



WORLD-CLASS TANKER SAFETY SYSTEM

Pacific Northwest Economic Region 24th Annual Summit
July 21, 2014





PURPOSE

- To provide an overview of the World-Class Tanker Safety System for Canada, specific measures, and next steps



INTRODUCTION

- The Government of Canada is committed to building a World-Class Tanker Safety System to protect communities and the environment, and to ensure the safe shipping of Canada's natural resources to global markets
- The current system is working well but the increase in the number and size of tankers operating in Canadian waters, and the transportation of different petroleum products are creating new challenges
- The Government is taking action to improve tanker safety, consistent with our commitment to responsible resource development

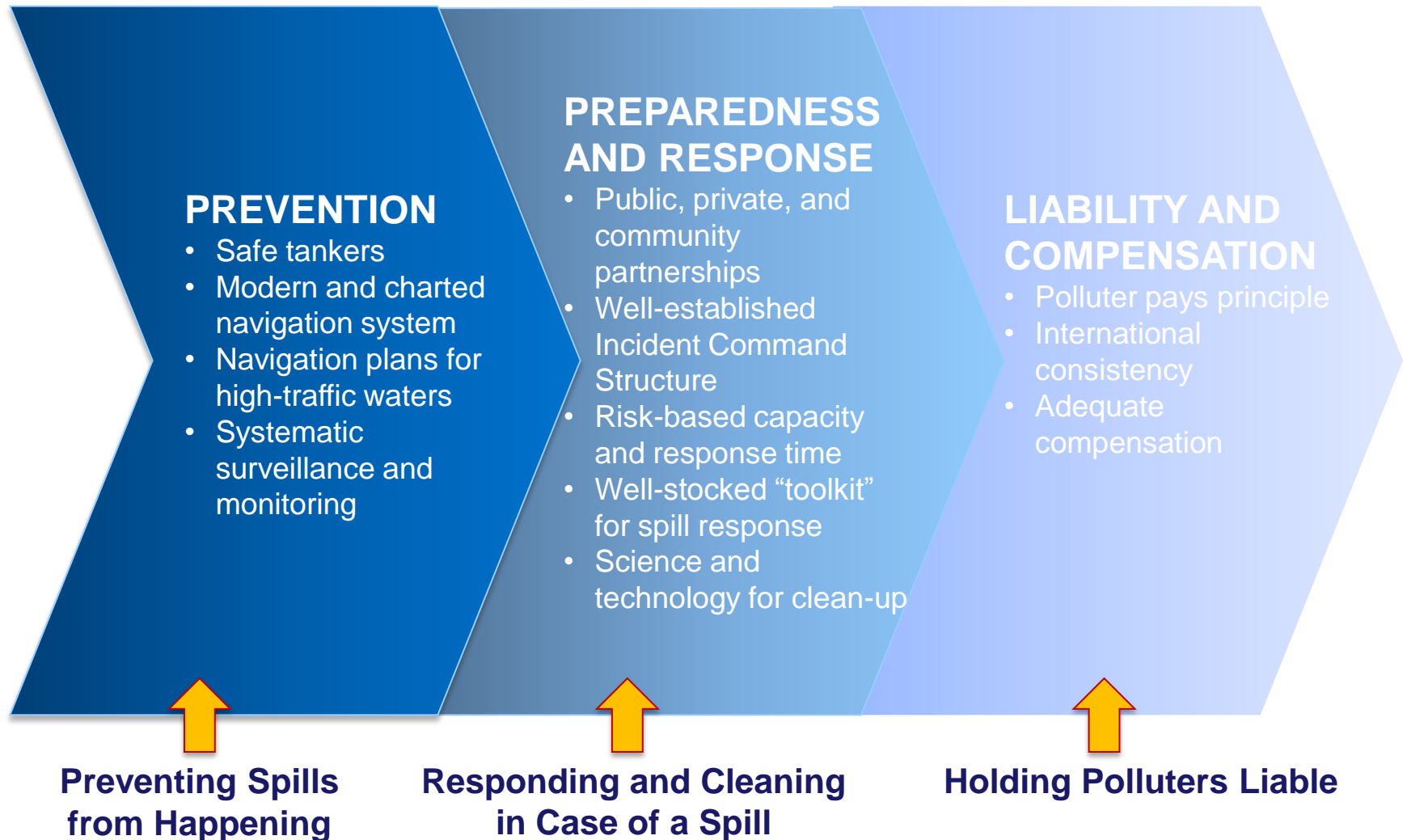


BACKGROUND

- Early 1990s: Current oil spill response framework put in place following Exxon Valdez spill in Alaska
- Fall 2012: Consultations with a broad range of experts across Canada
- March 2013: Creation of World-Class Tanker Safety System for Canada announced: immediate actions and studies/analyses
- Fall 2013: Tanker Safety Expert Panel report on marine oil spill preparedness and response for South of 60° and other studies
- May 2014: World-Class Tanker Safety System framework and new measures announced by Minister Raitt in Saint John, New Brunswick












ELEMENTS OF A WORLD-CLASS REGIME





WORLD-CLASS TANKER SAFETY SYSTEM

ELEMENTS OF A WORLD CLASS TANKER SAFETY SYSTEM			FROM	TO	FEDERAL ACTIONS
PREVENTION	Safe Tankers 	50% foreign tankers inspected	100% inspection rate	<ul style="list-style-type: none"> All foreign tankers to be inspected when first entering Canadian waters and annually afterwards Amend <i>Canada Shipping Act 2001</i> to strengthen pollution prevention, preparedness, response, and oversight and enforcement 	
	Modern and charted navigation system Navigation plans for high traffic waters 	Conventional, visual-based navigation system	Modern Navigation System (e-Navigation)	<ul style="list-style-type: none"> New and modified aids to navigation for Kitimat Transport Canada to continue to conduct TERMPOL reviews Start implementing e-navigation: real-time navigation information sharing using state-of-the-art technologies and practices, such as weather monitoring buoys and including enhanced navigational information at Canada's top 20 ports that handle oil and gas products 	
	Systematic surveillance and monitoring of ships 	2080 hours	3750 hours	<ul style="list-style-type: none"> Expanded National Aerial Surveillance Program to help identify marine oil spills early 	
PREPAREDNESS & RESPONSE	Risk-based response planning 	National 10,000 tonne standard	Tailored area response plans	<ul style="list-style-type: none"> Adopt Area Response Planning, that will include local risks and environmental sensitivities conditions into response planning, including how to deal with worst case spill scenario Certified Response Organizations to continue to be key players in Area Response Planning, including local risk assessments, response planning, and exercises 	
	Public, private and community partnerships 	Regional Advisory Councils	Effective partnerships and increased participation in planning and response	<ul style="list-style-type: none"> Aboriginal and community participation in local risk assessments and response planning Building capacity in Aboriginal communities Strengthening the role of Regional Advisory Councils 	
	Well-established Incident Command System 	Multiple roles and systems during responses	Unified command and decision-making using a common system	<ul style="list-style-type: none"> Establish Incident Command System in Canadian Coast Guard with clear roles, responsibilities and decision-making to enhance coordination, communication, and integration during a response 	
	Well-stocked "tool kit" for spill response 	Mechanical recovery only	Clear rules on expanded tools where appropriate	<ul style="list-style-type: none"> Amend legislation to clarify the use of alternative response measures when they minimize damage to the marine environment (<i>Canada Shipping Act 2001</i>, and <i>Canadian Environmental Protection Act 1999</i>) 	
	Science and technology for spill response and clean-up 	Limited research in non-conventional oil behaviour in marine environment	Increased public, academic and industry research, collaboration and best practices	<ul style="list-style-type: none"> Leading-edge scientific research and development on the behaviour of petroleum products spilled in coastal marine environments, in partnership with communities, industry, and academia Federal contribution program for development of improved oil spill recovery technologies 	
LIABILITY & COMPENSATION	Polluter pay principle, international uniformity, and adequate protection 	Total coverage limited to \$1.36B	Unlimited compensation	<ul style="list-style-type: none"> Amend legislation to enhance the Ship-Source Oil Pollution Fund to remove the current limit of liability (<i>Marine Liability Act</i> and associated regulations) 	