CANADA

SPILL NOTIFICATION POINT

Spills may be reported to the appropriate regional centre or nearest Vessel Traffic Service centre:

Halifax, Nova Scotia:	Tel:	+1-902-426-6030
		+1-800-565-1633 (24 hrs)
	Fax:	+1-902-426-6334
	Tlx:	019-22510
St. John's, Newfoundland:	Tel:	+1-709-772-2083
		+1-800-563-9089
	Fax:	+1-709-227-5369
	Tlx:	016-4530
Placentia Bay, Newfoundland:	Tel:	+1-709-227-2181/2182
	Fax:	+1-709-227-5637
	Tlx:	016-4530
Port aux Basques, Newfoundland:	Tel:	+1-709-695-2167
	Fax:	+1-709-695-7784
Saint John, New Brunswick (Fundy Island):	Tel:	+1-506-636-4696
	Fax:	+1-506-636-5000
	Tlx:	019-22510
Quebec City, Quebec:	Tel:	+1-418-648-4427
		+1-418-648-4366
		+1-800-363-4735
	Fax:	+1-418-648-7244
Sarnia, Ontario:	Tel:	+1-519-383-1951
		+1-800-265-0237
	Fax:	+1-519-337-2498
Vancouver, British Columbia:	Tel:	+1-604-666-6011
		+1-800-889-8852
	Fax:	+1-604-666-8453
	Tlx:	043-52586
Prince Rupert, British Columbia:	Tel:	+1-250-627-3074
	Fax:	+1-250-627-3070
Tofino, British Columbia:	Tel:	+1-250-726-7777
	Fax:	+1-250-726-4474

COMPETENT NATIONAL AUTHORITY

Manager, Environmental Response		
Canadian Coast Guard		
Department of Fisheries and Oceans		
5th floor, Centennial Towers	Tel:	1-613-998-1501
200 Kent St.	Fax:	1-613-996-8902
Ottawa, Ont.	E-Mail	redicanj@dfo-mpo.gc.ca
K1A-0E6	Web:	http://www.ccg-cc.gc.ca/main_e.htm

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RESPONSE ARRANGEMENTS

The prevention and control of ship-source pollution is governed by the Canada Shipping Act (CSA) and the Arctic Waters Pollution Prevention Act. Under the CSA all tankers of more than 150 GT and all other vessels of more than 400 GT must carry an approved shipboard oil pollution emergency plan (SOPEP) to operate in Canadian waters. In the event of a spill, and for non-federal-government vessels, the polluter is required to enact measures to respond to the incident.

Under the CSA, the Department of Transport (Transport Canada) has responsibility for shipping matters. The Safety and Environmental Response Systems Directorate of the Canadian Coast Guard (CCG), Department of Fisheries and Oceans, is the lead agency responsible for ship-source and mystery spills. The CCG Marine Spills Contingency Plan defines the scope and framework within which the CCG will operate to ensure an appropriate response to marine pollution incidents. Within port limits, the responsibility falls under the appropriate port authority. Specific ports have developed spill contingency plans. In military port areas, the primary responsibility is held by the Department of National Defence (DND), who will respond to all spills from their own vessels and facilities.

The CCG is divided into five Regions, each with an Assistant Commissioner and a Regional Director, Maritime Services. They are responsible for ensuring the provisions of a preparedness and response capacity as outlined in the CCG Environmental Response Levels of Service.

Privately-funded certified Response Organisations (ROs) have the responsibility to respond to oils spills from vessels with which they have arrangements. Shipowners are required to have such an arrangement with one or more RO, depending on the intended destination(s) of the ship and the area covered by each RO. However, there is no legal obligation to enact the arrangement and engage the services of the RO. Alternative arrangements could be made using other resources, if it were deemed appropriate. Below 60N, Canadian waters have been divided into two principle areas: West & East Coasts with an RO established for each. In addition, two further ROs have been established to cover specific parts of the eastern coast region. Each RO has a Response Plan establishing the resources and strategies needed to respond to a range of spill scenarios within its jurisdiction.

The CCG will perform an assessment of a marine pollution incident and conduct initial response operations, where necessary. However, the polluter is expected to appoint an On-Scene Commander (OSC) responsible for: providing the CCG with an acceptable response plan; directing the response accordingly; and deploying response resources. However, the CCG retains the right to intervene and assume the overall management of the spill response, for mystery spills and where the polluter is unwilling or unable to mount an effective response of its own. In Arctic water, above 60N, the CCG has retained its traditional role of prime responder.

The Department of the Environment (Environment Canada, EC) has responsibility for environmental matters relating to spills of oil and noxious substances and is the lead agency for land-based incidents. EC is divided into geographic regions within which the Environmental Protection Branch (EPB) is concerned with oil spill preparedness and response. EPB has produced Shoreline Protection & Clean-up manuals for the majority of the Canadian coastline.

Regional Environmental Emergencies Teams (REETs) have been established for each region composed of representatives from various federal, provincial, territorial, native, municipal and local governments, agencies, and regulatory bodies; together with private and public sector groups, industry specialists, academics, environmental organisations and local individuals. REETs provide environmental advice to the CCG when responding to ship-source spills. This advice, provided also for planning purposes, includes that on weather and hydrological conditions, spill trajectory modelling, actual surveillance/monitoring, environmental sensitivities, protection strategies, clean-up priorities, the evaluation of the clean-up through the Shoreline Clean-up Assessment Team (SCAT) process, fate and effects, wildlife and fisheries protection, environmental restoration, and waste storage and disposal options/routes.

The CSA established a Ship Source Oil Pollution Fund to pay for claims arising from spills of both persistent and non-persistent oil from all types of ships. As Canada is party to the 1992 CLC, Fund and Supplementary Fund Conventions, the SOPF would only become involved in paying compensation in a case falling within the scope of these Conventions if the total value of the valid claims exceeded the Supplementary Fund limit.

RESPONSE POLICY

The first priority is to prevent or minimise the loss of oil from a casualty by transferring oil, either within the vessel or into another vessel or shore tank. For spill response, emphasis is given to the containment and recovery of oil from the water surface, so far as weather and sea/river conditions will permit. The application of dispersants and the use of in-situ burning techniques are considered to be of secondary importance. Dispersants must be pre-tested and evaluated, and their use approved, by EC. Approval would be granted where a 'positive, net environmental benefit' was perceived. A number of chemical dispersants have been pre-approved. The use of dispersant is precluded in several areas, notably the Great Lakes and most of the St.Lawrence River, where drinking water is abstracted.

Protection of shorelines using booms is given priority over other techniques including mechanical recovery, manual removal, water flushing/washing and the use of sorbent materials. Bioremediation is considered to be a further option, depending on the circumstances involved. Recovered oil is recycled where possible. Disposal of oily debris is usually to landfill, although incineration may be used in some cases.

EQUIPMENT

Government

The CCG operates a large fleet of ships, hovercraft and helicopters. In addition, a large amount of spill response equipment is located at 73 sites throughout Canada with dedicated, experienced personnel in major centres. The equipment has been selected to be easily transported by road, sea or air, as much of the extensive coastline is relatively inaccessible. Aerial surveillance and remote sensing is provided by the Department of Transport and Environment Canada.

Private

Four certified ROs exist. The Western Canada Marine Response Corporation and the Eastern Canada Response Corporation (WCMRC & ECRC) both have a response capability for spills of up to 10,000 tonnes of oil. The Atlantic Emergency Response Corporation (ALERT) Inc. covering the Bay of Fundy and Point Tupper Marine Services Ltd. in Nova Scotia each have a response capability of 2,500 tonnes and can cascade an additional 7,500 tonnes through mutual aid agreements with ECRC. Each RO must maintain equipment to meet all environmental conditions, up to a maximum of Beaufort Force 4, to complete on-water recovery operations within 10 days, to treat 500m of shoreline per day and have sufficient primary and secondary temporary storage to maintain operations. ECRC's corporate office is in Ottawa with resources distributed between 7 ECRC Response Centres; Sarnia (Great Lakes) and Montreal, Quebec, Sept Iles, Halifax, Holyrood & Come-by-Chance (Eastern Canada). WCMRC, based in Vancouver, is autonomous. In addition, specific ports and other oil handling facilities have Tier 1 (<150 tonnes) level equipment dedicated to that facility and some Tier 2 (<1000 tonnes) level equipment.

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PREVIOUS SPILL EXPERIENCE

The RIO ORINOCO (1990) grounded on Anticoti Island in the St Lawrence Seaway spilling 175 tonnes of IFO. Approximately 10 km of the coast was heavily oiled. Weather conditions and the onset of winter led to a protracted clean-up. The NESTUCCA (1988) barge collided with her tug off Washington State, USA, spilling about 800 tonnes of Bunker C. Some oil strayed to the west coast of Vancouver Island. The clean-up response was again complicated by the poor weather conditions and by the remoteness of many of the sites.

HAZARDOUS & NOXIOUS SUBSTANCES (HNS)

Canada is working towards the establishment of an HNS regime that will be closely related to their oil spill prevention and response regime. Transport Canada is responsible for the overall design and regulation of the HNS regime and for ensuring that the appropriate resources are in place for the creation of the national response capacity.

CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78	Annexes III	IV	V	VI	OPRC '90	OPRC -HNS	CLC '69	'76	'92	Fund '92	Supp Fund	HNS*	Bunker
✓	✓	✓	✓	✓	✓				✓	✓	✓		✓

* not yet in force

REGIONAL AND BILATERAL AGREEMENTS

Canada-United States Joint Marine Pollution Contingency Plan for waters contiguous to those countries. With Denmark for Baffin Bay, Davis Strait and other joint sea areas. With France for St. Pierre and Miquelon.

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