



# SHIP SAFETY BULLETIN

Bulletin No.: 23/2024  
RDIMS No.: 20495028  
Date: 2025-09-26  
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**Subject:** Extension of the National trial of remote inspections for grain and concentrates in bulk

## *Important Notice*

This is an update of bulletin No: 23/2024 regarding the National Trial of Remote Inspections for Grain and Concentrates to inform you the trial is extended to March 31, 2026.

## *Purpose*

The National Trial for Remote inspections for grain and concentrates in bulk will be extended from September 2025 to March 31, 2026. Extension of the Trial will permit collection of additional data to help assess the remote inspection. The trial will facilitate the collection of data to compare the efficacy and efficiency of remote and physical inspection. Transport Canada will assess if remote inspection is equally effective as physical inspection to confirm compliance with the [Cargo, Fumigation and Tackle Regulations](#) (CFTR). For this trial to be successful, a certain number of vessels must be inspected remotely and physically. This will allow direct comparison of the two methods.

## *Scope*

Transport Canada is conducting a national trial to assess the use of remote inspection. It will run from September 2024 to March 31, 2026, and be applied nationally to Readiness to Load (RTL) inspections for a certain number of vessels coming to Canadian ports to load grain and concentrates in bulk for export.

## ***Background***

In Canada, safe loading, stowing, and carriage of these cargoes is regulated by the CFTR under the authority of the [Canada Shipping Act, 2001](#) (CSA 2001).

Loading, stowing, and securing timber on deck and grain or concentrates in bulk is important in preparing a vessel for safe voyage. This is recognized under international convention and codes, as well as Canada's regulatory framework. These cargoes have been identified in Canadian regulation as they present high risks given their characteristics and because they account for a large volume of the overall commodities exported by shipping.

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. This program minimizes the risks to the vessel, crew, cargo and environment.

## ***What you need to know***

The results of this Trial will inform Transport Canada's modernization efforts across the marine sector. In addition, new guidance for Masters to help prepare the vessel for inspection is now available, it aims to streamline the inspection process, to save as much time and effort as possible, and to maintain an equivalent level of safety. The industry guidance may be found at [Marine Safety Transport Publications](#) (TP 15611, 15612, and 15613).

Inspections done under the trial should not require additional time. If the Master complies with the requests of the Marine Safety Inspector (MSI), the inspection process will be more efficient. Masters are reminded that their role in this trial is critical. Vessels must be prepared against a checklist, provided as part of a pre-arrival package made available to the vessel by the Marine Safety Inspector. This will ensure the vessel is ready for inspection by MSIs. To facilitate remote inspections, the Master may be required to provide documentation, photos, videos to the inspector through the Agent, unless otherwise advised by the inspector. The inspection can not begin before this is done.

Transport Canada appreciates and looks forward to continued collaboration with partners and stakeholders.

### **Keywords:**

1. National trial
2. Remote inspection
3. Regulated cargo
4. Grain in bulk
5. Concentrates in bulk

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