

Transport Canada helps to protect Canada's waters from ship-source pollution, and ensures that marine transportation is safe and efficient. How? By establishing and enforcing marine safety regulations under the Canada Shipping Act, 2001.

This is an important role, since each year over 700 tankers arrive at Canadian ports and 80 million tonnes of oil move along Canada's East and West coasts. While our current system meets today's needs, shipments of oil and other substances, such as liquefied natural gas are growing significantly. This is why Canada is developing a world-class tanker safety system as part of its plan for Responsible Resource Development.

New measures will strengthen Canada's tanker safety system by preventing oil spills, improving response and cleanup if a spill happens, and making sure polluters pay for the cleanup and pay compensation for damages.

## TANKER SAFETY EXPERT PANEL

In November 2013, this independent panel submitted its first report, 'A Review of Canada's Ship-Source Oil Spill Preparedness and Response Regime—Setting the Course for the Future.' The measures in this brochure responds to some of the report's 45 recommendations for strengthening oil tanker safety.



## **PREVENTION**

## **TANKER INSPECTIONS**

Transport Canada inspects all foreign tankers on their first visit to Canada, and annually thereafter. Vessels that do not meet standards are detained until their deficiencies are corrected. Since 2010, all large crude oil tankers operating in Canadian waters must have a double hull. This means only vessels which are covered with two complete layers of watertight surfaces can operate within our waters.

# SYSTEMATIC SHIP SURVEILLANCE AND MONITORING

Three National Aerial Surveillance Program (NASP) aircraft located strategically across Canada monitor shipping activities using sophisticated state-of-the-art remote sensing equipment capable of detecting amounts of oil as small as one litre on the surface. The NASP also works in conjunction with Environment Canada's Integrated Satellite Tracking of Pollution (ISTOP) program to identify locations of potential spills from satellite imagery.

In 2012/2013, the National Aerial Surveillance Program:

- spent 2,080 patrol hours flying over 10,134 vessels;
- detected 97 pollution incidents; and
- tracked 120,075 vessels.

New long term funding for the NASP will allow the government to boost surveillance efforts by more than a thousand hours a year. On the West Coast, this represents a 40 per cent increase, from 500 to 700 hours a year, with a rise to 1200 hours in 2016/2017 and beyond.

#### MODERNIZED NAVIGATION SYSTEM

With modern technology, it is possible now to make navigational information such as charts, buoy status, weather, and ice conditions, electronically available to vessels in real-time.

Using modern data-sharing and communications technologies makes Canada's current navigation system safer and more efficient, reducing the risk of collisions and other at-sea incidents.

The Canadian Coast Guard, Environment Canada's Meteorological Services of Canada, and the Canadian Hydrographic Service will use a system that shares real-time electronic marine safety information and data with mariners in a format that integrates with their on-board systems.

New funding will allow Oceans Network
Canada to research and develop a system that
provides up-to-the-minute information about
navigation hazards. Transport Canada will fund the
creation of a centre of excellence in British Columbia
to promote the research and development of best
practices for the safe and environmentally responsible
transport of oil and liquefied natural gas.

Proposed amendments to the *Canada Shipping Act, 2001* will increase Transport Canada's oversight of oil handling facilities by equipping marine safety inspectors with the tools to enforce compliance.

### **PUBLIC PORT DESIGNATIONS**

The Government of Canada will designate Kitimat as a public port. This will allow the port to put better traffic control measures in place to promote the safe movement of vessels.





## PREPAREDNESS & RESPONSE

### AREA RESPONSE PLANNING

Responding to the Tanker Safety Expert Panel, the Government of Canada will begin establishing new area spill-response planning partnerships for each of the following regions that have high levels of traffic:

- Southern British Columbia;
- Saint John and the Bay of Fundy, New Brunswick;
- Port Hawkesbury, Nova Scotia;
- St. Lawrence, Quebec.

Canada will tailor oil spill preparedness and response planning to the level and types of risks in each of these four areas. Plans will take into account geography, environmental sensitivities and oil tanker traffic volumes. Environment Canada and Fisheries and Oceans Canada will work with partners to gather data to be used in emergencies to minimize environmental damage to sensitive areas. Canada will also create a new program to build capacity for Aboriginal communities to participate more in marine safety and response activities.

## INCIDENT COMMAND SYSTEM

The Canadian Coast Guard is the lead federal agency to ensure a rapid response to a ship-source spill. The Incident Command System (ICS), a widely-accepted emergency management system, will allow the Coast Guard to:

- Increase its ability to work with other emergency responders;
- Engage stakeholders in a predictable and structured way; and
- Better enable a coordinated response to complex incidents.

#### SCIENTIFIC RESEARCH

Environment Canada, Fisheries and Oceans Canada and Natural Resources Canada are continuing their research on non-conventional petroleum products such as diluted bitumen, and undertaking new research into:

- The pre-treatment of heavy oil products at the source with the goal of mitigating the environmental impact of oil spills;
- The behavior of different formulations of heavy oil products when spilled in marine environments; and
- Potential alternative response measures, including new spill-treating agents.



# **LIABILITY & COMPENSATION**

We will introduce legislative and regulatory amendments to enhance Canada's Ship-Source Oil Pollution Fund (SOPF). These amendments will:

- remove the fund's existing per-incident liability limit of \$161 million to allow a maximum payout up to and including the full SOPF funds available, currently around \$400 million;
- ensure that those who have lost earnings due to an oil spill are covered, even if their property has not been contaminated;
- in the event the SOPF is exhausted, the Government of Canada will make payments, and then recover those payments from industry through a levy.