



Construction/Safety Standards for Small Craft

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Overview of the initiative

Transport Canada Marine Safety and Security (TCMSS) and the U.S. Coast Guard (USCG) are proposing to:

- Align recreational boat safety standards and develop a proposal for aligning the monitoring and compliance regimes
- This is a four part action plan



Overview of the initiative

Four Part Action Plan:

- 1) The alignment of regulations and standards for construction of pleasure craft / recreational boats
- 2) The alignment of compliance monitoring programs
- 3) The development of a joint harmonized safety defects and recall program
- 4) Establishing an ongoing alignment mechanism for standards, compliance, monitoring and safety recall programs



Progress update – Action Item 1

1. Alignment of the regulations and standards for construction

• **Proposal**

- Replace the existing national standards with the American Boat and Yacht Council (ABYC) standards

• **Main Issues**

- Official Languages (English and French)
- System of Units (Pounds-feet vs kilogram-metres)
- Standard weight of persons (higher standard in Canada)
- Vessels other than mono-hull (e.g. pontoons, inflatable)

• **Status**

- Agreement on the alignment of regulations with ABYC standards for mono-hull vessels including incorporation by reference in Canadian regulations as appropriate



Progress update – Action Item 2

2. Alignment of the compliance monitoring program

- **Canadian Process**

- Declaration of Conformity
- Ad-hoc monitoring

- **US Process**

- Factory Visits Program
- Boat Testing Program

- **Proposal**

- No change to main program in each country
- Additional CAN/US cooperation

- **Status**

- Agreement on the coordination of non-compliance activities
- Verification of possible non-compliance by home country of the manufacturer
- Reduction in paper burden (Canada) acceptance of third party certification (ex: NMMA) as an alternative to the Canadian DoC



Progress update – Action Item 3

3. Joint harmonized safety defects and recall program

- No program in Canada
- Existing program in the US
- **Proposal**
 - Canada to develop voluntary program as per US program
 - Manufacturers to deal directly with home country (single submission/resolution)
 - CAN/US to exchange information obtained from manufacturer
- **Status**
 - Agreement on the implementation of a safety defect and recall program in Canada based on the existing US program



Progress update – Action Item 4

4. Ongoing alignment mechanism

- **Proposal**

- MOU for continued cooperation
- Bi-lateral meetings
- Increase the use of incorporation by reference (ABYC Standards, ISO)
- Increase participation in standards development (ABYC, ISO)

- **Status**

- Agreement on the development on an MOU for ongoing alignment and continued cooperation



Process for the next three months for ongoing alignment work

- Initiate the development of procedures for common non-compliance resolution (Action Item 2)
- Initiate the development of procedures and tools for a common safety defect and recall program (Action Item 3)
- Drafting of an MOU for ongoing alignment and continued cooperation (Action Item 4)



Next steps and key issues

- Initiation of the policy development phase for necessary amendments to regulations for the incorporation or alignment with ABYC standards
- Consideration for the use of ABYC standards for vessels other than mono-hull (US legal framework)
- Development of agreement with ABYC for standards translation (Canada)
- Development of agreement with NMMA (Canada)
- Resolution of remaining technical differences (e.g. compliance/capacity labels, weight of persons)
- Signature of the MOU for ongoing alignment



Questions?