



Canadian Regime
For Ship Source Oil Spill Prevention,
Preparedness and Response

Presented by
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To

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CANADIAN REGIME FOR SHIP SOURCE OIL SPILL PREVENTION, PREPAREDNESS, AND RESPONSE

THE ISSUE

The early days of marine transportation of petroleum crude oil and refined petroleum oil products resulted in oil spilled into the oceans. In the late 1960's the amounts of oil pollution of the oceans reached public attention and governments were forced to impose prevention measures. In the 1970's insurance and international financial compensation regimes were established to compensate victims of marine oil spills. And in the late 1980's and early 1990's additional prevention measures were imposed and work commenced on regimes to clean up oil spills as well as compensate victims, and undertake environmental restoration. These internationally lead regimes of prevention, preparedness and response were adopted by Canada through the authorities provided in the Canada Shipping Act. Although the regime is enforced by Transport Canada, the Canadian public has little awareness of its existence and generally believes petroleum oil transportation by ship is an unregulated activity. This paper aims to correct the misconception and explain the functioning of the regime as at 2009.

Preparedness and Response to Ship-Source Oil Spills will be addressed first. Spills are the result of a failure in the prevention mechanisms and the clean-up of the oil spill and mitigation of damage to the ecosystem (including humans) take precedence in the event of a spill.

GUIDING PRINCIPLES

In the early 1990's, Canada adopted the International Convention for Oil Spill preparedness, Response and Cooperation. This international convention was adopted at the UN's International Maritime Organization (IMO). The Convention required member states to establish a state of preparedness to deal with oil spills in waters of their jurisdiction, an ability to respond to marine oil spills, and establish an ability to accept and provide cooperative assistance to/from other states in the event of a major oil spill.

In Canada, during the government's national consultations with stakeholders, the following guiding principles evolved that are still relevant in 2009.

- Effective and responsive legislation,
- Potential polluters pay for preparedness,
- Polluter pays for reasonable response costs,
- Based on partnership with industry,
- Comprehensive contingency plans,
- Mutual agreements with neighbours

The legislative authorization for the regime has moved to the new Canada Shipping Act 2001. Enforcement rests with Transport Canada, Marine Safety, and on-scene incident monitoring is provided by Canadian Coast Guard.

While assessing the risks and realities of ship-source oil spills, the preparedness and response regime is built to respond to an oil spill of 25,000 tonnes on a national basis with regional resident capacity to deal with a 10,000 tonnes oil spill. The principles of cascading equipment and personnel from all regions of Canada are incorporated in the ability to respond to a single oil spill of 25,000 tonnes. To date, a ship-source oil spill of this magnitude has never happened in Canada.

THE REGIME IN PLAIN LANGUAGE

Canada Shipping Act 2001 requires the owners of all ships south of 60°N over 400 Gross Tons in waters under Canadian jurisdiction South of 60°N to have a contract with a Transport Canada Certified Oil Spill Response Organization that can respond to an oil spill anywhere the ship will travel in Canada. If the ship were to pass through territory of several oil spill response organizations, then the ship would have to contract with each one. The ship must always be covered.

TANKERS

All oil tankers over 150 GT must have an Oil Pollution Emergency Plan that includes instructions on how the ship will respond to an oil spill. In Canada, the ship must be able to call upon the services of an oil spill response organization to deal with the oil spilled into the water.

OIL HANDLING FACILITIES

Canada Shipping Act 2001 also applies to oil handling facilities where ships will berth to load or discharge oil either as cargo or fuel. The oil handling facility must also have an arrangement with a response organization to respond to an oil spill, plus, it must have an oil spill emergency plan that requires the OHF to have equipment and resources on hand at the facility.

WHO CAN BE AN OIL SPILL RESPONSE ORGANIZATION?

The oil spill response organizations are private companies, not run by the government, but regulated by government. Government set up the opportunity and provided the business case to support private companies to set up certified oil spill response organizations. The requirement for all ships in Canadian waters to be covered by a contract with one of these RO's provides sufficient revenue to keep these companies operating, maintained and up-to-date.

WHAT IS A CERTIFIED RESPONSE ORGANIZATION AND WHERE ARE THEY?

To be a certified response organization, the company must have the equipment, and ability to respond to an oil spill according to a set of performance standards laid out in regulations authorized by Canada Shipping Act 2001. To be certified, the RO must submit its Response Plan to Transport Canada and prove that it can meet the standards in terms of equipment, organization, and performance.

The Canadian response map is divided into Areas of Response with some immediate port areas being designated as Primary Areas of Response due to the volume of oil handled, and congregation of marine traffic in the region. The history of accidents in these heavier traffic areas was reviewed as well as the potential risks of an oil spill due to other hazards. Mitigation factors and prevention measures were included in the assessment.

<i>Designated Ports</i>	<i>Enhanced Response Areas</i>	<i>Primary Areas of Response</i>
Holyrood, Newfoundland	Cabot Strait	Holyrood, Newfoundland
Come by Chance, Newfoundland	Northumberland Strait	Come by Chance, Newfoundland
Port Hawkesbury, Nova Scotia	Juan de Fuca Strait	Point Tupper, Nova Scotia
Halifax, Nova Scotia		Halifax, Nova Scotia
Saint John, New Brunswick		Saint John, New Brunswick
Sept-Îles, Québec		Sept-Îles, Québec
Québec City, Québec		Québec City, Québec
Montréal, Québec		Montréal, Québec
Nanticoke, Ontario		Nanticoke, Ontario
Sarnia, Ontario		Sarnia, Ontario
Vancouver, British Columbia		Vancouver, British Columbia

WHAT HAPPENS WHEN THERE IS AN OIL SPILL?

The first call to make when there is an oil spill or the threat of an oil spill is to report the spill. The International Convention MARPOL 73/78 requires this and, in Canada, this is enforced through the Pollution Reporting Regulations. Any person sighting an oil spill on water must report the spill. The first to know should naturally be the source of the oil, but in the event the source is a shore based industry or municipality, for example, they might not be the first to know. Even in the event of a ship of fishing vessel at sea

that is for some unknown reason leaking oil into the water, the appearance of the oil to the vessel itself may not be immediately apparent. Therefore the obligation rests with any person although the expectation is that the polluter should and will be the first to report an oil spill.

Newfoundland	1-800-563-9089
Maritimes	1-800-565-1633
Quebec	1-800-363-4735
Central and Arctic	1-800-265-0237
Pacific	1-800-889-8852

WHY WOULD A POLLUTER BE THE FIRST TO REPORT?

Because the fines are extensive! Up to one million dollars per incident for a company and the courts may also award additional punishment of restoration over and above the fine, the cost of clean-up, and potential probationary measures to discipline the corporation over a long time. All of these factors would negatively impact a company's business image.

Who's Who!

- Polluter
- Transport Canada
- Environment Canada
- Fisheries and Oceans Canada / The Canadian Coast Guard
- Response Organizations
- Oil Handling Facilities

POLLUTER

The polluter in this regime is a vessel or an oil handling facility. The only pollutant is oil that is a hydrocarbon and the only pollution is marine pollution, meaning oil spilled into the water. The only exception is where the oil is jettisoned to save life; and even then, the cleanup would remain the responsibility of the polluter. How much oil does it take to make pollution? One drop! But at sea and while steaming, the ship is allowed to discharge through an oily water separator up to 15 parts per million; but on the internal waters of Canada, limited to 5 parts per million. Please note that 15 parts per million is not visible. In the Great Lakes the discharge through the oily-eater separator is 5 ppm and most Canadian ships are fitted with this higher quality device.

The polluter always pays all costs of marine pollution and will pay the legal penalties as well. All costs, means the costs of cleanup and compensation to damaged third parties. The damages from a spill of one tonne of oil can run in excess of \$200,000. In Canada, a ship will carry a minimum P & I insurance to the tune \$500 million and tankers calling US ports will have insurance amounting to at least \$700 million. Many premiums exceed these amounts.

The Polluter is the party responsible to have a contract with an oil response organization that can respond to a spill wherever the ship may travel in Canada.

Oil handling facilities can also be polluters and they too must have a contract with an oil spill response organization as well as have oil spill response equipment on site. An oil handling facility must be immediately ready to deploy its on site response capacity which initiates response in anticipation of further capacity arriving from the RO.

A ship is not obliged to have on board oil spill recovery and boom because they have insufficient human resources to safely mount a recovery operation. The concentration of the crew should be on mitigating measures aboard the ship and stopping the overboard discharge of oil. The polluter, either the ship or the oil handling facility, must have senior management to organize the spill response with the Response Organization and to coordinate expertise emanating from Coast Guard and Environment Canada.

As part of a spill response operation, a system of “unified command” will be established to manage record, recruit, account and communicate all aspects of the entire operation.

TRANSPORT CANADA

As the lead regulatory agency for the Regime, Transport Canada is responsible for its governance. Specific activities include:

- Regime management and oversight;
- development of regulations and standards;
- enforcement and implementation of regulations relating to response organizations;
- enforcement and implementation of regulations relating to oil handling facilities;
- overseeing an appropriate level of national preparedness;
- monitoring marine activity levels, conducting risk assessments and making adjustments to the Regime, as required;
- monitoring and prevention of marine oil spills through the implementation of the National Aerial Surveillance Program;
- implementation and facilitation of the Regional Advisory Councils;

- providing leadership for the International Maritime Organization Oil Pollution Preparedness, Response and Cooperation / Hazardous Noxious Substances Technical Group as Canadian head of delegation;
- providing leadership for the Arctic Council - Emergency, Prevention, Preparedness and Response Working Group by ensuring representation of Canadian Arctic interests at the international level as Canadian head of delegation;
- providing post-mortem reporting for oil spill response exercises and incidents, both nationally and internationally, to ensure that the recommendations and/or lessons learned are considered and implemented as appropriate to enhance the Regime.

ENVIRONMENT CANADA

In the event of an marine oil spill, Environment Canada will immediately organize a REET. A Regional Environmental Emergency Team. The Reet consists of experts from Environment Canada, including Canadian Wild Life Service, Transport Canada, Canadian Coast Guard and the Polluter and the polluters contracted oil spill response organization and other advisors. REET will analyse the situation and develop the plan of attack to protect people, wildlife, wetlands, fish and habitat. For most areas of the Canadian Coastline, Environment Canada has “sensitivity maps” and computer models they can use to determine the flow and direction of an oil slick. With this information the Response Organization will build a plan of work that CCG must also approve as well as the polluter, who is paying for the clean-up. If by any chance the source of the pollution is unknown, then the Canadian Coast Guard is in charge mounting the clean-up operation, but they too will seek the expertise of the REET to establish strategy and plan of work.

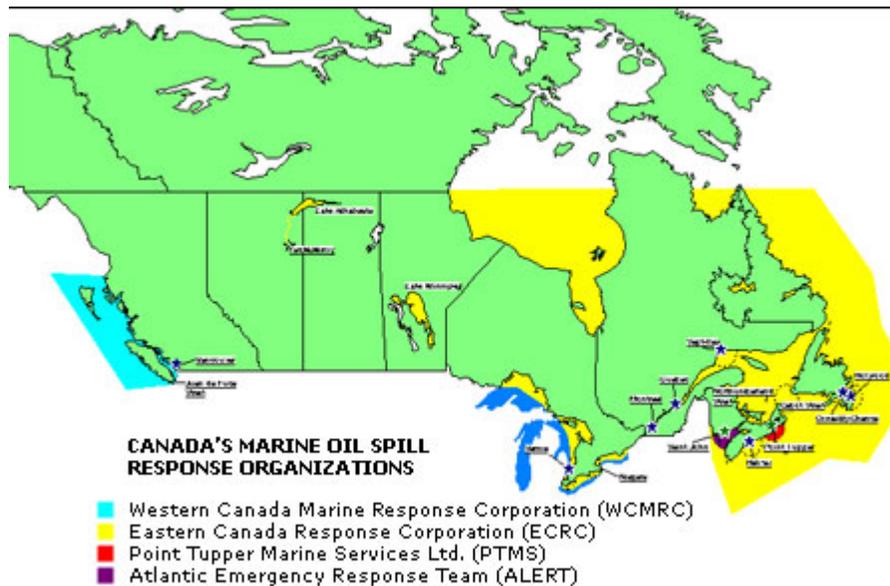
FISHERIES AND OCEANS CANADA / THE CANADIAN COAST GUARD

The Canadian Coast Guard (CCG) is responsible for conducting spill management under section 678 of the *Canada Shipping Act*. Specifically, it:

- provides a national preparedness capacity and manages the National Response Team;
- ensures an appropriate response to marine pollution incidents as the Federal Monitoring Officer or On-scene Commander
- According to the Act the CCG can monitor, direct, or take-over the response operations in the event of a ship-source oil spill.
- CCG also is responsible to respond to mystery spills and spills not from a ship or Oil Handling Facility

RESPONSE ORGANIZATION

The Response Organization that will operate in Placentia Bay has been approved by the Canadian Coast Guard and that is ECRC (Eastern Canada Response Corporation).



ECRC has the capacity to mount a response to an oil spill of 25,000 tonnes on a national basis. In Newfoundland, there is resident 10,000 tonnes of oil spill response capacity. ECRC has to build a response plan that has to meet the Response Standards and then be able to prove they have the human resources, equipment and material available to meet the plan.

ECRC is recertified by Transport Canada every three years.

Part of the plan is the deployment of personnel, equipment and the response resources. ECRC has its place near St. John's because that is where there is both an available supply of personnel and transportation to be able to deploy throughout Newfoundland and Labrador. Leading up to Transport Canada's risk assessment, this aspect has been criticized. More comments on this later.

PREPAREDNESS AND RESPONSE

Transport Canada has a **National Preparedness Plan** that lays out the overall framework for the national preparedness capacity to combat marine oil pollution incidents in Canada. Similarly, the CCG has a **National Response Plan** that identifies how CCG will manage the response to a marine oil spill, including the deployment of personnel and response resources.

With respect to response, Canada's Marine Oil Spill Preparedness and Response Regime is based on the polluter-pay principle. The polluter is typically called upon to manage the response to a spill when it occurs and appoints an On-scene Commander. The response organizations provide the response required to manage and clean-up the spill and the CCG monitors the overall response to ensure that it is effective, timely and appropriate to the incident. The Regional Environmental Emergencies Team advises the On-scene Commander on environmental priorities and on scientific and other regional concerns related to the incident. The CCG would become the OSC during an incident if the polluter is unable to respond, is unwilling to take action or is unknown.

TRANSBOUNDARY (JOINT) PLANNING

Canada also participates in joint activities with the United States in an effort to establish an appropriate measure of preparedness and response. A formal Canada-US Joint Marine Pollution Contingency Plan has been established.

OIL SPILL RISK ASSESSMENT

In 2005, the Transport Canada announced an Oil Spill Risk Assessment project for the South Coast of Newfoundland. There has been a marked increase in tanker traffic along the south coast of Newfoundland and Labrador in recent years, mainly due to the growth of offshore oil production, processing and trans-shipment in Placentia Bay, and to the importation and trans-shipment of oil in Eastern Canada. The study gathered required information intended to allow Transport Canada to assess the adequacy of the Marine Oil Spill Preparedness and Response Regime on the south coast of Newfoundland and Labrador.

This was followed in April 2006 by a significant finding of oiled birds on the beaches at the southern tip of the Avalon Peninsula. The result was a significant expectation that something must be done to stop passing ships from dumping waste oil. The problem with the April 2006 incident is there was no oil slick found, just oiled birds drifting ashore. Although samples of the oil were readily available for testing and fingerprinting, no match was found aboard a ship that could be prosecuted.

Expectations from the risk assessment project grew, but the study proved to be one of fact-finding and probabilistic forecasting, rather than an analysis of the prevention and response capacity that the population seems to want.

The assessment found that the most probable place for a spill would be in inner Placentia Bay and the assessment predicted might be a 1590 tonnes spill every 27 to 33 years. Although the 2002 and 2007 spills in Spain and Korea were more than 60,000 tonnes, the estimate for such a spill in Placentia Bay is once every 2000 years. The troubling factor is there has never been a spill of 1590 tonnes in Placentia Bay in the past 27 years or ever for that matter and over a similar period of time, the double

hulling of tankers has occurred. Risk assessments generally pick a real occurrence as a foundation, and the results of this one are therefore to be questioned.

Nevertheless, the data gathered and the probabilistic forecast of an oil spill will give data tools to industry and Transport Canada to work with in assessing the theoretical capacity required to respond to an oil spill in Placentia Bay. This is a lengthy exercise and immediate change should not be expected.

- In April 2009, Transport Canada outlined a 25 point plan of response to the South Coast Risk Assessment. Although the supporting document has not yet been released as of June 2009, the verbal presentation strongly indicates the responses to the risk assessment are already in place.

This is a table showing the change in oil spills over 7 tonnes from 1970 to 2008

Year	7-700 Tonnes	>700 Tonnes
1970	6	29
1971	18	14
1972	48	27
1973	27	32
1974	89	28
1975	95	22
1976	67	26
1977	68	17
1978	58	23
1979	60	34
1980	52	13
1981	54	7
1982	45	4
1983	52	13
1984	25	8
1985	31	8
1986	27	7
1987	27	10
1988	11	10
1989	32	13

Year	7-700 Tonnes	>700 Tonnes
1990	51	14
1991	29	7
1992	31	10
1993	31	11
1994	26	9
1995	20	3
1996	20	3
1997	28	10
1998	25	5
1999	19	6
2000	19	4
2001	16	3
2002	12	3
2003	15	4
2004	16	5
2005	21	3
2006	11	4
2007	10	4
2008		

PREVENTION, THE COMPLEMENT TO PREPAREDNESS

In 1990, following the Exxon Valdez incident, the United States and the International Maritime Organization led the charge to phase out single hull tankers and replace them with double hulled tankers. Canada melded both the OPA-90 and IMO Marpol Annex 1 Regulation 13 f requirements (as amended in 2001). These amendments extend the phase out of small single-hulled oil tankers of 5000 dwt and above, but accelerate the phase-out schedule for large tankers. The final phase out of single-hulled tankers through this amendment occurs in 2015.

The two regimes (U.S. and IMO) are not identical because of different tonnage categories, but they are close enough to provide equivalent environmental protection. The Canadian system is briefly as follows:

- all Canadian tankers over 5000 tonnes dwt requiring international certification and all foreign tankers on international trade in waters under Canadian jurisdiction comply with the revised regulation 13G of Annex I of MARPOL.
- Canadian tankers on domestic trade or only trading to the U.S. and U.S. tankers trading only to Canada comply with OPA 90. This means in no change for smaller Canadian tankers, and large single-hulled Canadian tankers would be phased out much sooner.
- Foreign tankers on international trade calling at Canadian ports that are less than 5000 tonnes dwt comply with OPA 90 schedule as per the original 1993 Canadian requirements.
- Canada notified the IMO that it does not intend to accept at its ports any tanker given an extension under paragraph 5(b) of the revised regulation 13G of Annex I of MARPOL.

These rules of phase-out are further explained in *TP 11710, Standards for the Double Hull Construction of Oil Tankers*.

Regime to use the OPA 90 and revised Regulation 13G of Annex I of MARPOL schedule for the Phase Out of Existing Single-hulled Tankers

Type of Tanker	< 5000 dwt	5000 dwt to 20000/30000 dwt	> 20000/30000 dwt
Canadian tanker trading domestically	OPA 90: no change from 1993 Canadian standards	OPA 90: no change from 1993 Canadian standards	OPA 90: significant changes in some cases from 1993 Canadian standards which used MARPOL, but significant changes would

			also occur with the revised MARPOL - there are currently no large single hulled tankers registered in Canada in any case
Canadian tanker trading only domestically and with the US	OPA 90: no change from 1993 Canadian standards	OPA 90: no change from 1993 Canadian standards	OPA 90: significant changes in some cases from 1993 Canadian standards which used MARPOL, but significant changes would also occur with the revised MARPOL - there are currently no large single hulled tankers registered in Canada in any case
Canadian tanker trading internationally	OPA 90: no change from 1993 Canadian standards	MARPOL: changes in some cases from the 1993 Canadian standards but these changes will be necessary to trade internationally in any case	MARPOL: significant changes in some cases from the 1993 Canadian standards due to significant changes to MARPOL - these changes will be necessary to trade internationally in any case
US tanker in waters under Canadian jurisdiction	OPA 90: no change from 1993 Canadian standards	OPA 90: no change from 1993 Canadian standards - requirements for US tankers will be different from other foreign tankers in some cases	OPA 90: significant changes in some cases from 1993 Canadian standards which used MARPOL, but US tankers would meet OPA 90 requirements anyway - requirements for US tankers will be different from other foreign tankers in some cases
Foreign tanker on the coasting trade	OPA 90: no change from 1993 Canadian standards	OPA 90: no change from 1993 Canadian standards but requirements will be different from the new MARPOL requirements in some cases	OPA 90: significant changes in some cases from 1993 Canadian standards which used MARPOL, but significant changes would also occur with the revised MARPOL - requirements will be different from MARPOL requirements in some cases

Foreign tanker on international trade calling at a Canadian port	OPA 90: no change from 1993 Canadian standards	MARPOL: changes in some cases from the 1993 Canadian standards but the requirements will be consistent with international requirements	MARPOL: significant changes in some cases from the 1993 Canadian standards due to significant changes to MARPOL - these changes will be necessary to trade internationally in any case
Foreign tanker on international trade not calling at a Canadian port but in waters under Canadian jurisdiction	OPA 90: no change from 1993 Canadian standards	MARPOL: changes in some cases from the 1993 Canadian standards but the requirements will be consistent with international requirements	MARPOL: significant changes in some cases from the 1993 Canadian standards due to significant changes to MARPOL - these changes will be necessary to trade internationally in any case

TANKER INSPECTION AND CERTIFICATION

The Role of Transport Canada Inspectors

The inspection and certification of tankers in Canadian waters is assured by Transport Canada, Marine Safety. This branch of marine inspectors is responsible for the enforcement of the Canada Shipping Act 2001 that embodies the powers of Canada as a flag state and a port state. In general, Canadian regulations for tanker construction and operation are maintained similar to standards adopted internationally through the IMO so that Canadian tankers can trade internationally and foreign flag tankers can trade in Canada but not with lesser requirements than would be applied to a Canadian ship.

All Canadian flag tankers are inspected and certified by Transport Canada at least annually to ensure they continue to meet regulatory requirements.

All non-Canadian flag tankers trading to and from Canada are also inspected by Transport Canada Marine Safety Inspectors on their first call to Canada in each calendar year. This burden of inspections ensures compliance with Canada Shipping Act 2001 and International Conventions applicable to that ship while it is in Canadian waters and assures Canadians these tankers operate at norms not less than that which would be required for a Canadian flag ship.

Canada is a member of the Paris and Tokyo Memoranda on Port State Control. This assures foreign flag ships are inspected. The Canada Shipping Act 2001 authorizes the detention of ships with significant deficiencies in safety, pollution prevention, security, health and sanitation, and labour relations.

The Role of the Classification Society

A Classification Society is a non-government organization that established and maintains standards of construction and classification of ships. Known as Class, these organizations have rigorous inspection and maintenance requirements for ships to maintain their "Class". Classification by a classification society is required for the shipowner to be able to ensure the ship. The high and consistent standards have gained the top organization such as Germanischer Lloyd, Det Norske Veritas, Lloyds Register, American Bureau, and Bureau Veritas the pleasure to act on behalf of flag states, such as Canada, for the issuance of flag state safety certificates in compliance with international conventions such as SOLAS and MARPOL.

When Transport Canada discovers a defect in a ship, they frequently ask the ship to have the defect repaired and surveyed by Class before Transport will issue a clearance for the ship to proceed to sea. This is common practice throughout the world.

ITOPF - INTERNATIONAL TANKER OWNERS POLLUTION FEDERATION

International Response and Compensation Experts

The International Tanker Owners Pollution Federation Limited (ITOPF) was established in 1968 as not-for-profit organization to acts as technical expertise to the world's shipowners to assure effective and appropriate oil spill response and manage a tanker owners liability fund to compensate third parties for damages caused oil cargo spills. The fund was later taken over by the Civil Liability and Fund Conventions under the IMO. However, the technical expertise arm of the organization remains and is recognized and apart from its renowned expertise in the management of oil spills, they have now become the toughest ship vetting organization in the world.

VETTING

OCIMF (Oil Companies International Marine Forum)

Along with several P and I clubs, vetting under OCIMF guidelines and training of inspectors has become the highly recognized across the industry. OCIMF provides its annual vetting reports on the SIRE database where shippers, charterers and brokers can buy their vetting reports.

What is Vetting? According to Wikipedia, *Vetting is a process of examination and evaluation, generally referring to performing a background check on someone before offering him or her employment. In addition, in intelligence gathering, assets are vetted to determine their usefulness.*

This is exactly the meaning when applied to ships and especially tankers.

Tanker vetting

It has become the practice by major oil companies and their related service providers that all ships chartered to carry their cargoes or visit their ports and facilities should pass vetting. This applies to ships visiting Placentia Bay.

Vessels with an unsatisfactory background in either safety compliance or environmental performance are not accepted to deliver or receive cargo.

The following are some of the major sources of information and databases that are widely available to charterers and governments to check the performance of a ship.

Equasis: This database records the results of classification society inspections.

www.equasis.org

USCG Port State Control: This database contains data on vessel performance of a vessel in US waters. www.uscg.mil/hq/gm/pscweb/Index.html

SIRE: is available to member companies and governments to access copies of the inspections reports for a fee. www.ocimf.com

Transport Canada Marine Safety: provides summary data on Port State inspections giving opportunity to check further for details. www.tc.gc.ca/marinesafety/Ships-and-operationsstandards/Inspection/Port-State-Control/stats.htm

Other records of safety, operational and environmental performance are maintained by P&I Clubs (insurers), international organizations such as INTERTANKO, broker organizations such as BIMCO and the performance of the vessel with the particular company. Furthermore, knowledge of the vessel's performance during the previous fixture and at the time of delivery will be the most recent, relevant and final decision support for rating the anticipated performance during the current voyage.

Vessels with high level performance backgrounds claim a higher price on the market, but the environmental protection and safety afforded are well worth the effort of vetting and premium.

TRAFFIC ROUTING

The requirement for ships to report to the Canadian Coast Guard starts when a ship enters the ECAREG zone and continues until the ship is safely berthed. Ships must provide about 20 data elements about the identity of the ship, its condition, cargo and intended route while in Canadian waters. Coast Guard will verify the data and give the ship clearance to proceed. A similar process takes place when a ship wants to depart a place in Canada.

For ships coming from overseas will be reporting to Canadian authorities even earlier. The Marine Transport Security Regulations require ships to report via the Canadian Coast Guard 96 hours (4 days) before the ship arrives in Canadian internal waters. Although the data set is somewhat different and focused on security rather than safety and pollution prevention, the fact remains that all tankers travelling anywhere in Canadian waters have obligations to report on their progress to Canadian authorities.

Later this year (2009) Transport Canada will make NORDREG compulsory, rather than voluntary, that that will provide for vessel tracking in the Canadian Arctic.

COMMENTS

Canada has one of the best Marine Oil Spill Prevention and Preparedness regimes in the world. It is government regulated, private sector funded and operated. The Government of Canada and the Canadian tax payer fund the regulation, monitoring and oversight of the regime, while the potential polluter pays for prevention and preparedness following mandatory carriage and certification requirements imposed by the Canada Shipping Act.

Domestic and International compensation regimes for damage from Ship Source Oil Spills are also completely funded by the owners of the oil being transported by sea and the shipowners. There are no government supplied funds.

The regime applies to all commercial vessels plying Canadian waters with the exception of fishing and government vessels.

Ships are the safest means of transportation, safely delivering over 50 million tonnes of petroleum throughout Eastern Canada and the Great Lakes.