

Transboundary Oil Spill Response – Canada



August 28, 2025



Agenda

- History of Canadian Spill Response
- WCMRC Overview
- Canadian Marine Safety System
- Spill Response in Canada
- CrossBorder Collaboration
 - *Treaty*
 - *Mutual Aid*
 - *Reciprocal Agreement*
- Proposed Changes to Canadian Response



1976 Burrard Clean

1988: The Nestucca

1989: Exxon Valdez

1990: Brandeßmith report

1993: Canada Shipping Act amendments

1995: WCMRC certified

2013: Tanker Safety Expert Panel

2015: MV Marathassa & integrated response plan

2016: Oceans Protection Plan

2022: Oceans Protection Plan 2.0

Prince Rupert

Vancouver Harbour 24/7

Port Alberni / Ucluelet

Nanaimo

Fraser River

Sidney 24/7

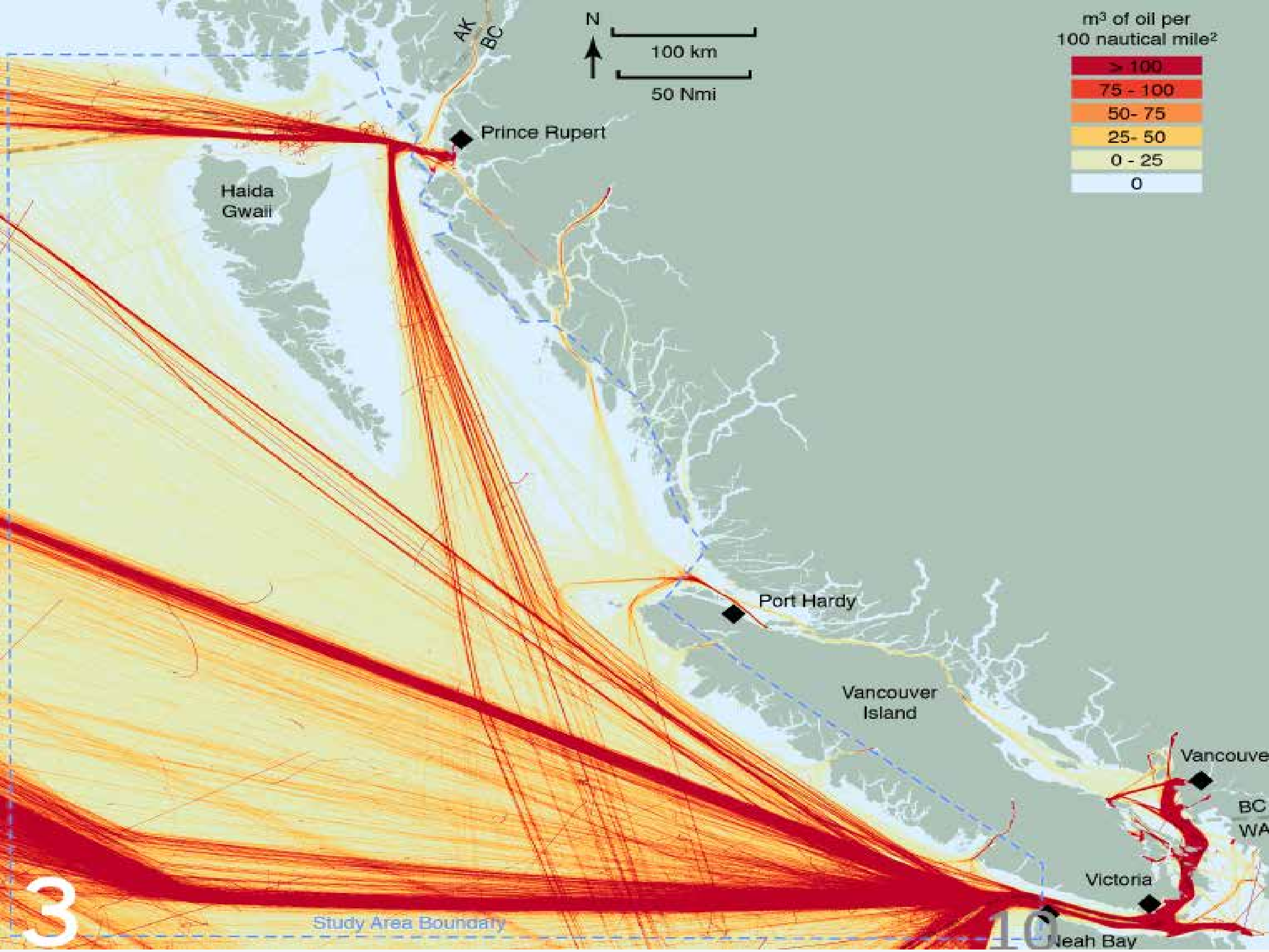
Beecher Bay

Beecher Bay 24/7

2 Hour Response
 6 Hour Response
 Canada / U.S. Border
⚓ Response Base

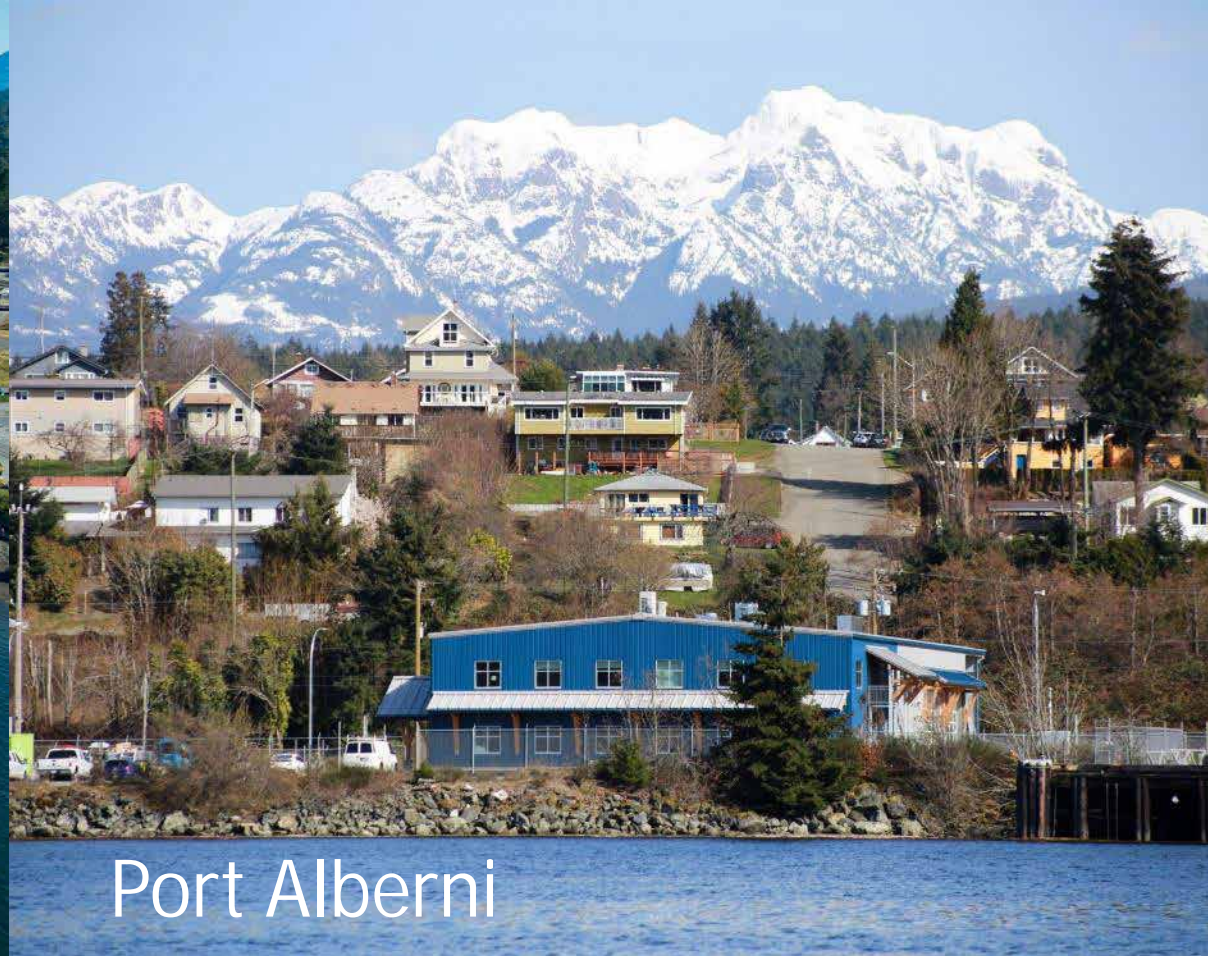
Coastal Response Vessel	Skimming Vessel	Landing Craft
Workboat	Barge	
Personnel	Offshore Support Vessel	







Nanaimo



Port Alberni



Sidney



Vancouver

Oil Spill Response Vessels





Landing Craft



Coastal Response Vessels



Boom
Skiffs





M.J. GREEN

WCMRC

SPILL RESPONSE

SENTINEL 221

WARNING
DANGEROUS CARGO
NO VISITORS
NO SWAMPING
NO OPEN LIGHTS

Mini-
Barges

Workboats





Offshore
Supply
Vessel

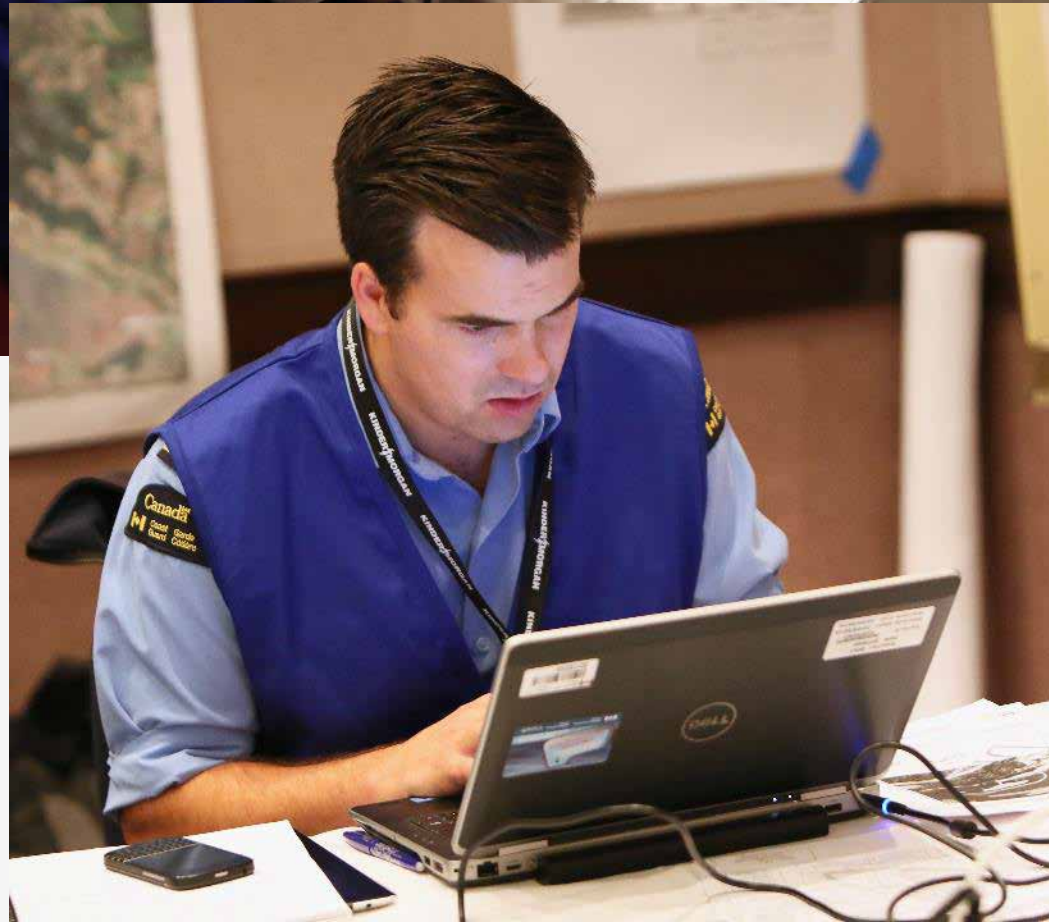
An aerial photograph of the FPSO vessel FIFI-1, a 208-tonne BP vessel, sailing on a large body of water. The vessel is viewed from the stern, and it is spraying water from its deck in four large, powerful jets that fan out to the left and right, creating a wide, white spray. The water is a deep blue-green color. In the background, there are rolling hills and mountains under a clear sky. The vessel's deck is visible, showing various structures and equipment. The overall scene is dynamic and powerful.

FIFI-1
208-tonne BP



Response
Barges

Command Post



Marine Safety System





- International (IMO) & Canadian standards
- Vessel Traffic System Management between US/Canada
- Marine Communication and Traffic Services
- Port State Control Eliminate Substandard Vessels
- Monitoring, Inspections, Enforcement
- Tug Escort, Tug Assist
- BC Pilots
- Double hulls for tankers



CANADA / UNITED STATES CO-OPERATIVE VESSEL TRAFFIC MANAGEMENT SYSTEM

AREAS OF OPERATION BY CENTRE



-  Victoria (VHF Ch 11)
-  Seattle (VHF Ch 5A)
-  Tofino (VHF Ch 74)
-  Navigation Lanes

48° 35' 45"

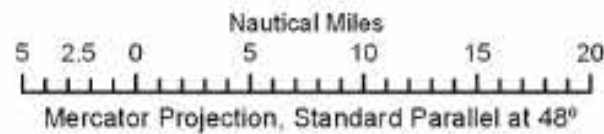
125° 15' 00"

Vancouver Island

JUAN DE FUCA STRAIT

Washington State

48° 00' 00"



Data Source: Canada Basemap (DCW), US Basemap (USGS), CVTMS (CCG)
November 01, 2011

CANUSPAC & CANUSDIX

- Canada and the U.S. have been working in close cooperation preparedness and response for crossboundary spills since the 1970s
- Canada-United States Joint Marine Pollution Contingency Plan
- Each annex exercised every years



Mutual Aid Agreements

- WCMRC has a number of mutual aid agreements with US OPRs
 - Seapro
 - NRC
 - Global Response Network

Juan de Fuca Agreement

- Oil tankers of 150 gross tonnage or more
- Vessels of 400 gross tonnage or more
- There is no formal reciprocity agreement between the two countries.
- A Reciprocal Arrangement Agreement between WCMRC and WSMC exists:

“This arrangement will only entitle you to transit the Canadian waters of the Juan de Fuca strait. This arrangement does not permit you to call at a Canadian port or to transit any other Canadian waters.”

Proposed Changes to Canadian Response

- Marine Emergency Services
 - Towing
 - Fire Fighting
 - Salvage
- Introduction of a Response Coordinator (Canadian QI)
- HNS Regime
 - Legislation changes took place in 2023
 - HNS responders will not be certified by TC





Thank-you!