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**PART 11**

**MARINE**

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***Background***

*Certain requirements in this Part must be complied with before dangerous goods are presented for transport by ship. The stowage and segregation requirements for a means of containment or a means of transport on board a ship are contained in the “Dangerous Goods Shipping Regulations”, which must be consulted.*

*As a consequence of the exclusion of “bulk” transport by ship in section 3 of the Act, these Regulations do not apply to dangerous goods confined only by the permanent structure of a ship.*

*There are some terms used in this Part that are not defined in Part 1, Coming into Force, Repeal, Interpretation, General Provisions and Special Cases, but that were defined in the “Canada Shipping Act” and regulations made under that Act. The terms as they read immediately before that Act was repealed on July 1, 2007 were:*

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*harbour*

*home-trade voyage, Class I*

*inland voyage*

*master*

## MARINE

### *Definitions*

*Definitions for the following terms, used in this Part, are provided in Part 1, Coming into Force, Repeal, Interpretation, General Provisions and Special Cases:*

<i>accidental release</i>	<i>handling</i>	<i>person</i>
<i>carrier</i>	<i>IMDG Code</i>	<i>public safety</i>
<i>class</i>	<i>imminent accidental release</i>	<i>ship</i>
<i>consignor</i>	<i>in transport</i>	<i>shipping document</i>
<i>dangerous goods</i>	<i>means of containment</i>	
<i>dangerous goods safety mark</i>	<i>offer for transport</i>	

### **11.1 International Transport and Home-Trade Voyage, Class I, Transport**

- (1) A person who handles, offers for transport or transports dangerous goods by ship must comply with the IMDG Code when the dangerous goods are in transport between
  - (a) Canada and another country, if the voyage is not an inland voyage;
  - (b) two points in Canada on a home-trade voyage, Class I; or
  - (c) two points outside Canada on board a ship registered in Canada.
  
- (2) In addition to the requirements in subsection (1), a person who handles, offers for transport or transports dangerous goods by ship must do so in accordance with the following provisions of these Regulations:
 

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  - (a) the following provisions in Part 3, Documentation:
    - (i) section 3.2, Carrier Responsibilities,
    - (ii) subsection 3.4(1), Legibility and Language,
    - (iii) paragraph 3.5(1)(f) and subsection 3.5(2), concerning a 24-hour number on a shipping document,
    - (iv) section 3.9, Location of a Shipping Document: Marine, and
    - (v) section 3.10, Location of a Shipping Document: Storage in the Course of Transportation;
  - (b) the following provisions in Part 4, Dangerous Goods Safety Marks:
    - (i) section 4.2, Misleading Dangerous Goods Safety Marks,
    - (ii) section 4.4, Consignor Responsibilities,
    - (iii) subsection 4.5(1), Carrier Responsibilities, and
    - (iv) section 4.6, Visibility, Legibility and Colour;
  - (c) the following provisions in Part 5, Means of Containment:
    - (i) section 5.2, Requirements for a Standardized Means of Containment to Be in Standard,
    - (ii) section 5.3, Certification Safety Marks on a Means of Containment,
    - (iii) section 5.6, UN Standardized Means of Containment, and
    - (iv) section 5.10, Means of Containment for Class 2, Gases, and section 5.11, UN1950, AEROSOLS, and UN2037, GAS CARTRIDGES; and
 

*SOR/2014-152*
  - (d) Part 8 (Reporting Requirements).
 

*SOR/2016-95*  
*SOR/2002-306*

- (3) The means of containment used to transport the dangerous goods must be designed, constructed, filled, closed, secured and maintained so that under normal conditions of transport, including handling, there will be no accidental release of the dangerous goods that could endanger public safety.

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### **11.2 Domestic Transport**

A person who handles, offers for transport or transports dangerous goods by ship between two points in Canada, other than on a home-trade voyage, Class I, must comply with these Regulations.

### **11.3 Transporting Dangerous Goods from One Country through Canada to Another Country**

A person who transports dangerous goods by ship from one country through Canada to another country must comply with the IMDG Code and Part 8 (Reporting Requirements), of these Regulations.

*SOR/2016-95*

### **11.4 Notification of the Loading or Unloading of Explosives or Ammonium Nitrate**

At least 24 hours before 25 tonnes or more of explosives, other than explosives included in Class 1.4S, or 150 tonnes or more of ammonium nitrate, are to be loaded on or unloaded from a ship, the consignor of the dangerous goods or the consignor's agent must notify the following of the intended loading or unloading and the place where the loading or unloading will take place:

- (a) the Marine Safety Office of Transport Canada nearest to the place where the explosives or the ammonium nitrate is to be loaded or unloaded; and
- (b) the harbour master at the port where the explosives or the ammonium nitrate is to be loaded or unloaded or, if there is no harbour master, the person responsible for the port.

*This section applies to UN0222, UN0223, UN1942, UN2067, UN2068, UN2069, UN2070 and UN2426.*