



CANADIAN MARINE SECURITY

The Government of Canada is committed to maintaining a strong economy and excellent trading relationships through a secure and viable marine transportation system.

Canadian port authorities:

- have an estimated annual economic impact of more than \$20 billion;
- generate more than 250,000 direct and indirect jobs; and
- handle more than \$100 billion worth of goods – one quarter of all Canadian trade!

Since 2001, Canada has invested over \$930 million in marine security initiatives.

committed to working together with stakeholders in all modes to identify areas where improvements are needed and to make these improvements.

INTERNATIONAL SHIP AND PORT FACILITY SECURITY CODE (ISPS CODE)

The ISPS Code — which came into effect on July 1, 2004 — is an international framework through which governments, shipping companies and port operators cooperate to detect and deter acts, which threaten the security of marine transportation. The Code was developed by the International Maritime Organization (IMO) and achieved international agreement through its incorporation into the Safety of Life at Sea (SOLAS) Convention.

Under the ISPS Code, Transport Canada is responsible for a number of activities, including:

allowing the marine industry more flexibility in meeting security requirements.

Canada's MTSRs are more comprehensive than the requirements outlined in the ISPS Code and are consistent with United States requirements. In addition to implementing Part A of the ISPS Code (mandatory requirements), Canada has incorporated most aspects of Part B (non-mandatory provisions which provide guidance to the implementation of the Code).

The MTSRs apply to any SOLAS or non-SOLAS vessel that engages on voyages from a port in one country to a port in another country.

The MTSRs also apply to ports and marine facilities that interface with these vessels.

MARINE SECURITY
WORKING TOGETHER



**CANADIAN MARINE SECURITY:
A NATIONAL PERSPECTIVE**

Other actions undertaken by the Government of Canada include:

- harmonizing the marine security regimes of Canada and the United States so that Canadian-flagged ships that meet Canadian security standards can enter U.S. harbours and that U.S.-flagged vessels can enter Canadian ports;
- requiring vessels to provide at least 96 hours advance notice before they enter Canadian waters;
- establishing enhanced security procedures, in partnership with the United States, for vessels entering the Great Lakes – St. Lawrence Seaway system; and
- working with international partners to develop new marine international security requirements.

Marine security is an important component of overall transportation security, and Transport Canada is

- reviewing security assessments and approving ship and port facility security plans;
- setting applicable security levels;
- verifying compliance of ships with the mandatory provisions of the Code;
- exercising control and compliance measures;
- testing approved plans; and
- communicating information to the IMO and to the shipping and port industry.

In order to put the ISPS Code into effect in Canada, Transport Canada developed the Marine Transportation-Security Regulations (MTSRs) in consultation with the Canadian marine sector. The MTSRs are mostly performance-based regulations, which enhance marine security by

For more information please contact us at:
www.tc.gc.ca/marinesecurity