

OCEANS PROTECTION PLAN

National Strategy to Address Abandoned and Wrecked Vessels

*Transport Canada
Canadian Coast Guard
Fisheries and Oceans Canada*



Government
of Canada

Gouvernement
du Canada

RDIMS # 13866513

Canada

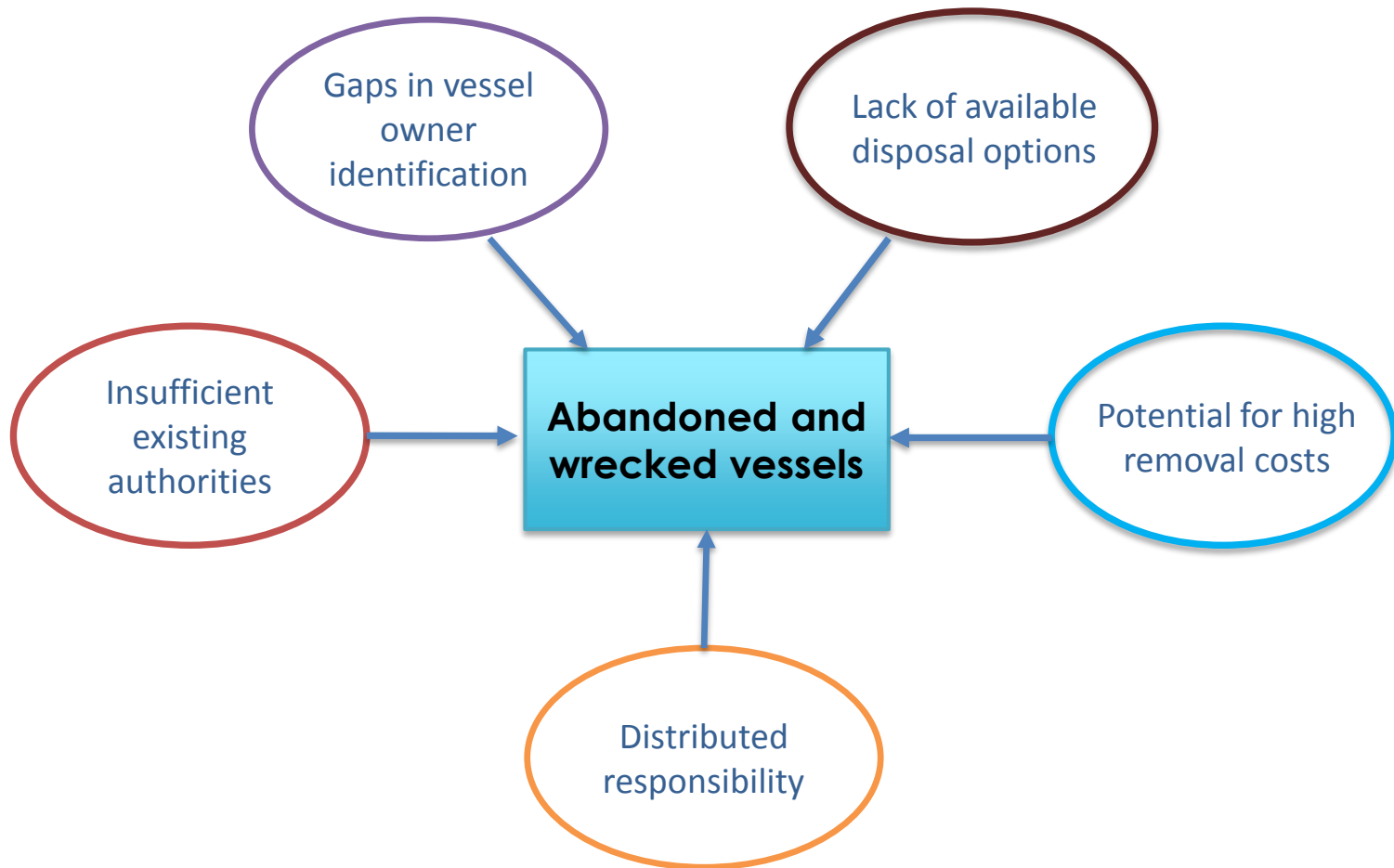
Purpose

Provide an overview of the **National Strategy to Address Abandoned and Wrecked Vessels*** under the \$1.5 billion five-year **Oceans Protection Plan**

* Covers both large and small vessels



The issue is complex



Objectives of the National Strategy



To reduce the number of abandoned and wrecked vessels in Canadian waters by:



Preventing the occurrence of new problem vessels

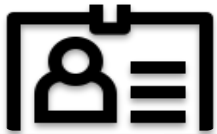


Making progress in cleaning up existing problem vessels

5 Key Measures under the National Strategy



New legislation: Bill C-64, the *Wrecked, Abandoned or Hazardous Vessels Act*



Enhance vessel owner identification



Short-term funding for: clean up of existing smaller vessels and wrecks; education and awareness; and research on boat recycling and design

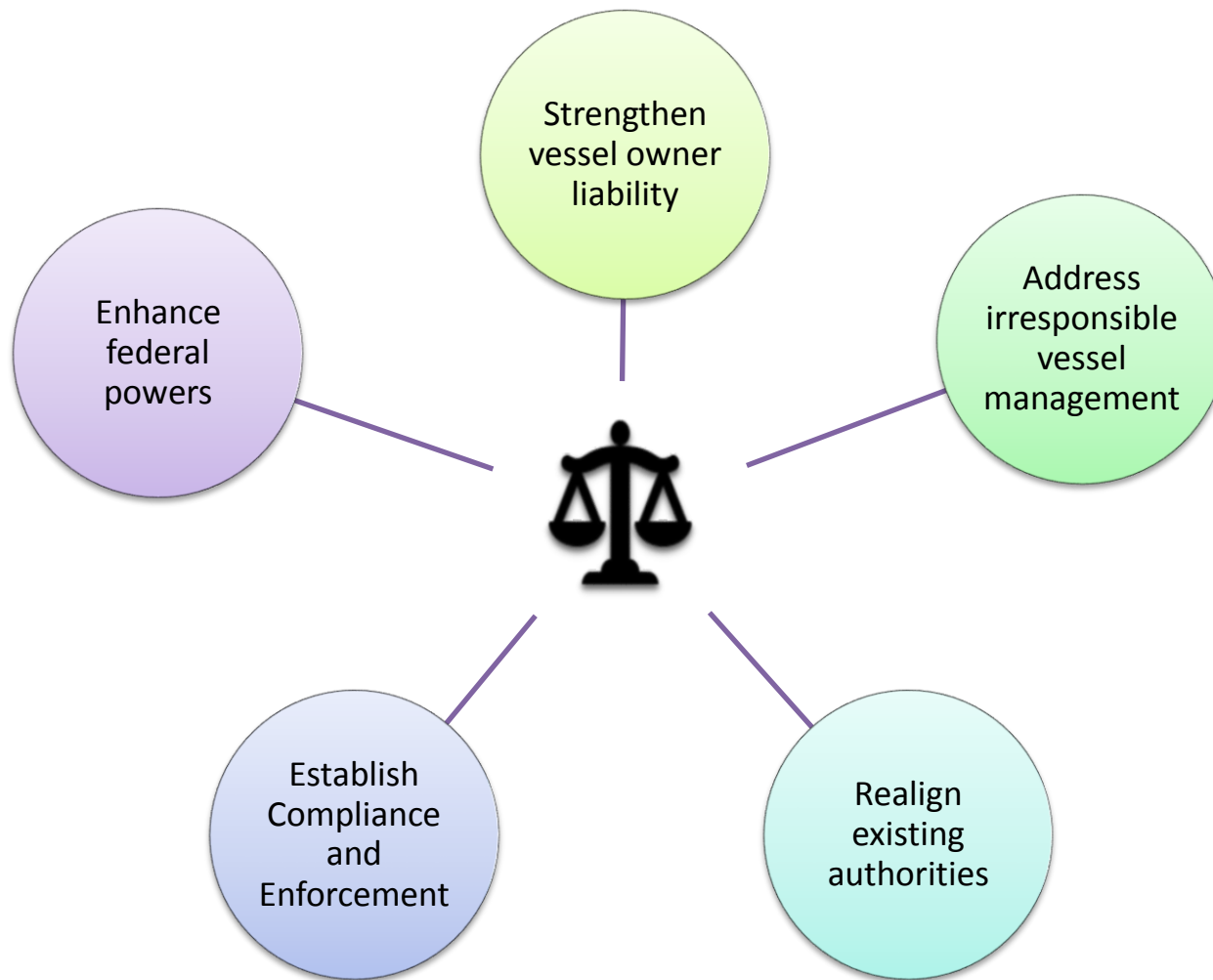


Long-term owner-financed funds to address abandoned and wrecked vessels



National inventory of problem vessels with risk assessment methodology

Bill C-64: Legislation Objectives



Bill C-64: Highlights

Strengthen Vessel Owner Liability

- Makes owners responsible for all vessel/wreck clean-up costs
- Makes owners liable for locating and marking wrecks that are a result of a maritime casualty, and removing them if deemed a hazard (Nairobi)
- Requires owners of vessels 300 gross tonnes and above to carry wreck removal insurance (Nairobi)

Address Irresponsible Vessel Management

- Prohibits:
 - ✓ Vessel abandonment
 - ✓ Causing a vessel to become a wreck (e.g., scuttling)
 - ✓ Leaving a vessel adrift for more than 48 hours
 - ✓ Leaving a dilapidated (poor condition) vessel in the same area for more than 60 days without consent

Bill C-64: Highlights (cont.)

Enhance Federal Powers	<ul style="list-style-type: none">• Empowers the federal government to take proactive measures on problem vessels before they become greater problems – can order owners to take actions, or take actions directly.• Hazard considerations broadened to include health and safety, economic, socio-economic and other environmental risks.
Establish Compliance and Enforcement Regime	<ul style="list-style-type: none">• Provides full inspection and investigation powers to cover broad array of scenarios.• Sets out a sanctions regime (including penalties, fines and penal measures) to deter non-compliance.
Realign Existing Authorities	<ul style="list-style-type: none">• Consolidates the Salvage Convention and Receiver of Wreck provisions formerly under the <i>Canada Shipping Act, 2001</i> under one regime.• Updates the Receiver of Wreck provisions to enhance the protection of rights of owners of wrecks who are unknown or cannot be located, as well as salvors.

Bill C-64: Status



The Bill has completed the House Committee review and been reported back to the House, with amendments.

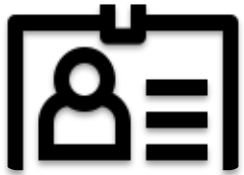


Awaiting 3rd Reading, then will proceed to Senate

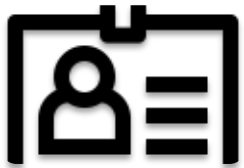


Aiming to have the legislation come into force by Spring 2019

The ability to identify vessel owners is key to holding them responsible



Developing options to **enhance pleasure craft licensing** in partnership with provinces and territories



Studying ways to enhance the **commercial vessel registration system**

Short-term funding provided to address highest priority, small vessels



Transport Canada's **Abandoned Boats Program**

- Assessment and Removals: \$5.6M over 5 years (2017-2022)
- Education, Awareness, and Research: \$1.25M over 5 years (\$750K for education and awareness; and \$500K for research)



Fisheries and Oceans Canada's **Small Craft Harbours Abandoned and Wrecked Vessels Removal Program**

- Removal and Disposal in Small Craft Harbours: \$1.3M over 5 years (2017-2022)

A longer term, sustainable source of funding is being developed



National engagement on options for establishing vessel-owner contributed funds to clean up Canadian waters of abandoned and wrecked vessels has been launched.



A complete list of problem vessels is needed to prioritize their removals



National inventory of problem vessels will:

- identify the scope and scale of the issue within Canadian waters; and,
- track and report on all problem vessels.



A national risk assessment methodology will:

- prioritize and rank problem vessels/wrecks across Canada; and,
- inform monitoring and remediation plans.

All governments have an important role to play

Federal

Indigenous



Provinces &
Territories

Local Communities
& Municipalities

Contact information for the National Strategy on Abandoned and Wrecked Vessels

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