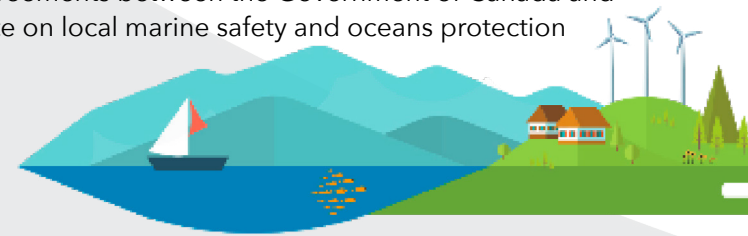


Increased collaboration with Indigenous peoples and coastal communities

- Co-developed [Enhanced Maritime Situational Awareness \(EMSA\)](#), a web-based platform, with British Columbia First Nations that shares near real-time marine traffic and environmental data to help enhance local marine safety, environmental monitoring and protection, and co-manage waterway activity. To date, nearly 600 licenses have been issued to Indigenous partners, coastal communities, and stakeholders across Canada.
- Co-launched the Coastal Nations Coast Guard Auxiliary in the territorial waters of Ahousaht and Heiltsuk First Nations.
- Established the first-of-its-kind Reconciliation Framework Agreements (RFA), including two parallel agreements between the Government of Canada and 15 Pacific North Coast First Nations, and another agreement with two other First Nations, to collaborate on local marine safety and oceans protection actions.
- Carried out three pilot projects in partnership with Pacific North Coast Nations to address marine safety and environmental protection through collaboration with the commercial shipping industry. This resulted in the Voluntary Protection Zone for Shipping to reduce the risk of ships grounding on the west coast of Haida Gwaii.
- Provided funding for 9 Indigenous coastal communities to buy search and rescue boats and equipment to improve their marine safety capacity.
- Signed an agreement with the First Nations Fisheries Council to work with South Coast Indigenous communities to plan, implement, and deliver results on a variety of Oceans Protection Plan initiatives.
- Worked with partners in the Marine Training Program (MTP) to train over 187 (including 58 Indigenous Peoples and 129 women) graduates since June 2019 for work in marine industries. 88 of these graduates have since been reported as being employed in the industry. Further progress in the MTP will see Camosun College welcome a cohort of all Indigenous students in Fall of 2022.



Marine shipping is safer

- Completed hydrographic surveys for 13 high-priority commercial ports and released 27 new or updated corresponding Electronic Navigation Charts to help mariners navigate more safely through high-traffic commercial ports and waterways. Also refurbished 16 tide and water level monitoring stations.
- Collected seafloor data throughout the coast of British Columbia, including Haida Gwaii and Vancouver Island areas, to improve navigation charts. Developed prototype dynamic tide and current models for Kitimat and Vancouver to improve safety for mariners.
- Updated the [Pilotage Act](#) that ensures marine pilots with prior local knowledge take control of vessels in Canada's ports and waterways.
- Improved weather services for mariners through the deployment of 2 new state-of-the-art weather buoys in the Strait of Georgia with near real-time access to observations and more detailed and precise weather forecast information through an online portal.
- Developed local forecasts for the next 12 to 24 hours supported by special, dedicated weather buoys in high-risk areas like ports, harbours, and busy shipping lanes. These forecasts use high-resolution weather models to support decision-making to reduce weather-related risks to mariners.
- Saw over 170 students graduate to work in the marine industry through the Marine Training Program partnership with the British Columbia Institute of Technology and Camosun College.

Greater protection for coastal ecosystems

- Changed the [Canada Shipping Act, 2001](#) to put stronger rules in place which protect marine environments and mammals from the impacts of shipping.
- Removed or assessed over 400 abandoned and wrecked vessels that are a danger to navigation and the environment on the West Coast and established the [Wrecked, Abandoned or Hazardous Vessels Act](#), making it illegal to abandon a vessel in Canadian waters.
- Funded 25 coastal aquatic habitat rehabilitation projects. These projects are helping species like the Chinook salmon, a priority food source for the endangered Southern Resident killer whale.
- Collected 25,000 km of coastal shoreline aerial imagery, more than 1,200 km of at-sea bird data, and GPS tracking studies of 8 priority marine bird species to better protect marine birds and sensitive shoreline habitats in the event of an emergency.
- Funded 11 projects through the [Coastal Environmental Baseline Program](#) to collect environmental data for a broad scope of ecosystem-focused projects in collaboration with scientists, stakeholders, and Indigenous and coastal communities in the Port of Vancouver and Port of Prince Rupert, British Columbia. This knowledge of local habitats and species will contribute to a better understanding of the marine environment over time.
- Developed and distributed educational outreach materials to promote awareness and compliance with the [Species at Risk Act](#) and associated regulations under the [Fisheries Act](#), including the [Marine Mammal Regulations](#).
- Purchased and distributed marine mammal response equipment to Fisheries and Oceans Canada's Conservation and Protection coastal detachments to provide resources for timely incident response.

Improved prevention and response to marine incidents

- Increased marine search and rescue capacity by ensuring 24/7 operations at the Regional Operations Centre at the Canadian Coast Guard's Victoria base.
- Constructed new Search and Rescue Stations facilities for Victoria, Hartley Bay and Tahsis, British Columbia.
- Modernized 134 Marine Communications and Traffic Services remote sites and 91 back-up links nationally, including those in British Columbia, to provide better coverage and communications to mariners in remote areas.
- Stored environmental response kits in strategic areas along the West Coast so that responders have the right equipment close by in the event of a marine pollution incident.
- Identified specific locations in the waters around Haida Gwaii and Queen Charlotte Strait where ships could shelter safely in case of emergency.
- Identified sensitive food, social, economic, and cultural sites in northern coastal waters to be able to better protect them in an emergency response.
- Restricted oil tankers from stopping, loading, or unloading large quantities of crude or persistent oil products in remote and dangerous northern British Columbia waters through the [Oil Tanker Moratorium Act](#), which protects our treasured North Coast rainforests.
- Developed ocean models in the South Salish Sea, Vancouver Harbour, and the Lower Fraser River to improve navigation safety and support incident response.

