

2024  
2025

# ANNUAL REPORT



Ship and Rail  
Compensation Canada  
Ship Fund



About the cover page: *Old Chum*, Canadian Coast Guard (CCG)

In November 2022, the vessel *Old Chum* sank close to Mars Island in the Broughton Archipelago Marine Provincial Park, British Columbia. In November 2024, the CCG submitted a claim to us for \$157,516.

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Suite 830, 180 Kent Street

Ottawa ON K1A 0N5

Canada

Tel.: 1-866-991-1727

Fax.: 613-990-5423

[www.ship-rail.gc.ca/ship](http://www.ship-rail.gc.ca/ship)

[info@sr-nr.gc.ca](mailto:info@sr-nr.gc.ca)

The Honourable Chrystia Freeland, P.C., M.P.  
Minister of Transport and Internal Trade  
Ottawa, Ontario  
K1A 0N5

Dear Minister:

Pursuant to section 121 of the *Marine Liability Act*, I am pleased to present 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, 2025.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Caroline Healey', written in a cursive style.

Caroline Healey, LL.B., J.D., MBA  
Administrator  
Ship and Rail Compensation Canada – Ship Fund

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# Message from the new Administrator

It is a privilege to serve as the new Head of Ship and Rail Compensation Canada, and Administrator of both the Ship Fund and the Rail Fund. I am honoured to take on this important role and extend my sincere thanks to my predecessor, Mark A.M. Gauthier, for his dedicated leadership and service.

With over two decades of experience in the transportation industry, including senior leadership positions at VIA Rail, the Railway Association of Canada (RAC), and Genesee & Wyoming, I look forward to leveraging my network and knowledge to foster strong collaboration with the maritime sector, all levels of government and communities along waterways.

As a lawyer who has worked at several major national law firms specializing in corporate, commercial, and transportation law, I will apply my deep understanding of the Canadian liability and compensation regime to support and strengthen our mission.

As I begin this new chapter, my focus will remain on improving access to justice and enhance our preparedness to ensure those impacted receive the compensation they deserve. Our commitment remains clear: to deliver fair and timely compensation while removing the financial burden on taxpayers and upholding the polluter pays principle.



Together with our dedicated team, I look forward to advancing our mandate with transparency, integrity, and care.

A handwritten signature in black ink, appearing to read 'Caroline Healey'.

**Caroline Healey, LL.B., J.D., MBA**  
Administrator  
Ship and Rail Compensation Canada –  
Ship Fund

# Ship and Rail Compensation Canada

In October 2024, we launched Ship and Rail Compensation Canada. It is Canada's central hub for anyone affected by oil spills from ships or boats and major railway accidents involving crude oil.

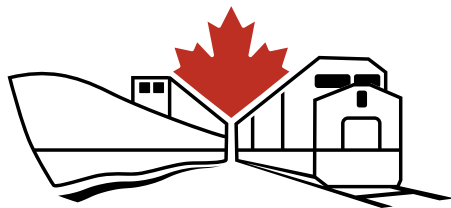
It is an independent federal office managing two funds: the Ship Fund and the Rail Fund.

A cornerstone of this initiative is the launch of the new website, designed to be the central point of contact and information for claimants and key stakeholders: [www.ship-rail.gc.ca](http://www.ship-rail.gc.ca).

This significantly boosted our outreach and awareness efforts, which are essential to fulfilling our mission of providing compensation and improving emergency preparedness.

Ship and Rail Compensation Canada is led and managed by the Administrator, Caroline Healey. Each Fund also has a Deputy Administrator, who reports to Ms. Healey.

- Caroline Healey succeeded Mark A.M. Gauthier on March 31, 2025. Mark A.M. Gauthier left his position to enjoy a well-deserved retirement after serving as Administrator since April 2023 following five years of service as Deputy Administrator.
- Chiamaka Mọgọ, Deputy Administrator, Ship Fund, left the organization on March 21, 2025, to pursue a new professional opportunity.



**Ship and Rail  
Compensation Canada**  

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**Ship Fund**

## About the Ship Fund

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

We are committed to supporting access to justice. Our goal is to provide fair and timely compensation while removing the financial burden on taxpayers. Claimants who come to us do not need to hire a lawyer or go to court.

Canada's compensation regime is based on two principles:

- First, shipowners are responsible for oil pollution incidents involving their ships and boats. Fault or negligence does not 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. 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).

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.

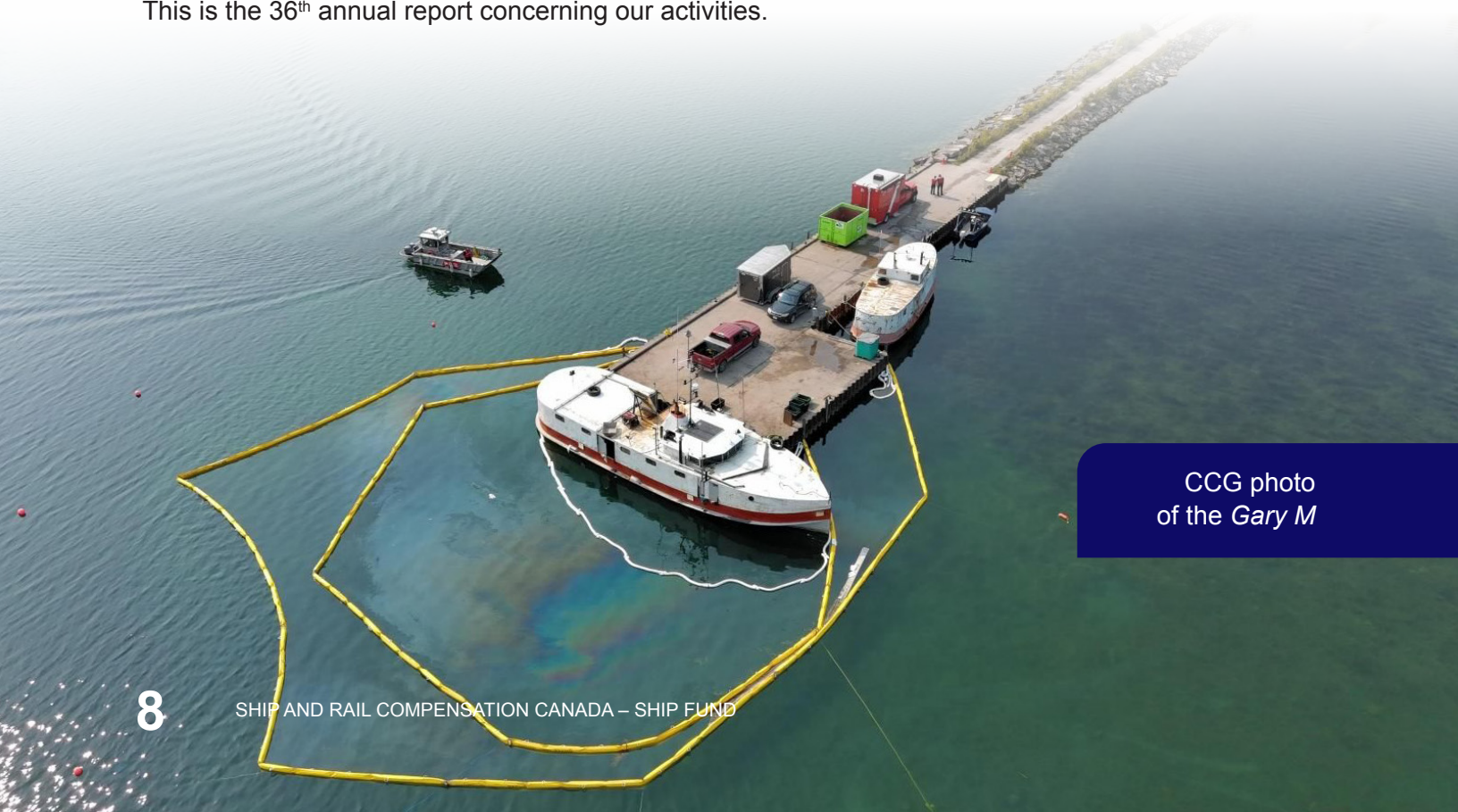
Once we pay a claim, we take all reasonable steps to recover the costs from the shipowner and any other person responsible.

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

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)). The Administrator is a member of the Canadian delegation at the meetings of the IOPC Funds and works closely with our international partners to ensure that Canadian claimants receive the support they deserve when it matters most.

This annual report (the "Report") covers the fiscal year from April 1, 2024, to March 31, 2025.

This is the 36<sup>th</sup> annual report concerning our activities.



CCG photo  
of the Gary M



# 2024-2025 At a Glance\*

## Claims Processing

**More than 600 claims**

have been received since 1989

**44 new claims**

received this year, totaling **\$3.6M** in damages

**84%**

of the claims were submitted by the Canadian Coast Guard (the CCG)

More than **\$1.5M**

paid to Canadian claimants

**1**

claim dismissed

**Only 3 claims**

were generated by abandoned and derelict vessels

## Recovery Efforts

**\$505,423**

recovered from polluters in 13 different files

New lawsuits against polluters in about

**16 incidents**

## Financial details

**\$12.9M**

in interest collected

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

**\$427M**

**\$3M**

used for operating expenses

**\$3.1M**

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

\*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).

# 2024-2025 Highlights

## Launching Ship and Rail Compensation Canada and our new website

In 2024, Ship and Rail Compensation Canada became Canada's new hub for compensation. We launched our new branding and website with a press conference and hosted an open house. We also updated our engagement materials and explored other avenues for engagement.



## Record-setting number of claims received

We received 44 claims this year. The previous record was in 2023-2024, with 41 claims received.



## Total amount claimed this year: \$3.6 million

We received one claim for over \$2.7 million.



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

We received 26, compared with 15 last year and 8 the year before. This year, it included three non-CCG claims. All but one have been paid in full and none have yet been reassessed.



## Most claims were for Quebec incidents

We received 16 claims from Quebec, compared to 13 last year. All were submitted in French. This marks a shift from previous years when the higher number of claims were for British Columbia incidents and were mainly submitted in English.



### Increased recoveries from polluters

We successfully recovered money in 13 files. This totaled \$505,423, which is among the highest amounts recovered in our history.



### Acceleration in our mass compensation preparedness efforts

In order to be better prepared for a significant incident affecting a large number of claimants, we are planning a tabletop exercise with our international partners in 2025.



### Amplifying visibility through engagement and communication efforts

We once again expanded our engagement efforts to improve access to justice for claimants. We participated in 32 events, delivering presentations at 21 of them. We also engaged with hundreds of participants at five major trade shows. These multi-year efforts have strengthened relationships with key partners, expanded our reach to new stakeholders, and likely contributed to the submission of five new claims this year, making up the majority of non-CCG claims submitted.



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 of this Report);
- 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 of this Report);
- Paying contributions to the IOPC Funds (Section 1.3 of this Report);
- Contributing to Administrative Monetary Penalties, including assisting with the enforcement of oil suppliers reporting obligations (Section 1.4 of this Report);
- Ensuring office management and controls (Section 1.5 of this Report);
- Reporting, being transparent and communicating effectively (Section 1.6 of this Report); and
- Causing the financial statements of the Ship Fund to be audited (Section 2 of this Report).



# Activity Report

## 1.1. ACTIVE FILES

We managed a portfolio of 190 active files in 2024-2025, compared to 153 files last year. The overview of these individual files is found in the Appendix.

This portfolio includes:

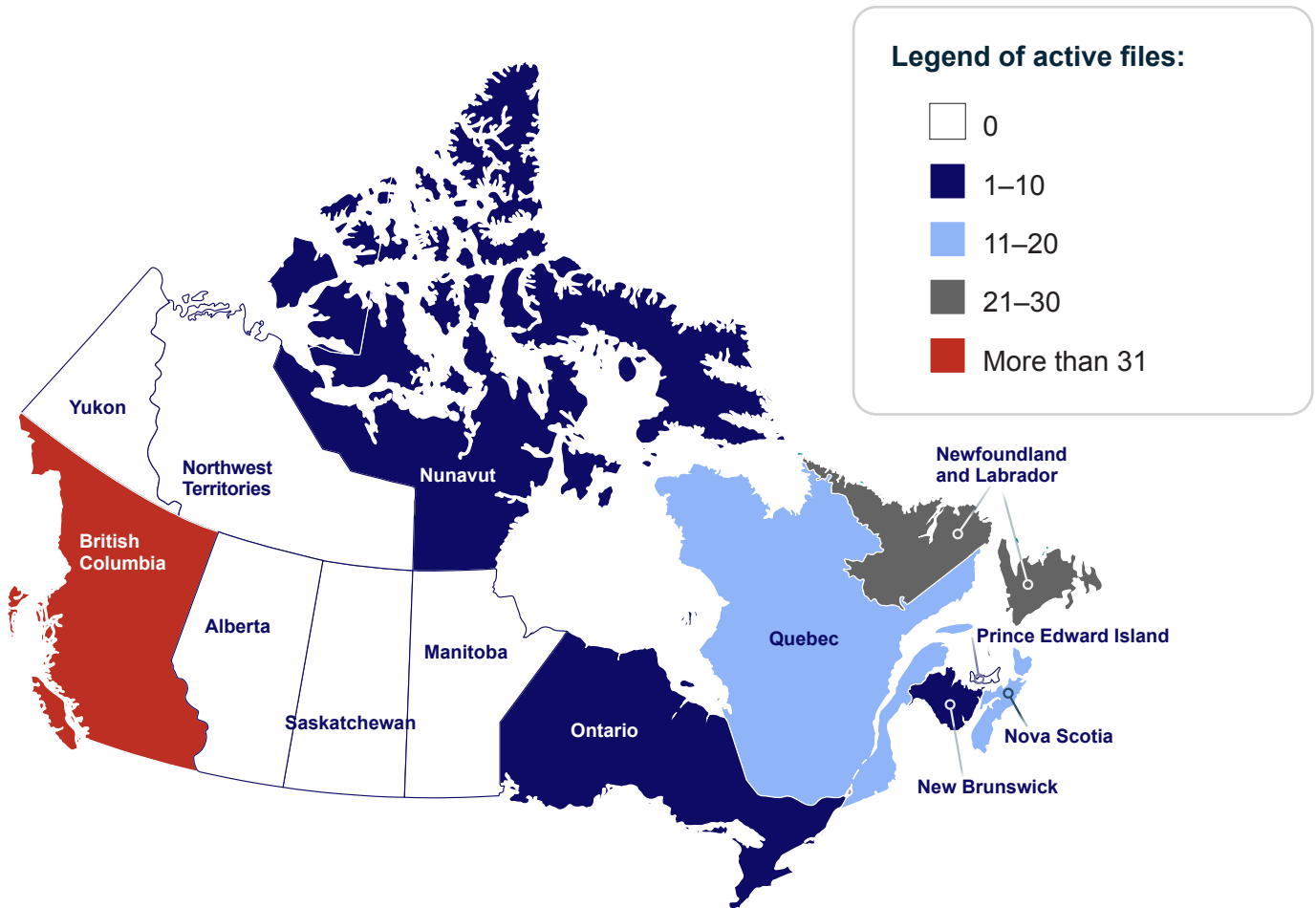
- 155 claims files, compared to 125 in 2023-2024.
  - These files cover the processing of claims and actions taken to recover from the shipowner and other responsible persons. They also include indirect claims when we become involved in a lawsuit against a shipowner.
- 35 incident report files, compared to 28 in 2023-2024.
  - These files are opened when we become aware of an incident that is likely to lead to a claim.



CCG photo  
of the *Tollcrest*



# Map of our Active Files in 2024-2025



Province or territory	Actives files	New claims submitted	New incident reports	Total amount paid in 2024-2025 (\$)
British Columbia	98	15	5	1,200,670
Quebec	32	16	0	135,892
Newfoundland and Labrador	22	1	2	0
Nova Scotia	19	6	0	146,086
Ontario	14	5	2	81,287
New Brunswick	3	1	0	24,361
Northwest Territories	1	0	1	0
Nunavut	1	0	0	0
<b>TOTAL</b>	<b>190</b>	<b>44</b>	<b>10</b>	<b>1,588,296</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 involved in 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

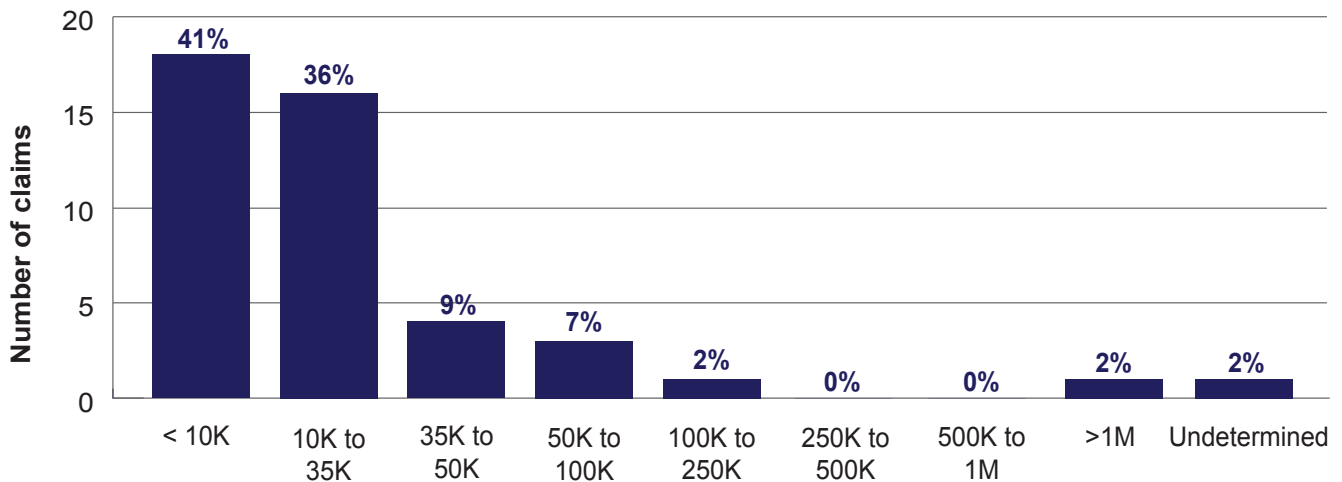
Claims processing includes:

- 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.

#### 44 new claims received

This compares to 41 in 2023-2024. The number of claims submitted this year is the highest in our history.

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



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

## \$3,638,051 claimed

This is the seventh highest amount in our history. This compares to \$9,269,433 in 2023-2024. The claims submitted this year ranged from about \$1,100 to \$2.7 million.

The *Atlantic Pursuit* claim, from the CCG, seeks over \$2.7 million. The claim involves a listing steel-hulled fishing vessel that had been moored and decaying at Grand Bank, NL for many years after it suffered damage at sea.

## Most claims were for significantly smaller amounts

After the *Atlantic Pursuit*, the next largest claim received this year was much smaller, at about \$158,000. Three quarters of claims we received were for \$35,000 or less, and most of these were submitted under the Expedited Process for Small Claims.

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

This is the highest number to date. Five claims were under reassessment this year, and the outcomes are still pending. Additional claims may also be reassessed in 2025-2026.

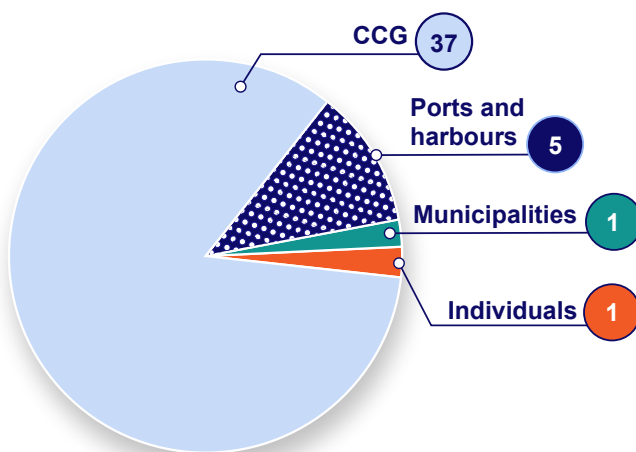
When a claimant submits under this process, we receive fewer details about the incident than under the General Claims Process. Therefore, we have limited data about the vessels involved. As we establish internal guidance on the circumstances where claims should be reassessed under the Expedited Process for Small Claims, more claims will be reassessed and our data about such claims may be improved.

## The CCG remains our main claimant

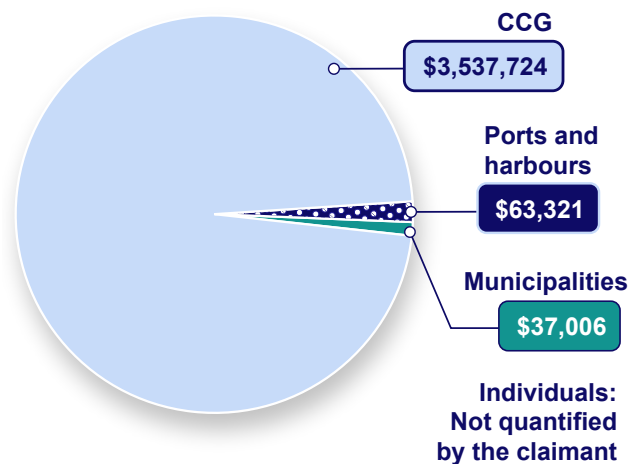
37 out of the 44 claims were submitted by the CCG, representing 84% of the total number of claims. The CCG claims represent 97% of the total amounts claimed this year.

Compared to last year, the number of non-CCG claims has increased, from three to seven. Most of these claims were submitted by ports and harbours, marking one of the highest numbers of claims from this group in our history.

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



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



## Quebec claims lead the way for new claims submitted

This year, the distribution was:

- Quebec (16);
- British Columbia (15);
- Nova Scotia (6);
- Ontario (5);
- Newfoundland and Labrador (1); and
- New Brunswick (1)

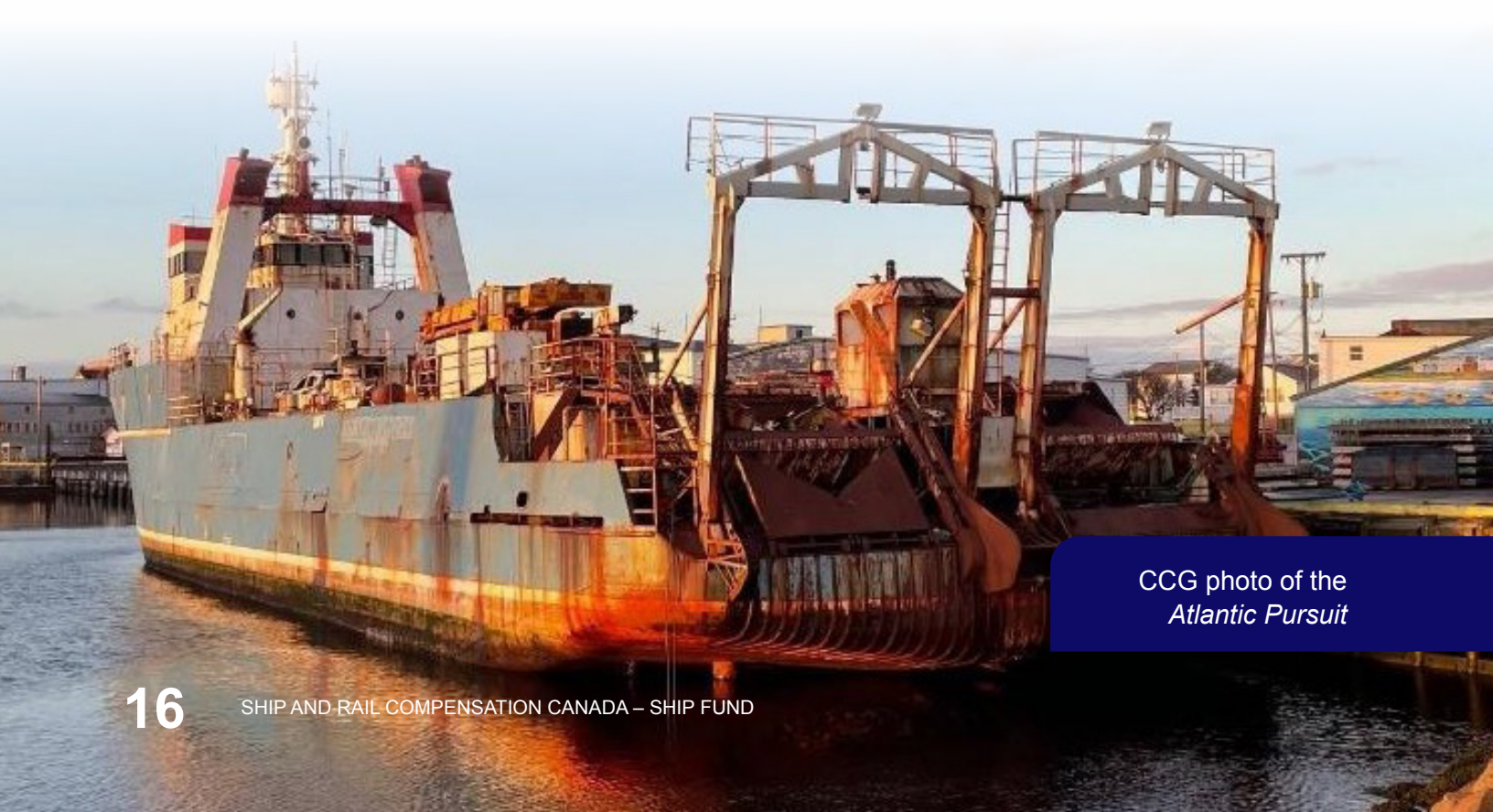
## Most claims involve fishing vessels and pleasure craft

Together, fishing vessels and pleasure craft account for about four out of five claims received, representing over \$3.4 million. This category includes the \$2.7M claim for the *Atlantic Pursuit*. The average amount claimed for these kinds of vessels was slightly under \$100,000.

Contrary to last year, the other vessel categories account for a very small share of the amount claimed.



Jannie Bédard Guillemette, Communications Manager delivering a presentation at the Oceans Protection Plan (OPP) Quebec Region Dialogue Forum about Quebec claims.



CCG photo of the *Atlantic Pursuit*



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

Type of vessel	Number of claims	Percentage of total number of claims
Tankers	0	-
Cargo, container, and passenger vessels	1	2%
Tugs and barges	1	2%
Fishing vessels	19	43%
Pleasure craft	16	36%
Ex-fishing vessels	2	5%
Other	0	-
Mystery spills	5	11%
<b>TOTAL</b>	<b>44</b>	<b>100%</b>

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

Type of vessel	Total amount (\$)	Percentage of total amount
Tankers	-	-
Cargo, container, and passenger vessels	\$1,153	0.03%
Tugs and barges	\$16,599	0.5%
Fishing vessels	\$3,271,289	90%
Pleasure craft	\$199,937	5.5%
Ex-fishing vessels	\$40,503	1%
Other	-	-
Mystery spills	\$108,570	3%
<b>TOTAL</b>	<b>\$3,638,051</b>	<b>100%</b>

### Prevalence of smaller ships

The majority of claims, 37 in total, were associated with vessels under 1,000 GT, indicating that smaller ships are more frequently involved in our claims portfolio. In contrast, only two claims were submitted for ships exceeding 1,000 GT. Additionally, five claims were linked to mystery spills, where the source of the pollution could not be identified.

### Lacking information on abandoned and derelict vessels

Only three claims are confirmed as abandoned and derelict vessels. While this is a substantial decrease from last year, it may be because of the increased use of the Expedited Process for Small Claims rather than a change in what sorts of ships cause incidents.

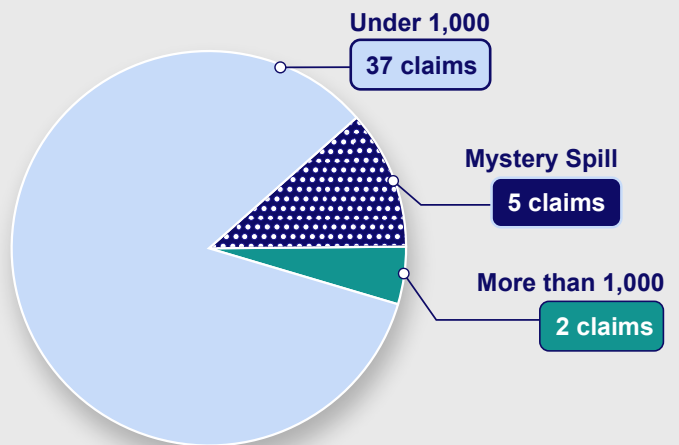
Although fewer claims were submitted for this category, the high dollar value of the *Atlantic Pursuit* claim meant that abandoned and derelict vessels remain a significant portion of our portfolio.

### Claims submission timing

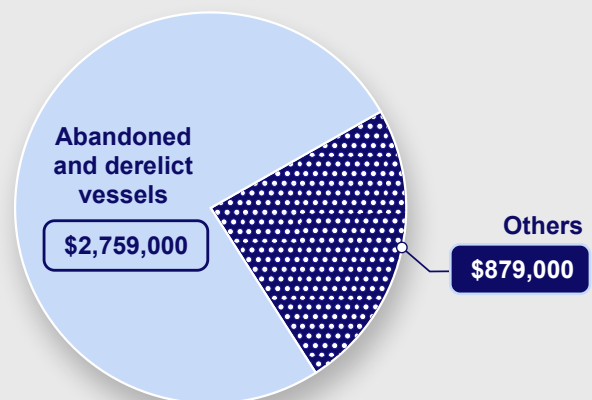
Most claims must be submitted within two years (24 months) of the incident. In 2024-2025, 20% of all claims were submitted between 18 and 24 months after the incident. This compares to 37% in 2023-2024 and 52% in 2022-2023. This is a result of more claims submitted under the Expedited Process for Small Claims, where claims must be submitted within one year of an incident.

More than 16% of claims were submitted more than 24 months after the incident. Long delays before a claim is submitted can make it more difficult for us to recover from shipowners.

**Figure 4**  
Number of claims submitted by gross tonnage (GT) of the ship



**Figure 5**  
Amount claimed for incidents involving abandoned and derelict vessels compared to the total amount claimed



If we exclude the Expedited Process for Small Claims, 50% of claims were submitted between 18 and 24 months, compared to 58% last year.

**Figure 6**  
Amount of time before the submission of claims  
(excluding Expedited Process for Small Claims)

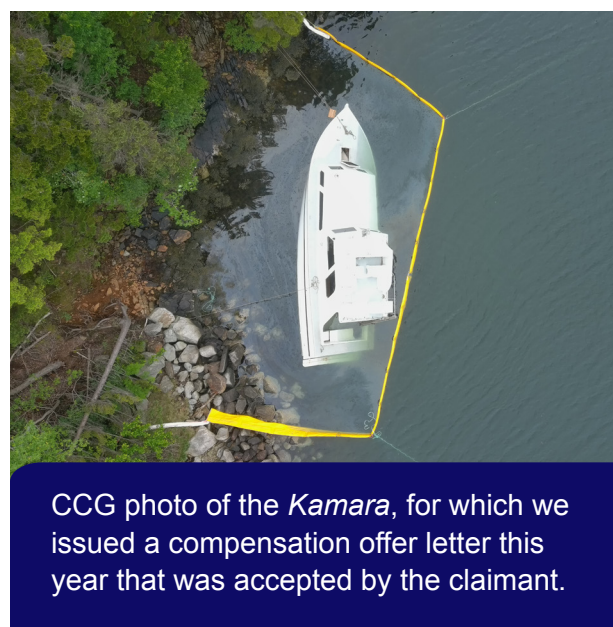
Timeline	Type of claimant	Number of claims	Percentage of claims
<b>0 to 6 months</b>		<b>2</b>	<b>11%</b>
	Individuals	1	5.5%
	Municipalities	1	5.5%
<b>6 to 12 months</b>		<b>1</b>	<b>5.5%</b>
	Ports and harbours	1	5.5%
<b>12 to 18 months</b>		<b>3</b>	<b>16.5%</b>
	CCG	2	11%
	Ports and harbours	1	5.5%
<b>18 to 24 months</b>		<b>9</b>	<b>50%</b>
	CCG	9	50%
<b>More than 24 months</b>		<b>3</b>	<b>16.5%</b>
	CCG	3	16.5%

**47 claims processed**

This compares to 35 in 2023-2024. This year's decisions were:

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

At the end of the year, processing was not complete for 18 claims, for which a decision remains pending.



### Claims processing time

This year, on average, we required slightly more than seven months to process claims under \$100,000. The eight claims over that amount took between 7 to 25.5 months to process. In general, larger claims are more complex and they take more time to process.

### 21 claims paid under the General Claims Process

This totaled \$1,290,635 in compensation to Canadians. Last year, we paid \$1,074,960 across 22 claims.

As of the end of March 2025, many larger and more complex claims remained under assessment, totaling \$36 million. As in past years, this amount is dominated by the \$25.7 million CCG claim made for the *Kathryn Spirit*.

**Figure 7**  
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	5	4.5 to 9	6.5
35K – 100K	7	5 to 12	7.5
100K – 500K	5	7 to 18	9.5
500K – 1M	1	13	13
More than 1M	2	9 to 25.5	17

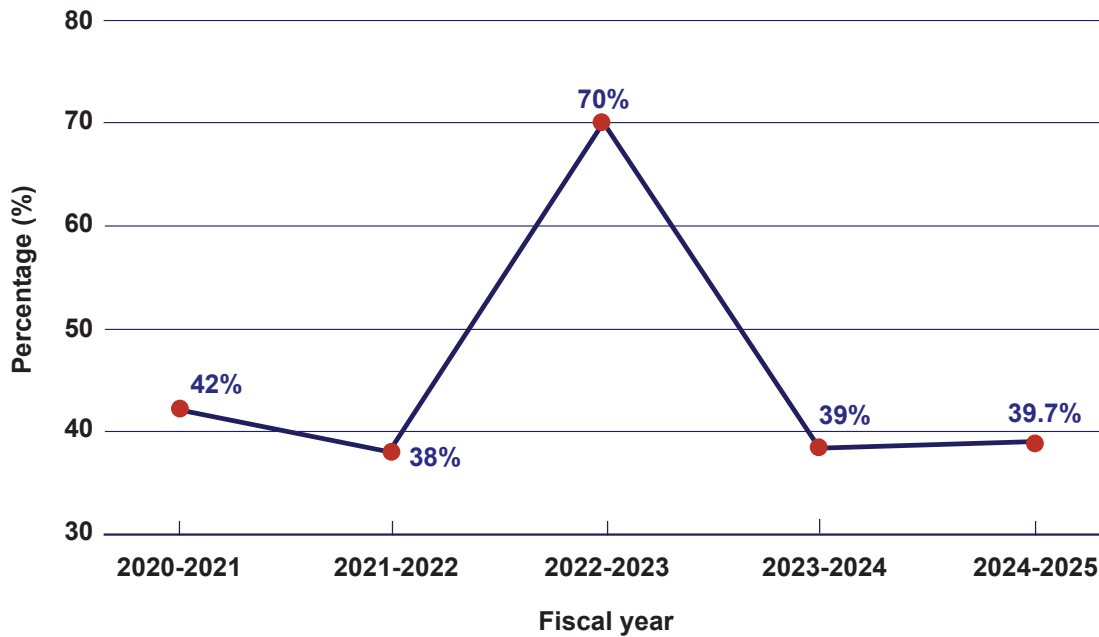
Note: This figure includes rejected claims.



CCG photo of the *Kathryn Spirit*



**Figure 8**  
Percentage of amount offered compared to amount claimed in the past five years



**Many claims include significant expenses not covered by our mandate**

Claimants received 39.7% of the amount they claimed under the General Claims Process. This is a marginal increase compared to 39% in 2023-2024. As in past years, most claims were from entities with broad mandates, which do not necessarily match with what we can compensate.

**Indirect Claims**

Claimants have the option to pursue litigation against the owner of a ship rather than submit a claim directly to the Administrator. This is what we call an indirect claim. This option can be chosen, for example, when the deadline for submitting a claim to us has expired.

**Figure 9**  
Percentage of amount offered vs. claimed under the General Claims Process

Claimant	Amount paid	Amount denied
CCG	39.8%	60.2%
Ports and harbours	31%	69%

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

If the shipowner is not required to pay the claim for one of the various reasons identified in the MLA, including impecuniosity and having paid up to its limit of liability, we may be able to do so. For that reason, the Administrator is a statutory party to those types of lawsuits. Three such lawsuits remain ongoing for the incidents involving the *Kathryn Spirit*, *Nathan E. Stewart* and *Hamilton Banker*.

### **An unconventional claim: polluting shipowner seeking compensation from the Ship Fund**

In 2021-2022, we rejected one direct claim from the owner of the ship known as the *West Island 395*. The owner appealed our decision to the Federal Court, which confirmed the Administrator's decision.

The owner continues to attempt to pursue its claim by pursuing an action directly against us. We brought a motion seeking to ultimately dismiss the action. At the end of the year, we continue to await the owner's responding materials.

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

This year, we saw a continued growth in the use of the Expedited Process for Small Claims. We continue to explore ways to efficiently and appropriately handle these claims.

### **1.1.2. RECOVERY EFFORTS**

Once we pay a claimant, we are required as per the MLA to take all reasonable measures to recover from the shipowner or any other person responsible for an incident (see Box 1).

#### **Box 1**

#### **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 formal 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.



CCG photo of the *West Island 395*

### 132 recovery files being processed

This compares to 92 in the previous year. We closed 29 files because money was recovered or no recovery could be reasonably made. At the end of the year, 103 files were still open.

### Substantial activity before the courts continues

This year, we had 42 files which reached or were already in the litigation or enforcement stage.

Our in-house legal counsels 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.



Cameron Grant, Director and General Counsel, Ship Fund, speaking to local leaders about our role in compensation and cost recovery at the Nova Scotia Federation of Municipalities 2024 Conference.

### 16 new lawsuits started

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

- *Tracy Isle*
- Unknown name (Shiloh Park, houseboat)
- *Marc Olivier*
- *Eclipse des Mers*
- *Autumn Winds*
- *Rnooknoo*
- *Scotch Cap*
- Unknown name (Valleyfield, Bonavista Bay, fishing vessel)
- *Stormlander*
- *Northern Tip*
- *Watts-T-Use*
- *Silver Grizzly*
- Unknown name (Bedford Channel, sailing vessel)
- *Kraken*
- *Trailer Princess*
- *Emma Marie*

### 13 successful recoveries

This is the highest number of recovery files in a given year, and the third-highest amount recovered in the past ten years.

In all these cases, we started settlement discussions, a lawsuit, or both. In six of those cases, the ship involved was insured. Three of those recoveries (*Western Chief*, *Lurch*, 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.



**Figure 10**  
Files where financial recovery was obtained in 2024-2025

Ship name	Year of incident	Paid by the fund, including interest (\$)	Recovered* (\$)	Recovery stage
<i>Autumn Winds</i>	2021	9,400	9,267	before lawsuit
<i>Danielle and Mark</i>	2020	31,880	31,880	before trial
<i>Nika</i>	2017	24,795	30,496	after judgment
<i>Seal Rock</i>	2019	14,261	1,500	before trial
<i>Zodiac Light</i>	2018	147,437	104,063	after judgment
<i>Lurch</i>	2020	60,065	100	before trial
<i>Primo</i>	2021	19,348	16,452	before trial
<i>Jennifer Holly</i>	2019	75,161	600	after judgment
<i>Wendy K</i>	2020	283,390	254,024	before trial
<i>Eclipse des Mers</i>	2021	1,792	1,811	before trial
<i>Wilf Seymour</i>	2018	4,899	2,500	before lawsuit
<i>Umiavut</i>	2018	21,546	21,808	before lawsuit
<i>Rnooknoo</i>	2021	35,239	31,221	before trial
<b>Total</b>	<b>13 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 in court does not always result in an immediate payment by the shipowner. Sometimes further efforts are needed. In some years, we have retained external lawyers to pursue recovery efforts or to bring claims in foreign jurisdictions. This year, no such activities were undertaken. However, we did recover money from enforcement proceedings taken by outside counsel in past years. For example, this included a recovery following the sale of a property against which we had registered a judgment in the case involving the *Nika*.



**Figure 11**  
Summaries of active lawsuits in our recovery portfolio

Ship name	2024-2025 developments	Ship name	2024-2025 developments
<b>REPRESENTED BY INTERNAL COUNSEL</b>			
<i>Trailer Princess</i>	Pleadings	<i>Emma Marie</i>	Pleadings
<i>Danielle and Mark*</i>	Payment obtained	Mystery spill (Postville)	Pleadings
<i>Tracy Isle</i>	Service attempted	<i>Noelani*</i>	Judgment obtained
Unknown name (Shiloh Park, houseboat)	Pleadings	<i>Wendy K*</i>	Payment obtained
<i>Marc Olivier</i>	Pleadings	<i>Réjane*</i>	Closed
<i>Eclipse des Mers</i>	Payment obtained	<i>Lurch*</i>	Settlement pending
<i>San Jolyne III*</i>	Settlement pending	<i>Autumn Winds</i>	Payment obtained
<i>Jennifer Holly*</i>	Settled	<i>Rnooknoo</i>	Payment obtained
<i>Maverick IV*</i>	Discovery	<i>Ocean Tribune*</i>	Closed
<i>Scotch Cap</i>	Lawsuit filed	<i>Hydra Mariner*</i>	Service attempted
<i>Stormlander</i>	Lawsuit filed	<i>Western Chief*</i>	Judgment obtained
<i>Northern Tip</i>	Service attempted	<i>Watts-T-Use</i>	Pleadings
<i>Seal Rock*</i>	Payment obtained	<i>Silver Grizzly</i>	Lawsuit filed
Unknown name (Bedford Channel, sailing vessel)	Lawsuit filed	Unknown name (sunken pleasure craft)*	Closed
Unknown name (houseboat)*	Defendant served	<i>Primo*</i>	Payment obtained
<i>Jolly Roger*</i>	Closed	<i>Kraken</i>	Lawsuit filed
Unknown name (Valleyfield, Bonavista Bay, fishing vessel)	Service attempted	<i>Hamilton Banker</i>	Pleadings
<b>REPRESENTED BY EXTERNAL COUNSEL</b>			
<i>Nika*</i>	Payment obtained	<i>Zodiac Light*</i>	Payment obtained
<i>West Island 395*</i>	Stayed	<i>Mini Fusion*</i>	Closed
<i>King Arthur*</i>	Settlement pending	<i>Kathryn Spirit*</i>	Discovery
<i>Nathan E. Stewart</i>	Settlement pending	<i>Cormorant*</i>	Post-judgment
<b>Total number of files: 42</b>			

Note: The asterisk \* indicates cases which were carried over from 2023-2024.

### Attempt to reopen a closed recovery case

In 2019, we settled a claim involving the *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 remains pending.

### 1.1.3. INCIDENT REPORTS

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

#### 10 new incident report files

This compares to seven in 2023-2024. We had 35 active incident files in our portfolio in 2024-2025. Two incident report files, the *Neekis* and the *Oceanus* were converted into a claim file.

The report files opened this year include one for the *MSC Baltic III*. That cargo vessel ran ashore on the western coast of Newfoundland in February 2025. As of the year end, lightering and salvage efforts remain ongoing. While no oil leak has been identified at the end of the fiscal year, the vessel had large quantities of oil aboard and remains in a perilous position. In anticipation of claims that could arise from this incident, we have been in touch with the insurer of the vessel to ensure that the mandatory insurance is in place and available to cover any damages that could occur.

### 1.1.4. MASS COMPENSATION PREPAREDNESS EFFORTS

A tabletop exercise is scheduled for 2025 to address joint claims management issues with some of our international partners. An organizing committee was formed and met several times this year. We are also engaging with other organizations to explore their potential participation.

This year, we have also attended several virtual claims platform demonstrations to better understand how they could help to establish a comprehensive and efficient claims process.

#### 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.



CCG photo of the grounded vessel *Baltic III*



## 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 Ship Fund for the response. After consultation with the Administrator, the Minister of Transport may make available up to \$10 million per year from the Ship 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 Ship Fund.

The emergency funds released must be reimbursed to the Ship 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 2024-2025. 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 2). 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.

### Box 2



#### 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 will have 122 member States when it enters into force for the Republic of Iraq in August 2025. The 1992 Fund provides around \$366 million in compensation per incident. The Supplementary Fund, with the addition of the Republic of Mauritius as state party, now counts 33 member States. Together, the liability of the shipowner, the 1992 Fund and the Supplementary Fund total close to \$1.35 billion. That amount is available to those affected, in addition to the compensation available from the Ship Fund.

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 based on a currency conversion. The precise amount available will depend on the exchange rate 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 2024-2025, we attended both meetings in person, where we noted the following:

- **Incidents involving the IOPC Funds**

We are responsible for paying Canada's financial contribution to the IOPC Funds. The IOPC Funds are currently handling 15 incidents. This year, two new large incidents were added: the *Terranova* in the Philippines and the *Marine Honour* in Singapore.

- **One lawsuit is of immediate interest to us:**

*Nathan E. Stewart* (Canada): The IOPC Funds and the Ship Fund are both named defendants in litigation arising from this 2016 incident near Bella Bella, British Columbia. The litigation involves claims against the owner of the ship and both the Heiltsuk Tribal Council and the Heiltsuk Hímás, who this year participated in a mediation and expect further mediations next year.



Mark A.M. Gauthier, during one of his last participations as part of the Canadian delegation at the IOPC Funds meetings in London with Josée Annie Verville from the Canadian Coast Guard, and Caitlin O'Boyle and François Marier and from Transport Canada's International Marine Policy team.

- **Noteworthy Election**

- François Marier, head of the Canadian delegation was elected Chair of the 1992 Assembly, replacing Ambassador Bandini of Italy.



CCG photo of the  
*Millbanke IV*



- **Service on the Audit Body**
  - Alfred H.E. Popp of Canada and one of our former Administrators continues to serve as a member of the Audit Body.
- **Impact of trade sanctions on the development of dark shipping**

There is a continued substantial and alarming increase of vessels under sanctions that are “going dark” to circumvent rules and sanctions: they are turning off their ocean tracking systems and employing other methods to avoid detection. 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, the Ship Fund, as financial contributor to the IOPC Funds.

In response, member States of both IOPC Funds approved two Resolutions<sup>1</sup> to raise awareness of the risk of uninsured and unsafe ships. Since, a guidance document was developed by the IOPC Funds to assist Member States when investigating the circumstances surrounding an oil pollution incident involving uninsured and unsafe ships.<sup>2</sup>

- **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 (the 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. The Netherlands, Germany, Belgium, Finland and Sweden announced their intention to ratify the 2010 HNS Convention towards the end of 2025 or in 2026. This would mean that the 2010 HNS Convention could come into force for all signatories as early as 2027.

#### **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

1. For more information, see Resolution N°14 under Resolutions of the 1992 Fund and Resolution N°6 under Resolutions of the Supplementary Fund at: <https://documentservices.iopcfunds.org/resolutions>.

2. International Oil Pollution Compensation Funds. *Guidance for Member States, Investigating the Circumstances Surrounding an Oil Pollution Incident Involving Uninsured and Unsafe Ships*. March 2025. [https://iopcfunds.org/wp-content/uploads/2025/03/IOPC-Funds-Guidance-for-Member-States\\_e.pdf](https://iopcfunds.org/wp-content/uploads/2025/03/IOPC-Funds-Guidance-for-Member-States_e.pdf).

IOPC Funds.

### Payment of contribution to the IOPC Funds for 2024

We made a payment to IOPC Funds of £1,736,639 (CAD \$3,120,759) in 2024. This reflects Canada’s share of the IOPC Funds’ operational budget and levies related to claim payments.

With the amount of \$63.6 million which was paid by our Ship 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).

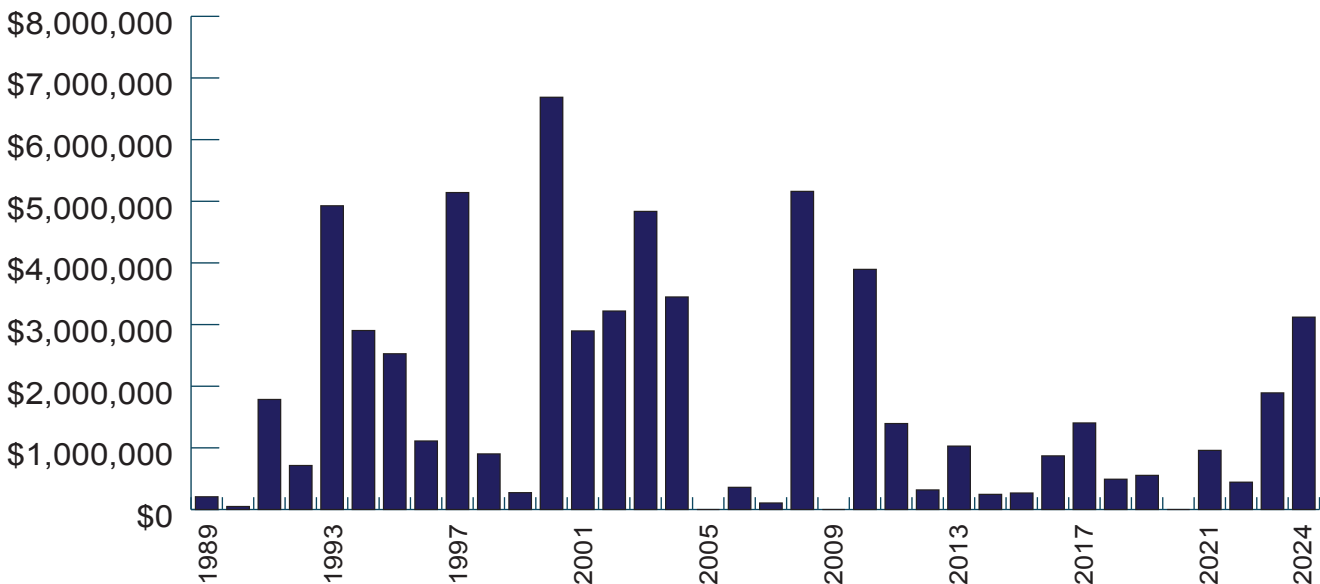
In October 2024, the 1992 IOPC Funds’ governing bodies approved levies totaling £73M for incident-related expenses and a further increase in the IOPC Funds’ working capital to £22M by 2027.

## 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 Ship 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 of this Report.

The Administrator can inspect contributors’ documents and premises, and request information (section 117.3 of the MLA). The MLA also provides the Minister of Transport authority to issue Administrative Monetary Penalties (AMPs) against contributors in case of non-compliance of their reporting obligations.

**Figure 12**  
Amount paid to the IOPC Funds since 1989





The Administrator did not use these powers this year and no AMPs were issued. The administration of AMPs was briefly discussed with Transport Canada this year, however further efforts will be needed to formalize a process.

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

We have a Memorandum of Understanding (MOU) which governs the provision of certain administrative and reporting services provided by Transport Canada. Discussions are underway to renew the terms of the MOU and clarify responsibilities for verification of reported persistent oil shipments.

## **1.5 OFFICE MANAGEMENT AND CONTROLS**

We continue to maintain and modernize human resources (HR) services. The 2024-2025 activities included:

- Reviewed and updated employment policies and performance assessment tools and issued a new employee handbook to provide staff with a comprehensive HR reference tool.
- Issued updated employment letters to employees to improve clarity and consistency and incorporate recent changes to the Canada Labour Code.
- Continued to develop HR information systems for automating personnel records, staffing processes, reporting and managing employee performance.
- Established four dedicated full-time Ship Fund employees, one articling student, and five part-time assessors with administrative services provided by a joint corporate services group.

- The Ship Fund's Student Program continued with success. 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 MLA 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 Report.

We also have reporting obligations under the *Access to Information and Privacy Acts* (ATIP):

- This year, we did not receive any formal requests, and we received four informal requests.

In addition to our reporting obligations under these acts, we consider transparency, communications and outreach as integrally linked to our core mandate. The list of outreach activities and key highlights is found below.

### **Continuing to promote access to justice through active engagement**

This year, our team, once again increased our engagement efforts, as it is one of the best ways to ensure access to justice for claimants. For example, in 2024-2025, we participated in 32 conferences, webinars, workshops, seminars or networking events. We delivered presentations at 21 of them, which marks an increase from the 15 presentations we delivered last year. We also participated as exhibitors in five national and provincial trade shows with heavy foot traffic.

By leveraging our network and seizing new opportunities, we secured more speaking engagements and booths at high-profile conferences and webinars than ever before. We continued to make efforts to keep our key partners engaged and to reach out to new stakeholders. This increased visibility, built through multi-year engagement, likely resulted in five claims being submitted from groups with whom we engaged at events or through targeted meetings.

In 2024-2025, our engagement and communications efforts focused on these groups or sectors:

- **Federal partnerships**

We maintain a broad network of federal partners, including multiple agencies and departments that would be involved in responding to an incident. It also keeps us informed of initiatives within the federal government. We were often provided with a platform to speak at national events and webinars, enhancing our visibility and outreach. This includes multiple Oceans Protection Plan Dialogue Forum and the National Canadian Marine Advisory Council (CMAC) events.

- **Municipal, Local and provincial governments**

Many municipalities and provincial governments across Canada understand that oil spill response activities often fall under federal jurisdiction. However, they also recognize that they may still be involved or affected by the impacts. In addition to their role in emergency



For the first time in our history, Ship and Rail Compensation Canada – Ship Fund presented at the opening plenary of the Canadian Marine Advisory Council (CMAC).

preparedness, they play a critical part in recovery efforts and in communicating with affected communities and residents. Recognizing this, we have increased our outreach to municipal and provincial governments.

In 2024-2025, we strengthened our collaboration with municipal associations to broaden our reach, particularly in Nova Scotia, British Columbia, and Quebec. For example, we engaged with hundreds of local leaders at municipal conferences. Many participants committed to informing their local leadership, fire departments, and emergency response teams, about the Ship Fund and the cost recovery options it provides.

We will continue to seek out local and provincial stakeholders and develop tools and tailored messages to reach them more effectively.

- **Indigenous Rights Holders, communities and associations**

This year, we increased our direct engagement with First Nations and Inuit communities, particularly in British Columbia, the Atlantic, Quebec and Nunavut. Indigenous Peoples have deep relationships with the land, water, and coastal resources that are essential for food, livelihoods, and cultural practices. As a result, they can be significantly affected by oil spills and play an important role during incident response and reinstatement measures. Therefore, many Indigenous communities are interested in understanding how they can be compensated. At conferences and events, our discussions often lead to invitations for follow-up webinars tailored to the concerns of specific Indigenous communities.

We will continue to prioritize outreach to Indigenous Rights Holders and Indigenous communities to strengthen these relationships and ensure they have access to the information and support they need.

- **First responders and environmental response professionals and industry**

Several of our meetings this year highlighted the critical role first responders and firefighters often play in the initial response to an oil spill. When a vessel spills oil or catches fire, they are frequently the first on the scene, tasked with stabilizing the situation before other authorities, such as the CCG, assume control. These initial interventions can be vital in preventing further damage and monitoring the situation.

However, we heard firsthand about the challenges fire services face when it comes to recovering the costs of their interventions. Limited budgets often mean that these costs are absorbed by local governments, placing additional strain on their resources. As we continue to engage with first responders, we hope that the relationships we have built will encourage more claims from those on the front lines of these incidents.

We also maintained strong engagement with Canada's certified Response Organizations (ROs) this year, including through a webinar and participation in an oil spill scenario tabletop exercise. These interactions deepen our understanding of the roles and responsibilities of various groups within the Incident Command System (ICS) and clarify how claims can be submitted to us in this context.



Our team with Doug MacKenzie, Fire Marshal for the Government of Nova Scotia and Nick Barr, Director of Governance & Advisory Services at the Nova Scotia Department of Municipal Affairs and Housing.



- **Ports, marinas, and harbours**

Ports, marinas, and harbours are key stakeholders, as they are often involved in oil spill response operations. They may also become claimants when their equipment and infrastructure are contaminated or when a spill disrupts their activities. However, they have accounted for only about 5% of the claims submitted to the Ship Fund since 1989. To increase awareness, we released our new Compensation Handbook for Ports, Harbours, and Marinas and began distributing it across the country.

We engaged organizations such as the Association of Canadian Port Authorities (ACPA) and their individual members, the Harbour Authority Association of British Columbia (HAABC), Nautisme Québec, and the Small Craft Harbours program of Fisheries and Oceans Canada. Some of the claims we received this year were directly linked to our past engagement efforts



Following his presentation to the Association of Canadian Port Authorities (ACPA) Operations Committee, Ryan Gauvin, Legal Counsel, Ship Fund, joined their ACPA members for a tour of the Vancouver Fraser Port Authority.





## Engagement activities in 2024-2025

### Highlights:

**22 meetings with key partners and new stakeholders, including:**




- 5 periodic meetings with the CCG
- 3 periodic meetings with TC

**Participation and networking during 32 conferences, seminars, workshops or webinars, receptions including:**

- 21 presentations as hosts or guest speakers
- 5 exhibitions at municipal and national trade shows with high foot traffic
- 9 webinars delivered to representatives of federal, provincial, and local governments, Indigenous rights holders and communities, and the environmental response industry
- 2 lectures in university law courses

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 organizations		Claims and insurance specialists


# List of engagement activities 2024

## April


Presentations at the:

- ▶ Communication Portal for Integrated Incident response (CPIIR) project's kick off meeting hosted by the CCG  
- ▶ Association of Canadian Port Authorities (ACPA) Operations Committee Meeting 





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Hosting a webinar for Canada's four certified Response Organizations (ROs) 




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

## May



Presentation at the BC Towboat Industry Conference and Trade Show hosted by the Council of Marine Carriers    

Meetings with the:

- ▶ Canadian Food Inspection Agency  
- ▶ Chamber of Shipping British Columbia 

## June

Engagement trip to Calgary:

- ▶ Participation as exhibitor at the trade show of the:
  - Canadian Association of Municipal Administrators (CAMA) Conference 
  - Federation of Canadian Municipalities (FCM) Conference 


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Workshop with ITOPF Limited 

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Presentation at the Canadian Maritime Law Association (CMLA) conference 

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Hosted a webinar for the members of the Nunavut Economic Developers Association (NEDA) 

## August

Meeting with the Vancouver Fraser Port Authority



## September

Participation as exhibitor at the trade show of the 2024 Ports Canada Conference



Meeting with the Huu-ay-aht First Nation



## October

Guest speaker for TC's Webinar on Marine Pollution



## November

Open House in our office to celebrate the successful launch of our rebranding with our partners and stakeholders

Hosting a webinar with the government officials of the Ministry of Environment and Climate Change of the Province of British Columbia



Presentations:

- ▶ during the opening plenary and the environment committee of the National Canadian Marine Advisory Council (CMAC) National Meeting
- ▶ at the Small Craft Harbours Client Services Forum hosted by Fisheries and Oceans Canada



Two engagement trips to Halifax:

- ▶ Participation as exhibitor at the trade show of the Nova Scotia Federation of Municipalities (NSFM) 2024 Conference
- ▶ Meetings with the:
  - Halifax Port Authority
  - Atlantic Policy Congress of First Nations Chiefs Secretariat
  - Canada-Nova Scotia Offshore Petroleum Board (CNSOPB)







## November (continued)

- Office of the Fire Marshal and Department of Municipal Affairs and Housing of the Government of Nova Scotia  
- Department of Emergency Management (DEM) of the Government of Nova Scotia  
- The Atlantic Region Response Centre of the Eastern Canada Response Corporation (ECRC-SIMEC)
- Maritime Fire Chiefs Association   
- ▶ Lecture at Schulich School of Law of the Dalhousie University 
- ▶ Attendance at the Sustainable Ocean Conference  

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



Meetings with:







- ▶ The Rugged Coast Research Society  
- ▶ Members of the Nanwakolas Council  

Networking at the Marine Day on the Hill Reception 2024











## December

Presentations at the

- ▶ Hamilton Community Awareness and Emergency Response (Hamilton CAER) Group   
- ▶ The Pacific States/British Columbia Oil Spill Task Force 2024 Annual Meeting, Federal Partners Meeting   

Guest speakers webinars for:

- ▶ the Enhanced Maritime Situational Awareness (EMSA) program quarterly training and information session hosted by TC    
- ▶ the Oceans Protection Plan (OPP) Pacific Dialogue Forum Virtual Spotlights    



# 2025

## January

Guest speakers at two webinars for the Atlantic Indigenous Partners hosted by CCG, Atlantic region



## February

Participation as:

▶ exhibitor at the trade show of the Oceans Protection Plan (OPP) Dialogue Forum, Pacific Region



▶ observer at an oil spill tabletop exercise hosted by Western Canada Marine Response Corporation (WCMRC)



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Presentation at the OPP Dialogue Forum, Quebec Region

## March

Meetings with the:

▶ Saguenay Port Authority



▶ Tsartlip First Nation



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Lecture at the University of Ottawa Faculty of Law



Ottawa Food Bank

### Our employees giving back to the community

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

## 2. Financial Report

In 2024-2025, the Ship Fund collected \$12.9M in interest (compared to \$14.5M in 2023-2024).

We also recovered \$505K from shipowners responsible for pollution, or from their insurers (compared to \$291K in 2023-2024).

Our interest revenue decreased by \$1.6M. Together, the Ship Fund's total revenues for 2024-2025 were \$13.4M (compared to \$14.8M in 2023-2024). These include:

- The decrease in the average rate of interest from 3.39% in 2023-2024 to 2.96% in 2024-2025.
- Thirteen recoveries in 2024-2025 compared to nine in 2023-2024.

Our expenses were \$7.9M (compared to \$8M in 2023-2024), of which \$3M were operating expenses (compared to \$2.5M in 2023-2024):

- \$1.4M was paid for Canadian claims (excluding \$187K paid in statutory interest), compared to \$1.1M the previous year (excluding \$125K paid in statutory interest).
- The provision for claims under review increased by \$265K compared to \$2.2M 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 \$446K. Variances include:

- A \$286K increase in the cost of salaries and benefits, including Administrator and Deputy Administrator fees;
- A \$135K increase in consulting fees for marine and engineering services and claims investigators;
- A \$111K increase in legal fees;
- A \$42K decrease in the cost of information technology services;
- A \$33K decrease in general office, and administrative expenses;
- Additional minor variances for other costs.

At the end of the fiscal year, the Ship Fund had an accumulated surplus of \$426.6M (compared to \$421.1M in 2023-2024).

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

**SHIP-SOURCE OIL POLLUTION FUND**

FINANCIAL STATEMENTS

MARCH 31, 2025

## SHIP-SOURCE OIL POLLUTION FUND

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## 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, 2025, 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, 2025, 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**

**OTTAWA**  
400-1420 place Blair Towers Place  
Ottawa ON K1J 9L8  
**T 613 745-8387**  
**F 613 745-9584**

**Marcil-Lavallee.ca**  
Comptables professionnels agréés  
Chartered Professional Accountants

 **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.



Chartered Professional Accountants, Licensed Public Accountants

Ottawa, Ontario  
May 27, 2025

# SHIP-SOURCE OIL POLLUTION FUND

## STATEMENT OF FINANCIAL POSITION

MARCH 31, 2025

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	2025	2024
<b>FINANCIAL ASSETS</b>		
Balance of the account with Receiver General of Canada (Note 3)	\$ 435,619,821	\$ 429,640,334
Accrued interest receivable	950,845	1,186,324
Reimbursement for overpayment on Small Claims	25,555	-
Advances to the Fund for Railway Accidents Involving Designated Goods	371,727	305,476
<b>TOTAL FINANCIAL ASSETS</b>	<b>436,967,948</b>	<b>431,132,134</b>
<b>LIABILITIES</b>		
Accounts payable and accrued liabilities	367,764	293,708
Provision for claims under review (Note 4)	10,030,152	9,764,679
<b>TOTAL LIABILITIES</b>	<b>10,397,916</b>	<b>10,058,387</b>
<b>NET FINANCIAL ASSETS</b>	<b>426,570,032</b>	<b>421,073,747</b>
<b>NON-FINANCIAL ASSETS</b>		
Capital assets (Note 5)	63,077	98,498
<b>ACCUMULATED SURPLUS</b>	<b>\$ 426,633,109</b>	<b>\$ 421,172,245</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, 2025

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	2025	2024
<b>REVENUES</b>		
Interest	\$ 12,850,986	\$ 14,499,506
Recoveries related to claims and previously awarded settlements	505,423	291,145
	<b>13,356,409</b>	<b>14,790,651</b>
<b>CLAIMS</b>		
Increase of provision for claims under review	265,473	2,237,782
Payments made towards Canadian claims	1,089,799	975,656
Payments made under the expedited process for small claims	276,129	100,050
Interest on payments made towards Canadian claims	170,014	118,403
Interest on payments made under the expedited process for small claims	17,115	6,763
International Oil Pollution Compensation Funds Contributions (Note 7)	3,120,759	2,004,629
	<b>4,939,289</b>	<b>5,443,283</b>
	<b>8,417,120</b>	<b>9,347,368</b>
<b>OPERATING EXPENSES</b>		
Administrative services, salaries and office expenses (Schedule A)	1,839,180	1,565,706
Consulting fees (Schedule B)	441,295	305,899
Administrator and deputy administrator's fees	167,157	206,386
Rent	105,434	115,065
Travel	47,682	56,135
Legal fees	269,140	158,360
Audit fees	18,645	22,911
Amortization of capital assets	67,723	79,538
	<b>2,956,256</b>	<b>2,510,000</b>
<b>EXCESS OF REVENUES OVER EXPENSES</b>	<b>5,460,864</b>	<b>6,837,368</b>
<b>ACCUMULATED SURPLUS, BEGINNING OF YEAR</b>	<b>421,172,245</b>	<b>414,334,877</b>
<b>ACCUMULATED SURPLUS, END OF YEAR</b>	<b>\$ 426,633,109</b>	<b>\$ 421,172,245</b>



## SHIP-SOURCE OIL POLLUTION FUND

### STATEMENT OF CHANGE IN NET FINANCIAL ASSETS FOR THE YEAR ENDED MARCH 31, 2025

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	2025	2024
<b>EXCESS OF REVENUES OVER EXPENSES</b>	<b>\$ 5,460,864</b>	<b>\$ 6,837,368</b>
Acquisition of capital assets	(32,302)	(75,885)
Amortization of capital assets	67,723	79,538
	<b>35,421</b>	<b>3,653</b>
<b>INCREASE IN NET FINANCIAL ASSETS</b>	<b>5,496,285</b>	<b>6,841,021</b>
<b>NET FINANCIAL ASSETS, BEGINNING OF YEAR</b>	<b>421,073,747</b>	<b>414,232,726</b>
<b>NET FINANCIAL ASSETS, END OF YEAR</b>	<b>\$ 426,570,032</b>	<b>\$ 421,073,747</b>

# SHIP-SOURCE OIL POLLUTION FUND

## STATEMENT OF CASH FLOWS FOR THE YEAR ENDED MARCH 31, 2025

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	2025	2024
<b>OPERATING ACTIVITIES</b>		
Excess of revenues over expenses	\$ 5,460,864	\$ 6,837,368
<b>Adjustment for:</b>		
Amortization of capital assets	67,723	79,538
	<b>5,528,587</b>	<b>6,916,906</b>
<b>Net change in non-cash items related to operating activities:</b>		
Accrued interest receivable	235,479	(164,408)
International Oil Pollution Compensation Funds contributions receivable	-	109,017
Reimbursement for overpayment on Small Claims	(25,555)	-
Advances to the Fund for Railway Accidents Involving Designated Goods	(66,251)	(102,604)
Accounts payable and accrued liabilities	74,056	11,843
Provision for claims under review	265,473	2,237,782
	<b>483,202</b>	<b>2,091,630</b>
<b>INVESTMENT ACTIVITY</b>		
Acquisition of capital assets	(32,302)	(75,885)
<b>INCREASE IN BALANCE OF THE ACCOUNT WITH THE RECEIVER GENERAL FOR CANADA</b>	<b>5,979,487</b>	<b>8,932,651</b>
<b>BALANCE, BEGINNING OF YEAR</b>	<b>429,640,334</b>	<b>420,707,683</b>
<b>BALANCE, END OF YEAR</b>	<b>\$ 435,619,821</b>	<b>\$ 429,640,334</b>

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2025

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### 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	5 years

#### 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, 2025

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### 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 2.57% and 3.54% during the year (2024: 2.79% and 3.93%). The average interest rate for the year ended March 31, 2025 was 2.96% (2024: 3.39%).



# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2025

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### 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 \$10,030,152 (2024: \$9,764,679) for claims received prior to March 31, 2025 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, 2025, the provision for claims under review was as follow:

- \$1,359,041 (2024: \$-) which represents the amount offered through formal offers and provisioned for claims received and currently under review.
- \$8,671,111 (2024: \$9,764,679) which represents the amount provided for on claims received not yet processed.

### 5. CAPITAL ASSETS

	Cost	Accumulated amortization	2025	2024
Computer equipment	\$ 406,358	\$ 359,529	\$ 46,829	\$ 75,171
Furniture and equipment	233,130	218,459	14,671	20,962
Leasehold improvements	642,200	640,623	1,577	2,365
	\$ 1,281,688	\$ 1,218,611	\$ 63,077	\$ 98,498

### 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 \$4,326,301.

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2025

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### 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, 2025, the Fund was asked to contribute an amount of \$3,120,759 (2024: \$2,004,629) to the International Oil Pollution Compensation Funds.

Starting December 18, 2018, the Ship-Source Oil Pollution Fund no longer has a liability limit per claim. Furthermore, as of April 1, 2025, the Minister of Transport has the statutory power to impose a levy of 63.05 cents (2024: 61.45 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 likelihood 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 (2024: \$176,201) to Public Works and Government Services Canada (PWGSC) for the use of office spaces of which a portion of \$72,526 (2024: \$61,136) 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, 2026. As a tenant, the Fund is also responsible to pay its share of escalation costs annually.

#### **Accounting services**

During the year, the Fund paid \$31,831 (2024: \$29,556) to Transport Canada for accounting services.

# SHIP-SOURCE OIL POLLUTION FUND

## NOTES TO THE FINANCIAL STATEMENTS

MARCH 31, 2025

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### 8. RELATED PARTY TRANSACTIONS (continued)

#### Other

During the year, the Fund recovered \$1,391,862 (2024: \$1,120,968) from the Fund for Railway Accidents Involving Designated Goods for the following operating expenses:

	2025	2024
Administrative services, salaries and office expenses	\$ 1,319,336	\$ 1,059,132
Rent	72,526	61,136
	<b>\$ 1,391,862</b>	<b>\$ 1,120,268</b>

### 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, 2025 were provided for in the financial statements. During the period from April 1, 2025 to May 1, 2025, the Fund has received additional claims totalling \$88,091. These claims are 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, 2025

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	2025	2024
<b>SCHEDULE A - ADMINISTRATIVE SERVICES, SALARIES AND OFFICE EXPENSES</b>		
Salaries and benefits	\$ 1,691,710	\$ 1,366,255
Office expenses	7,617	7,230
Information technology services	73,664	115,431
Telecommunications	2,921	4,526
Other administrative services	63,268	72,264
	<b>\$ 1,839,180</b>	<b>\$ 1,565,706</b>

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### SCHEDULE B – CONSULTING FEES

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Claims consultants and investigators	\$ 262,958	\$ 205,853
Management and expertise services	98,559	74,438
Graphic and multimedia services	79,778	25,608
	<b>\$ 441,295</b>	<b>\$ 305,899</b>

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# Appendix

## LIST OF INCIDENT REPORTS AND CLAIMS FILES IN 2024-2025

The index of cases provides additional information on each of the cases of the 2024-2025 files 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 the Ship Fund’s website (<https://ship-rail.gc.ca/ship/claims-decisions#past-claims>).

## Expedited Process for Small Claims

Incident Ship name Date of incident Location Ship type Incident details	Claim submitted Amount claimed Date of submission Name of claimant	Decision Amount offered (% offered vs claimed)	Date Notice of Payment was issued	Date Notice of Overpayment was issued	Status
<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>Bad Decisions</b> 2024-09-08 Pictou Landing Fishing vessel No spill	\$17,691.96 2025-02-11 DFO/CCG	\$17,691.96 (100%)	2025-03-20	-	Open
<b>Ethan &amp; Renee Pembroke Princess and Knot Telling</b> 2024-01-26 Chegoggin Point Wharf, Yarmouth Fishing vessels No spill	\$8,073.03 2024-10-01 DFO/CCG	\$8,073.03 (100%)	2024-12-12	-	Open
<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	2025-02-04	Open
<b>Tommy Joe</b> 2024-10-24 St. Peters Canal, Cape Breton Fishing vessel Spill	\$5,368.04 2025-03-04 DFO/CCG	Assessment ongoing	-	-	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	Amount offered (% offered vs claimed)			
<b>Wanda Lynn</b> 2023-10-13 Little Brook Fishing vessel No spill	\$5,986.59 2024-09-26 DFO/CCG	\$5,986.59 (100%)	2024-11-21	-	Open
<b>New Brunswick</b>					
<b>Unknown name</b> 2023-07-11 Kouchibouguac Fishing vessel Diesel spill	\$20,447.40 2024-05-21 DFO/CCG	\$20,447.40 (100%)	2024-07-10	-	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
<b>Fisherman's Provider</b> 2023-07-23 Gulf of Saint Lawrence Fishing vessel No spill	\$3,125.94 2024-06-20 DFO/CCG	\$3,125.94 (100%)	2024-08-08	-	Open
<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, Montreal Cargo vessel No spill	\$30,322.98 2023-12-14 DFO/CCG	\$30,322.98 (100%)	2024-02-23	-	Open
<b>Hobbes</b> 2023-08-01 Rivière-Madeleine Pleasure craft No spill	\$10,740.31 2024-06-04 DFO/CCG	\$10,740.31 (100%)	2024-07-18	-	Open
<b>Le Plaisancier</b> 2022-08-25 Réal Bouvier Marina, Longueuil 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	-	Closed



<b>Incident</b>	<b>Claim submitted</b>	<b>Decision</b>	<b>Date Notice of Payment was issued</b>	<b>Date Notice of Overpayment was issued</b>	<b>Status</b>
<b>Ship name Date of incident Location Ship type Incident details</b>	<b>Amount claimed Date of submission Name of claimant</b>	<b>Amount offered (% offered vs claimed)</b>			
<b>Mystery spill</b> 2023-03-28 Port de Sept-Îles, Sept-Îles Diesel spill	\$56,747.17 2025-03-25 DFO/CCG	Assessment ongoing	-	-	Open
<b>Mystery spill</b> 2024-07-11 Marina Montréal, Pointe-aux-Trembles, Montreal Engine oil spill	Not yet set 2024-08-06 Robert Chartier	Assessment ongoing	-	-	Open
<b>Mystery spill</b> 2024-07-09 Port of Montréal Spill	\$11,323.94 2024-11-08 DFO/CCG	\$11,323.94 (100%)	2025-01-08	-	Open
<b>Mystery spill</b> 2024-07-11 Havre de l'île d'Entrée, les îles-de- la-Madeleine, QC Gasoline spill	\$9,010.86 2024-10-25 DFO/CCG	\$9,010.86 (100%)	2024-12-16	-	Open
<b>NY9109JW</b> 2023-10-09 Marina Anse-à-Valleau, L'Anse-à-Valleau Pleasure craft No spill	\$24,904.31 2024-07-02 DFO/CCG	\$24,904.31 (100%)	2024-08-27	-	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>Unknown name</b> 2024-03-14 L'île-Sainte- Thérèse, Saint-Jean- sur-Richelieu Pleasure craft No spill	\$10,283.14 2024-09-03 DFO/CCG	\$10,283.14 (100%)	2024-10-30	-	Open
<b>Zudar</b> 2024-04-18 Pointe-à-Boisvert Bulk carrier No spill	\$1,153.43 2024-09-03 DFO/CCG	\$1,153.43 (100%)	2024-10-22	-	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	Amount offered (% offered vs claimed)			
<b>30E18848</b> 2024-06-12 Marina Zool, Pointe-Fortune Pleasure craft No spill	\$11,328.63 2024-12-20 DFO/CCG	\$11,328.63 (100%)	2025-01-24	-	Open
<b>10D70475</b> 2024-11-18 Rivière Saint-Maurice Pleasure craft No spill	\$8,538.67 2025-01-17 DFO/CCG	\$8,538.67 (100%)	2025-03-17	-	Open
<b>Ontario</b>					
<b>Alegra</b> 2023-09-28 Etobicoke Creek, Marie Curtis Park, Toronto Pleasure craft No spill	\$10,722.24 2024-07-02 DFO/CCG	\$10,722.24 (100%)	2024-08-27	-	Open
<b>Den's Den</b> 2024-02-14 Mitchell's Bay, Lake St. Clair Pleasure craft No spill	\$29,582.42 2025-02-10 DFO/CCG	\$29,582.42 (100%)	2025-03-19	-	Open
<b>DougOut</b> 2023-10-02 Lake Huron, South of Cockburn Island Pleasure craft No spill	\$14,054.70 2024-09-24 DFO/CCG	\$14,054.70 (100%)	2024-11-21	-	Open
<b>Dulce Vida</b> 2023-07-24 Cobourg Marina, Cobourg Pleasure craft Diesel spill	\$4,199.47 2024-02-26 DFO/CCG	\$4,199.47 (100%)	2024-04-22	-	Open
<b>Franken Boat</b> 2024-08-07 Finkle's Shore Park, Bath Pleasure craft No spill	\$10,389.77 2024-11-01 DFO/CCG	\$10,389.77 (100%)	2024-12-16	-	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>55E20658</b> 2023-11-10 Detroit River, Windsor Pleasure craft No spill	\$7,002.30 2024-10-10 DFO/CCG	\$7,002.30 (100%)	2024-12-10	-	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	Amount offered (% offered vs claimed)			
<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	-	Closed
<b>Avro</b> 2023-12-05 Ladysmith Maritime Society Dock Pleasure craft Spill	\$3,845.98 2024-11-25 DFO/CCG	\$3,845.98 (100%)	2025-01-24	-	Open
<b>Chris Mar</b> 2024-01-21 Stones Marina, Nanaimo Pleasure craft Fuel spill	\$3,232 2024-12-31 Nanaimo Port Authority	\$3,232 (100%)	2025-03-20	-	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	\$861.60 (100%)	2024-04-12		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	-	Closed
<b>Marquita</b> 2022-06-18 Degnen Bay Gabriola Island Unknown No spill 	\$18,188.00 2022-10-25 DFO/CCG	\$18,188.00 (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	-	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	Amount offered (% offered vs claimed)			
<b>Mystery spill (Finger B, Campbell River Harbour)</b> 2023-12-22 Fisherman's Wharf, Campbell River Engine oil spill	\$31,487.97 2024-12-20 DFO/CCG	\$31,487.97 (100%)	2025-02-13	-	Open
<b>Mystery spill (Finger B, Campbell River Harbour)</b> 2023-12-22 Campbell River Harbour Unknown Fuel spill	\$3,260.20 2024-02-23 Campbell River Harbour Authority	\$3,260.20 (100%)	2024-04-12		Open
<b>Neekis</b> 2024-03-26 Albion Ferry Terminal, Maple Ridge Fishing vessel Unknown	\$8,457.63 2025-02-28 DFO/CCG	Assessment ongoing	-	-	Open
<b>Smokey River</b> 2024-06-29 Nanaimo Harbour Fishing vessel Spill	\$4,231 2024-12-31 Nanaimo Port Authority	\$4,231 (100%)	2025-02-20	-	Open
<b>Unknown name</b> 2024-12-26 Fraser River, Vancouver Fishing vessel Spill	\$7,312.78 2025-01-10 Vancouver Fraser Port Authority	\$7,312.78 (100%)	2025-03-07	-	Open
<b>Unknown name</b> 2023-05-21 Port Alberni Unknown No spill	\$7,569.80 2024-05-03 DFO/CCG	\$7,569.80 (100%)	2024-06-28	-	Open
<b>Unknown name</b> 2020-01-03 Sicamous Narrows 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>Atlantic Pursuit</b> 2022-06-13 Grand Bank Fishing vessel No spill	\$2,731,926.52 2024-06-10 DFO/CCG	Assessment ongoing	-	Open
<b>Baccalieu Venture</b> 2025-01-12 Harbour Grace Fishing vessel No 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
<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	\$31,879.76 2025-02-24	Open
<b>Executioner</b> 2021-12-09 St. John's Fishing vessel No spill	-	-	-	Closed
<b>Hamilton Banker</b> 2019-11-20 Colliers Fishing vessel Unknown	\$2,016,227.22 2022-10-05 DFO/CCG	Assessment ongoing	-	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>Jana Desgagnes</b> 2019-03-21 Port aux Basques Tanker No spill	\$89,286.59 2023-02-28 DFO/CCG	\$30,751.98 (34%) 2024-01-12	Recovery efforts were made	Closed
<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	\$600.00 2024-08-28	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
<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 Baltic III</b> 2025-02-15 Lark Harbour Cargo container No spill	-	-	-	Open
<b>MSC Kim</b> 2022-03-09 Port au Port Cargo ship No spill	-	-	-	Open
<b>Mystery spill</b> 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>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 were made	Closed

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>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
<b>Dale M II</b> 2022-11-25 Tickle Wharf, Canso Fishing vessel No spill	\$19,441.09 2024-09-23 DFO/CCG	\$19,111.31 (98%) 2025-02-06	-	Open
<b>Emma Marie</b> 2022-03-18 Country Island Fishing vessel No spill	\$70,613.53 2024-03-15 DFO/CCG	\$12,838.02 (18%) 2025-01-22	Recovery efforts ongoing	Open
<b>Farley Mowat</b> 2015-06-24 Shelburne Harbour, 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 Harbour, 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	\$1,339,930.08 (53%) 2025-02-14	Recovery efforts ongoing	Open
<b>Kamara</b> 2023-06-30 Northwest Arm, Halifax Pleasure craft No spill	\$42,902.26 2024-08-13 DFO/CCG	\$8,887.70 (21%) 2025-01-13	Recovery efforts 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	\$62,286.79 (54%) 2024-05-29	Recovery efforts ongoing	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>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	\$16,452 2024-05-31	Closed
<b>Robert &amp; Marilyn</b> 2021-09-25 Bras D'Or Lake, Iona Fishing vessel No spill	\$56,268.88 2023-06-22 DFO/CCG	\$2,062.04 (4%) 2023-11-15	Recovery efforts were made	Closed
<b>Ryan Atlantic II</b> (formerly Cape Rouge) 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
<b>Unknown name</b> 2022-11-19 Northwest Arm, Halifax Fishing vessel Engine oil spill 	\$15,921.55 2024-03-13 DFO/CCG	\$14,529.76 (91%) 2024-12-10	Recovery efforts were made	Closed
<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 Diesel oil spill 	\$36,153.24 2024-01-16 DFO/CCG	\$2,005.38 (5%) 2025-01-10	Recovery efforts ongoing	Open
<b>Quebec</b>				
<b>Celebrity</b> 2021-06-17 La Prairie Pleasure craft No spill	\$4,970.64 2024-06-13 DFO/CCG	Rejected 2025-03-03	-	Open
<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	-	Closed

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>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	\$1,811 2024-06-06	Open
<b>Handcuff</b> 2022-07-24 Pointe-au-Pic, La Malbaie Barge	\$16,598.59 2024-07-19 DFO/CCG	\$16,598.59 (100%) 2025-01-15	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>Le SyRaynuse</b> 2019-08-13 Portneuf Pleasure craft No spill	\$5,421.55 2024-08-06 DFO/CCG	Assessment ongoing	-	Open
<b>Mystery spill</b> 2021-08-26 Port of Quebec, Quebec Fuel oil spill	\$4,720.60 2023-08-23 DFO/CCG	\$4,720.60 (100%) 2024-03-08	Recovery efforts were made	Closed
<b>Norman McLeod</b> 2018-08-09 Lanoraie Tanker No spill	\$8,157.21 2023-08-08 DFO/CCG	\$7,124.36 (87%) 2023-11-28	Recovery efforts were made	Closed
<b>Quetzal II</b> 2021-11-06 Cap-Chat Pleasure craft No spill	\$2,018.46 2024-09-11 DFO/CCG	Assessment ongoing	-	Open
<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	\$3,441.79 2024-03-06	Closed
<b>Unknown names</b> 2024-06-30 Quai de la Grande- Entrée, les îles-de- la-Madeleine Fishing vessels No spill	\$37,005.69 2024-11-27 La communauté maritime des îles- de-la-Madeleine	Assessment ongoing	-	Open

<b>Incident</b>	<b>Claim submitted</b>	<b>Decision</b>	<b>Recovery</b>	<b>Status</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>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	\$21,808.20 2024-12-01	Closed
<b>Wif 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	\$2,500 2024-12-06	Closed
<b>Ontario</b>				
<b>Gary M</b> 2024-11-26 Stokes Bay Fishing vessel Spill	-	-	-	Open
<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 were made	Closed
<b>Theodore Too</b> 2024-12-18 Port Weller Dry Docks Shipyard, St. Catharines Tug No spill	-	-	-	Open
<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 St-Clair River, Mooretown Pleasure craft Diesel spill	\$280,143.90 2022-09-02 DFO/CCG	\$254,024.16 (91%) 2023-07-12	\$254,024.16 2024-12-05	Closed

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>British Columbia</b>				
<b>Alaska Plaza and Sea Lander</b> 2020-12-24 Port McNeil Barges Diesel spill	-	-	-	Closed
<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	\$19,365.48 (42%) 2024-05-15	Recovery efforts ongoing	Open
<b>Atanook</b> 2018-10-07 Ganges Harbour, Ganges 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>Beau</b> 2023-10-22 Tsehum Harbour, Sidney Ex-fishing vessel No spill	\$6,430.40 2025-01-24 DFO/CCG	Assessment ongoing	-	Open
<b>Beldis</b> 2022-01-28 Pender Harbour, Garden Bay Pleasure craft Fuel oil spill	\$89,679.37 2023-12-14 DFO/CCG	\$58,551.63 (65%) 2024-07-25	Recovery efforts were made	Closed
<b>Bert</b> 2023-07-28 Fraser River Barge Fuel oil spill	-	-	-	Open
<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>Incident</b>	<b>Claim submitted</b>	<b>Decision</b>	<b>Recovery</b>	<b>Status</b>
<b>Ship name Date of incident Location Ship type Incident details</b>	<b>Amount claimed Date of submission Name of claimant</b>	<b>Amount offered (% offered vs claimed) Date of decision</b>	<b>Amount recovered Date of recovery</b>	
<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>Chinooka</b> 2021-12-25 Tahsis Barge Diesel spill	\$1,102,254.90 2023-12-14 DFO/CCG	\$246,341.33 (22%) 2024-09-10	Recovery efforts ongoing	Open
<b>Darrell Bay Incident</b> 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 Steveston Harbour, 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	-	-	-	Closed
<b>Isa</b> 2022-10-18 Kinsmen Beach Park, Chemainus Fishing vessel Spill	\$42,782.92 2024-10-04 DFO/CCG	Assessment ongoing	-	Open
<b>Island Bay</b> 2022-09-10 Carpenter Bay, Haida Gwaii Passenger vessel No spill	-	-	-	Closed
<b>Jolly Roger</b> 2021-02-02 Ahousaht Harbour, Flores Island Fishing vessel Unknown	\$88,472.09 2023-01-17 DFO/CCG	\$18,845.22 (21%) 2023-07-05	Recovery efforts were made	Closed
<b>Kehewin</b> 2024-02-04 Port Hardy Fishing vessel No spill	\$14,473.42 2024-10-24 Port Hardy Harbour Authority	Assessment ongoing	-	Open






<b>Incident</b>	<b>Claim submitted</b>	<b>Decision</b>	<b>Recovery</b>	<b>Status</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>Knot</b> 2021-09-26 Todd Inlet, South Saanich Diesel spill	-	-	-	Open
<b>Lady Candy</b> 2022-01-01 Bella Coola Fishing vessel	-	-	-	Closed
<b>Lurch</b> 2020-11-09 Deep Bay, Vancouver Island Fishing vessel Diesel spill	\$84,205.61 2022-10-24 DFO/CCG	\$55,087.42 (65%) 2023-04-13	\$100 2025-01-09	Open
<b>Maipo River</b> 2023-07-26 Port of Nanaimo, Nanaimo Bulk carrier Fuel oil	-	-	-	Closed
<b>Maud J</b> 2022-11-29 Roberts Bay, Sidney Fishing vessel No spill	\$36,007.47 2024-09-27 DFO/CCG	Assessment ongoing	-	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 were made	Closed
<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	Closed
<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>Neekis</b> 2024-04-01 Albion Ferry Terminal, Maple Ridge Fishing vessel Unknown	-	-	-	Open



<b>Incident</b>	<b>Claim submitted</b>	<b>Decision</b>	<b>Recovery</b>	<b>Status</b>
<b>Ship name Date of incident Location Ship type Incident details</b>	<b>Amount claimed Date of submission Name of claimant</b>	<b>Amount offered (% offered vs claimed) Date of decision</b>	<b>Amount recovered Date of recovery</b>	
<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	\$30,496.32 2025-01-16	Closed
<b>Noelani</b> 2020-08-09 Sand Heads, 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 Harbour, Richmond Fishing vessel Diesel spill	\$130,411.28 2022-11-23 DFO/CCG	\$83,475.93 (64%) 2023-11-14	Recovery efforts were made	Closed
<b>Oceanus</b> 2023-05-08 Fishermen's Harbour, Port Alberni Ex-fishing vessel Diesel spill	\$34,072.23 2024-07-09 Port Alberni Port Authority	\$5,429.90 (16%) 2024-12-18	Recovery efforts ongoing	Open
<b>Old Chum</b> 2022-11-08 Mars Island, Broughton Archipelago Marine Provincial Park Fishing vessel Engine oil and diesel spill	\$157,515.81 2024-11-07 DFO/CCG	Assessment ongoing	-	Open
<b>Orca G</b> 2021-12-21 Ladysmith Harbour, Ladysmith Fishing vessel Diesel spill	\$89,037.95 2023-06-21 DFO/CCG	\$18,691.87 (21%) 2024-03-21	Recovery efforts were made	Closed
<b>Pacific Poet</b> 2021-12-24 Oak Bay Marina, Oak Bay Pleasure craft No spill	-	-	-	Closed
<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 were made	Closed
<b>R.J. Breadner</b> 2023-11-04 Sechelt Inlet Passenger vessel Spill	-	-	-	Open

Incident	Claim submitted	Decision	Recovery	Status
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<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	\$31,221.45 2024-08-28	Closed
<b>Robert Brian</b> 2022-07-11 Alberni Inlet Fishing vessel No spill	\$61,995.33 2024-07-09 DFO/CCG	\$61,956.69 (99%) 2024-12-18	Recovery efforts ongoing	Open
<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
<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, Langford 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> 2021-09-02 Port Edward Fishing vessel No spill	\$229,645.64 2022-10-31 DFO/CCG	\$102,834.20 (45%) 2024-04-24	Recovery efforts were made	Closed
<b>Sea Lion VI</b> 2021-12-24 Maple Bay Tug No spill	-	-	-	Closed
<b>Sea-Que</b> 2016-09-20 Sidney Marina, 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 Lyall Harbour, Saturna Island Pleasure craft No spill	\$51,805.59 2021-03-15 DFO/CCG	\$13,390.66 (26%) 2021-06-25	\$1,500 2024-10-22	Closed

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>Silver Grizzly</b> 2022-01-01 Bella Coola Fishing vessel Diesel spill	\$246,061.73 2023-12-21 DFO/CCG	\$40,674.84 (16%) 2024-07-24	Recovery efforts ongoing	Open
<b>Sossity</b> (formerly named <b>Maggie Mae</b> ) 2022-11-04 Discovery Harbour Marina, Campbell River Pleasure craft Diesel spill	\$104,739.19 2023-08-25 DFO/CCG	\$99,855.19 (95%) 2024-04-24	Recovery efforts 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	\$112,101.48 (39%) 2024-06-05	Recovery efforts ongoing	Open
<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>Tollcrest</b> 2023-02-19 Deas Island, Fraser River Fishing vessel Diesel spill	\$81,876.93 2025-01-31 DFO/CCG	Assessment ongoing	-	Open
<b>Tracy Isle</b> 2021-04-04 MK Bay Marina, Kitimat 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>Trailer Princess</b> 2022-02-14 Duncan Bay, Campbell River Barge Unknown	\$5,462,522.84 2024-02-09 DFO/CCG	Assessment ongoing	-	Open

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<b>Tymac No. 20</b> 2017-09-12 Tsehum Harbour, Sidney 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> 2024-12-15 Grieg Seafood fish farm, near Zeballos Diesel spill	-	-	-	Open
<b>Unknown name</b> 2024-06-08 Coal Harbour, Vancouver Pleasure craft No spill	-	-	-	Open
<b>Unknown name</b> 2021-12-24 Ladysmith Harbour, Ladysmith Pleasure craft No spill 	\$61,856.62 2023-06-28 DFO/CCG	\$10,064.20 (16%) 2024-03-12	Recovery efforts were made	Closed
<b>Unknown name</b> 2020-11-23 Parksville Barge Diesel spill	-	-	-	Closed
<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> 2023-05-21 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
<b>Unknown name</b> 2021-12-07 Trevor Channel Service ship (boom boat) No spill	-	-	-	Closed
<b>Unknown name</b> 2022-01-13 Bedford Channel Pleasure craft Fuel oil spill 	\$92,854.64 2023-12-06 DFO/CCG	\$62,889.42 (68%) 2024-07-18	Recovery efforts were made	Closed



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>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	\$112,270.02 (13%) 2024-09-18	Recovery efforts ongoing	Open
<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>Western Gambler</b> 2025-02-19 Napier Point, Bella Bella Fishing vessel Spill	-	-	-	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>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	-	-	-	Closed

Incident Ship name Date of incident Location Ship type Incident details	Claim submitted Amount claimed Date of submission Name of claimant	Decision Amount offered (% offered vs claimed) Date of decision	Recovery Amount recovered Date of recovery	Status
<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	\$104,063.55 2024-08-28	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
<b>Northwest Territories</b>				
<b>Just Wait</b> 2024-05-12 Back Bay, Yellowknife Fishing vessel Spill	-	-	-	Open