

Atlantic Offshore Occupational Health and Safety Initiative
Stakeholder Consultation Comments

June 29, 2018

Atlantic Towing (ATL) participated in Stakeholder Consultation Sessions held in Halifax, Nova Scotia and St John's, Newfoundland and Labrador. We appreciate the opportunity to take part in this consultation and offer our comments for consideration. Where possible, we have referenced the applicable Point Number in the Proposed Policy Intent for Phase 3 of the Atlantic OHS Regulations.

A. Applicability

1. ATL recommends that the "Workplaces" definition, which currently excludes Supply Vessels and Standby Vessels, amongst others, be further clarified to exclude Anchor Handling Tug Supply Vessels and Multi-Purpose Supply Vessels carrying passengers or occasionally engaged in construction support activities. Our rationale for this suggestion is that all Canadian Flag vessels are already covered by a comprehensive technical and safety rule set, including
 - i. Canada shipping Act
 - ii. SOLAS (Safety of Life at Sea)
 - iii. Maritime Labour Convention
 - iv. CLC/MOHS
 - v. Class Rules covering construction and equipment standards (DNV-GL, Lloyd's Register, ABS or BV), recognized by Transport Canada
 - vi. The IMO SPS Code, while not ratified by Canada, also provides a recognizable international technical standard for ship safety and construction (including accommodation standards, stability, etc.)
 - vii. Specifically with respect to carriage of passengers to/from oil field installations, all vessels so engaged are required to obtain a Passenger Certificate, issued by Class under the authority of Transport Canada.
2. We note that the RQ process has set a precedent for accepting international standards in lieu of the transitional regulations (C-NLOPB decisions from July, 2015 to May, 2016, for example). It would therefore seem appropriate to accept that ships in compliance with these regulations be recognized in any new OHS regulations for the Accord areas.
3. In general, we strongly recommend that overlap of regulations between rule sets be eliminated and that existing Canadian and applicable international regulations be incorporated "by reference", to ensure currency, rather than drafting duplicate regulations which will require ongoing maintenance.

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B. Notwithstanding our general remarks above, we have provided specific comments on individual points below.

Point	Comment/Recommendation
12, 13 and 14	Covered under CLC Part II and MOSH
49	Marine vessel need to follow STCW when operating
31.3	What is the definition of "Construction vessel"? definition should not apply to the ATL PSV/Multipurpose vessel. We feel that this vessel is covered by TC oversight as stated in the letter. For safety reasons we cannot be expected to follow two sets of rules.
49.5	Marine crew need to always follow STCW.
80.2	Smoke Hoods should align with -Emergency Escape Breathing Device (EEBD) and be located as per the requirements set out in PART IV: SOLAS CHAPTER II-2 Construction – Fire protection, fire detection and fire extinction,3.8.3 Emergency Escape Breathing Devices.
82	Smoke hoods removed as Emergency Escape Breathing Device (EEBD) are located as per the requirements set out in PART IV: SOLAS CHAPTER II-2 Construction – Fire protection, fire detection and fire extinction,3.8.3 Emergency Escape Breathing Devices.