



# SHIP SAFETY BULLETIN

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**Subject:** Guidance to Masters of Vessels Loading Grain or Concentrates in Bulk, or timber on deck cargoes – SSB No.: 22/2024

## Purpose

This Ship Safety Bulletin is to inform stakeholders about publication of Guidance to Masters of Vessels Loading Grain or Concentrates in bulk, or Timber on Deck :

- [TP 15611E - Guidance to Masters of Vessels Loading Grain in Bulk;](#)
- [TP 15612E - Guidance to Masters of Vessels Loading Concentrates in Bulk;](#) or
- [TP 15613E - Guidance to Masters of Vessels Loading Timber on Deck.](#)

This Guidance will assist ship Masters prepare for inspections and save as much time and effort as possible.

**Note:** The existing *TP 215 - Instructions to Masters of Vessels Loading Grain in Canada* is still in use for the calculation of grain stability.

## Scope

This bulletin is for Masters of vessels coming to Canadian ports intending to load grain or concentrates in bulk, or timber on deck cargoes pursuant to the [Cargo, Fumigation and Tackle Regulations](#) (CFTR) and as set out under application sections 107, 122 or 131.

## Background

In Canada, safe loading, stowing, securing and carriage of cargo is regulated by the CFTR made under the *Canada Shipping Act, 2001*.

Safely loading, stowing and securing cargoes is one of the most important factors in preparing a vessel for safe voyage. Cargoes like timber on deck and grain or concentrates in bulk present higher risks due to their ability to shift, and because of certain chemical properties. In Canada these cargoes are frequently exported and account for a large volume of Canadian export.

A mandatory inspection program was established, under the CFTR, for vessels loading such

cargoes in Canadian ports after a series of major maritime accidents involving vessels leaving Canada in the 1990's. The inspection results in the Certificate of Readiness to Load (RTL) and the Fitness to Proceed Certificate (FTP) being issued to compliant vessels or the Written Statement for non-compliant one. This program minimizes the risks to the vessel, the crew, cargo and environment.

As part of Transport Canada's modernization efforts across various aspects of the marine sector the guidance published is intended to further assist Masters to prepare the vessels for inspection and to ensure the safe and efficient loading, stowing, securing and carrying of the above-mentioned higher risk cargoes.

## What you need to know

### **Concentrates**

The Master of a vessel loading concentrates in bulk must make sure that their vessel meets the requirements of the *International Maritime Solid Bulk Cargoes (IMSBC) Code* and any relevant parts of the International Convention for the Safety of Life at Sea (SOLAS) (CFTR s. 108).

Section 119 of CFTR requires that vessels loading concentrates in bulk be inspected.

### **Grain**

The Master of a vessel loading grain in bulk must make sure that their vessel meets the requirements of the *International Code for the Safe Carriage of Grain in Bulk* (International Grain Code), and any relevant parts of the SOLAS Convention (CFTR s. 123).

Section 128 of the CFTR requires that vessels loading grain in bulk be inspected.

### **Timber**

The Master of a vessel loading timber on an uncovered part of a freeboard or superstructure deck must make sure that their vessel meets the requirements of the Timber Code and any relevant parts of the SOLAS Convention (CFTR s. 132-133).

Section 140 of CFTR requires that vessels loading timber deck cargoes be inspected.

## More Information

[Canada Shipping Act, 2001 \(CSA 2001\)](#)

[Cargo, Fumigation and Tackle Regulations \(CFTR\)](#)

### Keywords:

1. Regulated Cargo
2. Guidance to Masters
3. Cargo, Fumigation and Tackle Regulations (CFTR)
4. Grain in bulk
5. Concentrates in bulk
6. Timber on deck

### Questions concerning this Bulletin should be addressed to:

Transport Canada – AMSE-B  
Marine Safety and Security  
Tower C, Place de Ville  
330 Sparks Street, 11<sup>th</sup> Floor  
Ottawa, Ontario K1A 0N8

**Contact us at:** [marinesafety-securitemaritime@tc.gc.ca](mailto:marinesafety-securitemaritime@tc.gc.ca) or 1-855-859-3123 (Toll Free).

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