

Challenges to Address

- Accelerate issuing of Minister's Medical Certificates to Seafarers
- Reduce friction associated with the paper process for Marine Medical Examiners
- Provide status updates to seafarers more quickly (increased transparency)

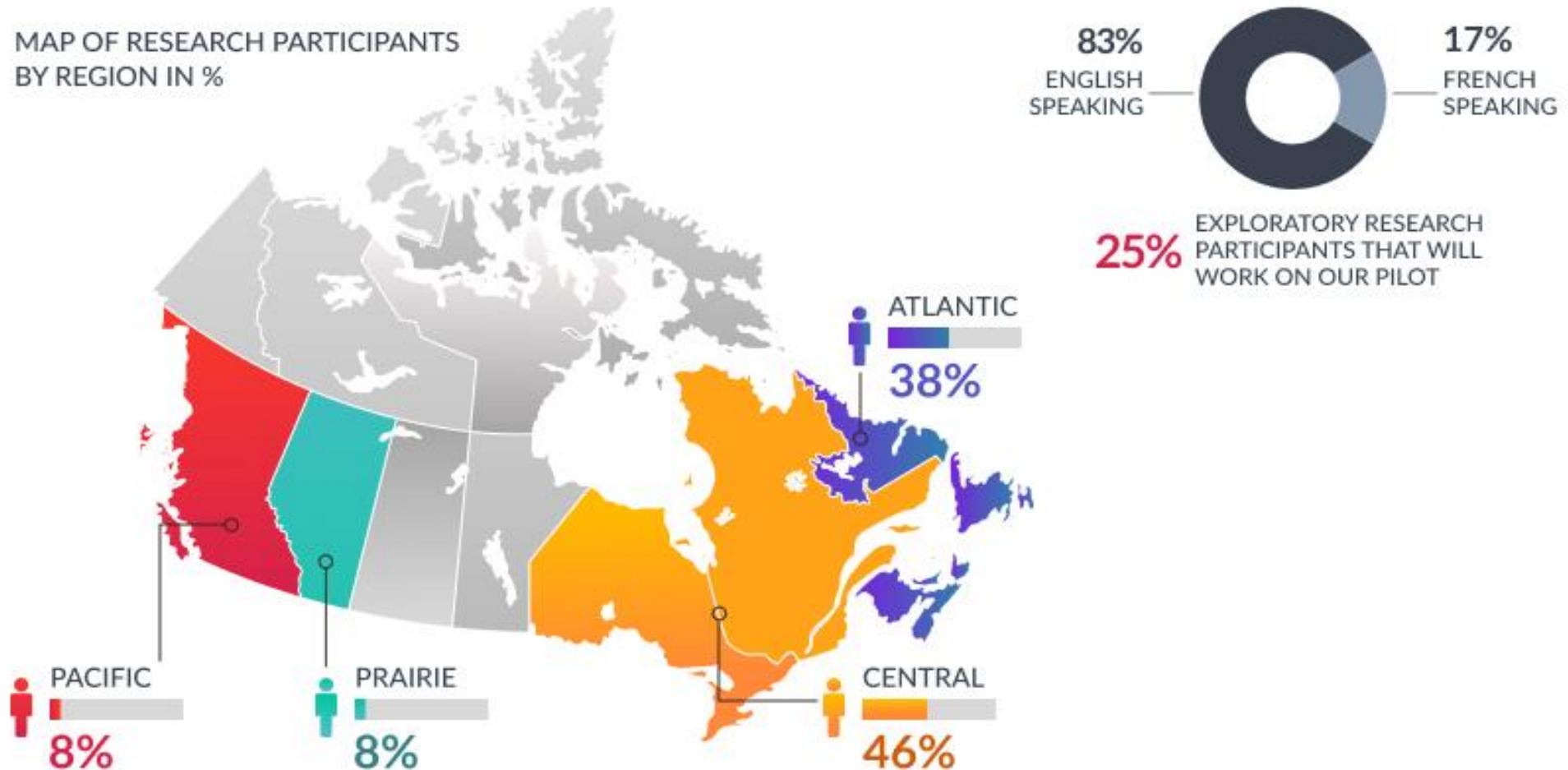
Overview of the new Marine Medical Examiner Web Form

Our Approach

- Conducted qualitative research with Marine Medical Examiners
- Consolidate findings and create a vision for our project
- Begin with only minimal features, release them early and ensure we're meeting MME and program needs
- Collect feedback from MMEs and prioritize features that advance our vision

Overview of the new Marine Medical Examiner Web Form

Marine Medical Examiners Exploratory Research Participants



Overview of the new Marine Medical Examiner Web Form

Research Findings

Findings:

- 70% of the participants use various Electronic Medical Records Systems and feel comfortable using modern tech
- 90% of the participants are willing to submit reports digitally vs paper
- All participants have access to high-speed internet, and they will be able to access digital report submissions when available

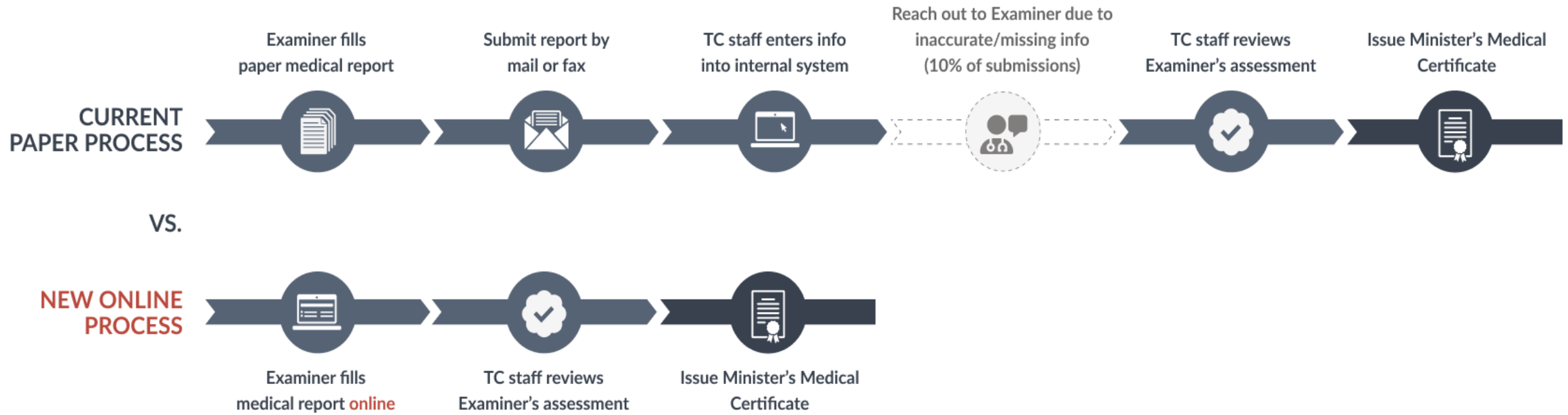
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Issues discovered:

- Examiners cannot validate the candidate's unique identifier until MMU reviews the paper form
- Existing forms can lead to mistakes, which is not easy to correct after the seafarer leaves the examination.
- MMEs and seafarers cannot quickly obtain the submitted paper report's status.

Overview of the new Marine Medical Examiner Web Form

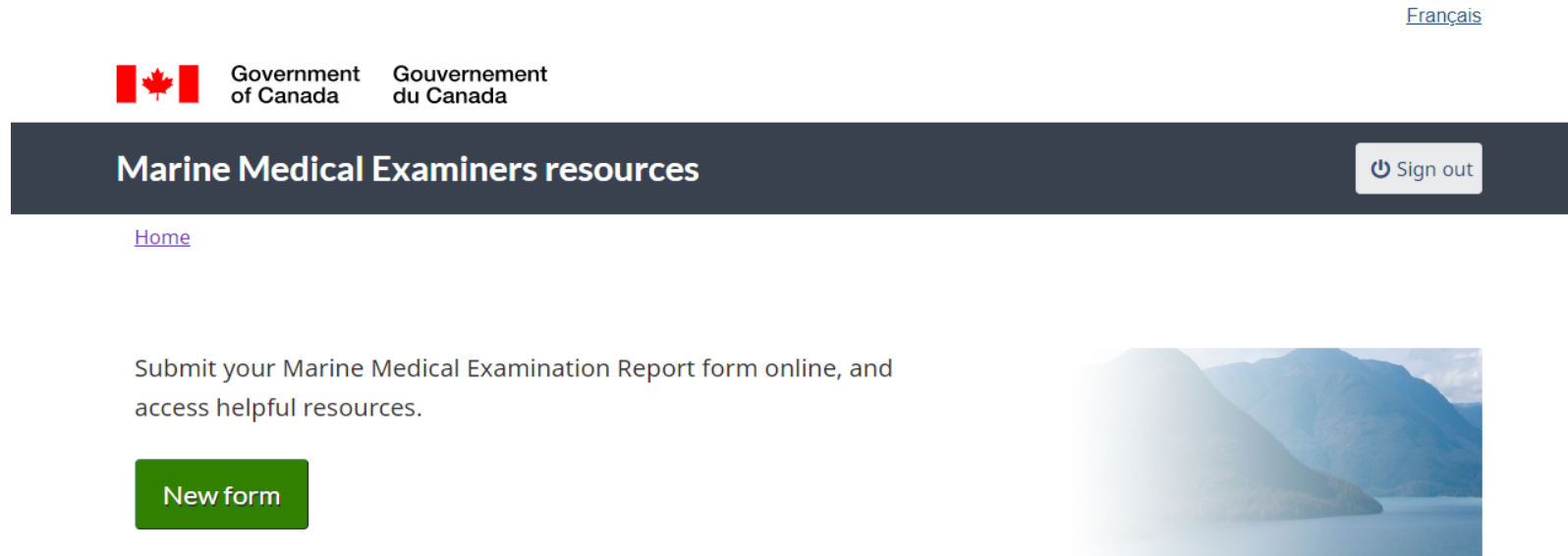
Digital Process Improvement



Overview of the new Marine Medical Examiner Web Form

Medical Hub benefits

- MMEs can access this web-based app through any modern web browser



How to complete and submit the online form


1. Complete and get applicant to sign the [Seafarer Personal Statement of Applicant form](#) [PDF, 89 KB]
 - Give the applicant a copy of the [Information to Applicant](#) [PDF, 86 KB]
2. Sign in to your Marine Medical Examiners account to submit the report and supporting document(s):

Overview of the new Marine Medical Examiner Web Form

Medical Hub benefits

- The web apps ensures users submit reports with all required information, eliminating the need to interpret handwriting

[Français](#)

 Government of Canada / Gouvernement du Canada

Marine Medical Examiners resources [Sign out](#)

[Home](#) > [Submit report](#)

Submit report

PART A: Personal seafarer information [View less](#) ^

Surname*

First Name*

Required field*

Citizenship*

Select ▼

Date of birth*yyyy-mm-dd **Gender***☒ Male ☐ Female**CDN number*****OccupationType*****Current employer**

Overview of the new Marine Medical Examiner Web Form

Medical Hub benefits

- MMEs can print and sign the Provisional Medical Certificate

[Français](#)



Government of Canada
Gouvernement du Canada

Marine Medical Examiners resources

[Home](#) > [Submit report](#)

Submit report

Successful submission

Your form and documents for CDN: 00000189 have been successfully submitted.

The document package has been downloaded to your device for your review. You can also download the [package](#) manually.

CDN: 00000189 has been given an assessment of **Fit**.

- Print and give the applicant a Provisional Marine Medical Certificate

Print Certificate



Transport Canada
Transports Canada

PROTECTED B (WHEN COMPLETED)

PROVISIONAL MARINE MEDICAL CERTIFICATE

This certificate meets the requirements of both the *STCW Convention, 1978*, as amended and the *Maritime Labour Convention, 2006*.

PART A PERSONAL SEAFARER INFORMATION					
Surname Smith		First name Jane		Citizenship Canada	
Gender <input type="radio"/> Male <input checked="" type="radio"/> Female		Date of birth (yyyy-mm-dd) 1989-05-25		CDN number 00000123	
Occupation <input checked="" type="radio"/> Deck <input type="radio"/> Engine <input type="radio"/> Catering <input type="radio"/> Other (specify):					
Current employer					
ID confirmation <input checked="" type="radio"/> Yes <input type="radio"/> No <input checked="" type="radio"/> First time <input type="radio"/> Renewal Justification if less than 2 years:					
Apt no	Street no 123	Street Any Street		City Hometown	Province BC
Country Canada		Postal code X1X-1X1	Home phone (555) 555-5555	Cell phone (555) 555-5556	Email
PART B CONCLUSION AND ASSESSMENT					
Visual acuity <input checked="" type="radio"/> Yes <input type="radio"/> No		Visual aids <input type="radio"/> Yes <input checked="" type="radio"/> No		Fit for lookout duties <input checked="" type="radio"/> Yes <input type="radio"/> No	
Hearing Meets standards unaided <input checked="" type="radio"/> Yes <input type="radio"/> No		If no, meets standards aided <input type="radio"/> Yes <input type="radio"/> No		Colour vision <input checked="" type="radio"/> Yes <input type="radio"/> No	
				Date of test (yyyy-mm-dd) 2022-10-18	
Assessment of Candidate					
The seafarer named in this document has been identified and examined by a designated Marine Medical Examiner and has been found to be free from any medical condition likely to be aggravated by service at sea, or to render the seafarer unfit for such service, or to endanger the health of other persons on board.					

Overview of the new Marine Medical Examiner Web Form

Next steps

- Pilot the Medical Hub solution for 6 to 8 weeks
- Onboarding phase of all MMEs by the end of the fiscal year
- Improve the Marine Medical Hub solution based on the feedback we receive

Overview of the new Marine Medical Examiner Web Form

Questions/ Comments

Jonathan Eagan

Jonathan.eagan@tc.gc.ca

Fall 2022 National CMAC

Rencontre du CCMC National automne 2022

Lunch Break

Pause dîner

Update on the Seafarer Certification Services Modernization Project

Presenter

Michael Peter Barker
Project Officer

Update on the Seafarer Certification Services Modernization Project

Purpose & Goals

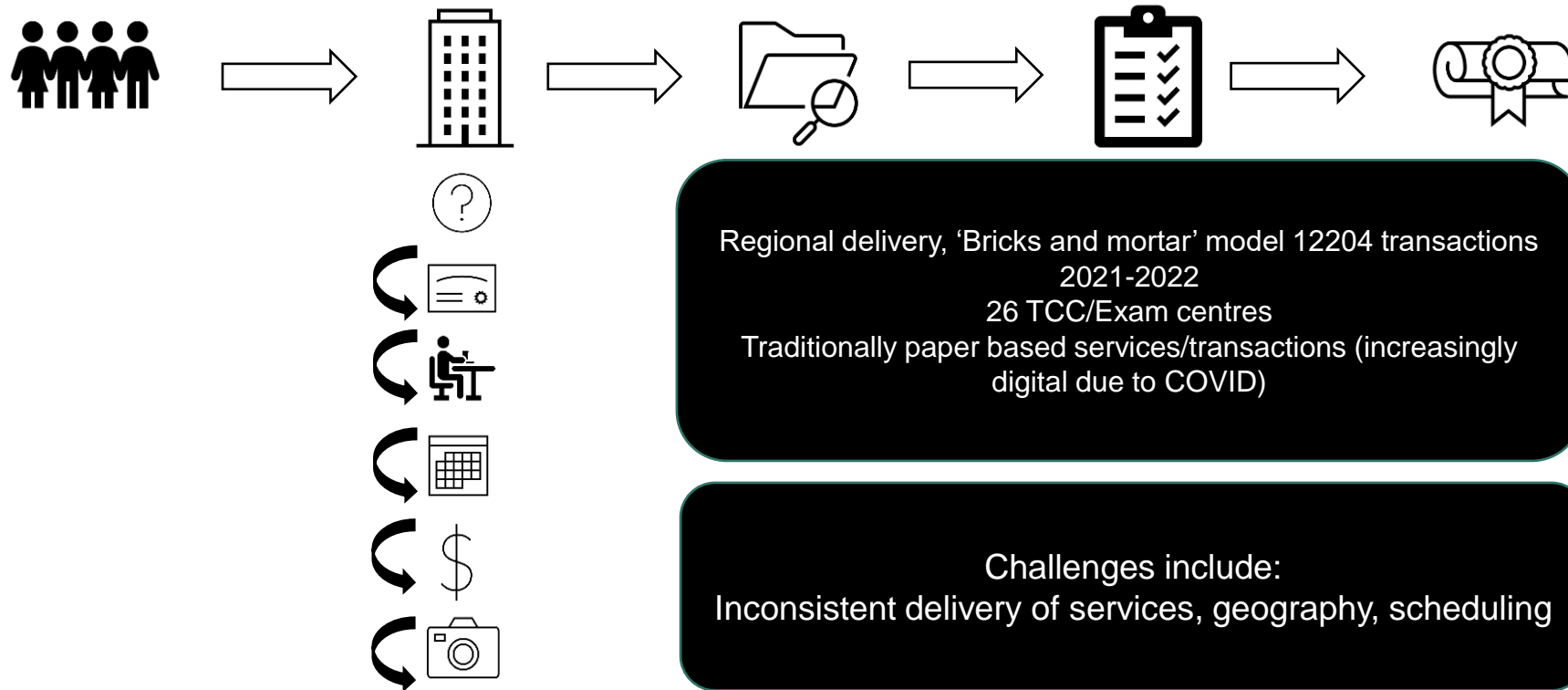
To develop a new program delivery model for seafarer certification services. Using cloud based digital applications TCMSS will modernize and streamline services in keeping with Government of Canada innovation initiatives.

Goals

1. To improve the efficiency of the Seafarer Certification Services Program with the development of software applications that organize service requests nationally.
2. To provide directors with additional options regarding program workflow for enhanced efficiency.
3. To improve the service experience for the Canadian seafarer.
4. To make TCMSS service delivery consistent with our peer flag administrations in the International Maritime Organization

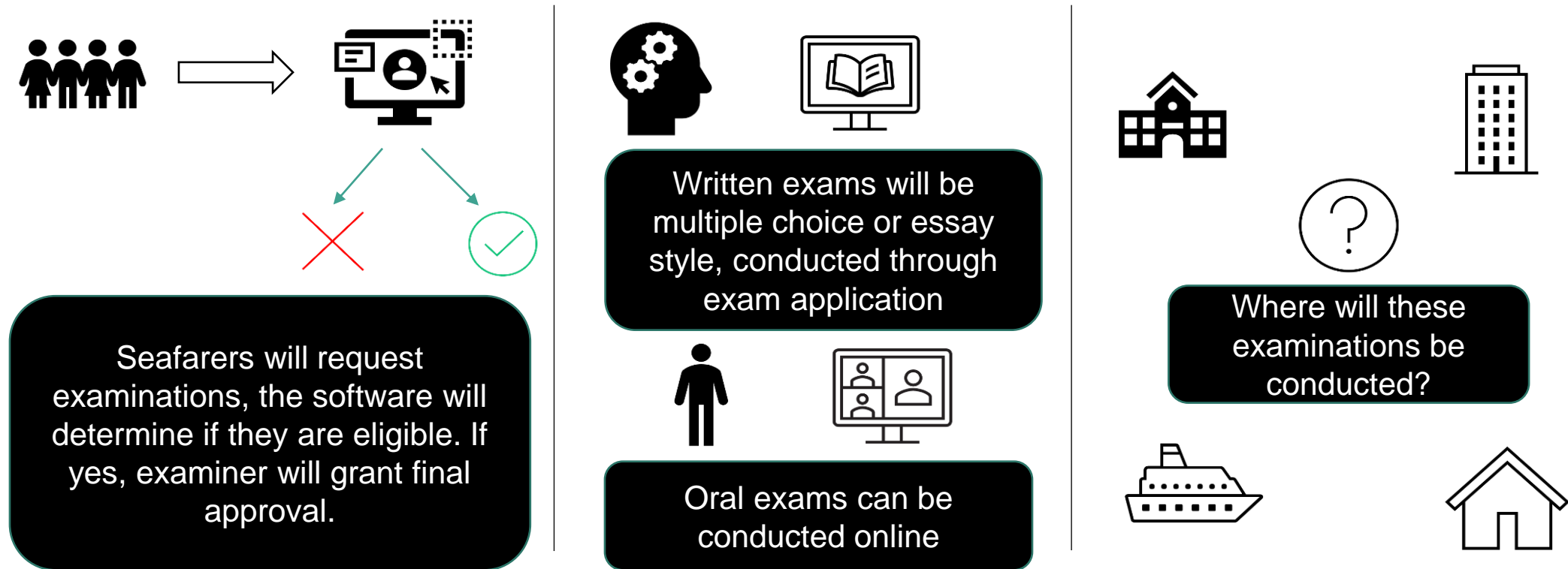
Update on the Seafarer Certification Services Modernization Project

- Current Delivery Model



Update on the Seafarer Certification Services Modernization Project

Proposed Delivery Model – Exams



Update on the Seafarer Certification Services Modernization Project

Outcomes

- Reduction in barriers to service for Canadian seafarers
- With access to internet, limitations such as geography, schedules will be largely eliminated
- Reduction of 'paperwork' and administrative congestion at exam centres across the country
- Consistency of service delivery
- Organizational agility and flexibility for TCMSS in program delivery

Update on the Seafarer Certification Services Modernization Project

Next Steps

Short Term

(~6-12 months)

- Peer country marine administration study
- Concept introduced to CMAC
- Consultation with IT experts within TC
- Official sanctioning of the project internally and externally

Medium – Long Term

(1-3 years)

- Consultation with TC SME, regions
- Consultation with industry stakeholders, colleges, seafarers
- Development of digital applications
- Testing and implementation

Update on the Seafarer Certification Services Modernization Project

Questions/Comments

Michael Peter Barker

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Update on the Proposed *Marine Personnel Regulations, 2024*

Presenter

**Scott Weatherdon
Manager, Certification Standards**

Update on the Proposed *Marine Personnel Regulations, 2024*

- Fall 2022 - Completion of regulatory drafting
- Publication in *Canada Gazette*, Part I – Fall 2023
- Publication in *Canada Gazette*, Part II – Fall 2024 (Regulations come into force 3 months after publication)

Update on the Proposed *Marine Personnel Regulations, 2024*

Questions/Comments

Scott Weatherdon

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Seafarer Welfare Board Update

Presenters

Debbie Murray

Association of Canadian Port Authorities

Scott Weatherdon

Manager, Certification Standards

Seafarer Welfare Board Update

- Update on the achievements of the Seafarers' Welfare Board.
- Ongoing work of the Seafarers' Welfare Board.
- Report of First In-Person Meeting of National Seafarers' Welfare Board and Symposium.
- Nomination of the next executive for the Seafarers' Welfare Board.

Seafarer Welfare Board Update

Questions/Comments

Debbie Murray

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Scott Weatherdon

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Health Break: The meeting will resume in 20 minutes

Pause santé: La réunion reprendra dans 20 minutes

Tugs and Safe Manning

Presenters

Julia Murphy
Director, Seafarer
Certification

Mario Lavoie
Manager, Nautical and
Pilotage Certification

Scott Weatherdon
Manager, Certification
Standards

Bernard Leclerc
Manager, Engineering
Certification

Tugs and Safe Manning

- Tug crews work hard in a challenging marine environment.
- Transport Canada is taking steps to improve safety in the tug and workboat industry as it is a priority for Transport Canada.
- Transport Canada is committed to working with industry, provincial health and safety organizations and labour unions to ensure the compliance and safety of small tugs in the marine sector.

Tugs and Safe Manning

What we are doing now:

- Updates to safe manning applications
 - New section on Safety Equipment related to a person overboard
 - Combining forms A and B to simplify the process
 - A new section for the authorized representative to present the views of the Master or unions on the proposed minimum safe manning. (optional)

Tugs and Safe Manning

- What's being proposed in regulations replacing the *Marine Personnel Regulations*
 - All tugs, regardless of tonnage, will require to carry a safe manning document
 - Introduction of the SVO COC with Tug Endorsement
 - restricted to a specific vessel
 - The vessel is limited to a radius of 2 miles within the harbour perimeter to conduct towing operations.
 - Oral examination
 - Within 1 year of the coming into force of the new regulations, the department will seek to cancel all existing two-man vessel including tugs SMD certificates and require authorized representative to make an application under the new regulations.

Tug and Safe Manning

Questions/Comments

Julia Murphy

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Question Period

Moderator

Julia Murphy