

2023-2024

# ANNUAL REPORT



Ship and Rail  
Compensation Canada  
Ship Fund

About the cover image: *Hydra Mariner*, Canadian Coast Guard (CCG)

In January 2021, the derelict former fishing vessel *Hydra Mariner* broke free of its moorings at Dartmouth, Nova Scotia, and grounded on Navy Island. The shipowner was unable to respond, so the CCG stepped in to assess the vessel. It engaged contractors to remove the oils and ultimately deconstruct the vessel. In January 2023, the CCG submitted a claim to us for over \$2.5 million. The response operation was complicated by the presence of unexploded ordinance on Navy Island. The assessment of the claim was ongoing at the end of the fiscal year. However, we brought a pre-emptive Federal Court lawsuit against the owner of the *Hydra Mariner* in December 2023.

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**Published by the Administrator of Ship and Rail Compensation Canada – Ship Fund**

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The Honourable Pablo Rodriguez, P.C., M.P.  
Minister of Transport  
Ottawa, Ontario  
K1A 0N5

Dear Minister:

Pursuant to section 121 of the *Marine Liability Act*, I have the honour of presenting to you the Annual Report for the Ship-source Oil Pollution Fund to be laid before each House of Parliament.

The report covers the fiscal year ending March 31, 2024.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Mark A.M. Gauthier', with a long, sweeping underline.

Mark A.M. Gauthier, B.A., LL.B.  
Administrator  
Ship and Rail Compensation Canada – Ship Fund

# TABLE OF CONTENTS

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<b>INTRODUCING SHIP AND RAIL COMPENSATION CANADA</b> .....	6
<b>ABOUT THE SHIP FUND</b> .....	7
<b>FOREWORD FROM THE OUTGOING ADMINISTRATOR</b> .....	8
<b>MESSAGE FROM THE NEW DEPUTY ADMINISTRATOR</b> .....	9
<b>2023-2024 AT A GLANCE</b> .....	10
<b>2023-2024 HIGHLIGHTS</b> .....	11
<b>1. ACTIVITY REPORT</b> .....	13
1.1. Active Files .....	13
1.1.1. Claims Processing .....	15
1.1.2. Recovery Efforts .....	25
1.1.3. Incidents Reports .....	30
1.1.4. Mass compensation preparedness efforts .....	31
1.2. Emergency Funding of the Department of Fisheries and Oceans in case of a major oil spill .....	32
1.3. Contribution to the International Oil Pollution Compensation Funds (IOPC Funds) .....	32
1.4. Inquiry and Enforcement with Respect to Contributors' Reporting Obligations .....	35
1.5. Office Management and Controls .....	36
1.6. Reporting, Transparency and Communications .....	37
<b>2. FINANCIAL REPORT</b> .....	45
<b>APPENDIX – LIST OF INCIDENT REPORTS AND CLAIMS FILES IN 2023-2024</b> .....	61

## LIST OF FIGURES

Figure 1:	Spread of the 41 claims submitted by amounts.....	16
Figure 2.1:	Number of claims submitted by type of claimant.....	17
Figure 2.2:	Amount claimed by type of claimant.....	17
Figure 3.1:	Number of claims submitted by type of vessel .....	18
Figure 3.2:	Amount claimed by type of vessel.....	19
Figure 4.1:	Amount claimed for incidents involving abandoned and derelict vessels compared to the total amount claimed .....	20
Figure 4.2:	Number of incidents involving abandoned and derelict vessels compared to total number of claims .....	20
Figure 5:	Amount of time before the submission of claims (excluding Expedited Process for Small Claims) .....	21
Figure 6:	Time to process claims (excluding Expedited Process for Small Claims).....	22
Figure 7:	Percentage of amount offered compared to amount claimed in the past five years.....	23
Figure 8:	Percentage of amount offered vs. claimed under the General Process .....	23
Figure 9:	Files where financial recovery was obtained in 2023-2024.....	27
Figure 10:	Summaries of active lawsuits in our recovery portfolio.....	28
Figure 11:	Number of claims submitted by gross tonnage (GT) of the ship .....	29
Figure 12:	Amount paid to the IOPC Funds since 1989 .....	35

# INTRODUCING SHIP AND RAIL COMPENSATION CANADA

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We are pleased to unveil a new brand identity for the Ship Fund, aimed at enhancing awareness and recognition. To serve Canadians better, we have rebranded and joined forces with the Rail Fund.

Ship and Rail Compensation Canada is Canada's new compensation hub for anyone affected by oil spills from ships or boats and by major rail accidents involving crude oil.

The current lack of awareness about the Ship Fund poses a challenge to access to justice. We anticipate a notable improvement with a brand name that is easily recognizable, understood, and memorable to the public.

As we embark on this transformative journey, we will also launch a new website designed for enhanced accessibility in 2024.



# ABOUT THE SHIP FUND

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The Ship Fund compensates anyone affected by oil spills from ships and boats in Canadian waters.

We are committed to supporting access to justice. Our goal is to provide fair and timely compensation. Claimants who come to us don't need to hire a lawyer or go to court.

Our role is set out in the *Marine Liability Act* (the MLA). The Ship Fund, legally known as the Ship-source Oil Pollution Fund, is a specified purpose account in the accounts of Canada.

Canada's compensation regime is based on two principles.

- First, a shipowner is responsible for oil pollution incidents involving their ships and boats. Fault or negligence doesn't have to be proven. This is the polluter pays principle.
- Second, compensation should be available to those affected even when the shipowner does not pay or it is not known what ship caused the pollution.

Those affected can submit a claim directly to the Ship Fund. We assess claims and offer compensation for eligible claims. Once we pay a claim, we take all reasonable steps to recover the costs from the shipowner and any other person responsible.

Alternatively, those affected can decide to negotiate or sue the shipowner in court, this is what we call an indirect claim. We will be added to the lawsuit while the claimant pursues recovery from the shipowner.

We cover all types of ships or boats that discharge or threaten to discharge persistent and non-persistent oil, including "mystery spills" (from an unknown ship).

Any incident caused by an oil tanker carrying persistent oil in bulk as cargo would also be covered under the international regime and the International Oil Pollution Compensation Funds (the IOPC Funds, [www.iopcfunds.org](http://www.iopcfunds.org)).

This annual report covers the fiscal year from April 1, 2023, to March 31, 2024.

This is the 35<sup>th</sup> annual report concerning our activities.



# FOREWORD FROM THE OUTGOING ADMINISTRATOR

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Welcome to Canada's compensation hub for anyone affected by oil spills from ships or boats and by major rail accidents involving crude oil.

After completing a fulfilling five-year term as Deputy Administrator of both the Rail Fund and the Ship Fund in April 2023, I announced my decision not to pursue further mandates after over four decades of dedicated service in the public sector.

I ultimately agreed to serve as Administrator for both Funds for a term of one year starting in April 2023 and pending the appointment of a new Administrator. My first order of business was to continue to advance and build upon the action plan started by my predecessor, Anne Legars, who served with distinction for seven years.

I was able to pursue my mandate because of the pivotal roles played by our two new Deputy Administrators, the professionalism exhibited by our staff, and the contributions from our network of consultants and partners.

I am pleased to report that in 2023-2024 we actively pursued many initiatives set out in the action plan. As we marked our 35<sup>th</sup> anniversary, we received a record a number of claims. We received them in large part due to our robust and successful outreach program resulting in the Ship Fund becoming increasingly better known across the country.

We also enhanced our preparation for mass compensation in case of a major oil spill by securing an agreement with a major international claims adjuster and manager. The wheels are now set in motion to hold a preparedness exercise.

This year, we have also advanced on key objectives shared by both Funds. To enhance our access to justice goals, we have renamed our Funds as Ship and Rail Compensation Canada. We will also launch a new website in 2024. This will be instrumental in our upcoming outreach efforts.

Finally, I extend my sincerest wishes to my successor as Administrator for a tenure that is as pleasant and rewarding as the one I have had at Ship and Rail Compensation Canada.

Most warmly and sincerely,



Mark A.M. Gauthier  
Outgoing Administrator





# MESSAGE FROM THE NEW DEPUTY ADMINISTRATOR

---

It was an honour to have been appointed as the Deputy Administrator of the Ship Fund in April 2023. It has been a productive experience serving in this capacity and with a skilled team.

A big part of my role, for the past year, has consisted of reviewing claims and issuing offer letters to our claimants, strengthening our processes to ensure that decisions are made in a timely and thorough manner.

I have been working closely with the Communications team on the new website development, organizational rebranding and the mapping out of outreach activities.

In 2023, I led a delegation from the Ship and Rail Funds to Victoria, British Columbia to host a Seminar titled, Federal Compensation for Oil-related Damages. It was attended by representatives of ministries and departments of the Government of British Columbia. The focus was on claims we could receive from provincial authorities following an oil spill. We used the opportunity of the trip to have meetings with multiple maritime leaders in Nanaimo, Ladysmith and Victoria.

We continue to advance our claims preparedness capabilities. In September 2023, we signed a Memorandum of Understanding (MOU) with ITOPF. We are currently mapping out scenarios for the immediate implementation of the MOU with ITOPF.

The progress in 2023-2024 strengthens our belief that the next one will be an even more successful year for the Ship Fund.

Sincerely,

*Chiamaka Mogo*

Chiamaka O. Mogo  
Deputy Administrator of the Ship Fund



# 2023-2024 AT A GLANCE

Total amounts and percentages may differ from the audited financial statements due to rounding or the basis of accounting used (cash method vs. accrual method).

## Claims Processing

**More than  
560 claims**

have been received  
since 1989

**41 new claims**

received, totaling  
\$9.2M in damages

More than half were for

**\$50,000 or less**

**1**

claim dismissed

**93%**

of the claims were  
submitted by the  
Canadian Coast Guard

**\$1.2M**

paid to  
Canadian claimants

**1 out of 4**

claims were generated by abandoned and derelict vessels

## Recovery Efforts

**\$291,145**

recovered from polluters in 9 different files

New lawsuits against polluters in about

**12 incidents**

## Financial details

**\$14.5M**

in interest collected

Current balance  
of the Ship Fund  
(accumulated  
since 1989):

**\$421M**

**\$2.5M**

used for operating  
expenses

**\$2M**

paid to the International Oil  
Pollution Compensation Funds  
(IOPC Funds)

## Mass Compensation Preparedness

**1** new international agreement signed

# 2023-2024 Highlights

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## Record-setting number of claims received

We received 41 claims this year. The previous record was 2019-2020, with 37 claims received.



## Second highest total amount claimed in our history: \$9.2 million

We received two claims for over \$1 million.



## Large claims generated from accommodation barges

Our two largest claims involved industrial barges used for worker accommodation and support. Claims for such vessels make up a disproportionate number of the large claims over the past five years.



## Largest-ever number of claims submitted under the Expedited Process for Small Claims

We received 15, compared with eight last year and two the year before. This year, it included two non-CCG claims. All but one have been paid in full and none have yet been reassessed.



## Significant increase of claims for Quebec incidents

We received 13 claims from Quebec, compared to just two last year.



## Most claims were for British Columbia incidents

This is in line with our historic norm.



### Increased number of claims submitted in French

13 claims were submitted in French, a significant increase from the past five years.



### Increased recoveries from polluters

We successfully recovered money in nine files. This totaled \$291,145, which is among the highest amounts in our history.



### Acceleration in our mass compensation preparedness efforts

We signed an agreement with a key international partner which complements two agreements signed in 2022-2023.

### Strengthening partnerships with potential claimants.

This included:



- Organizing our first seminar with various ministries of the Province of British Columbia
- Enhancing our visibility through more presentations than ever before
- Meetings with ports, marinas and harbours
- Improving our Indigenous engagement and cultural competency

In addition to reinforcing existing relationships, we successfully met with hundreds of stakeholders who had never heard about us before, one of which submitted two claims.

Our mandate is to focus on the following:

- assessing and paying claims and pursuing financial recovery from the owners of polluting ships and boats (Section 1.1);
- being prepared for major incidents that might result in large numbers of claims, including:
  - providing emergency funding to the Canadian Coast Guard in the case of a major oil spill (Section 1.2);
- paying contributions to the IOPC Funds (Section 1.3);
- contributing to Administrative Monetary Penalties, including assisting with the enforcement of oil suppliers reporting obligations (Section 1.4);
- ensuring records and systems are properly maintained (Section 1.5);
- reporting, transparency and communications (Section 1.6); and
- causing the financial statements of the Fund to be audited (Section 2).

# 1. ACTIVITY REPORT

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## 1.1. ACTIVE FILES

We managed a portfolio of 153 active files in 2023-2024, compared to 131 files last year. The overview of these files is found in the Appendix.

This portfolio includes:

- 125 claims files, compared to 105 in 2022-2023.
  - These files cover the processing of claims and actions taken to recover from the shipowner and other responsible persons. They also include indirect claims when we become aware of a lawsuit against a shipowner.

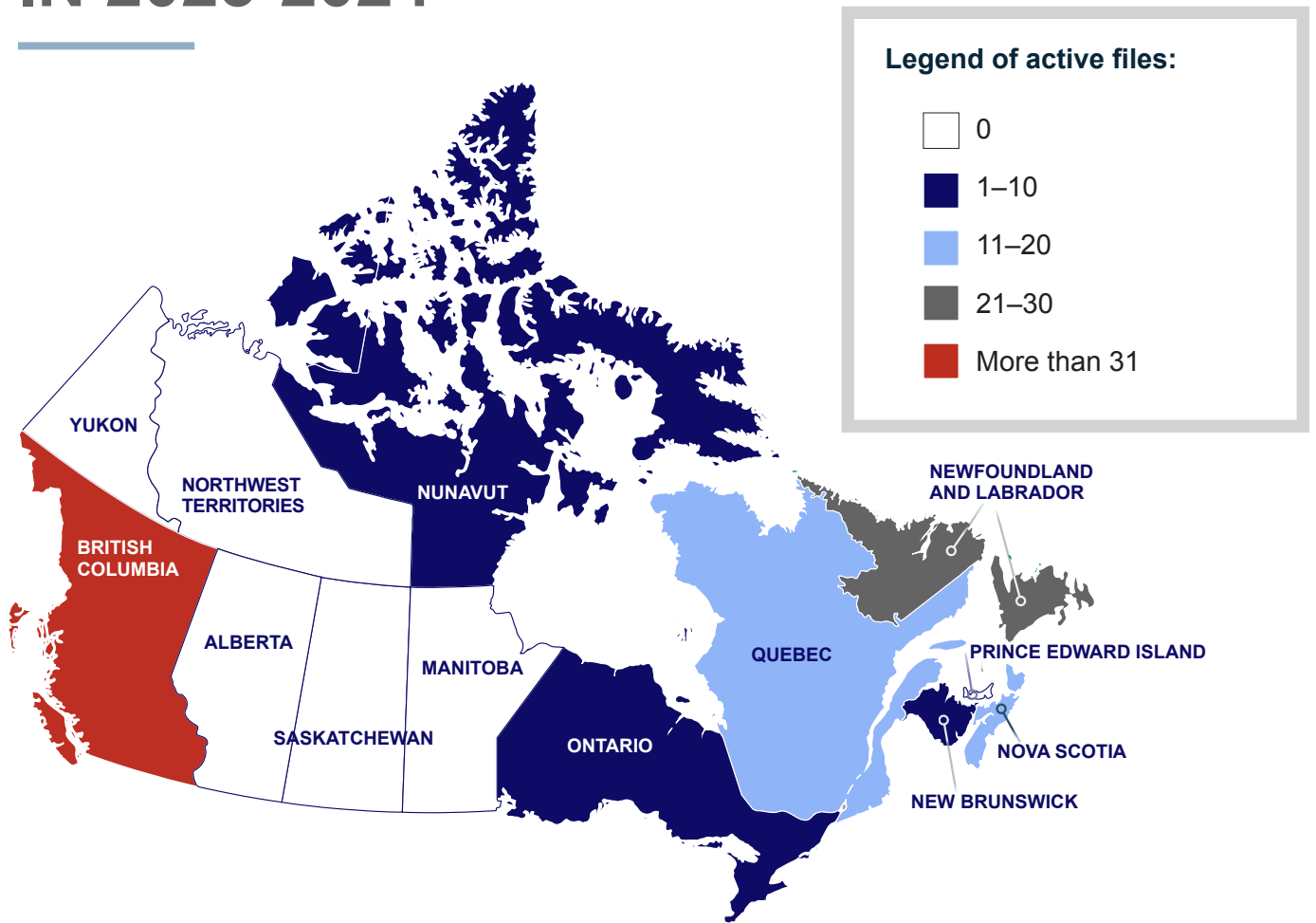
- 28 incident report files, compared to 26 in 2022-2023.
  - These files are opened when we become aware of an incident that is likely to lead to a claim.



Commercial divers involved in the response operations to the *Beldis* incident

Photo courtesy of the Powell River Divers Ltd.

# MAP OF OUR ACTIVE FILES IN 2023-2024



PROVINCE OR TERRITORY	ACTIVES FILES	NEW CLAIMS SUBMITTED	NEW INCIDENT REPORTS	TOTAL AMOUNT PAID IN 2023-2024 (\$)
British Columbia	87	16	5	669,303
Newfoundland and Labrador	23	1	1	67,993
Quebec	16	13	0	79,013
Nova Scotia	13	4	0	21,638
Ontario	10	6	1	340,675
New Brunswick	3	1	0	0
Nunavut	1	0	0	0
<b>TOTAL</b>	<b>153</b>	<b>41</b>	<b>7</b>	<b>1,178,622</b>

Our portfolio of active files and activities is broken down into these categories:

- 1.1.1. Claims processing:
  - From the receipt of a claim to its payment or rejection;
  - When we become aware of a lawsuit against a shipowner.
- 1.1.2. Recovery efforts:
  - Upon payment to the claimant, we take all reasonable measures to recover from the shipowner or other responsible persons.
- 1.1.3. Incident reports:
  - Opening report files on incidents likely to lead to a claim.
- 1.1.4. Mass compensation preparedness efforts

### 1.1.1. CLAIMS PROCESSING

Claims processing includes:

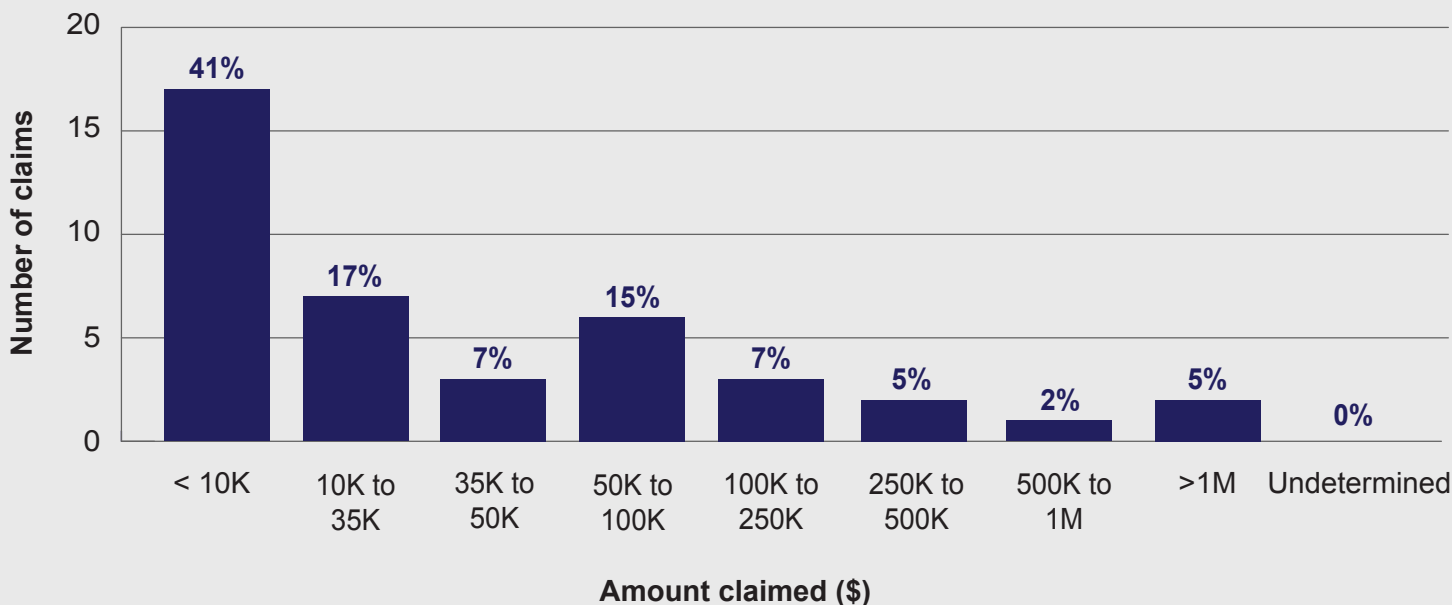
- receipt of direct claims;
- investigation and assessment of direct claims, including follow-up communications with the claimant;
- issuance of decision letters;
- various decisions made within the Expedited Process for Small Claims;
- indirect claims, when we become party to lawsuits against shipowners;
- payment of claims; and
- responding to court challenges of our decisions.



#### **41 new claims received**

This compares to 33 in 2022-2023. The number of claims submitted this year was the highest in our history.

**Figure 1**  
Spread of the 41 claims submitted by amounts



Note: The number above each bar represents the percentage of claims submitted for that segment.



**\$9,269,433 claimed**

This is the second highest amount in our history. This compares to \$7,503,782 in 2022-2023. The claims submitted this year ranged from about \$1,600 to \$5.4 million. In our history, we have only received 14 claims for more than \$1 million. Two of them were submitted this year.

The *Trailer Princess*, a large uninsured industrial barge with an out-of-date registration, was removed from the water near Campbell River, B.C. and deconstructed. The CCG claimed for \$5,462,523, which is our second largest amount claimed in our history.

**Most claims were for significantly smaller amounts**

More than half of the claims we received were for \$35,000 or less, and most of these were submitted under the Expedited Process for Small Claims.



### Fifteen claims submitted under the Expedited Process for Small Claims

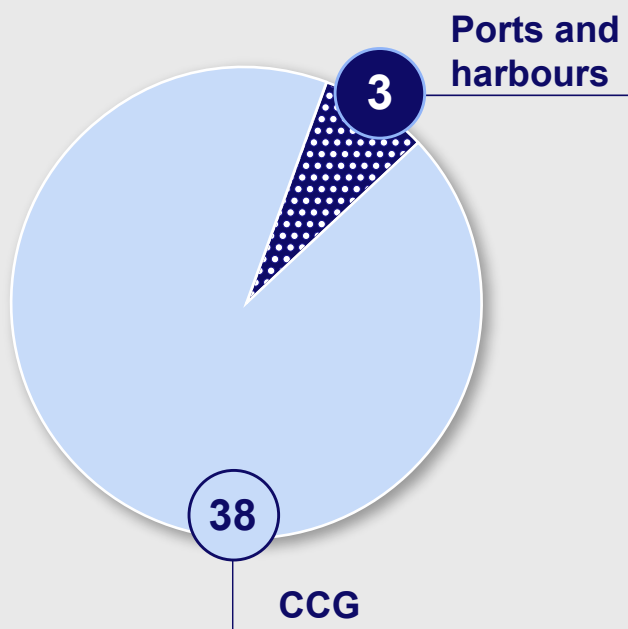
This is the highest number to date. No reassessments were conducted this year, but some claims may be reassessed in 2024-2025.

### The CCG remains our main claimant

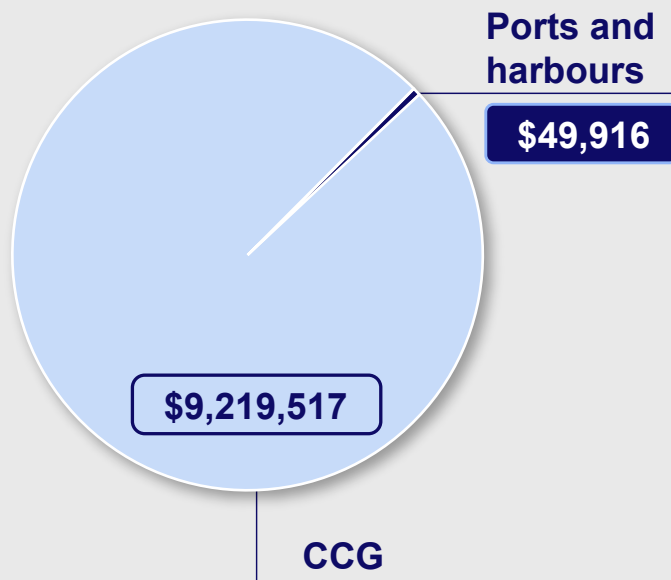
38 out of the 41 claims were submitted by the CCG, representing 93% of the total number of claims. The CCG claims represent 99% of the total amount claimed this year.

Compared to last year, the number of non-CCG claims has decreased, from five to three. All of these claims were submitted by ports and harbours.

**Figure 2.1**  
Number of claims submitted by type of claimant



**Figure 2.2**  
Amount claimed by type of claimant





### Claims once again primarily arose from British Columbia

This year, the distribution was:

- British Columbia (16);
- Québec (13);
- Ontario (6);
- Nova Scotia (4);
- Newfoundland and Labrador (1); and
- New Brunswick (1)

Quebec and Ontario saw a significant increase from the previous year, while the Atlantic region saw a decrease in the number of claims submitted.

### Most claims involve fishing vessels and pleasure craft

Together, these vessels account for about three out of five claims received, representing \$1.4 million claimed. The average amount claimed for these kinds of vessels was under \$60,000.



The tugs and barges category accounts for a large share of the amount claimed. However, this included industrial barges used for worker accommodation and support, which are not typical of tug and barge operations. These unusual vessels dominated our portfolio this year.

**Figure 3.1**  
Number of claims submitted by type of vessel

TYPE OF VESSEL	NUMBER OF CLAIMS	PERCENTAGE OF TOTAL NUMBER OF CLAIMS
Tankers	1	2%
Cargo, container, and passenger vessels	7	17%
Tugs and barges	5	12%
Fishing vessels	13	32%
Pleasure craft	11	27%
Ex-fishing vessels	0	0%
Other	2	5%
Mystery spills	2	5%
<b>TOTAL</b>	<b>41</b>	<b>100%</b>

**Figure 3.2**  
Amount claimed by type of vessel

TYPE OF VESSEL	TOTAL AMOUNT (\$)	PERCENTAGE OF TOTAL AMOUNT
Tankers	8,157	Less than 1%
Cargo, container, and passenger vessels	93,166	1%
Tugs and barges*	6,581,934	71%
Fishing vessels	1,016,041	11%
Pleasure craft	417,459	4.5%
Ex-fishing vessels	0	0%
Other	1,144,695	12%
Mystery spills	7,981	Less than 1%
<b>Total</b>	<b>9,269,433</b>	<b>100%</b>

\* Note: This year, we received a \$5.4 million claim for the incident caused by the *Trailer Princess* and a \$1.1 million claim for the *Chinooka*. Both were industrial accommodation barges.



**Decrease in claims for abandoned and derelict vessels**

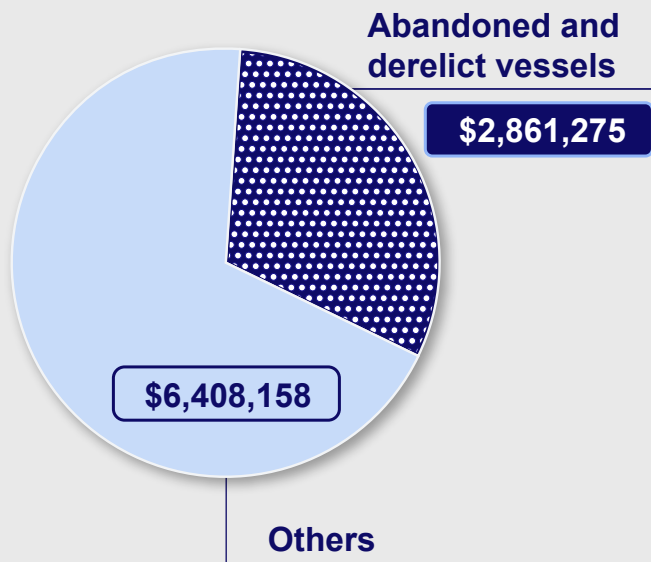
About one out of four claims were generated by abandoned and derelict vessels. This is a substantial decrease from last year.



CCG photo of the *Trailer Princess*

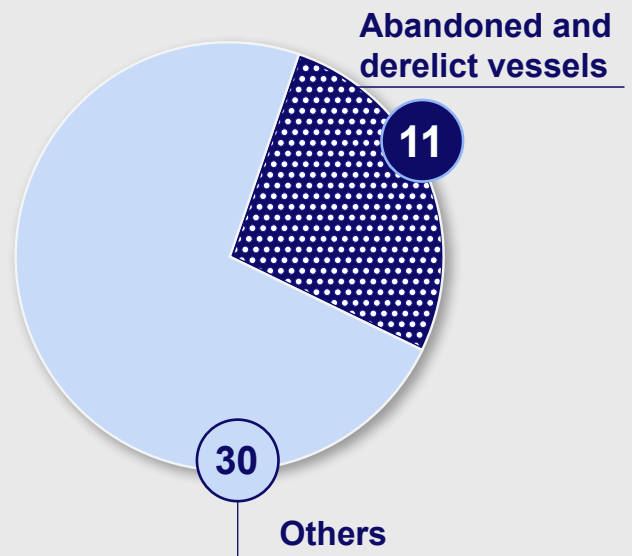
**Figure 4.1**

Amount claimed for incidents involving abandoned and derelict vessels compared to the total amount claimed



**Figure 4.2**

Number of incidents involving abandoned and derelict vessels compared to total number of claims



### Claims submission timing

In 2023-2024, 37% of all claims were submitted between 18 and 24 months after the incident. This compares to 52% in 2022-2023 and 55% in 2021-2022. This is a result of more claims submitted under the Expedited Process for Small Claims, where claims must be submitted within one year of an incident.

If we exclude the Expedited Process for Small Claims, 58% of claims were submitted between 18 and 24 months, compared to 68% last year.

### Box 1

#### Benefits of submitting claims sooner after an incident include:

- Supporting documentation is fresher and more readily available.
- There is less risk of missing the submission deadline.
- Compensation is received more promptly.
- Other potential claimants can be identified and contacted by us.
- Recovery efforts can start earlier.

## Figure 5

Amount of time before the submission of claims (excluding Expedited Process for Small Claims)

TIMELINE	TYPE OF CLAIMANTS	NUMBER OF CLAIMS	PERCENTAGE OF CLAIMS
<b>6 to 12 months</b>		<b>2</b>	<b>8%</b>
	CCG	1	4%
	Ports and harbours	1	4%
<b>12 to 18 months</b>		<b>4</b>	<b>15%</b>
	CCG	4	15%
<b>18 to 24 months</b>		<b>15</b>	<b>58%</b>
	CCG	15	58%
<b>More than 24 months</b>		<b>5</b>	<b>19%</b>
	CCG	5	19%

### 35 claims processed

This compares to 23 in 2022-2023. This year's decisions were:

- 24 Offer Letters, including two pending a response from the claimant;
- 10 Notices of Payment under the Expedited Process for Small Claims; and
- 1 rejection: *Celebrity 180* and *Baja 21*, for being submitted too late.

At the end of the year, 21 claims were pending our decision.

### Claims processing time

We generally require six months or less to process claims under \$100,000. The six claims over that amount took between 7 to 12 months to process. In general, larger claims are more complex and they take more time to process.



## Figure 6

Time to process claims (excluding Expedited Process for Small Claims)

AMOUNT OF CLAIM (\$)	NUMBER OF CLAIMS	RANGE IN MONTHS	AVERAGE TIME IN MONTHS
0 – 35K	10	2 to 7	4
35K – 100K	8	4 to 11	7
100K – 500K	5	7 to 12	9
500K – 1M	0	–	–
More than 1M	1	9	9

Note: Figure 6 includes rejected claims.

### 22 claims paid under the General Process

This totaled \$1,074,960 in compensation. Last year, we paid \$280,199 across 11 claims.

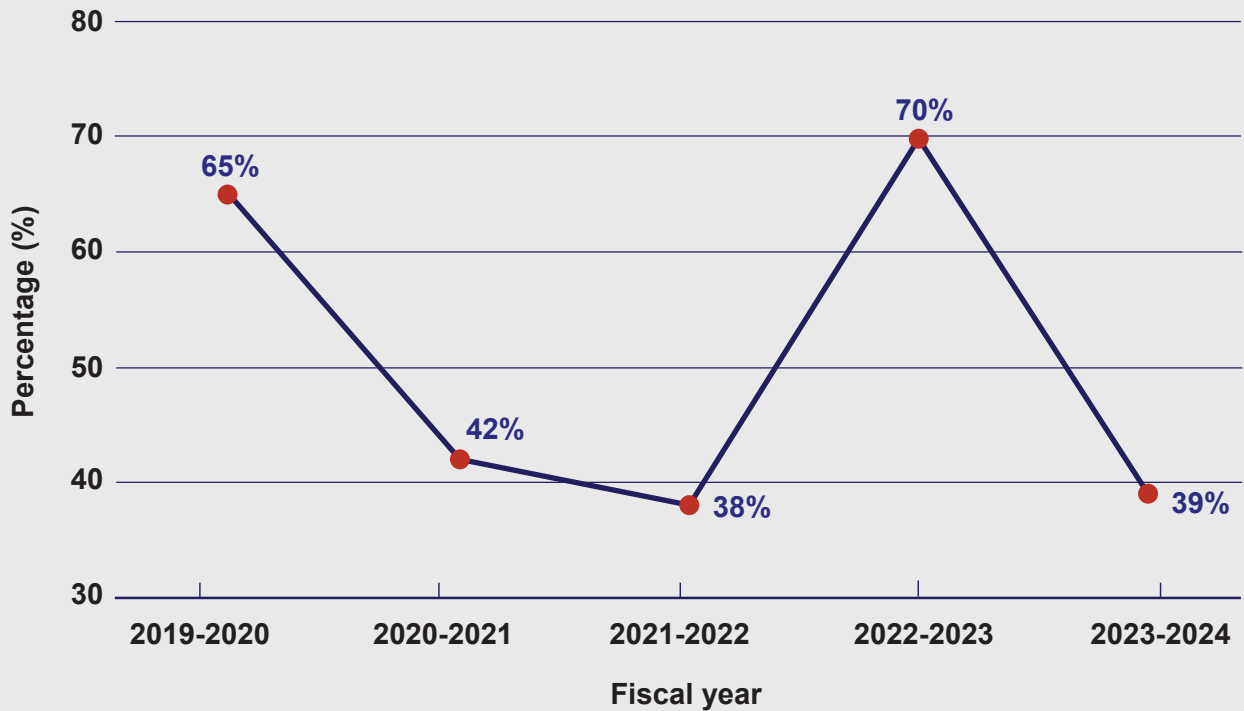
As of the end of March 2024, many larger and more complex claims remained under assessment, totaling \$39 million. As in past years, this amount is dominated by the \$25.7 million CCG claim made for the *Kathryn Spirit*.

### Claimants received 39% of the amount they claimed under the General Process

This is a notable decrease compared to 70% in 2022-2023. As in past years, most claims were from entities with broad mandates, which do not necessarily match with what we can compensate.

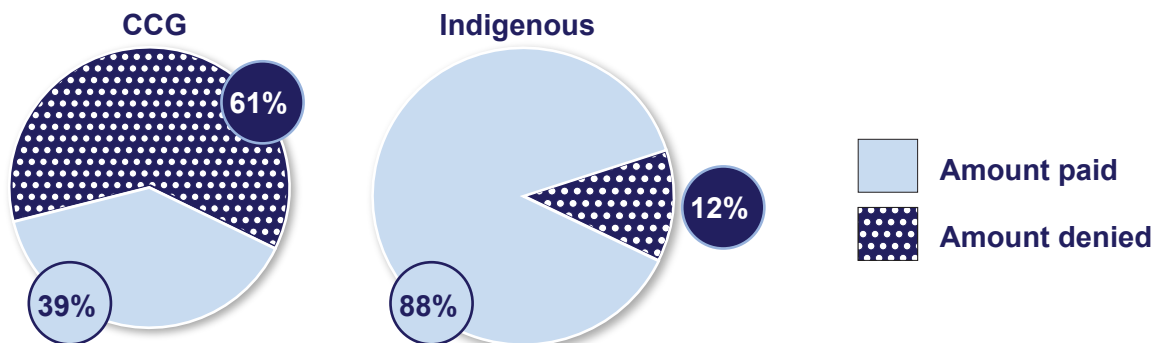
**Figure 7**

Percentage of amount offered compared to amount claimed in the past five years



**Figure 8**

Percentage of amount offered vs. claimed under the General Process



Note: Interest was paid on these amounts. The claims paid this year include claims which were received in prior years.

### Four Indirect Claims

We continue to be involved in a lawsuit before the Federal Court in the *Hamilton Banker* case. The CCG alleges that the owner of the ship should be held responsible for measures taken with respect to this ship. The CCG will have to prove its case in court. We may be responsible to compensate if the CCG succeeds in its case and the owner cannot pay.

We continue to be involved in lawsuits from incidents involving the ships *Kathryn Spirit*, *West Island 395* (see details below), and *Nathan E. Stewart*.

### Polluting shipowners and compensation from the Ship Fund

In 2021-2022, we rejected a direct claim from the owner of the *West Island 395*. The owner appealed our decision to the Federal Court which upheld our decision. A further appeal to the Federal Court of Appeal was abandoned by the owner earlier this year. In a related but separate proceeding before the Federal Court, the owner continues to seek compensation from us.

We brought a motion to dismiss the owner's claim on the basis that a polluting shipowner has no legal right to compensation from the Ship Fund. The Court agreed. The owner appealed that decision, arguing that it should be allowed to adjust its arguments. The Court allowed the appeal. At the end of the fiscal year, we awaited an amended statement of claim from the owner.



### Box 2

#### What is an indirect claim?

When those affected decide to sue the shipowner in court, this is what we call an indirect claim. We will be added to the lawsuit while they pursue recovery from the shipowner. It provides an extra year to claimants who miss the deadline to submit a direct claim to us.





## **Claims processing: Challenges and opportunities**

### **Increasing use of the Expedited Process for Small Claims**

This year, we received a record number of Small Claims. The assessment process for these claims ensures that claimants are paid quickly, with a reassessment carried out later where appropriate. This year, we established a method for prioritizing the reassessments of Small Claims.

### **Scaling our assessment process to match the size of the claim**

This year, we saw the continuation of a trend in which the number of relatively small (less than \$35,000) and large (more than \$1,000,000) claims both increased. We made efforts to ensure that appropriate resources are used during the assessment process, including modifying the review process where appropriate given the scale of the claim.

### **Satisfaction survey continues**

We continue to implement additional measures to improve access to justice. We want to provide an easy-to-use process to claimants and rapid access to compensation. We asked a non-CCG claimant to evaluate its experience. This year, the feedback was constructive and positive.

## **1.1.2. RECOVERY EFFORTS**

Once we pay a claimant, we are required to take all reasonable measures to recover from the shipowner or any other person responsible for an incident (see Box 3).

### **92 current recovery files**

This compares to 95 in the previous year. We closed 13 files because money was recovered or no recovery could be reasonably made. At the end of the year, 79 files were still open.

### **Substantial activity before the courts continues**

This year we had 36 recovery files in litigation or enforcement. Our in-house lawyers start and manage lawsuits to promote efficiency and cost savings. This greatly expands the scope of when it is reasonable to pursue recovery by making it possible to pursue the smaller files which make up a large percentage of our portfolio.

### Box 3

#### We use many strategies to recover from shipowners.

We are always ready to discuss settlement rather than going to court. However, we sometimes start a lawsuit, notably when the shipowner does not engage with us. Lawsuits are also used to preserve our legal rights, allowing settlement discussions to happen, sometimes as part of judicial mediation sessions. In some cases, we choose to seek judgment because it may give us leverage. Where the shipowner does not defend, we can obtain a default judgment. This does not require substantial resources from our in-house legal team.



#### Twelve new lawsuits started

All of those are being handled by our in-house lawyers:

- Mystery Spill (Postville)\*
- *Pa Boy*
- *Noelani*
- *Wendy K*
- *Réjane*
- *Lurch*
- *Mini Fusion*
- *GJ Emma II*
- *Hydra Mariner\*\**
- *Ocean Tribune*
- *Jolly Roger*
- *Primo*

\* We have sued the owner of the *Tuvaq W*, alleging that the ship was the source of the mystery spill.

\*\* We started the *Hydra Mariner* lawsuit under section 102 of the MLA, before we paid compensation to the claimant. This provision is an important tool because it allows us to preserve our rights against shipowners in the face of an approaching limitation date.



#### Nine successful recoveries

In all these cases, we started settlement discussions, a lawsuit, or both. In only one of those cases, the ship involved was insured. Two of those recoveries (*Western Chief* and *Jennifer Holly*) were partial. The shipowners made a small contribution towards their debt, and we are expecting more payments in the months to come.



CCG photo of the *Jennifer Holly*

## Figure 9

Files where financial recovery was obtained in 2023-2024

SHIP NAME	YEAR OF INCIDENT	PAID BY THE FUND, INCLUDING INTEREST (\$)	RECOVERED* (\$)	RECOVERY STAGE
<i>Rolano</i>	2019	77,627	85,043	before trial
<i>Western Breeze</i>	2019	101,472	76,964	before trial
<i>Pa Boy</i>	2020	2,544	2,000	before trial
<i>GJ Emma II</i>	2020	11,965	11,965	before trial
<i>Réjane</i>	2020	3,530	3,442	before trial
<i>Sikuk</i>	2017	88,541	55,000	before trial
<i>Françoise</i>	2017	81,977	55,431	before trial
<i>Western Chief</i>	2019	17,820	1,000	after judgment
<i>Jennifer Holly</i>	2019	75,161	300	after judgment
<b>Total</b>	<b>9 files</b>			

\* Note: In some cases, we recover our legal costs and/or interest. Where applicable, these amounts are included in the figures in this column.

### Using a mixed model for recovery efforts

Securing a judgment does not always result in an immediate payment by the shipowner. Sometimes further efforts are needed. This year, we hired external lawyers to:

- pursue enforcement proceedings after we obtained judgments against shipowners (*Nika*).
- Send a demand letter in a foreign language (*Mini Fusion*).

### Settlement of the lawsuit against the Province of British Columbia

In the *Rolano* file, the registered shipowner was a corporation. Prior to the incident, the corporation had been dissolved under British Columbia corporate law, making the Province the legal owner of the *Rolano*. We reached a settlement with the Province in 2023 in the amount of \$71,058.05 plus statutory interest. We have had similar lawsuits in the past in which a province became the owner of a ship because of laws under which property devolves to the government, including the *Chilcotin Princess* (see p. 22 of our 2019-2020 Annual Report).

**Figure 10**  
Summaries of active lawsuits in our recovery portfolio

SHIP NAME	2023-2024 DEVELOPMENTS	SHIP NAME	2023-2024 DEVELOPMENTS
<b>REPRESENTED BY INTERNAL COUNSEL</b>			
<i>Danielle and Mark*</i>	Pleadings	Mystery spill (Postville)	Pleadings
<i>Darrel Bay*</i>	Defendant served	<i>Noelani</i>	Pleadings
<i>Françoise*</i>	Payment obtained	<i>Wendy K</i>	Pleadings
<i>Sikuk*</i>	Payment obtained	<i>Réjane</i>	Payment obtained
<i>Go-Getter*</i>	Closed	<i>Lurch</i>	Service attempted
<i>San Jolyne III*</i>	Settlement pending	<i>Pa Boy</i>	Settled
<i>Jennifer Holly*</i>	Settled	<i>GJ Emma II</i>	Closed
<i>Maverick IV*</i>	Discovery	<i>Ocean Tribune</i>	Defendant served
<i>Red Fir No. 9*</i>	Closed	<i>Hydra Mariner</i>	Service attempted
<i>Rolano*</i>	Settled	<i>Western Chief*</i>	Judgment obtained
<i>Seal Rock*</i>	Discovery	<i>Western Breeze*</i>	Settled
Unknown name (deck barge)*	Defendant served	Unknown name (sunken pleasure craft)*	Service attempted
Unknown name (houseboat)*	Defendant served	<i>Primo</i>	Settled
<i>Jolly Roger</i>	Service attempted		
<b>REPRESENTED BY EXTERNAL COUNSEL</b>			
<i>Nika*</i>	Judgment obtained	<i>Zodiac Light*</i>	Judgment obtained
<i>West Island 395*</i>	Stayed	<i>Mini Fusion</i>	Sent demand for payment
<b>Total number of files: 31</b>			

Note: The asterisk \* indicates cases which were carried over from 2022-2023.

**Recovery Efforts:**  
**Challenges and Opportunities**

**Insurance for larger vessels**

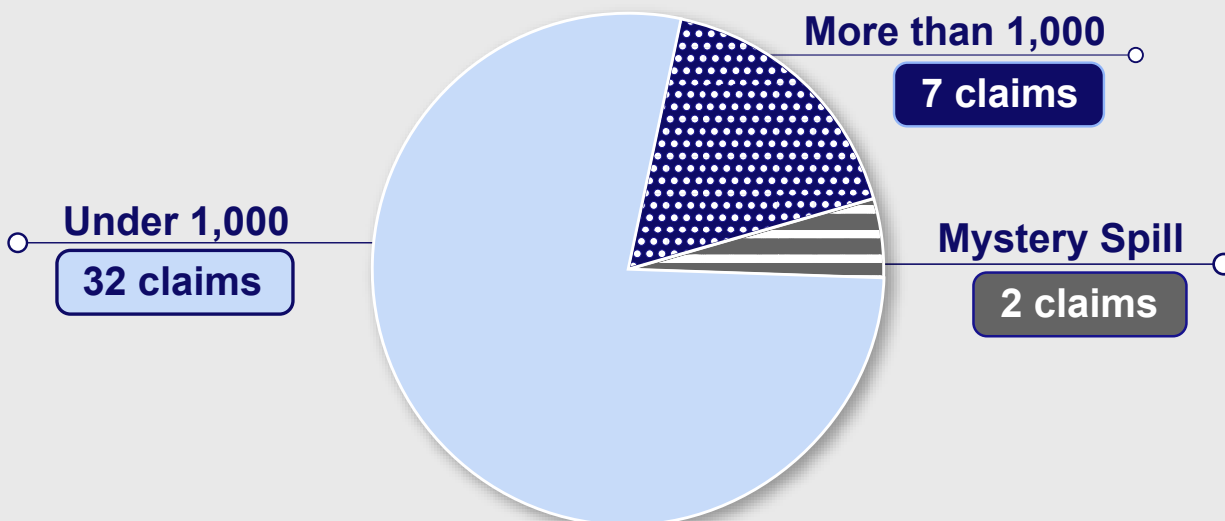
Vessel size is particularly relevant for our recovery purposes because larger vessels are subject to mandatory insurance under Canadian law. Under the *Wrecked, Abandoned or Hazardous Vessels Act* (WAHVA), vessels of 300 gross tons and over must carry wreck removal insurance. Under the *International Convention on Civil Liability for Bunker Oil Pollution Damage* (Bunkers Convention), vessels over 1,000 gross tons must carry oil pollution liability insurance.

This year, we received seven claims in which the insurance requirements were applicable. In three of those cases (*Patagonman*, *Canary*, *Umiavut*, *BBC Kwiatkowski*, *Ale*, and *Norman McLeod*), the appropriate insurance appears to have been in place.

As noted in last year’s report, the Canadian-flagged *Trailer Princess*, a barge over 1,000 GT, does not appear to have had any insurance in place. This year, we received a large claim from the CCG in respect of this incident. Given the lack of insurance, it is anticipated that recovering any amount paid on this claim will be difficult.



**Figure 11**  
Number of claims submitted by gross tonnage (GT) of the ship



Five years after the entry into force of WAHVA, while a significant portion of our claims have involved oil pollution responses including ship removal, we have yet to see any impact on our ability to recover from shipowners.

### **Optimizing recovery where insurance is involved**

Our recovery portfolio included several claims this year in which there was unexpected difficulty in securing a recovery from an insured ship. This includes:

- *Réjane*
- *Pa Boy*
- *Primo*
- *Wendy K*

This is a continuation of a trend seen in the last three years, such the ships: *GRT Synergie*, *Sept Ilien*, and *Lady Elizabeth I*, and *L'Épaulard*.

In 2024-2025, we intend to continue our outreach with insurers.

### **Attempt to reopen a closed recovery case**

In 2019, we settled a claim involving the ship *Cormorant*. In 2022, we recovered \$375,000 under a judgment obtained as part of that settlement agreement. Now, one of the settling defendants is attempting to undo the settlement. A court decision is pending.

### **1.1.3. INCIDENT REPORTS**

These files are opened when incidents are likely to lead to a claim.

### **Seven new incident report files**

This compares to five in 2022-2023. We had 28 active incident files in our portfolio in 2023-2024. One report file, the *Trailer Princess*, was converted into a claim file.



Photo of the *Cormorant*

### 1.1.4. MASS COMPENSATION PREPAREDNESS EFFORTS

A key challenge in terms of claims management is preparedness for mass compensation in case of a catastrophic spill. 2023 marked a turning point in our preparedness. As mentioned in our last report, we have two existing MOUs with:

- the International Group of P&I Clubs (IGP&I), which provides insurance coverage to approximately 90% of the world fleet;
- the International Oil Pollution Compensation Funds (IOPC Funds), which provides compensation for oil pollution damage resulting from spills of persistent oil from tankers.

In September 2023, we concluded, yet another, MOU with ITOPF, which is made up of the world's leading spill advisors and claims assessors. They have provided services in over 800 incidents involving oil and chemical spills worldwide from all ships whether tankers or not.

Together this trilogy of agreements helps foster collaboration among our organizations.

A tabletop exercise will take place with ITOPF in June 2024. We are planning that all three organizations will join us in a further exercise to address joint claims management issues.

### Readiness for the indemnification of border spills

In 2022, the Canada-United States Joint Marine Pollution Contingency Plan – Pacific coast (CANUSPAC 2022) held an exercise. It did not cover liability and compensation components and, as a result, we did not participate in this event. We inquired about such an exercise in 2023-2024 but were not made aware of any. It would be beneficial if future exercises included a liability and compensation component.



Signature of the agreement by our Administrator and Richard Johnson, Technical Director and Mark Whittington, Technical Team Manager at ITOPF

## Compensation arising out of an Incident Command System (ICS) deployment

We still consider that the operationalization of ICS in the emergency response context is critical for improved cost-recovery for claimants. To that end, we are continuing to discuss this subject with the CCG.

## 1.2. EMERGENCY FUNDING OF THE DEPARTMENT OF FISHERIES AND OCEANS IN CASE OF A MAJOR OIL SPILL

In case of a significant discharge, the Minister of Fisheries and Oceans may request the Minister of Transport to direct the release of money from the Fund for the response. After consultation with the Administrator, the Minister of Transport may make available up to \$10 million per year from the Fund. If the Minister of Fisheries and Oceans requires additional funds, the Governor in Council may authorize the release of up to \$50 million per year from the Fund.

The emergency funds released must be reimbursed to the Fund within two years through an Appropriation Act, less any amount claimed by the Minister of Fisheries and Oceans under the General Claims Process.

No such incident triggered this mechanism in 2023-2024. Therefore, this emergency funding process has not been used.

## 1.3. CONTRIBUTION TO THE INTERNATIONAL OIL POLLUTION COMPENSATION FUNDS (IOPC FUNDS)

Canada is a party to two international oil compensation funds (Box 4). We are a member of the Canadian delegation, which participates in the decision-making meetings of the IOPC Funds. We are responsible for covering Canada's financial contribution. We also comply with Canada's reporting obligations under the conventions. The information we provide to the IOPC Funds' Secretariat serves to assess Canada's financial contribution to the IOPC Funds.



Our Administrator, Mark A.M. Gauthier with members of the Canadian delegation at the IOPC Funds meetings



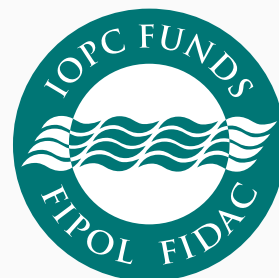
## Box 4

### About the IOPC Funds

The IOPC Funds are two intergovernmental organizations, the 1992 Fund and the Supplementary Fund. They provide compensation for oil pollution damage resulting from spills of persistent oil from tankers. The 1992 Fund now has 121 member States. It provides around \$366 million in compensation per incident. The Supplementary Fund, with its 32 member States, provides additional compensation of close to \$1.35 billion. The liability of the shipowner and these two Funds combined provide for a total of approximately \$1.72 billion.

The full report and documentation of the IOPC Funds meetings are available on their website at: [www.iopcfunds.org](http://www.iopcfunds.org)

Note: The above amounts are rounded to CAD based on March 2024, exchange rates between the Canadian dollar and Special Drawing Rights (SDRs). The SDR is the unit of account used in the conventions, and is an international reserve asset based on a basket of five major world currencies.



### IOPC Funds meetings

In 2023-2024, we attended both meetings in person. The main points discussed of relevance to us include:

- **No new incident involving the IOPC Funds**

We are responsible for paying Canada's financial contribution to the IOPC Funds. No new incidents generally mean a smaller contribution on our part. The IOPC Funds are currently handling 12 incidents from previous years. Ongoing payments are being made for the following claims:

- *Agia Zoni II* (Greece)
- Mystery Spill (Israel)
- *Princess Empress* (Philippines)
- *Solar I* (Philippines)



- **Two lawsuits are of immediate interest to us:**

- *Nathan Stewart* (Canada): The mediation that had been reported as scheduled never proceeded and no firm date has been set for a mediation involving the Ship Fund in 2024.
- *Bow Jubail* (Netherlands): The Supreme Court of the Netherlands has ruled that the *Bow Jubail* (Netherlands) qualified as a ship under the 1992 Civil Liability Convention (CLC). This is contrary to the view of the 1992 Fund Executive Committee and as argued before the Court.

- **Elections of interest to us:**

- François Marier, head of the Canadian delegation, was reelected Chair of the Supplementary Fund.
- Alfred H.E. Popp of Canada and one of our former Administrator was elected to the Audit Body for a term of three years.

- **Impact of trade sanctions on the development of dark shipping**

There is a substantial and alarming increase of vessels under sanctions due to the conflict in Ukraine that are “going dark” to avoid detection: they are turning off their ocean tracking systems and employing other detection methods. Many are illegally transferring persistent oil at sea. Many of these vessels are uninsured. In the event of a tanker oil spill, it may expose financially the IOPC Funds and us as contributor.

- **Progress towards the entry into force of the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010 (2010 HNS Convention) and 2010 Protocol**

Canada is a state party to this convention and protocol since 2018. As of March 2024, eight States have ratified the Convention. Several other states have indicated their intention to ratify in the near future. The 2010 HNS Convention and its related HNS Fund may be in force in 2026.

### **Collection of the data from Canadian contributors and submission of the oil report for Canada**

We are responsible for ensuring that the Canadian receivers of persistent oil by water provide information about quantities received. We follow up on the information received and inquire on significant variances over the previous year, if any. We report the data to the IOPC Funds.

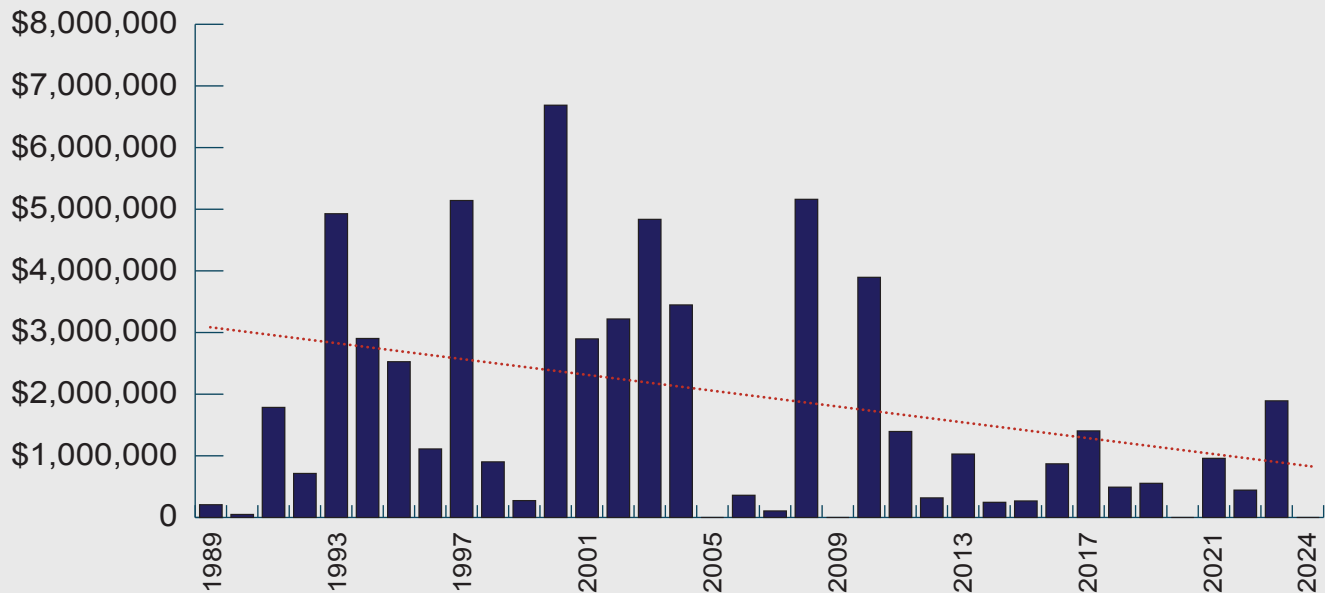
### **Payment of contribution to the IOPC Funds for 2023**

We made a payment to IOPC Funds of £1,177,070 minus combined credits of £65,177 and interest of £3,222 (CAD \$1,892,068).

With the amount of \$60.5 million which was paid by our Fund since 1989, the contributions to the IOPC Funds are our biggest expense. Our annual contribution generally fluctuates when a new tanker incident occurs, and contributions are collected to pay for such claims (see Figure 12).

**Figure 12**

Amount paid to the IOPC Funds since 1989



In February 2023, a spill involving the tanker *MT Princess Empress* occurred in the Philippines. The IOPC Funds and the Shipowners' P&I Club opened a local joint claims office. The 1992 IOPC Fund governing body approved a levy of £10 million (approximately CAD \$17.2 million) to be paid by member states by 1 March 2024.

In October 2023 the 1992 IOPC governing body also approved a levy of £20 million (approximately CAD \$34.5 million) in the *Bow Jubail* case, payable by member states by 1 March 2024.

In addition, a levy of £10 million was levied for the General Fund, also payable by 1 March 2024.

#### **1.4 INQUIRY AND ENFORCEMENT WITH RESPECT TO CONTRIBUTORS' REPORTING OBLIGATIONS**

The MLA provides that importers and exporters of oil shall file information on the quantity of oil shipped or received. They are the Fund's contributors should the levy be reinstated. This information received from contributors also enables Canada to meet its reporting obligations under the conventions as mentioned in section 1.3.

The Administrator can inspect contributors' documents and premises, and request information.

The MLA provides for Administrative Monetary Penalties (AMPs) against contributors in case of non-compliance of their reporting obligations.

The Administrator did not use these powers this year and no AMPs were issued. However, procedures for AMPs will be discussed with Transport Canada in 2024-2025.

### **Revision of the MOU with TC governing our administrative service relationship**

We have a MOU which governs the provision of certain administrative services we receive from Transport Canada. The current MOU expires in March 2024 and is being renegotiated to update terms and clarify responsibilities for verification of reported persistent oil shipments.

## **1.5 OFFICE MANAGEMENT AND CONTROLS**

Many corporate changes and improvements were made during the year, including:

- An Information Management (IM) and data visioning exercise, with resulting two-year plan to become fully digital, technology enabled and sustainable, and for business processes and approvals to be automated using M365 functionality.
- Improvements in Information Technology (IT) for team meetings and collaboration and office security, including a security training program for employees.

We continue to maintain and modernize human resources (HR) services for both Funds. The 2023-2024 activities included:

- Engaging a specialized HR service firm to provide HR consulting and professional management support.
- Establishing staffing levels at around 22 full and part-time employees and students for both Funds, including three dedicated full-time Ship Fund employees. In addition, we have five assessors on contract.

- Expanding the use of new HR information systems for personnel records management, facilitating staffing actions, reporting and improving performance management.

These initiatives help build an increasingly integrated HR service delivery model to support the Ship and Rail Compensation Fund.

### **Continued success with the Ship Fund's Student Program**

This year, we employed six students who worked on legal, policy and communication files and completed tasks such as:

- Carrying out claim intake tasks and assisting the preparation of offer letters;
- Drafting court documents;
- Preparation of publications, such as social media and newsletters; and
- Supporting the preparation and participating in meetings with external partners.

We highly value the work and dedication demonstrated by our students. We will continue to seek to hire more students.

## 1.6 REPORTING, TRANSPARENCY AND COMMUNICATIONS

The Act provides that the Administrator shall submit an annual report for the activities in that year to the Minister of Transport, including financial matters. The financial report is submitted under Part 2 of this annual report. We also have reporting obligations under the *Access to Information Act* (ATI):

- This year, no ATI requests were received.

In addition to our reporting obligations under these acts, we consider transparency, communications and outreach as integrally linked to our core mandate.

### Driving Access to Justice through Active Engagement

We consider partner and stakeholder engagement as the best way to ensure access to justice for claimants. We continued to make efforts to keep our key partners engaged and reaching out to new stakeholders.

This year, we have been successful in, once again, increasing our engagement results leading to new or renewed relationships (see page 40). Our communications initiatives included:

- **Collaborating with the provinces, local governments and elected officials**

We hosted our first seminar dedicated to provincial representatives. The event was a success, with active participation from various British Columbia government ministries, including:

- Emergency Management,
- Health,
- Indigenous Relations and Reconciliation,
- Finance, and
- Environment and Climate Change Strategy.

Many participants were unaware of the existence of the Ship Fund and expressed curiosity about eligibility criteria by provincial governments when submitting claims.

This seminar underscored the importance of extending our efforts to engage diverse provincial government departments from across Canada. In 2024-2025, we will be meeting with provincial government representatives from other regions.

In our claims portfolio, we also see cases where local government agencies, firefighters, city managers, or environmental departments are onsite at the scene of the incident. However, they frequently do not seek reimbursement for their time and resources. As part of our outreach efforts, we regularly engage with them to provide information on the process for reclaiming their expenses.

We also proactively initiated contact and responded to inquiries from these stakeholders. In the aftermath of local ship oil spill incidents, we often reached out to community members. For example, in the case of the truck that rolled off the *Western Carrier* north of Campbell River, we contacted local First Nations and elected officials at all levels of government.

- **Participation as exhibitors at three national and provincial trade shows with heavy foot traffic**

Throughout these events, we engaged with hundreds of municipal elected officials, chief administrative officers, municipal senior managers, and staff members. We were able to showcase our initiatives and cultivate meaningful connections. It is one of the most effective methods for networking with many local leaders.

These events also help us meet other organizations such as the Fire Chiefs' Association of British Columbia. They were interested to know that responders are eligible for compensation to the Ship Fund following an accident. We will continue our outreach towards first responders and public safety personnel in the 2024-2025.



Ryan Gauvin, one of our legal counsels, at the 2023 Union of BC municipalities conference

- **Enhancing our visibility through presentations**

Throughout this year, we have dedicated efforts to increase our visibility by actively seeking opportunities to participate as guest speakers at conferences, workshops, webinars, seminars, and lectures.

We participated in 26 conferences or webinars and delivered presentations at 15 of them, which marks a significant increase from the 11 presentations we delivered last year. This increased visibility resulted in two claims being submitted from groups with whom we engaged at events.

We are planning to keep up this momentum, especially as we prepare to introduce and promote our rebrand.

- **Engaging with ports, marinas, and harbours**

One of our strategic initiatives for 2024 is to enhance engagement with the ports, marinas, and harbours sector. We believe that this sector may be seeing considerably more oil spills than are reflected in our claims portfolio. Accordingly, we have prioritized increasing our outreach to this audience.

We worked to establish partnerships with organizations such as the Association of Canadian Port Authorities (ACPA), the Harbour Authority Association of British Columbia (HAABC), Boating BC, and the Small Craft Harbours program of Fisheries and Oceans Canada.

We are in the process of consulting with our partners from this sector to release a claims handbook with tailored information in the coming year.



Our Administrator, Mark A.M. Gauthier with Daniel-Robert Gooch, President and CEO of the Association of Canadian Port Authorities

- **Improving our Indigenous engagement and cultural competency**

We have made strides to enhance our Indigenous outreach and engagement efforts, particularly as we are planning outreach trips across Canada. We participated in a Cultural Humility Training exercise facilitated by the Aboriginal Friendship Centres of Saskatchewan. This training provided our team with invaluable insights in engagement with Indigenous groups respectfully and effectively.

We are also exploring the impact of the Calls to Action of the Truth and Reconciliation Commission and the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) on our mandate.

In 2024-2025, we are committed to increase our engagement with Indigenous communities. We will also look for training opportunities to further strengthen our cultural competency.

- **Responding to media request**















Throughout the year, we've been open and transparent, promptly responding to media requests and inquiries from the public, always ensuring clear communication channels. We responded to requests on these topics:

- Court cases (*West Island 395* and *Cormorant*);
- Abandoned vessels.

# OUTREACH ACTIVITIES IN 2023-2024



We continue to do joint outreach with the Rail Fund.

LEGEND FOR THE TYPE OF PARTICIPANT OR SECTOR			
	Federal government		Maritime legal community
	Provincial and territorial governments		Indigenous governments and Indigenous groups
	Municipalities and local governments		Fishing sectors
	International partners		Shipping and boating industry
	Ports, harbours, terminals, marinas and related associations		Oil and gas industry
	Environmental response professionals and industry		Academia or research
	Environmental organization		Claims and insurance specialists

\* Recurring meetings with the CCG (6) and TC (3) are not listed below.



# 2023

## APRIL

Participation at the Hazardous and Noxious Substances (HNS) Workshop organized by Transport Canada (TC) and the IOPC Funds



Participation as exhibitor at the trade show of the Association of Vancouver Island and Coastal Communities (AVICC)



Meetings (3) with:

- Clear Seas



- International Joint Commission (IJC)



- Indigenous Services Canada's Emergency Management Assistance Program (EMAP)



Attendance at the Canadian Marine Advisory Council (CMAC) Meeting Spring 2023



## JUNE

Presentation at the Coastal Zone Canada 2023 Conference



Participation at the Comité Maritime International (CMI) Colloquium 2023



Meeting with (2):

- Clean Marine BC



- ITOPF



## MAY

Participation as exhibitor at the trade show of the:

- 2023 Federation of Canadian Municipalities (FCM) Conference



- 2023 Canadian Association of Municipal Administrators (CAMA) Conference



Meetings (6) with:

- Environment and Climate Change Canada (ECCC), National Environmental Emergencies Centre (NEEC)



- Meeting with the Federation of Canadian Municipalities (FCM), Policy and Research Manager



- ITOPF (2)



- Port Hardy Harbour Authority



- Association of Canadian Port Authorities (ACPA)



Participation in the Canadian delegation to the IOPC Funds' governing bodies



## JULY

Meeting with the Wei Wai Kum First Nation about a potential claim



## SEPTEMBER

Engagement trip to Vancouver:

- Participation as exhibitor at the trade show of the Union of BC municipalities conference



• Meetings (6) with:

– Clear Seas



– Boating BC Association



– Pacific Coast Fishermen's Mutual Marine Insurance



– Chamber of Shipping



– Vancouver Fraser Port Authority



– Steveston Harbour Authority



- Signature ceremony of an agreement with ITOPF



## OCTOBER

Participation at the Canadian Marine Pilots' Association Special Colloquium and meeting with Kitack Lim, the Secretary General of the United Nations' International Maritime Organization



Engagement trip to Vancouver Island:

- Presentation to government officials of the Province of British Columbia



• Meetings (4) with:

– Ladysmith Marina



– Ladysmith Maritime Society



– Nanaimo Port Authority



– City of Victoria



• Presentations (3) at the:



– Annual Meeting of the Oil Handling Facilities (OHFs), Quebec region



– Indigenous Advisory Monitoring Committee – Trans Mountain Pipeline Expansion project – Marine Shipping Subcommittee (MSSC)



– Pacific Coast Marine Advisory Review Panel (PACMAR) of the Western Marine Community Coalition



- Meeting with the Shipping Federation of Canada



## NOVEMBER

Presentations (3) at the:

- Fall 2023 Oceans Protection Plan (OPP) Dialogue Forum for the Pacific Region



- Boating BC Conference, Marina Night



- Nautical Institute British Columbia Branch (NIBC) members meeting



Participation in the Canadian delegation to the IOPC Funds' governing bodies



Attendance at the Canadian Marine Advisory Council (CMAC) Meeting



Meeting with the Council of Marine Carriers



Engagement trip in Halifax:

- Presentation at the Oceans Protection Plan (OPP) Marine Dialogue Forum for the Atlantic Region



- Guest lecture in the Maritime Law and Practice Class at the Dalhousie University Schulich School of Law



• Meetings with:

– Port of Halifax



– Halifax Regional Municipality (HRM)



Participation at the networking events (2) for the:

- 2023 Marine Day on the Hill



- Association of Canadian Port Authorities (ACPA) Holiday Reception



## DECEMBER

Presentations (3) at the:

- 35<sup>th</sup> Annual Maritime Law Seminar organized by Borden Ladner Gervais



- Canadian Bar Association (CBA) Maritime Law Section 2023 Fall Seminar



- Transport Canada's Co-Developing Community Response (CDCR) webinar



### Our employees giving back to the community

This year, our employees proudly supported the Ottawa Food Bank by contributing generously in making a tangible difference in the lives of those in need. During the Holiday Fund Drive, our staff individual contributions exceeded the goals set for both amount and non-perishable food collected, showcasing our dedication to making a positive impact in the community.



Ottawa Food Bank

# 2024

## JANUARY

Meeting with ITOPF



Attendance at the 2024 Salish Sea Strategy Symposium



Engagement trip in Prince Rupert:

- Presentation at the Harbour Authority of British Columbia (HAABC) Annual Seminar
- Meeting with the Prince Rupert Port Authority



## FEBRUARY

Meeting with ITOPF



Meeting with ECRC ~ SIMEC, one of Canada's four certified marine response organizations



## MARCH

Attendance at Transport Canada's Webinars on Marine Pollution



Meeting with Rugged Coast Research Society



Guest lecture in the Maritime Law Class at the Law School of the University of Ottawa



CCG photo of the *Watts-T-Use*

## 2. FINANCIAL REPORT

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In 2023-2024, the Fund collected \$14,499,506 in interest (compared to \$12,047,534 in 2022-2023). We also recovered \$291,145 from shipowners responsible for pollution, or from their insurers (compared to \$19,950 in 2022-2023).

Our interest revenue increased by \$2,451,972. Together, the Fund's total revenues for 2023-2024 were \$14,790,651 (compared to \$12,625,690 in 2022-2023). These include:

- The increase in the average rate of interest from 2.89% in 2022-2023 to 3.39% in 2023-2024.
- Nine recoveries in 2023-2024 compared to five in 2022-2023.

Our expenses were \$7,953,283 (compared to \$7,148,013 in 2022-2023), of which \$2,510,000 were operating expenses (compared to \$2,283,866 in 2022-2023):

- \$1,075,706 was paid for Canadian claims (including \$125,166 paid in statutory interest), compared to \$399,214 the previous year (including \$26,141 paid in statutory interest).
- The provision for claims under review increased by \$2,237,782 compared to \$3,995,043 last year due to the increased total dollar value of claims received but not yet processed at the end of the fiscal year (see note 4 of the attached Financial Statements).
- Operating expenses increased by \$226,134. Variances include:
  - A \$126,104 increase in legal fees;
  - A \$120,246 increase in the cost of salaries and benefits, including Administrator and Deputy Administrator fees;

- A \$67,577 increase in the cost of information technology services;
- A \$19,710 decrease in consulting fees for marine and engineering services and claims investigators;
- A \$99,691 decrease in general office, and administrative expenses;
- Additional minor variances for other costs.

At the end of the fiscal year, the Fund had an accumulated surplus of \$421,172,245 (compared to \$414,334,877 in 2022-2023).

The Auditor's Report is included in the attached Financial Statements.

**SHIP-SOURCE OIL POLLUTION FUND**

FINANCIAL STATEMENTS

MARCH 31, 2024

## SHIP-SOURCE OIL POLLUTION FUND

### TABLE OF CONTENTS

	PAGE
Independent Auditor's Report	1
Statement of Financial Position	3
Statement of Operations	4
Statement of Change in Net Financial Assets	5
Statement of Cash Flows	6
Notes to the Financial Statements	7
Additional Information	12

## INDEPENDENT AUDITOR'S REPORT

To the Administrator of  
Ship-source Oil Pollution Fund

### *Opinion*

We have audited the financial statements of the Ship-source Oil Pollution Fund (the Fund), which comprise the statement of financial position as at March 31, 2024, the statements of operations, change in net financial assets and cash flows for the year then ended, as well as a summary of significant accounting policies and other explanatory information.

In our opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Fund as at March 31, 2024, and the results of its operations and its cash flows for the year then ended, in accordance with Public Sector Accounting Standards.

### *Basis for Opinion*

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the "Auditor's Responsibilities for the Audit of the Financial Statements" section of our report. We are independent of the Fund in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

### *Emphasis of Matter – Budget figures*

As explained in Note 10 to the financial statements, budget figures are not disclosed in the financial statements, although it is required according to Public Sector Accounting Standards. Our opinion is not modified in respect of this matter.

### *Responsibilities of Management and Those Charged with Governance for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with Public Sector Accounting Standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Fund's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Fund or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Fund's financial reporting process.

**Marcil Lavallée**

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**MOORE**  
Un membre indépendant de  
Moore North America, Inc.  
An independent member  
of Moore North America, Inc.



### *Auditor's Responsibilities for the Audit of the Financial Statements*

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Fund's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Fund's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Fund to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

*Marcil Lavallée*

Chartered Professional Accountants, Licensed Public Accountants

Ottawa, Ontario  
May 29, 2024

# SHIP-SOURCE OIL POLLUTION FUND

## STATEMENT OF FINANCIAL POSITION

MARCH 31, 2024

3

	2024	2023
<b>FINANCIAL ASSETS</b>		
Balance of the account with Receiver General of Canada (Note 3)	\$ 429,640,334	\$ 420,707,683
Accrued interest receivable	1,186,324	1,021,916
International Oil Pollution Compensation Funds contributions receivable (Note 6)	-	109,017
Advances to the Fund for Railway Accidents Involving Designated Goods	305,476	202,872
<b>TOTAL FINANCIAL ASSETS</b>	<b>431,132,134</b>	<b>422,041,488</b>
<b>LIABILITIES</b>		
Accounts payable and accrued liabilities	293,708	281,865
Provision for claims under review (Note 4)	9,764,679	7,526,897
<b>TOTAL LIABILITIES</b>	<b>10,058,387</b>	<b>7,808,762</b>
<b>NET FINANCIAL ASSETS</b>	<b>421,073,747</b>	<b>414,232,726</b>
<b>NON-FINANCIAL ASSETS</b>		
Capital assets (Note 5)	98,498	102,151
<b>ACCUMULATED SURPLUS</b>	<b>\$ 421,172,245</b>	<b>\$ 414,334,877</b>

The statement of remeasurement gains and losses is not presented, as the Fund does not hold any financial instrument measured at fair value or arising from a foreign currency transaction for which no choice has been made under paragraph .19A of chapter SP 2601 - *Foreign currency translation*.

ORIGINAL SIGNED BY:

 \_\_\_\_\_, Administrator

# SHIP-SOURCE OIL POLLUTION FUND

## STATEMENT OF OPERATIONS

FOR THE YEAR ENDED MARCH 31, 2024

4

	2024	2023
<b>REVENUES</b>		
Interest	\$ 14,499,506	\$ 12,047,534
International Oil Pollution Compensation Funds – Previous years contributions refund (Note 6)	-	552,766
Recoveries related to claims and previously awarded settlements	291,145	25,390
	<b>14,790,651</b>	<b>12,625,690</b>
<b>CLAIMS</b>		
Increase of provision for claims under review	2,237,782	3,995,043
Payments made towards Canadian claims	975,656	262,593
Payments made under the expedited process for small claims	100,050	136,621
Interest on payments made towards Canadian claims	118,403	22,633
Interest on payments made under the expedited process for small claims	6,763	3,508
International Oil Pollution Compensation Funds Contributions (Note 6)	2,004,629	443,749
	<b>5,443,283</b>	<b>4,864,147</b>
	<b>9,347,368</b>	<b>7,761,543</b>
<b>OPERATING EXPENSES</b>		
Administrative services, salaries and office expenses (Schedule A)	1,565,706	1,541,408
Consulting fees (Schedule B)	305,899	325,609
Administrator and deputy administrator's fees	206,386	142,552
Rent	115,065	123,789
Travel	56,135	46,336
Legal fees	158,360	32,256
Audit fees	22,911	17,515
Amortization of capital assets	79,538	54,401
	<b>2,510,000</b>	<b>2,283,866</b>
<b>EXCESS OF REVENUES OVER EXPENSES</b>	<b>6,837,368</b>	<b>5,477,677</b>
<b>ACCUMULATED SURPLUS, BEGINNING OF YEAR</b>	<b>414,334,877</b>	<b>408,857,200</b>
<b>ACCUMULATED SURPLUS, END OF YEAR</b>	<b>\$ 421,172,245</b>	<b>\$ 414,334,877</b>

## SHIP-SOURCE OIL POLLUTION FUND

### STATEMENT OF CHANGE IN NET FINANCIAL ASSETS FOR THE YEAR ENDED MARCH 31, 2024

5

	2024	2023
<b>EXCESS OF REVENUES OVER EXPENSES</b>	<b>\$ 6,837,368</b>	<b>\$ 5,477,677</b>
Acquisition of capital assets	(75,885)	(77,686)
Amortization of capital assets	79,538	54,401
	<b>3,653</b>	<b>(23,285)</b>
<b>INCREASE IN NET FINANCIAL ASSETS</b>	<b>6,841,021</b>	<b>5,454,392</b>
<b>NET FINANCIAL ASSETS, BEGINNING OF YEAR</b>	<b>414,232,726</b>	<b>408,778,334</b>
<b>NET FINANCIAL ASSETS, END OF YEAR</b>	<b>\$ 421,073,747</b>	<b>\$ 414,232,726</b>

# SHIP-SOURCE OIL POLLUTION FUND

## STATEMENT OF CASH FLOWS FOR THE YEAR ENDED MARCH 31, 2024

6

	2024	2023
<b>OPERATING ACTIVITIES</b>		
Excess of revenues over expenses	\$ 6,837,368	\$ 5,477,677
<b>Adjustment for:</b>		
Amortization of capital assets	79,538	54,401
	<b>6,916,906</b>	<b>5,532,078</b>
<b>Net change in non-cash items related to operating activities:</b>		
Accrued interest receivable	(164,408)	(375,080)
International Oil Pollution Compensation Funds contributions receivable	109,017	(109,017)
Advances to the Fund for Railway Accidents Involving Designated Goods	(102,604)	(28,260)
Accounts payable and accrued liabilities	11,843	96,566
Provision for claims under review	2,237,782	3,995,043
	<b>2,091,630</b>	<b>3,579,252</b>
<b>INVESTMENT ACTIVITY</b>		
Acquisition of capital assets	(75,885)	(77,686)
<b>INCREASE IN BALANCE OF THE ACCOUNT WITH THE RECEIVER GENERAL FOR CANADA</b>		
	<b>8,932,651</b>	<b>9,033,644</b>
<b>BALANCE, BEGINNING OF YEAR</b>	<b>420,707,683</b>	<b>411,674,039</b>
<b>BALANCE, END OF YEAR</b>	<b>\$ 429,640,334</b>	<b>\$ 420,707,683</b>

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2024

7

### 1. GOVERNING STATUTES AND PURPOSE OF THE ORGANIZATION

The Ship-source Oil Pollution Fund (the Fund) was created on April 24, 1989 by amendments to the *Canada Shipping Act* and succeeded the Maritime Pollution Claims Fund. The Fund is governed by Part 7 of the *Marine Liability Act* (MLA) as modified by Statutes of Canada, 2009, Chapter 21.

### 2. SIGNIFICANT ACCOUNTING POLICIES

#### Basis of accounting

The financial statements are prepared in accordance with Treasury Board accounting policies which are consistent with Public Sector Accounting Standards.

#### Accounting estimates

The preparation of financial statements requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and the reported amounts of revenue and expenses for the periods covered. The primary estimate relates to the valuation of provision for claims under review. Actual amounts could differ from the estimates.

#### Revenue recognition

Interest income is recognized as revenue when it is earned. Recoveries related to previously awarded settlements are recognized when they are received.

#### Capital assets

Capital assets are recorded at cost. Capital assets are amortized over their estimated useful lives according to the straight-line method over the following periods:

Computer equipment	3 years
Furniture and equipment	10 years
Leasehold improvements	Remaining term of lease

#### Recognition of the provision for claims under review

Provisions for indemnification claims are estimated and recognized when a formal claim is submitted by the claimant and is duly received by the Fund.

#### Recognition of the contributions to the International Oil Pollution Compensation Funds

The Fund recognizes its contributions to the International Oil Pollution Compensation Funds when the contributions are determined and requested by the International Oil Pollution Compensation Funds.

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2024

8

### 2. SIGNIFICANT ACCOUNTING POLICIES (continued)

#### Foreign currency translation

Monetary assets and liabilities are translated at the exchange rate in effect at the balance sheet date. Other assets and liabilities are translated at the exchange rate in effect at the transaction date. Revenues and expenses are translated at the exchange rate in effect at the transaction date. Exchange gains and losses are included in the statement of earnings.

#### Financial instruments

Financial instruments are initially classified either as a financial instrument measured at cost or at amortized cost or as a financial instrument measured at fair value. Transactions that are non-contractual in their origin do not generate items considered to be financial instruments.

Financial assets measured at amortized cost include balance of the account with Receiver General of Canada, accrued interest receivable and advances to the Funds for Railway Accidents Involving Designated Goods.

Liabilities measured at amortized cost include accounts payable and accrued liabilities.

#### *Transaction costs*

Transaction costs attributable to financial instruments measured at fair value are recognized in operations in the period in which they are incurred. Transaction costs related to financial instruments measured at cost or amortized cost are recognized in the original cost of the instrument. When the instrument is measured at amortized cost, transaction costs are then recognized in operation over the life of the instrument using the effective interest rate method.

### 3. BALANCE OF THE ACCOUNT WITH THE RECEIVER GENERAL FOR CANADA

The cash balance of the Fund is held within the Consolidated Specified Purpose Accounts of the Government of Canada. Public Works and Government Services Canada acts as the custodian of this cash balance and Transport Canada performs the various transactions on behalf of the Fund. Interest is credited to the account in accordance with the provisions of the MLA at a rate based on a 5-year Government of Canada bond interest rate, calculated monthly. The interest rates varied between 2.79% and 3.93% during the year (2023: 2.46% and 3.28%). The average interest rate for the year ended March 31, 2024 was 3.39% (2023: 2.89%).

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2024

9

### 4. MEASUREMENT UNCERTAINTY

Due to uncertainties inherent to the claims review process, it is possible that the provision for claims under review is insufficient. Accordingly, a provision of \$9,764,679 (2023: \$7,526,897) for claims received prior to March 31, 2024 but not completely reviewed by that date has been calculated and recorded in the books. This provision is based on management's estimate and supported by claims payment historical data. All subsequent adjustments due to further investigation will be recognized in the year in which the claims are reviewed.

#### Provision for claims under review

As of March 31, 2024, the provision for claims under review was as follow:

- \$0 (2023: \$41,770) which represents the amount offered through formal offers and provisioned for claims received and currently under review;
- \$9,764,679 (2023: \$7,485,127) which represents the amount provided for on claims received not yet processed.

### 5. CAPITAL ASSETS

	Cost	Accumulated amortization	2024	2023
Computer equipment	\$ 374,056	\$ 298,885	\$ 75,171	\$ 49,163
Furniture and equipment	233,130	212,168	20,962	28,218
Leasehold improvements	642,200	639,835	2,365	24,770
	\$ 1,249,386	\$ 1,150,888	\$ 98,498	\$ 102,151

### 6. FINANCIAL INSTRUMENTS

#### Interest rate risk

The Funds is exposed to interest rate risk on its balance of the account with the Receiver General of Canada bearing interest at variable rates. A significant portion of the revenue is generated from interest earned on this account balance.

The terms of the interest-bearing financial instruments are detailed in Note 3.

In its opinion, the Fund is not exposed to any significant interest rate risk.

The effect on financial assets of an increase (decrease) in the interest rate by 1.00% during the year would have reduced (increased) the surplus by approximately \$4,251,740.



# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2024

10

### 7. CONTINGENCIES

The Ship-source Oil Pollution Fund may be required to make contributions to the International Oil Pollution Compensation Funds, for which the amount owing is determined by the International Oil Pollution Compensation Funds. The amounts contributed are used to pay compensation for claims arising under the jurisdiction of the contracting states to the International Oil Pollution Compensation Funds. The size of the contribution is contingent on the number of claims received by the International Oil Pollution Compensation Funds, resulting in varying levels of contributions from year to year. Given this volatility, it has been determined that this contribution cannot be reasonably estimated from year to year. The amount of the contribution is paid and recorded by the Ship-source Oil Pollution Fund once the contribution is determined and requested by the International Oil Pollution Compensation Funds. During the year ended March 31, 2024, the Fund was asked to contribute an amount of \$2,004,629 (2023: \$443,749) to the International Oil Pollution Compensation Funds. In the current year, the previous years contributions refund of \$552,776 was applied against 2024 contributions.

Starting December 18, 2018, the Ship-source Oil Pollution Fund no longer has a liability limit per claim. Furthermore, as of April 1, 2024, the Minister of Transport has the statutory power to impose a levy of 61.45 cents (2023: 59.14 cents) per metric tonne of "contributing oil" imported into or shipped from a place in Canada in bulk as cargo in a ship. Both the maximum liability and the levy are indexed annually to the consumer price index. No levy has been imposed since 1976.

In the normal course of its operations, the Fund may receive information about incidents that have occurred but for which no claims have been received. It is not possible for the Fund to determine the likeliness of a claim for any of these reported incidents. The Fund is also not able to assess the financial value of any such claims should they materialize. No provision related to these incidents is recognized in the financial statements. A provision is recognized when a claim is effectively received.

### 8. RELATED PARTY TRANSACTIONS

The Fund is related, as a component of the accounting framework of the Government of Canada, to all Government of Canada departments, agencies and Crown Corporations.

#### Rent

During the year, the Fund has paid \$176,201 (2023: \$185,722) to Public Works and Government Services Canada (PWGSC) for the use of office spaces of which a portion of \$61,136 (2023: \$61,934) is then charged to the Fund for Railway Accidents Involving Designated Goods. The Fund is committed to pay an annual minimum rent of \$176,201 to PWGSC for the rental of premises under a lease agreement expiring March 31, 2025. As a tenant, the Fund is also responsible to pay its share of escalation costs annually.

#### Accounting services

During the year, the Fund paid \$29,556 (2023: \$27,827) to Transport Canada for accounting services.

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2024

11

### 8. RELATED PARTY TRANSACTIONS (continued)

#### Other

During the year, the Fund recovered \$1,120,968 (2023: \$826,111) from the Fund for Railway Accidents Involving Designated Goods for the following operating expenses:

	2024	2023
Administrative services, salaries and office expenses	\$ 1,059,132	\$ 764,177
Rent	61,136	61,934
	\$ 1,120,268	\$ 826,111

### 9. SUBSEQUENT EVENTS

The Fund recognizes a provision for an indemnification claim when a formal and duly prepared claim is submitted by the claimant and is effectively received by the Fund. All claims received before March 31, 2024 were provided for in the financial statements. During the period from April 1, 2024 to May 1, 2024, the Fund has received additional claims totalling \$0. These claims are not provided for in the financial statements.

### 10. BUDGET

The Ship-source Oil Pollution Fund does not prepare an annual budget due to the nature of its operations.

# SHIP-SOURCE OIL POLLUTION FUND

## ADDITIONAL INFORMATION

FOR THE YEAR ENDED MARCH 31, 2024

12

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	2024	2023
<b>SCHEDULE A - ADMINISTRATIVE SERVICES, SALARIES AND OFFICE EXPENSES</b>		
Salaries and benefits	\$ 1,366,255	\$ 1,309,843
Office expenses	7,230	90,058
Information technology services	115,431	47,854
Telecommunications	4,526	5,042
Other administrative services	72,264	88,611
	<b>\$ 1,565,706</b>	<b>\$ 1,541,408</b>

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### SCHEDULE B – CONSULTING FEES

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Claims consultants and investigators	\$ 205,853	\$ 180,357
Special projects – management and expertise services	74,438	120,256
Graphic and multimedia services	25,608	24,996
	<b>\$ 305,899</b>	<b>\$ 325,609</b>


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# APPENDIX

## LIST OF INCIDENT REPORTS AND CLAIMS FILES IN 2023-2024

The index of cases provides additional information on each of the files of our 2023-2024 portfolio:

- Cases are listed by province and territory.
- The “Status” column indicates whether the file is open or closed.

- The type of oil is not always known or defined, especially at the incident report stage, i.e., before a claim is submitted.
- This icon refers to abandoned and derelict vessels. 


A summary of each of the cases listed below can be found on our website.

## Expedited Process for Small Claims


Incident	Claim submitted	Decision	Date Notice of Payment was issued	Date notice of overpayment was issued	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	(% offered vs claimed)			
<b>Newfoundland and Labrador</b>					
<b>Michael Marie III</b> 2022-04-09 Arnold's Cove Fishing vessel Diesel spill	\$16,800.89 2022-07-06 DFO/CCG	\$16,800.89 (100%)	2022-08-31	-	Open
<b>Nova Scotia</b>					
<b>Kraken</b> 2022-01-28 Lunenburg Pleasure craft No spill	 \$25,987.07 2023-01-26 DFO/CCG	\$25,987.07 (100%)	2023-03-16	-	Open
<b>Quebec</b>					
<b>Ale</b> 2022-12-17 Les Méchins Bulk carrier No spill	\$6,557.09 2023-12-15 DFO/CCG	\$6,557.09 (100%)	2024-02-23	-	Open
<b>Canary</b> 2022-11-23 Rivière Madeleine Bulk carrier No spill	\$2,921.47 2023-11-16 DFO/CCG	\$2,921.47 (100%)	2024-01-11	-	Open





Incident	Claim submitted	Decision	Date Notice of Payment was issued	Date notice of overpayment was issued	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	(% offered vs claimed)			
<b>Gaia</b> 2023-08-07 Sainte-Anne-des-Monts Pleasure craft No spill	\$3,003.13 2024-01-23 DFO/CCG	\$3,003.13 (100%)	2024-03-21	-	Open
<b>BBC Kwiatkowski</b> 2022-12-19 Pointe-aux-Trembles Cargo vessel No spill	\$30,322.98 2023-12-14 DFO/CCG	\$30,322.98 (100%)	2024-02-23	-	Open
<b>Le Plaisancier</b> 2022-08-25 Réal Bouvier Marina, Longeuil Passenger vessel Diesel spill	\$2,980 2023-08-11 DFO/CCG	\$2,980 (100%)	2023-10-16	-	Open
<b>L'Inséparable II</b> 2021-11-05 Rivière St-Maurice Pleasure craft No spill	\$15,947.60 2022-07-18 DFO/CCG	\$15,947.60 (100%)	2022-09-09	-	Open
<b>Patagonman</b> 2022-12-11 Sainte-Catherine Lock Bulk carrier No spill	\$3,387.66 2023-12-08 DFO/CCG	\$3,387.66 (100%)	2024-02-06	-	Open
<b>Unknown name</b> 2023-07-31 Trois-Rivières Pleasure craft Gasoline spill	\$4,907.93 2024-02-02 DFO/CCG	\$4,907.93 (100%)	2024-03-27	-	Open
<b>Ontario</b>					
<b>Dulce Vida</b> 2023-07-24 Cobourg Marina Pleasure craft Diesel spill	\$4,199.47 2024-02-26 DFO/CCG	Assessment ongoing	-	-	Open
<b>Night Runner</b> 2023-07-23 Lake Huron Yacht Club, Sarnia Pleasure craft Fuel and engine oil spill	\$3,277.96 2024-02-01 DFO/CCG	\$3,277.96 (100%)	2024-03-27	-	Open
<b>Omni Coastal</b> 2023-04-17 Tommy Thompson Park, Toronto Tug No spill	\$12,401.99 2024-01-29 DFO/CCG	Assessment ongoing	-	-	Closed

Incident	Claim submitted	Decision	Date Notice of Payment was issued	Date notice of overpayment was issued	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	(% offered vs claimed)			
<b>Serendipity Princess</b> 2022-12-25 Toronto Harbour Passenger vessel No spill	\$15,923.94 2023-12-21 DFO/CCG	Withdrawn 2024-01-17	-	-	Closed
<b>British Columbia</b>					
<b>Autumn Winds</b> 2021-07-15 Discovery passage Commercial fishing vessel No spill	\$9,266.96 2021-12-09 Nanwakolas Council Society	\$9,266.96 (100%)	2022-02-04	-	Open
<b>Content</b> 2023-04-15 Zeballos Fishing vessel No spill	\$6,510.54 2023-08-04 DFO/CCG	\$6,510.54 (100%)	2023-10-03	-	Open
<b>Hatta III</b> 2022-06-17 Port Renfrew Fishing vessel Diesel spill	\$8,753.49 2022-11-04 DFO/CCG	\$8,753.49 (100%)	2022-12-22	-	Open
<b>Iron Horse</b> 2023-12-14 Campbell River Harbour Converted tug Engine oil spill	\$861.60 2024-02-23 Campbell River Harbour Authority	Assessment ongoing	-		Open
<b>Lahaina Lady</b> 2022-01-08 Campbell River Pleasure craft Diesel spill	\$15,979.65 2022-12-13 DFO/CCG	\$15,979.65 (100%)	2023-02-09	-	Open
<b>Marquita</b> 2022-06-18 Gabriola Island Unknown No spill	\$18,188.00 2022-10-25 DFO/CCG	\$18,188 (100%)	2022-12-14	-	Open
<b>Michelle Marie</b> 2022-08-05 Prince Rupert Fishing vessel No spill	\$33,122.43 2023-07-19 DFO/CCG	\$33,122.43 (100%)	2023-09-14	-	Open
<b>Moonlight</b> 2022-01-06 Port Hardy Fishing vessel Diesel spill	\$7,906.29 2022-08-18 DFO/CCG	\$7,906.29 (100%)	2022-10-12	-	Open

Incident	Claim submitted	Decision	Date Notice of Payment was issued	Date notice of overpayment was issued	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	(% offered vs claimed)			
<b>Mystery spill</b> 2023-12-22 Campbell River Harbour Unknown Fuel spill	\$3,260.20 2024-02-23 Campbell River Harbour Authority	Assessment ongoing	-	-	Open
<b>Unknown name</b> 2020-01-03 Sicamous Houseboat Pleasure craft Diesel spill	\$6,941.10 2020-12-02 DFO/CCG	\$4,402.99 (63%)	2021-02-01	2021-06-17	Open
<b>Unknown name</b> 2022-10-19  Tofino Fishing vessel No spill	\$19,152.02 2023-01-12 DFO/CCG	\$19,152.02 (100%)	2023-03-13	-	Open






## General Claims Process and Incident Reports




Incident	Claim submitted	Decision	Recovery	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	Amount offered (% offered vs claimed) Date of decision	Amount recovered Date of recovery	
<b>Newfoundland and Labrador</b>				
<b>Alaskaborg</b> 2022-02-10 Off the South Coast Cargo ship Heavy fuel spill	-	-	-	Open
<b>Baffin Sound</b> 2015-06-23  St. Anthony Fishing vessel No spill	\$22,185.86 2015-12-09 DFO/CCG	\$22,185.86 (100%) 2016-02-25	Recovery efforts ongoing	Open
<b>BBC Oregon</b> 2019-06-30 Bay Bulls Cargo ship No spill	-	-	-	Open
<b>Captain Earl W. Winsor</b> 2024-01-31 Springdale Passenger vessel No spill	-	-	-	Open

Incident	Claim submitted	Decision	Recovery	Status
Ship name Date of incident Location Ship type Incident details	Amount claimed Date of submission Name of claimant	Amount offered (% offered vs claimed) Date of decision	Amount recovered Date of recovery	
<b>Comanche</b> 2022-03-10 Placentia Bay Bulk Carrier No spill	-	-	-	Open
<b>Danielle and Mark</b> 2020-02-10 Old Bonaventure Fishing vessel No spill 	\$47,073.08 2021-06-03 DFO/CCG	\$30,397.23 (64.6%) 2021-09-08	Recovery efforts ongoing	Open
<b>Executioner</b> 2021-12-09 St. John's Fishing vessel No spill	-	-	-	Open
<b>Françoise</b> 2017-09-21 Clarenceville Fishing vessel No spill 	\$446,196.96 2019-09-12 DFO/CCG	\$73,908.57 (16.56%) 2020-06-10	\$55,431.41 2024-03-05	Closed
<b>G. J. Emma II</b> 2020-11-23 Flower's Cove Fishing vessel Diesel	\$11,465.98 2022-10-25 DFO/CCG	\$11,137.62 (97.14%) 2022-12-20	\$11,964.73 2023-12-14	Closed
<b>Hamilton Banker</b> 2019-11-20 Colliers Fishing vessel Unknown 	\$2,016,227.22 2022-10-05 DFO/CCG	Assessment ongoing	-	Open
<b>Jana Desgagnes</b> 2019-03-21 Port aux Basques Tanker Unknown	\$89,286.59 2023-02-28 DFO/CCG	\$30,751.98 (34%) 2024-01-12	-	Open
<b>Jennifer Holly</b> 2019-04-01 Main Brook Fishing vessel Fuel, base oil, hydraulic oil spill 	\$76,171.64 2019-10-28 DFO/CCG	\$72,939.19 (95.76%) 2020-03-06	\$300 2024-02-29	Open
<b>Lucas &amp; Rebecca</b> 2017-07-01 Bay of Islands Fishing vessel No spill	\$17,744.64 2017-11-03 DFO/CCG	\$17,744.64 (100%) 2017-12-13	Recovery efforts ongoing	Open
<b>Marc Olivier</b> 2022-05-07 Port aux basques Fishing vessel No spill	\$14,791.11 2023-06-22 DFO/CCG	\$12,544.68 (85%) 2023-10-04	Recovery efforts ongoing	Open







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<b>Michael Marie III</b> 2022-04-09 Arnold's Cove Fishing vessel Diesel spill	\$4,681.58 2022-04-28 Harbour Authority of Arnold's Cove	\$4,681.58 (100%) 2022-06-23	Recovery efforts ongoing	Open
<b>MSC Kim</b> 2022-03-09 Port au Port Cargo ship No spill	-	-	-	Open
Mystery spill 2020-06-08 Postville Kerosene spill	\$32,650.70 2021-12-01 DFO/CCG	\$28,484.86 (87.24%) 2022-10-14	Recovery efforts ongoing	Open
<b>Pa Boy</b> 2020-06-24 Norris Point Fishing vessel Gasoline spill	\$5,867.59 2022-05-02 DFO/CCG	\$2,366.38 (40.33%) 2022-10-07	\$2,000 2023-07-31	Closed
<b>Sikuk</b> 2017-09-21 Clareville Fishing vessel No spill	\$130,208.34 2019-03-01 DFO/CCG	\$79,826.14 (61.30%) 2020-06-10	\$55,000 2024-02-07	Closed
<b>Sweven</b> 2019-03-12 St. John's Pleasure craft No spill	\$6,134.57 2021-03-11 DFO/CCG	\$6,134.57 (100%) 2021-04-23	Recovery efforts ongoing	Open
<b>Unknown name</b> 2021-11-02 Valleyfield, Bonavista Bay Fishing vessel Diesel spill	\$29,967.86 2022-11-16 DFO/CCG	\$15,969.89 (53%) 2023-05-18	Recovery efforts ongoing	Open
<b>Unknown name</b> 2020-01-17 Cupids Pleasure craft Diesel spill	\$14,826.38 2021-06-15 DFO/CCG	\$14,766.79 (99.6%) 2021-09-01	Recovery efforts ongoing	Open
<b>Nova Scotia</b>				
<b>Cormorant</b> 2015-02-27 Bridgewater Ex-military Hydraulic oil spill	\$549,581.18 2015-11-02 DFO/CCG	\$515,267.25 (93.76%) 2016-03-29	\$375,000.00 2022-01-06	Open
<b>Cormorant</b> 2019-07-15 Bridgewater Ex-military No spill	-	-	-	Open




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<b>Emma Marie</b> 2022-03-18 Country Island Fishing vessel No spill	\$70,613.53 2024-03-15 DFO/CCG	Assessment ongoing	-	Open
<b>Farley Mowat</b> 2015-06-24 Shelburne Research Ship Spill 	\$47,598.78 2017-06-23 Town of Shelburne	\$43,641.94 (91.69%) 2017-07-18	Recovery efforts ongoing	Open
<b>Farley Mowat</b> 2015-06-24 Shelburne Research Ship Spill 	\$814,815.05 2016-01-18 DFO/CCG	\$813,316.15 (99.82%) 2016-06-29	Recovery efforts ongoing	Open
<b>Hydra Mariner</b> 2021-01-17 Dartmouth Ex-fishing vessel Unknown Spill 	\$2,543,803.16 2023-01-05 DFO/CCG	Assessment ongoing	-	Open
<b>Northern Tip</b> 2021-11-30 Sydport Wharf, Sydney Fishing vessel Fuel oil spill	\$116,108.60 2023-10-16 DFO/CCG	Assessment ongoing	-	Open
<b>Primo</b> 2021-02-08 Lunenburg Fishing vessel No spill 	\$38,067.07 2023-01-11 DFO/CCG	\$17,577.12 (46%) 2023-07-05	Recovery efforts ongoing	Open
<b>Robert &amp; Marilyn</b> 2021-09-25 Iona Fishing vessel No spill	\$56,268.88 2023-06-22 DFO/CCG	\$2,062.04 (4%) 2023-11-15	Recovery efforts ongoing	Open
<b>Ryan Atlantic II</b> (formerly <i>Cape Rouge</i> ) 2014-03-10 Bridgewater Ex-fishing vessel Spill	\$362,575.38 2014-06-30 DFO/CCG	\$358,117.79 (98.77%) 2015-03-19	Recovery efforts ongoing	Open
<b>Stephanie &amp; Darrel</b> 2007-04-11 Shelburne Fishing vessel Fuel and hydraulics spill 	\$13,627.73 2008-02-09 DFO/CCG	\$13,627.73 (100%) 2008-05-13	Recovery efforts ongoing	Open





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<b>Unknown name</b> 2022-11-19 Northwest Arm, Halifax Fishing vessel Engine oil spill 	\$15,921.55 2024-03-13 DFO/CCG	Assessment ongoing	-	Open
<b>New Brunswick</b>				
<b>L'Épaulard</b> 2018-11-04 Blacks Harbour Fishing vessel Diesel spill	\$7,821.73 2020-11-03 DFO/CCG	\$7,674.80 (98%) 2021-01-26	Recovery efforts ongoing	Open
<b>Jenkins Pride</b> 2022-01-20 Beaver Harbour Fishing vessel Fuel oil spill 	\$36,153.24 2024-01-16 DFO/CCG	Assessment ongoing	-	Open
<b>SBI Carioca</b> 2017-10-11 Belledune Bulk carrier No spill	-	-	-	Closed
<b>Quebec</b>				
<b>Celebrity 180 &amp; Baja</b> 2018-09-13 Quai Paquet, Lévis Pleasure craft No spill	\$3,113.40 2023-09-12 DFO/CCG	Rejected 2024-01-31	-	Open
<b>Éclipse des Mers</b> 2021-06-04 Golfe du Saint-Laurent, Île d'Anticosti Fishing vessel No spill	\$1,592.75 2023-06-23 DFO/CCG	\$1,592.75 (100%) 2023-11-28	Recovery efforts ongoing	Open
<b>Kathryn Spirit</b> 2013-09-19 Lac St. Louis, Beauharnois Bulk Carrier No spill 	\$25,731,208.24 2021-05-04 DFO/CCG	-	-	Open
<b>Mystery spill</b> 2021-08-26 Port of Quebec Fuel oil spill	\$4,720.60 2023-08-23 DFO/CCG	\$4,720.60 (100%) 2024-03-08	Recovery efforts ongoing	Open
<b>Norman McLeod</b> 2018-08-08 Lanoraie Tanker No spill	\$8,157.21 2023-08-08 DFO/CCG	\$7,124.36 (87%) 2023-11-28	Recovery efforts ongoing	Open

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<b>Réjane</b> 2020-10-09 Rapides du Cheval Blanc, Rivière des Prairies Tug No spill	\$3,428.93 2021-04-13 DFO/CCG	\$3,441.79 (100%) 2021-08-08	Recovery efforts ongoing	Open
<b>Umiavut</b> 2018-08-12 Lac Saint-Pierre Cargo vessel No spill	\$31,072.39 2023-08-10 DFO/CCG	\$17,395.61 (56%) 2024-03-11	-	Open
<b>Wilf Seymour</b> 2018-11-27 Canal de Beauharnois Tug No spill	\$3,893.03 2023-11-10 DFO/CCG	\$3,893.03 (100%) 2024-02-07	Recovery efforts ongoing	Open
<b>Ontario</b>				
<b>Lakefront Property</b> 2022-03-12 Bridgeview Marina St. Clair River, Sarnia Pleasure craft Gasoline spill	\$41,477.27 2023-08-31 DFO/CCG	\$41,477.27 (100%) 2024-02-27	Recovery efforts ongoing	Open
<b>SEA-Q-TI</b> 2021-02-08 Humber Bay Park, Toronto Pleasure craft No spill	\$35,614.93 2021-11-08 DFO/CCG	\$19,994.18 (56.14%) 2022-10-11	Recovery efforts ongoing	Open
<b>Unknown name</b> 2021-04-13 Bluffer's Park, Toronto Pleasure craft No spill	\$9,982.18 2021-10-13 DFO/CCG	\$2,294.64 (23%) 2022-02-16	Recovery efforts were made	Closed
<b>Unknown name</b> 2023-05-19 Lake Manitowabing Pleasure craft Gasoline spill	-	-	-	Open
<b>Unknown name</b> 2021-05-03 Shiloh Park Campground and Marina, Wallaceburg Pleasure craft Gasoline spill	\$8,350.13 2023-05-02 DFO/CCG	\$6,983.10 (84%) 2023-08-10	Recovery efforts ongoing	Open
<b>Wendy K</b> 2020-09-03 Mooretown Pleasure craft Diesel spill	\$280,143.90 2022-09-02 DFO/CCG	\$254,024.16 (91%) 2023-07-12	Recovery efforts ongoing	Open







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<b>British Columbia</b>				
<b>Alaska Plaza and Sea Lander</b> 2020-12-24 Port McNeil Barge Diesel spill	-	-	-	Open
<b>Aleutian Isle</b> 2022-08-13 San Juan Island, WA, USA Fishing vessel Diesel spill	-	-	-	Open
<b>Astronaut</b> 2022-12-06 Rushbrook Harbour, Prince Rupert Fishing vessel Diesel spill	\$45,794.20 2023-11-27 Port Edward Harbour Authority	Assessment ongoing	-	Open
<b>Atanook</b> 2018-10-07 Ganges Harbour Sailing vessel (pleasure craft) No spill	\$19,017.43 2020-10-05 DFO/CCG	\$4,905.93 (25.80%) 2020-12-24	Recovery efforts ongoing	Open
<b>Barges King Arthur &amp; SL 104</b> 2016-04-10 Mamquam Blind Channel Barge No spill	\$819,134.67 2018-04-04 DFO/CCG	\$814,012.78 (99.37%) 2018-10-31	Recovery efforts ongoing	Open
<b>Beldis</b> 2022-01-28 Garden Bay, Pender Harbour Pleasure craft Fuel oil spill	\$89,679.37 2023-12-14 DFO/CCG	Assessment ongoing	-	Open
<b>Bert</b> 2023-07-28 Fraser River Barge Fuel oil spill	-	-	-	Open
<b>Big T</b> 2020-07-15 Victoria Ex-fishing vessel No spill	\$29,006.18 2022-07-11 DFO/CCG	\$22,868.59 (79%) 2023-02-21	Recovery efforts were made	Closed
<b>Blue Pacific No.1</b> 2016-12-28 Salt Spring Island Ex-fishing vessel Fuel oil spill	\$132,339.06 2018-10-09 DFO/CCG	\$114,129.56 (86.24%) 2019-01-23	Recovery efforts ongoing	Open
<b>Callie Belle</b> 2020-07-28 Oak Bay Pleasure craft Diesel spill	\$42,247.10 2022-07-11 DFO/CCG	\$11,945.61 (28%) 2023-03-03	Recovery efforts were made	Closed

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<b>Central Isle</b> 2016-06-01 French Creek Ex-fishing vessel No spill	\$25,035.02 2018-02-20 DFO/CCG	\$24,108.07 (96.30%) 2018-04-04	Recovery efforts ongoing	Open
<b>Chinootka</b> 2021-12-25 Tahsis Barge Diesel spill 	\$1,102,254.90 2023-12-14 DFO/CCG	Assessment ongoing	-	Open
Darrell Bay Incident 2018-12-20 Darrell Bay, Squamish Ex-fishing vessels, pleasure craft, ex-tug Diesel spill 	\$202,213.22 2020-12-17 DFO/CCG	\$43,721.14 (21.6%) 2021-05-10	Recovery efforts ongoing	Open
<b>Elva M II</b> 2016-11-05 Richmond Fishing vessel Spill	\$7,649.63 2017-02-09 Steveston Harbour Authority	\$7,649.63 (100%) 2017-02-22	\$3,266.46 2019-07-01	Open
	\$46,351.57 2017-02-28 DFO/CCG	\$46,351.57 (100%) 2017-03-31		Open
<b>Europe</b> 2023-01-21 English Bay, Vancouver Container ship Unknown Spill	-	-	-	Open
<b>Foss 153</b> 2020-04-22 Haida Gwaii Barge Diesel spill	-	-	-	Closed
<b>Go-Getter</b> 2019-12-02 Port Hardy Fishing vessel Diesel spill 	\$12,623.68 2021-11-24 DFO/CCG	\$2123.68 (17%) 2022-02-18	Recovery efforts were made	Closed
<b>Island Bay</b> 2022-09-10 Carpenter Bay Passenger vessel No spill	-	-	-	Open
<b>Jolly Roger</b> 2021-02-02 Flores Island Fishing vessel Unknown 	\$88,472.09 2023-01-17 DFO/CCG	\$18,845.22 (21%) 2023-07-05	Recovery efforts ongoing	Open

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<b>Knot</b> 2021-09-26 Todd Inlet, South Saanich Diesel spill	-	-	-	Open
<b>Lady Candy</b> 2022-01-01 Bella Coola Fishing vessel	-	-	-	Open
<b>Lurch</b> 2020-11-09 Vancouver Fishing vessel Diesel spill 	\$84,205.61 2022-10-24 DFO/CCG	\$55,087.42 (65%) 2023-04-13	Recovery efforts ongoing	Open
<b>Maggie Mae</b> 2022-11-04 Discovery Harbour Marina, Campbell River Pleasure craft Diesel spill	\$104,739.19 2023-08-25 DFO/CCG	Assessment ongoing	-	Open
<b>Maipo River</b> 2023-07-26 Port of Nanaimo Bulk carrier Fuel oil	-	-	-	Open
<b>Maverick IV</b> 2018-10-05 Cowichan Bay Pleasure craft No spill 	\$52,522.44 2020-09-24 DFO/CCG	\$18,905.55 (36%) 2020-12-17	Recovery efforts ongoing	Open
<b>Mini Fusion</b> 2020-10-28 Doctor Bay, Desolation Sound Cargo Spill 	\$1,083,551.42 2022-10-24 DFO/CCG	\$88,878.11 (8%) 2023-07-27	Recovery efforts ongoing	Open
<b>Mistann</b> 2011-10-14 Prince Rupert Fishing vessel Diesel spill	\$113,787.48 2012-04-26 DFO/CCG	\$100,462.51 (88%) 2012-09-12	\$18,080.42 2017-05-05	Open
<b>Nathan E. Stewart</b> 2016-10-13 Seaforth Channel, Bella Bella Tug Diesel fuel and lube oil spill	Not yet set. 2019-10-11 Heiltsuk Tribal Council (HTC)	-	-	Open
<b>Nika</b> 2017-05-12 Campbell River Ex-fishing vessel Diesel spill	\$23,646.38 2019-03-26 DFO/CCG	\$22,720.29 (96%) 2019-05-01	Recovery efforts ongoing	Open


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<b>Noelani</b> 2020-08-09 Fraser River Pleasure craft Diesel spill	\$44,871.15 2022-07-29 DFO/CCG	\$18,901.64 (42%) 2023-02-10	Recovery efforts ongoing	Open
<b>Ocean Tribune</b> 2020-12-25 Steveston Fishing vessel Diesel spill 	\$130,411.28 2022-11-23 DFO/CCG	\$83,475.93 (64%) 2023-11-14	Recovery efforts ongoing	Open
<b>Orca G</b> 2021-12-21 Ladysmith Fishing vessel Diesel spill 	\$89,037.95 2023-06-21 DFO/CCG	\$18,691.87 (21%) 2024-03-21	-	Open
<b>Pacific Poet</b> 2021-12-24 Oak Bay Pleasure craft No spill	-	-	-	Open
<b>Princeton 1</b> 2021-02-10 Alert Bay Pleasure craft Diesel spill	\$262,683.11 2023-02-02 DFO/CCG	\$158,197.04 (60%) 2023-12-13	Recovery efforts ongoing	Open
<b>Red Fir #9</b> 2019-10-25 Kitsilano Base, English Bay Pleasure craft, ex-tug No spill	\$37,526.55 2021-10-06 DFO/CCG	\$15,058.53 (40%) 2022-01-31	Recovery efforts were made	Closed
<b>Rnooknoo</b> 2021-08-03 Cooper's Cove Sooke Basin Ex-naval vessel Diesel spill	\$260,696.94 2023-06-13 DFO/CCG	\$31,221.45 (12%) 2024-03-27	-	Open
<b>Rolano</b> 2019-02-10 Cortes Island Passenger Vessel No spill 	\$248,265.04 2021-02-02 DFO/CCG	\$71,058.05 (28%) 2021-09-28	\$85,043.15 2024-01-23	Closed
<b>Salerosa</b> 2017-02-06 Oak Bay Ferro cement sailboat Diesel spill	\$62,673.20 2019-02-01 DFO/CCG	\$8,254.51 (13%) 2019-04-11	Recovery efforts ongoing	Open
<b>Salish Guardian</b> 2019-07-24 Goat Island, Ganges Pleasure craft No spill 	\$98,810.32 2021-07-20 DFO/CCG	\$38,662.05 (39%) 2021-11-29	Recovery efforts ongoing	Open



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<b>San Jolyne III</b> 2018-10-19 Dusenbury Island, Pender Harbour Fishing vessel Fuel oil spill		\$181,475.67 2020-10-16 DFO/CCG	\$127,118.46 (70%) 2021-08-18	Recovery efforts ongoing	Open
<b>Santa Rita</b> 2022-06-28 Goldstream Marina Tug Diesel spill		\$3,224.76 2022-07-12 Pauquachin First Nation	\$3,224.76 (100%) 2022-08-26	Recovery efforts ongoing	Open
<b>Scotch Cap</b> 2020-11-03 Port Edward Fishing vessel No spill		\$229,645.64 2022-10-31 DFO/CCG	Assessment ongoing	-	Open
<b>Sea Lion VI</b> 2021-12-24 Maple Bay Tug No spill		-	-	-	Open
<b>Sea-Que</b> 2016-09-20 Sidney Motor vessel No spill		\$18,730.67 2018-08-02 DFO/CCG	\$18,730.67 (100%) 2018-09-21	Recovery efforts ongoing	Open
<b>Seal Rock</b> 2019-04-04 Saturna Island Pleasure craft No spill		\$51,805.59 2021-03-15 DFO/CCG	\$13,390.66 (26%) 2021-06-25	Recovery efforts ongoing	Open
<b>Silver Grizzly</b> 2022-01-01 Bella Coola Fishing vessel Diesel spill		\$246,061.73 2023-12-21 DFO/CCG	Assessment ongoing	-	Open
<b>Spudnik</b> 2014-11-12 Howe Sound, Squamish Tug Spill		\$149,043.60 2016-04-28 DFO/CCG	\$131,064.45 (88%) 2016-07-26	Recovery efforts ongoing	Open
<b>Spudnik</b> 2020-01-06 Surrey Tug No spill		-	-	-	Open
<b>Stormlander</b> 2021-11-27 Hecate Channel, Tahsis Narrows Fishing vessel Fuel oil spill		\$284,064.47 2023-11-09 DFO/CCG	Assessment ongoing	-	Open

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<b>Theresa N</b> 2018-09-08 Bamfield Fishing vessel Diesel spill	\$28,637.28 2020-07-24 DFO/CCG	\$28,656.55 (100%) 2020-10-22	Recovery efforts ongoing	Open
<b>Trailer Princess</b> 2022-02-14 Duncan Bay, north of Campbell River Barge Unknown	\$5,462,522.84 2024-02-09 DFO/CCG	Assessment ongoing	-	Open
<b>Tracy Isle</b> 2021-04-04 Kitimat Bay Ex-fishing vessel Fuel spill	\$118,155.63 2023-02-16 DFO/CCG	\$99,459.13 (84%) 2023-10-05	Recovery efforts ongoing	Open
<b>Tymac No. 20</b> 2017-09-12 Sydney Tug Diesel spill	\$36,177.31 2019-07-09 DFO/CCG	\$26,786.87 (74%) 2019-08-29	Recovery efforts ongoing	Open
<b>Unknown name</b> 2021-12-24 Ladysmith Pleasure craft No spill	\$61,856.62 2023-06-28 DFO/CCG	\$10,064.20 (16%) 2024-03-12	-	Open
<b>Unknown name</b> 2022-12-01 Mark Bay Sailboat No spill	\$3,494.92 2023-03-08 Snuneymuxw First Nation Marine Division	\$3,058.08 (87%) 2023-05-19	-	Closed
<b>Unknown name</b> 2020-11-23 Parksville Barge Diesel spill	-	-	-	Open
<b>Unknown name</b> 2017-11-25 Campbell River Converted fishing trawler No spill	\$26,640.92 2019-09-30 DFO/CCG	\$23,505.95 (88%) 2020-04-27	Recovery efforts ongoing	Open
<b>Unknown name</b> 2023-06-01 Port Alberni Converted pleasure craft Fuel oil spill	-	-	-	Open
<b>Unknown name</b> 2019-03-07 Port Mellon Deck barge No spill	\$396,954.40 2021-02-26 DFO/CCG	\$57,102.91 (14%) 2021-10-20	Recovery efforts ongoing	Open

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<b>Unknown name</b> 2021-12-07 Trevor channel Service ship (workboat) No spill	-	-	-	Open
<b>Unknown name</b> 2022-01-13 Bedford Channel Pleasure craft Fuel oil spill	\$92,854.64 2023-12-06 DFO/CCG	Assessment ongoing	-	Open
<b>Viking I</b> 2016-08-10 Nanaimo Fishing vessel Oil and potential fuel spill	\$31,458.19 2017-05-03 Nanaimo Port Authority	\$29,432.92 (94%) 2017-08-30	Recovery efforts ongoing	Open
	\$128,246.91 2018-02-20 DFO/CCG	\$128,246.91 (100%) 2018-04-24		Open
<b>Watts-T-Use</b> 2021-12-26 Britannia Beach Other Diesel spill	\$883,997.70 2023-08-22 DFO/CCG	Assessment ongoing	-	Open
<b>Western Breeze</b> 2019-07-10 Steveston Harbour Ex-fishing vessel Diesel spill	\$147,492.93 2021-07-06 DFO/CCG	\$92,091.89 (62.44%) 2022-08-11	\$76,964.32 2023-05-10	Closed
<b>Western Carrier</b> 2023-04-20 Chancellor Channel Barge Diesel spill	-	-	-	Open
<b>Western Chief</b> 2019-06-24 Miner's Bay, Mayne Island Seiner (fishing vessel) No spill	\$22,528.61 2021-06-14 DFO/CCG	\$16,498.07 (73%) 2021-10-28	\$1,000 2023-05-16	Open
<b>West Island 395</b> 2018-09-08 Haida Gwaii Lodge barge Spill	\$1,857,314.06 2019-01-14 Haida Tourism Limited Partnership (Haico)	Claim was dismissed	Recovery efforts ongoing	Open
	\$64,697.02 2020-09-01 DFO/CCG	\$36,521.88 (56%) 2021-02-25		Open
	\$114,463.99 2020-07-29 BC Ministry of Environment and Climate Change Strategy	\$72,996.90 (64%) 2021-03-31		Open

<b>Incident</b>		<b>Claim submitted</b>	<b>Decision</b>	<b>Recovery</b>	
<b>Ship name</b> <b>Date of incident</b> <b>Location</b> <b>Ship type</b> <b>Incident details</b>		<b>Amount claimed</b> <b>Date of submission</b> <b>Name of claimant</b>	<b>Amount offered (% offered vs claimed)</b> <b>Date of decision</b>	<b>Amount recovered</b> <b>Date of recovery</b>	<b>Status</b>
<b>White Orca</b> 2017-11-15 Ladysmith Pleasure craft Spill 		\$63,404.86 2019-09-24 DFO/CCG	\$49,005.97 (77%) 2019-12-20	Recovery efforts ongoing	Open
<b>Zidell Marine 277 &amp; Jake Shearer</b> 2017-11-26 Goose Island Tug and barge No spill		-	-	-	Open
<b>Zodiac Light</b> 2018-02-15 Kitamaat Village Fishing vessel Diesel spill		\$176,462.73 2020-01-15 DFO/CCG	\$133,879.10 (76%) 2020-06-01	Recovery efforts ongoing	Open
		\$14,028.00 2020-02-12 Haisla Nation Council	\$14,028.00 (100%) 2020-03-26		Open
<b>Nunavut</b>					
<b>Akademik Ioffe</b> 2018-08-24 Kugaaruk Passenger vessel No spill		-	-	-	Open