

Good afternoon

As discussed

Transport Canada Marine Safety and Security has reviewed the Nunavut Wildlife Management Board's *Allocation Policy for Commercial Marine Fisheries* and have following comments

For section 6 suggest to include following which provides overview of Transport Canada's regulatory requirements in Arctic

Vessels utilized are required to abide by the *Canada Shipping Act (CSA), 2001, the Marine Liability Act (MLA), and the Arctic Waters Pollution Prevention Act (AWPPA)*, which combine to provide Canada's operational regulatory regime, which govern marine safety and environmental protection matters. Transport Canada administers these three acts and is responsible for monitoring compliance and enforcing its requirements.

- The CSA 2001 provides an overall regime to protect safety and the environment for vessels operating under Canadian jurisdiction.
- The AWPPA provides enhanced protection for vessels operating under Canadian jurisdiction north of 60° North latitude. It establishes a zero-discharge regime, prohibiting discharges from oil, chemicals, garbage and other wastes generated onboard. The regulations under AWPPA also establish vessel control systems for preventing a vessel from operating in ice conditions which exceed its capability. These regulations establish liability limits and insurance requirements to cover damages caused by the deposits of waste in Arctic waters.
- The MLA sets out a regime that requires vessels operating under Canadian jurisdiction to carry insurance to pay for damages from oil spills. There are various regimes available to pay for cleanup and compensation costs, such as ship owners' insurance, domestic and international funds.

The Arctic Shipping Pollution Prevention Regulations (ASPPR) set requirements for how vessels operating in Arctic waters must be built and details the conditions of the no-discharge regime. These regulations also establish vessel control systems for preventing a vessel from operating in ice conditions which exceed its capability

Two complementary vessel control systems are established under the ASPPR. These controls provide for operational safety by taking into account the vessel's capability to operate safely in ice by virtue of ice strengthening, and the ice conditions it will encounter.

- Under the Zone/Date System, Canadian Arctic waters are divided into 16 shipping safety control zones. A vessel is allowed to operate in a particular zone between the dates that correspond to its ice class. Zone numbering indicates the relative severity of ice conditions from Zone 1, the most severe, to Zone 16.
- The second system, the Arctic Ice Regime Shipping System (AIRSS), was developed to complement the Zone/Date System and provides a more flexible framework for decision-making based on actual ice conditions. Vessels using AIRSS are required to have an experienced ice navigator on board. The ice navigator uses currently available ice information to plan a preliminary route and determine by calculation if it is safe to proceed. While underway,

decisions on whether to continue are made based on that calculation, taking into account both the vessel's ice strengthening and observations from the bridge of actual ice conditions.

Vessels are required to comply with the above and are inspected to verify compliance.

Please review and advise if there is anything else required at this time

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