

OCEANS PROTECTION PLAN

Canada's coasts and waterways are an important facet of Canadian life and culture. They are a workplace for some and a playground for others. They allow us to travel and exchange goods. They are a source of inspiration and pride for us all. The \$1.5 billion Oceans Protection Plan is the largest investment ever made to protect Canada's coasts and waterways, while growing our economy. With this Plan, future generations will continue to enjoy and benefit from this key part of Canada's identity.



OBJECTIVES

- Create a world-leading marine safety system that protects Canada's waters.
- Restore and protect marine ecosystems and habitats.
- Create stronger local emergency response capacity by establishing Indigenous partnerships and by engaging coastal communities.
- Invest in oil spill cleanup research and methods to ensure that decisions taken to protect the marine environment are evidence-based.

OPP ENGAGEMENT APPROACH

Partnership and collaboration are the foundation of the Government of Canada's actions to protect our coasts. We are partnering with Indigenous peoples and coastal communities and seeking their advice and traditional knowledge in a number of areas concerning the Oceans Protection Plan. Our engagement is locally coordinated, transparent, collaborative, and supports reconciliation with Indigenous peoples.

WHAT IT MEANS FOR EASTERN CANADA Atlantic and Gulf coasts and Quebec and St. Lawrence region

- Improving our marine weather services in a high-risk area in Atlantic Canada (location to be determined) by providing more detailed weather information, more frequently.
- E-navigation services for Canso, N.S.; Saint John, NB.; and the Montreal-Quebec St. Lawrence River corridor.
- New search and rescue life boat stations in Twillingate and Bay de Verde, and expansion of Search and Rescue capacity at the station in St. Anthony, N.L.
- Re-establishing the Maritime Rescue Sub-centre in St. John's, N.L.
- Environmental spill response planning in the three Atlantic/Quebec Area Response Plan pilot areas.
- Charting by the Canadian Hydrographic Service of high-traffic ports and near shore areas.
- Migratory bird studies in four areas: the St. Lawrence River and estuary (Montreal to Anticosti Island), Q.C.; Port Hawkesbury and the Strait of Canso, N.S.; and Saint John and the Bay of Fundy, N.B.
- Engaging with Indigenous and coastal communities to collect environmental baseline data on coastal ecosystems in the Port of Saint John, N.B.; the Lower St. Lawrence Estuary, Q.C.; and Placentia Bay, N.L.
- Collecting data to assess potential cumulative effects of marine shipping in the St. Lawrence River, Q.C.; Bay of Fundy, N.B.; and the south coast of Newfoundland.
- Enhancing our ability to prepare for and respond to a marine environmental emergency by hiring an additional five experts and two enforcement officers in the Atlantic Canada and Quebec regions.
- New measures to reduce the number of abandoned boats and prevent problem vessels like the *Manolis L* (off the coast of N.L.) and the *Kathryn Spirit* (in Beauharnois, Q.C.) to prevent burdens on local communities.
- Provide and share real-time marine traffic information with local communities.
- Developing a national framework to help guide the management of local marine traffic issues and reduce local marine traffic issues.
- Funding to help restore coastal ecosystems.

FEDERAL GOVERNMENT AND PARTNERS



More information: www.canada.ca/protecting-our-coasts



OCEANS PROTECTION PLAN

PRESERVING ECOSYSTEMS

- **Conserve or restore marine ecosystems** through the \$75-million Coastal Restoration Fund, and Marine Mammal Response and Marine Protected Area Surveillance Program.
- **Mitigate the risks of shipping on marine mammals and the environment** like underwater noise through assessments of current and potential mitigation measures; and, marine environmental quality assessments.
- **Assess the impacts of marine shipping on the environment** by evaluating cumulative impacts of shipping in key ecosystems, and building a program to assess potential impacts of future development.
- **Eliminate abandoned boats and wrecks** by developing a plan that focusses on prevention, removal and recycling, **making vessel owners liable for any cost of clean-up and through education and outreach programs.**
- **Collect environmental baseline data** through engagement with Indigenous peoples and coastal communities.

EVIDENCE-BASED DECISION MAKING

- **Better understand oil spills in water** with research funding on how oil behaves in water, multi-partner research funding on oil spill response technology, and oil spill drift prediction.
- **Conduct research to improve measures for oil spill response planning and clean-up.**

PARTNERSHIPS AND ENGAGEMENT

- **Build Indigenous partnerships in the marine safety system**, creating two new Coast Guard Auxiliary chapters; launching an Indigenous Community Boat Volunteer program; and creating Indigenous Community Response Teams.
- **Develop oceans collaborative management frameworks** with the public, Indigenous peoples and other stakeholders.
- **Increase participation of Indigenous peoples, coastal communities and women** by providing training opportunities and including Indigenous Traditional Knowledge in decision making.
- **Create national public forums** for Canadians to discuss shipping safety and environmental issues.



WORLD-LEADING MARINE SAFETY

- **Provide and share real-time marine traffic information** with local communities.
- **Collaborate on local marine traffic management**, including establishing speed restrictions and safe passage routes.
- **Improve incident management toward seamless response** by implementing the Incident Command System; new mobile command posts; and, marine communications and traffic services delivery.
- **Expand risk-based response planning tailored to local needs** through enhanced risk analysis of maritime search and rescue.
- **Modernize legislation and regulations** to strengthen the polluter pay principle by amending the Ship-Source Pollution Fund to include access to adequate compensation and amending the *Pilotage Act* and other shipping regulations.
- **Modernize hydrography and charting in key areas**, as well as near shore and high-priority ports.
- **Increase on-water presence and marine emergency response capacity** by implementing Primary Environmental Response Teams and modernizing Coast Guard environmental response equipment.
- **Expand the role of Coast Guard Auxiliary** to include environmental response training.
- **Invest in safety equipment and basic marine infrastructure** through additional RADAR sites, new tow kits on Coast Guard's large vessels, and improved maritime communications capabilities including enhancements to Marine Communications and Traffic Centres.



More information: www.canada.ca/protecting-our-coasts