



# INDUSTRIAL REVOLUTION MAKING WAVES

EMBRACE THE CHANGE

- Thought Leadership
- Making Connections and Building Community

- National and Global Audience
- Corporate Citizenship

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## Purpose

- The purpose of this presentation is to discuss three main topics related shipping in the Great Lakes:

- 1 Modernization of the Pilotage Act and associated regulations
- 2 Ballast water
- 3 CSL Biofuel Trial Project

# Pilotage Modernization

- Between August 2019 and June 2021, amendments to the Pilotage Act were brought into force by Order in Council to address the recommendations of the Pilotage Act Review's final report (May 2018). Transport Canada anticipates completing the new Marine Pilotage Regulations by:

- 1  Amending the General Pilotage Regulations Summer 2022 and repealing the GLPA Tariff regulations Fall 2022
- 2  New Marine Pilotage Regulations in place in 2023

- There is still work to be undertaken to better integrate pilotage into the navigation system.

# Pilotage Modernization (continued)

- As per recommendation 23 of the Pilotage Act Review final report, Transport Canada Marine Safety and Security will develop a National Marine Pilotage Certification Program to :



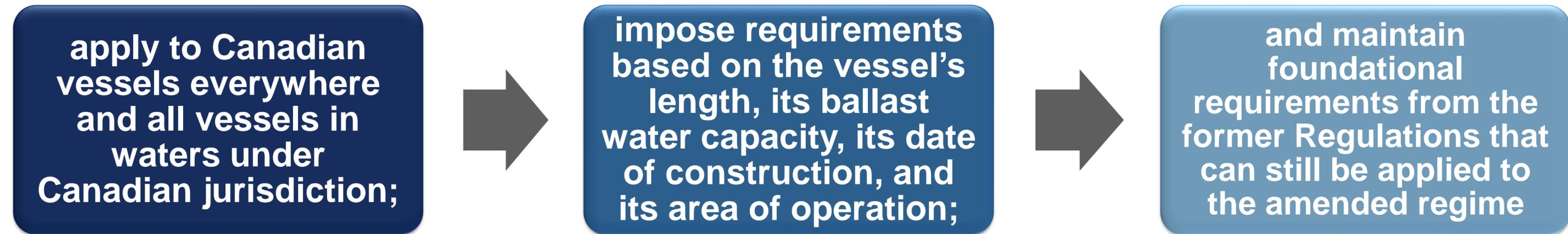
Improve efficiency by allowing more Canadian qualified seafarers to perform pilotage duties on their own vessel



Transport Canada, in collaboration with GLPA and USCG, will revise the Memorandum of Understanding on Marine Pilotage in the Great Lakes.

## Ballast Water

- The Ballast Water Regulations, which repeal the Ballast Water Control and Management Regulations was published in Canada Gazette II in June 2021:



- In regards to the implementation of the regulations, Transport Canada has
- Updated [TP 13617E – List of Canada's designated alternative ballast water exchange areas and fresh waters](#)

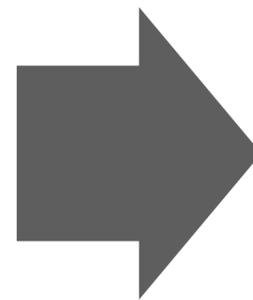
## Ballast Water (continued)

- Published Ship Safety Bulletin # 09/2021 (Coming into force: New Ballast Water Regulations)
- Published a second Ship Safety Bulletin # 07/2022 (Instructions for submitting Canadian Ballast Water Reporting form (BWRF))
- Created a new web page to provide more information on Managing Ballast Water
- Fisheries and Oceans Canada also published two reports on their website for the ballast water exemption process ([Science Advisory Report 2021/039 \(dfo-mpo.gc.ca\)](https://www.dfo-mpo.gc.ca/science/2021/039) and [Research Document 2021/061 \(dfo-mpo.gc.ca\)](https://www.dfo-mpo.gc.ca/science/2021/061))
- In terms of initiatives for the Great Lakes, TC continues to actively work with its Canadian and US partners under the Great Lakes Water Quality Agreement (GLWQA) to restore and protect the waters of the Great Lakes

# BioFuel Trial Project

- Canada's domestic fleet has been exploring alternative means of addressing GHG reductions.
- Several MTRB approvals have been issued to Canada Steamship Lines (CSL) to safely conduct trials with biofuels/biodiesel on their vessels.

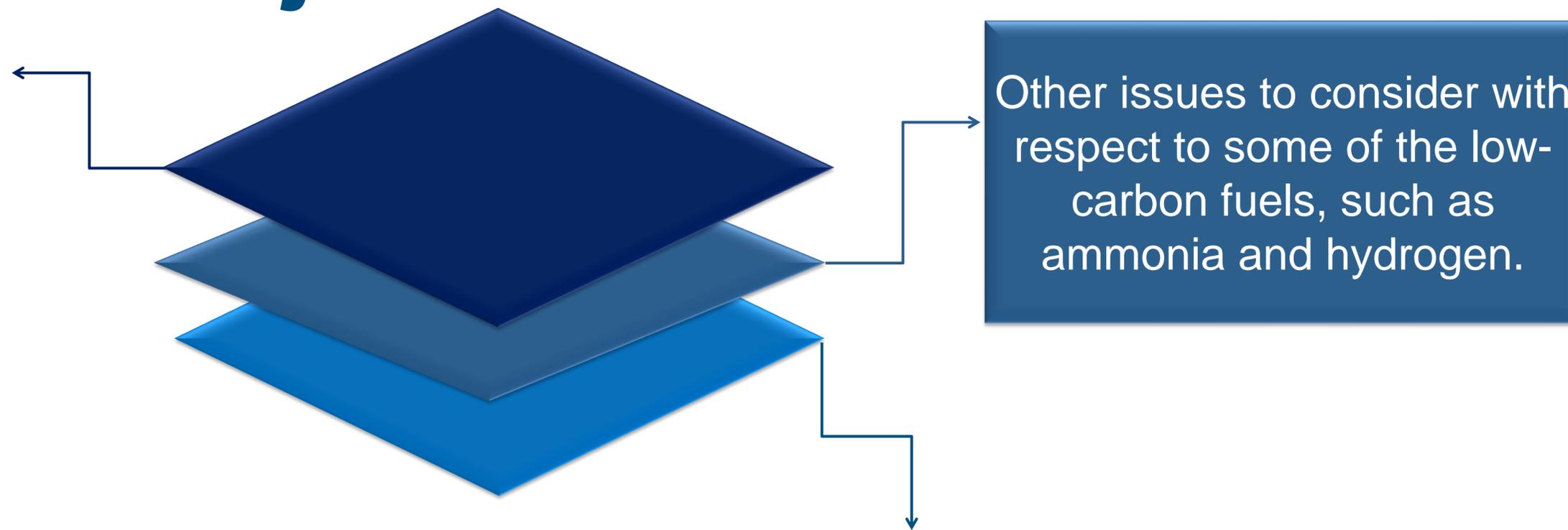
**CSL conducted trials with biofuels on two vessels in 2020 and eight vessels in 2021, with promising results.**



**Preliminary findings include that biofuel can provide an immediate CO2 reduction of 11.7% compared to Marine Gasoil.**

## BioFuel Trial Project

Using alternative low-carbon fuels in the marine industry is a multi-jurisdictional issue, as policies to increase the supply of such fuels are under the mandate of other government departments, such as Natural Resources Canada and Agriculture and AgriFood Canada.



Other issues to consider with respect to some of the low-carbon fuels, such as ammonia and hydrogen.

Transport Canada officials will continue to engage with industry on these issues and work with other government departments with respect to the issue of the production and supply of low- and zero-carbon fuels.