

World Leading Spill Response: Are We Ready?



Presented to:
**Association of
Vancouver Island &
Coastal Communities**

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April 13, 2013




WCMRC Video




Canada' 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



Canadian Coast Guard



Environment
Canada





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, team and equipment in place



WCMRC Funding Structure

Three main sources of funding:

- ▶ Membership Fees (~2200 Vessels, Oil Handling Facilities)
- ▶ BOCF – Bulk Oil Cargo Fee
- ▶ Response Fees (equipment/personnel cost recovery)



Polluter Pay

Marine Liability Act

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



Geographic Area of Response



Area Plans/Geographic Response Plans

Each plan describes:

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



Personnel Spill Response Network

- ▶ Full and Part-time Staff
- ▶ Marine Contractors
- ▶ Fishers Oil Spill Emergency Team (FOSET)
- ▶ Vessels of Opportunity Skimming System (VOSS) 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



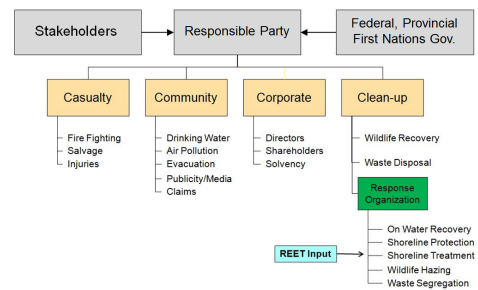
MJ Green



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

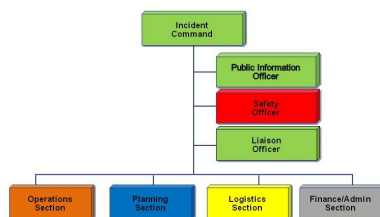


Incident Management



Incident Command System

- ▶ WCMRC and it's 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 World Class Spill Response Organizations
- ▶ Enhanced Training Program
- ▶ Geographic Response Plans

Capital: (\$1.38 million in 2013)

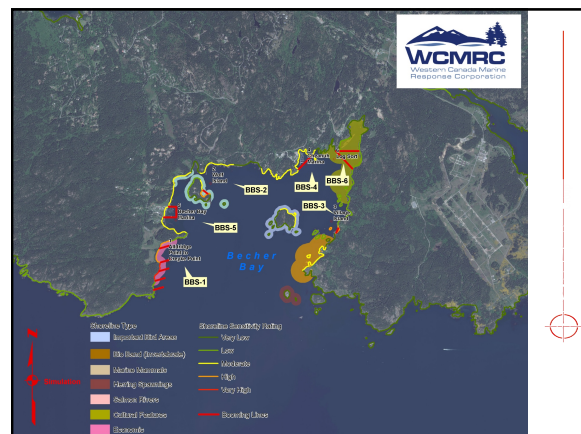
- ▶ Skimmer, storage and boom purchases
- ▶ Freightliner crane truck
- ▶ Current Buster
- ▶ Barge reconfiguration

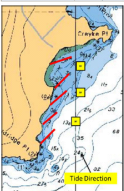
Questions?




READY TODAY. PREPARED FOR TOMORROW.
PROTECTING OUR WATERS.

www.wcmrc.com



Alldridge		BBS-1												
Location	Lat. 49°28' 47"N, Long. 123°38' 11"W - Alldridge Point to Creyke Point, Becher Bay, BC													
Strategy Objective	Cascade Deflection Booming - Keep oil off beaches, sensitive shoreline.													
Implementation	Tie off boom at any of the trees along the shoreline. There are two beaches (one small, one bigger). There is easy access to the trees via the rocky shore.													
Staging Area	On-Site: Cheamuh Marina 49018 East Sooke Road. Stage in parking lot, near boat ramp.													
Site Safety Note	Slips, Trips, Falls, Water Hazard, Rocky Shoreline.													
Field Notes	Boat implemented during slack tide. Notify Cheamuh Marina before staging & strategy deployment. Call (250) 479-4880. Launch workboat from Cheamuh Marina. Tidally influenced area - ensure boom set above high water marks.													
Watercourse	Ocean, Becher Bay													
Resources at Risk	Beaches, shoreline													
														
<table border="1"> <thead> <tr> <th colspan="2">Recommended Equipment</th> </tr> </thead> <tbody> <tr> <td>1000</td> <td>Feet - Boom - 80 (portractor Boom) or equivalent (5x 200 feet)</td> </tr> <tr> <td>5</td> <td>Each - Anchoring System(s) - (anchor, lines, floats)</td> </tr> <tr> <td>1</td> <td>Each - Workboat(s) of adequate for type and amount of boom</td> </tr> <tr> <td>1</td> <td>Each - Towing vessel(s) - (appropriately sized for boom)</td> </tr> <tr> <td>2</td> <td>Each - Hoisting line(s)</td> </tr> </tbody> </table>			Recommended Equipment		1000	Feet - Boom - 80 (portractor Boom) or equivalent (5x 200 feet)	5	Each - Anchoring System(s) - (anchor, lines, floats)	1	Each - Workboat(s) of adequate for type and amount of boom	1	Each - Towing vessel(s) - (appropriately sized for boom)	2	Each - Hoisting line(s)
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BBS-1 Alldridge (1) Geographic Response Strategy

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<p>3440-04 Photo: Deployment photo Looking West towards Area 101 on sensitivity map 098.052</p>						
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