



Marine Oil Spill Response in Canada

Toni Frisby
4 September 2013



[WCMRC Video](#)

Canada's Federal Spill Response Regime

- ▶ Public Review Panel on *Tanker Safety and Marine Spills Response Capability* (June 1989)
- ▶ *Protecting Our Waters* “Brander–Smith Report” (Sept 1990)
- ▶ Canada Shipping Act amendments (1993)
- ▶ Network of certified Response Organizations (1995)

Founding Principles

- ▶ Partnership
- ▶ Legislation
- ▶ Potential polluters pay for preparedness
- ▶ Polluter pays for reasonable response costs
- ▶ Comprehensive contingency plans
- ▶ Mutual aid agreements to cascade resources

Roles and Responsibilities



**Transport
Canada**

**Transports
Canada**



Canadian Coast Guard

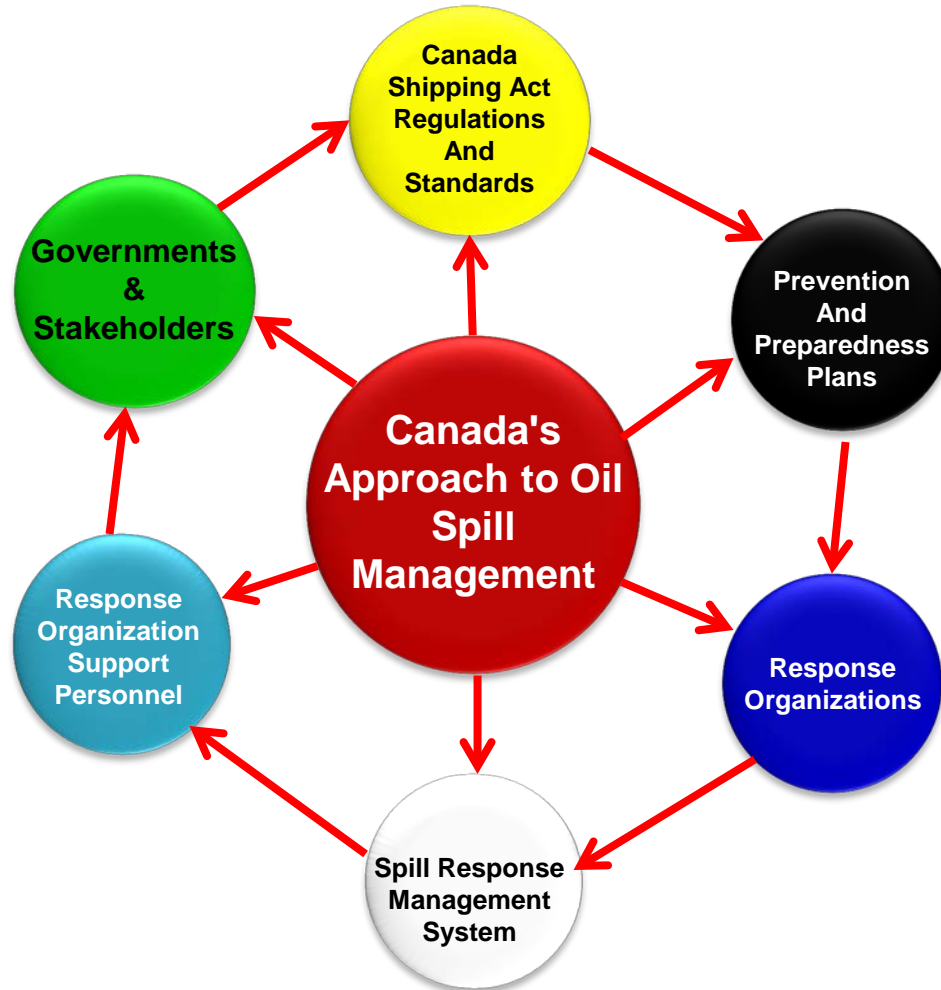


**Environment
Canada**

**Environnement
Canada**



Canada's Approach to Spill Management



Mandatory Memberships (CSA)

To operate in Canadian waters, the following **must** have an arrangement with a Response Organization:

- ▶ All bulk oil carriers/barges, 150 GT and greater
- ▶ All Vessels (non-bulk), 400 GT and greater (e.g. ferries, cruise ships, cargo ships)
- ▶ Oil Handling Facilities receiving or shipping oil by marine delivery

All of the above must have oil spill response plans, teams and equipment in place

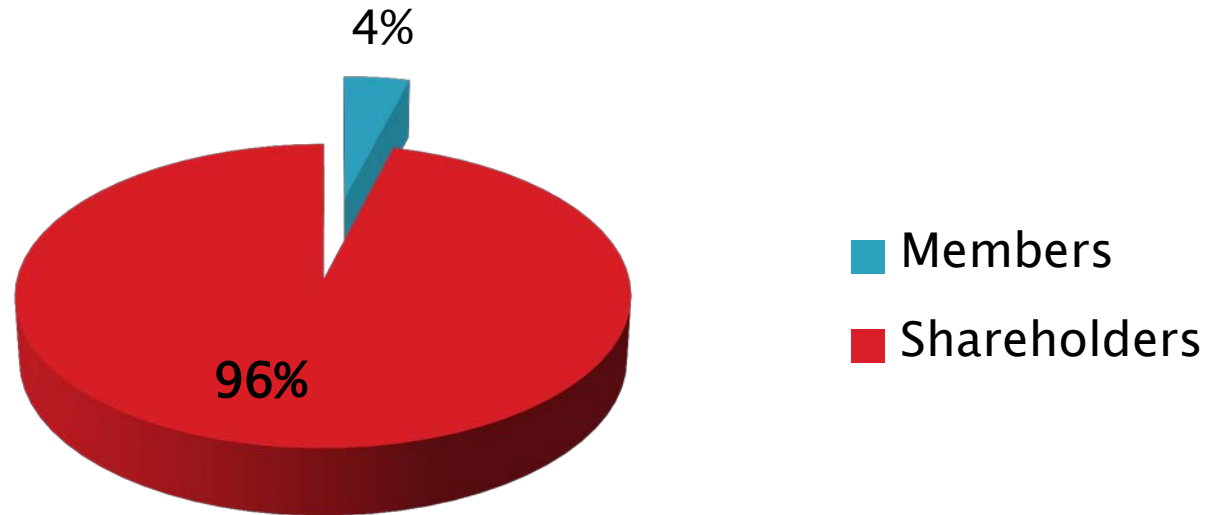
WCMRC Fee Structure

- ▶ Bulk Oil Cargo Fee
- ▶ Capital Asset Loan Fee
- ▶ Membership Fees
(~2200 Vessels,
Oil Handling Facilities)
- ▶ Subscription Fees
- ▶ Response Fees
(cost recovery)

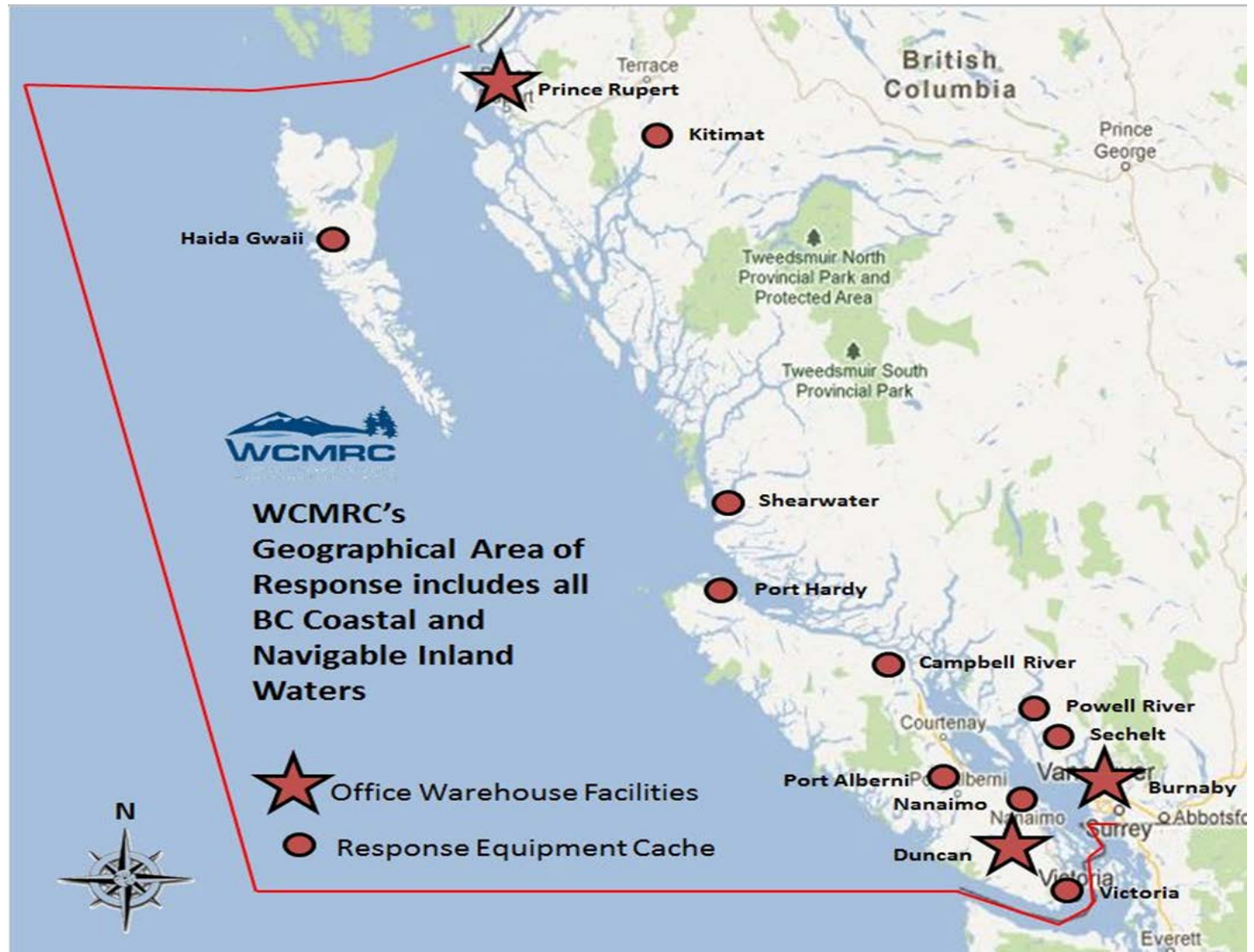


Bulk Oil Cargo Fee (“BOCF”) Sources

BOCF Revenue



Geographic Area of Response



Area Plans / Geographic Response Plans

Each plan describes:

- ▶ Area sensitivities
- ▶ Location of Incident Command Post
- ▶ Local contacts
- ▶ Staging areas / Helicopter landing Pads
- ▶ Vessel launch locations
- ▶ Coastal Mapping
- ▶ Protection / treatment strategies
- ▶ Equipment resources in the area
- ▶ Logistical support services

Personnel Spill Response Network

- ▶ Full and Part-time Staff
- ▶ Marine Contractors
- ▶ Fishers Oil Spill Emergency Team (FOSET)
- ▶ Vessels of Opportunity (VOO) Program
- ▶ Spill Response Advisors
- ▶ Mutual Aid Partners



Response Capability

WCMRC response equipment includes the latest available technologies from around the world

Vessels, booms, skimmers, transfer pumps and storage tanks have been selected for use in BC waters

- Sheltered
- Unsheltered
- Shorelines (urban and remote)
- Ports



Response Equipment

- ▶ 31 vessels, ranging from small skiffs to the largest dedicated oil skimming vessel in Canada
- ▶ 7 barges which act as work platforms and/or temporary storage
- ▶ 3 Mobile Command Centers, ICP equipment
- ▶ 30,000 m of boom
- ▶ 51 portable skimmers
- ▶ 50+ response trailers

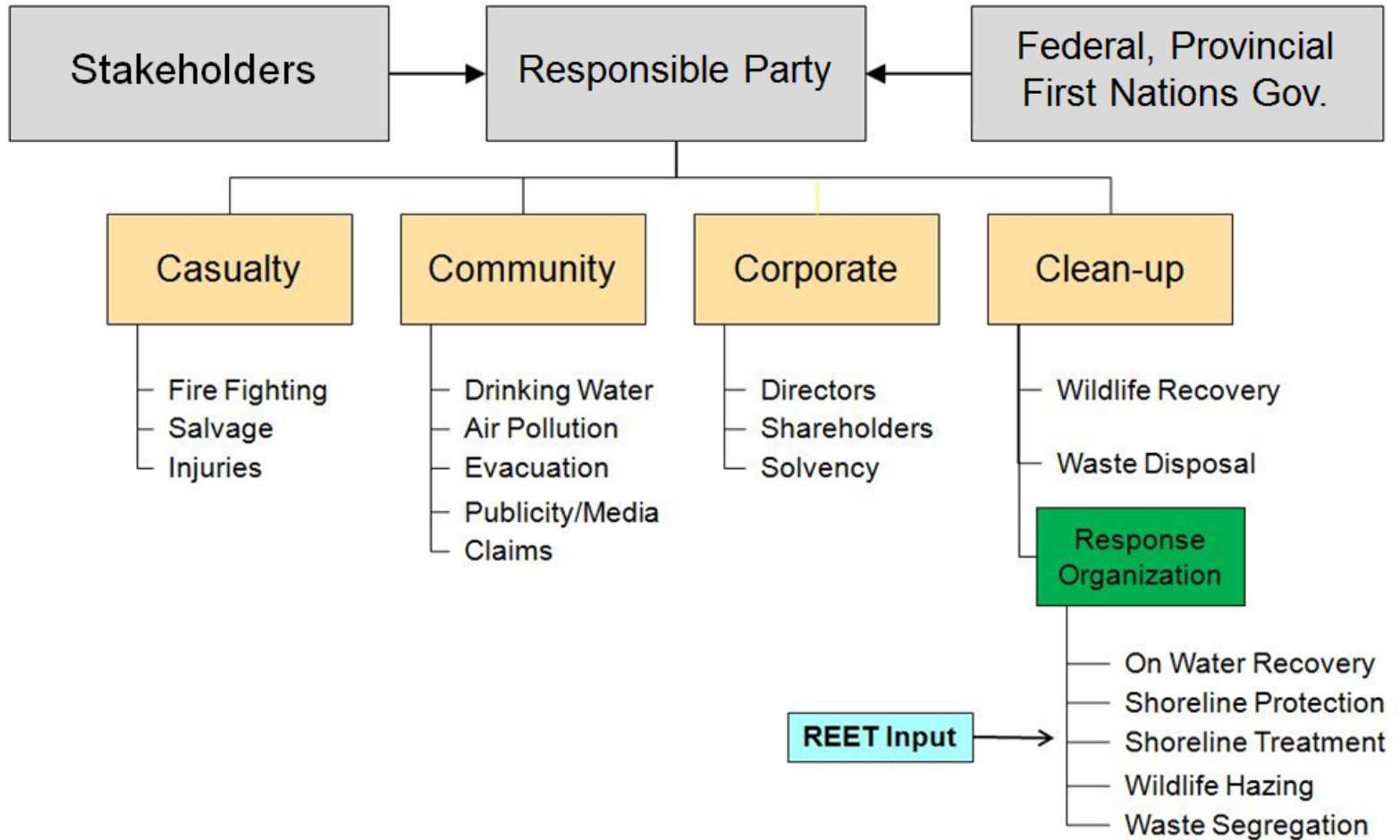


MJ Green



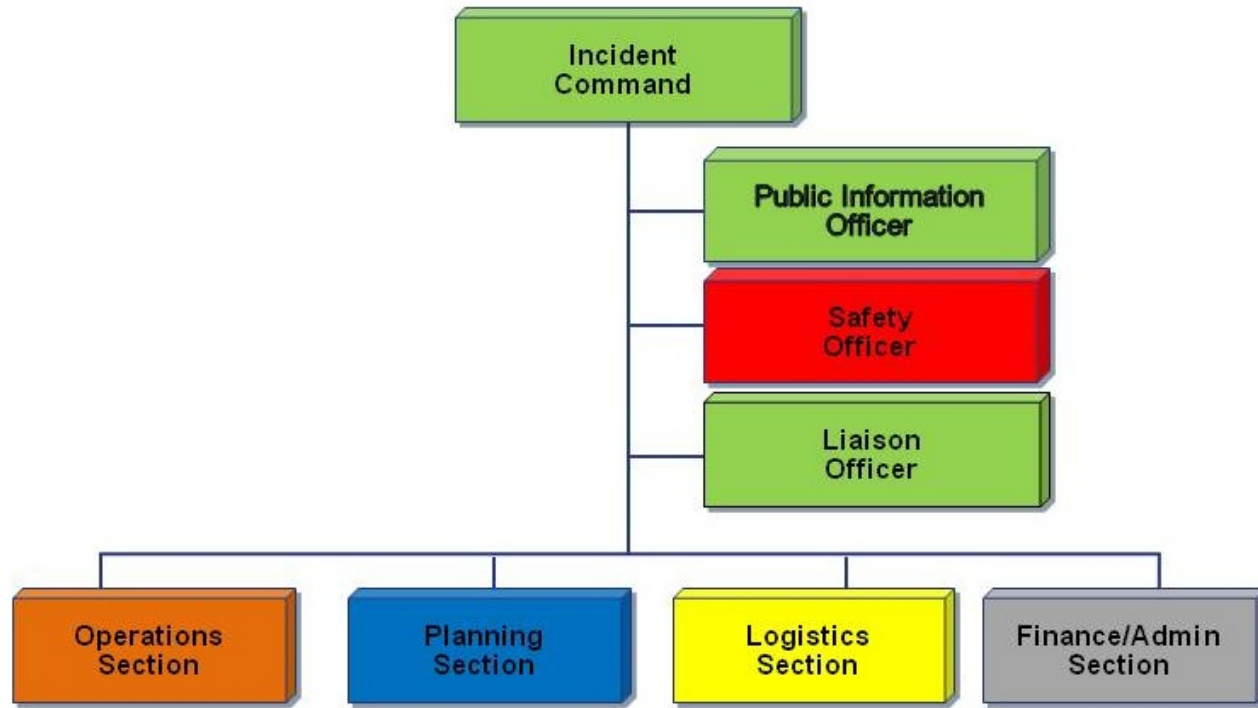
- Launched Jan 2013
- 47', high speed side skimmer
- Based in Port Metro Vancouver
- Sister ship to the Eagle Bay, Prince Rupert

Incident Management



Incident Command System

- ▶ WCMRC and its members rely on the Incident Command System to manage the incident



WCMRC Exercise Program

Table Top:

- ▶ 1000 tonne – annually
- ▶ 10,000 tonne – every three years

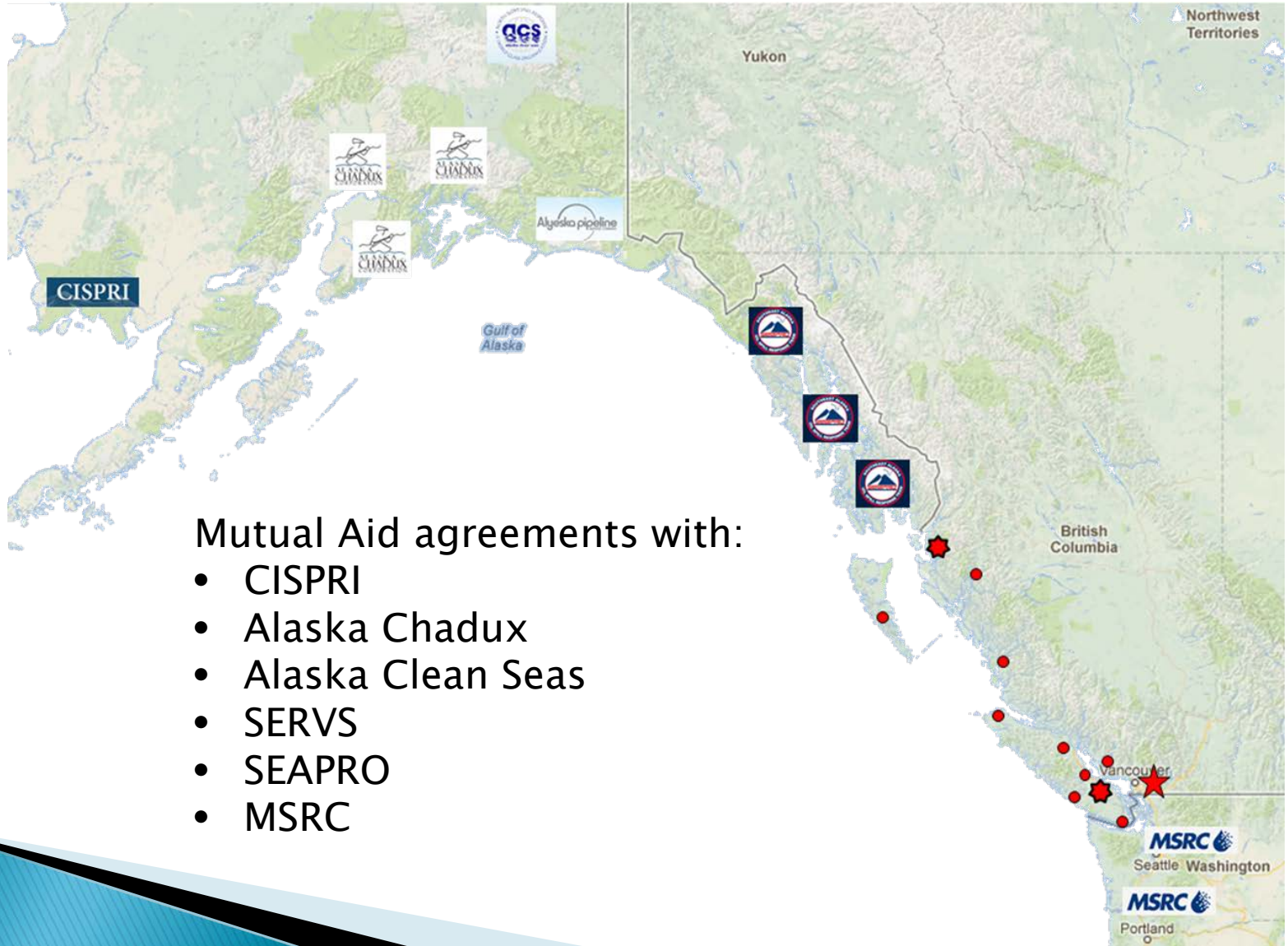


Equipment Deployment:

- ▶ 150 tonne – annually
- ▶ 2500 tonne – every two years
- ▶ Cross border/Mutual Aid – annually



Partners on the West Coast



Partnerships & Mutual Aid

WCMRC has developed partnership arrangements with a number of government and non-government agencies

- Canadian Coast Guard
- Transport Canada
- Chamber of Shipping of BC
- Environment Canada
- Province of BC
- WSMC (Washington State)
- Global Response Network
- BC Port Authorities
- MSRC (Washington State)
- ECRC (Eastern Canada)
- Dept. of National Defence
- BC Wildlife Societies
- APICOM (Assoc. of Petroleum Industry Co-ops)

Going Forward: Regime

Federal Government Review

- ▶ Review of Ship–Source Oil Spill Preparedness & Response
 - Response capacity
 - Regime structure and key components
 - Regime coverage
- ▶ Pan–Canadian Risk Assessment
- ▶ Background Technical Research and Analysis

Going Forward: WCMRC

Projects:

- ▶ Benchmarking of Spill Response Organizations
- ▶ Enhanced Training Program
- ▶ Geographic Response Plans/Mapping
- ▶ TMEP/NGP

Spending: (\$1.38MM in 2013, \$6MM in 2014)

- ▶ Larger, faster vessels
- ▶ Offshore equipment
- ▶ People!

Questions?



**READY TODAY. PREPARED FOR TOMORROW.
PROTECTING OUR WATERS.**

www.wcmrc.com

Fee Structure– background

- ▶ 1998 Coast Guard multi–stakeholder mtg
- ▶ Discuss fixed fee and variable fee– to address all users and increased risk of bulk oil transports
- ▶ Party that creates the risk, pays their fair share
- ▶ Each tonne only to be counted once
- ▶ Efficient and administratively feasible
- ▶ Transparency

Polluter Pay

Marine Liability Act

- ▶ Civil Liability Convention (CLC)
- ▶ International Oil Pollution Compensation Fund (IOPCF) & Supplementary Fund
- ▶ Ship Source Oil Pollution Fund (SOPF)