

Fisheries and Oceans

1999-2000 Estimates

A Report on Plans and Priorities

Approved

Hon. David Anderson
Minister of Fisheries and Oceans

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1 Messages

1.1 Minister's Message



The Department of Fisheries and Oceans (DFO) is moving forward on its policies and programs to support Canada's conservation, economic, ecological and scientific interests in the oceans and marine and freshwater habitat, sustainable use of marine resources and safe, environmentally sound marine services.

The shift toward a conservation-based fishery over the past few years has led to a more precautionary, ecosystem-based approach. This requires continually expanding our scientific research and expertise in order to make sound conservation decisions. Working with the fishing industry, DFO researchers will continue to improve the science and technology of fish stock assessment to provide expert guidance, monitoring and information management.

The Department of Fisheries and Oceans today is much leaner, results-oriented and client-focused. Cost-sharing arrangements with the fishing industry have become a necessity. As well, economic realities dictate that we must align resources carefully to fund our core and emerging priorities.

Building on initiatives introduced last year to restructure the Atlantic and Pacific fisheries, we will work toward renewing the industry on both coasts by forming co-management arrangements with client groups at all levels.

Co-management and shared stewardship are key to managing Canada's fisheries effectively. By introducing new roles for stakeholders in program delivery, we aim to create environmentally sustainable, economically viable, self-reliant and self-adjusting fisheries.

We will lead and facilitate the development of an Oceans Management Strategy for the Government of Canada, engaging Canadians in the process. Our goal of integrated management will contribute to the conservation, protection and sustainable development of our oceans and oceans resources. We have made some progress to date on the pilot phase of Marine Protected Areas and integrated management plans by implementing five pilot areas in 1998. We will press forward with additional pilots in order to move toward a national system of full-fledged Marine Protected Areas.

The health of the oceans is extremely important to the quality of life of Canadians whether they live inland or on the coasts. Making progress on understanding our marine ecosystems is a priority over the next several years.

Understanding the ocean's role in climate change is critical to fulfilling our mandate. In the year ahead, we will expand our knowledge of the fragile Arctic ecosystems, global warming and other phenomena by continuing to analyze the data collected during last year's innovative Canada/U.S. Arctic research project and by participation in other international ocean climate programs.

Revitalizing the Aboriginal fisheries program through the establishment of co-operative management boards is another priority. We will continue to respect Aboriginal and treaty rights in the formulation and implementation of all fisheries management policies and programs.

In response to a dramatic increase in recreational boating and marine traffic, we will introduce a number of programs in 1999-2000. New safety regulations dealing with minimum age limits, competency requirements and operation standards for powerboats have been developed in consultation with the recreational boating community.

At the same time, we are implementing new technology for more efficient and cost-effective marine aids. Vital lightstations on both coasts are also being modernized and restored.

It is my department's intention to keep critical fishing harbours open and in good repair in support of the fishing industry and resident coastal communities. To this end, we will continue to move to a smaller, more sustainable, national fishing harbour system managed largely in alliance with industry-supported Harbour Authorities. Recreational harbours and inactive fishing harbours will be devolved from our inventory in the years ahead.

The Planning and Priority process is intended to ensure that the services we provide to Canadians continue to meet high performance standards. Throughout this report are examples of how our business lines contribute to meeting the Department's overall objectives.

None of these achievements would be possible without the contributions of our dedicated and industrious staff. I am confident that we will succeed in our continuing conservation and environmental protection challenges.

David Anderson
Minister of Fisheries and Oceans

1.2 Management Representation

Report on Plans and Priorities 1999-2000

I submit, for tabling in Parliament, the 1999-2000 Report on Plans and Priorities (RPP) for Fisheries and Oceans.

To the best of my knowledge, the information:

- accurately portrays the Department's mandate, plans, priorities, strategies and expected key results of the organization;
- is consistent with the disclosure principles contained in the Guidelines for Preparing a Report on Plans and Priorities;
- is comprehensive and accurate; and
- is based on sound underlying departmental information and management systems.

I am satisfied as to the quality assurance processes and procedures used for the RPP's production.

The Planning and Reporting Accountability Structure on which this document is based has been approved by Treasury Board Ministers and is the basis for accountability for the results achieved with the resources and authorities provided.

Name: _____
Carol Beal

Date: _____

2 Departmental Overview

2.1 Mandate, Roles and Responsibilities

2.1.1 Mandate

The Department of Fisheries and Oceans (DFO), on behalf of the Government of Canada, is responsible for policies and programs in support of Canada's economic, ecological and scientific interests in the oceans and freshwater fish habitat; for the conservation and sustainable utilization of Canada's fisheries resources in marine and inland waters; and for safe, effective and environmentally sound marine services responsive to the needs of Canadians in a global economy.

As outlined above, the Department's mandate is extremely broad. It covers:

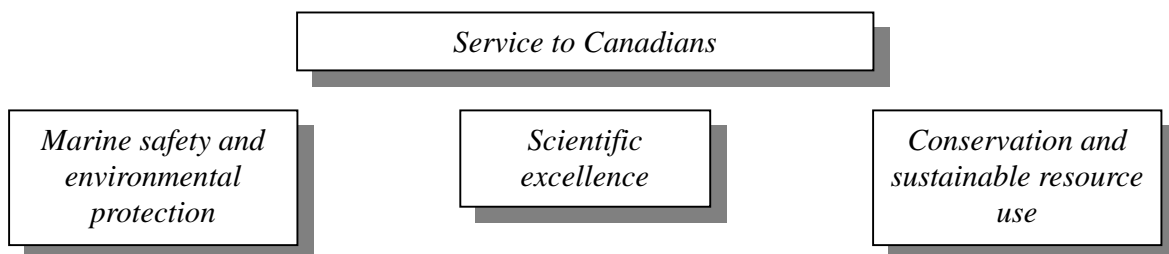
- management and protection of the marine and fisheries resources inside the 200-mile exclusive economic zone;
- management and protection of freshwater fisheries resources;
- marine safety along the world's longest coastline;
- facilitation of marine transportation;
- protection of the marine environment;
- support to other federal government institutions and objectives, as the government's civilian marine service; and
- research to support government priorities such as climate change and biodiversity.

Because of its broad mandate, DFO does not operate alone. Federal and provincial governments share jurisdiction in a number of areas related to the Department's mandate, and this is reflected in this report. Stakeholder participation and involvement are also essential, and are reflected in many of the elements of this document.

The mandate, departmental objectives, long-term priorities and goals, and business lines described in this document refer to those responsibilities that fall under federal jurisdiction.

2.1.2 Vision

Safe, healthy, productive waters and aquatic ecosystems, for the benefit of present and future generations, by maintaining the highest possible standards of:



2.1.3 Organization and Program Composition

DFO is a decentralized federal government department that operates across Canada from five regional offices, Gulf Fisheries Management and national headquarters in Ottawa.

The Department has six Assistant Deputy Ministers (ADMs) responsible for 11 business lines. The Assistant Deputy Ministers are responsible for establishing national objectives, policies and procedures and standards for their respective business lines. The relationship between business lines and long-term priorities and goals is summarized in the following table.

DFO Business Lines: Contribution to Departmental Priorities

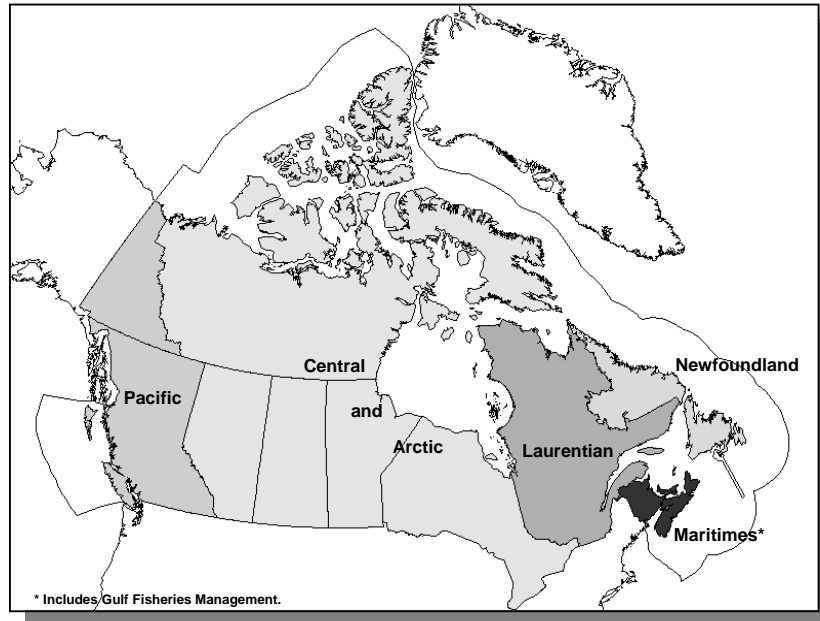
Business Line	Departmental Priorities							Accountable Manager
	Manage and protect fisheries resources	Protect marine and freshwater environment	Understand oceans and aquatic resources	Maintain maritime safety	Facilitate maritime commerce and ocean development	Improve client relations	Improve employees' work environment	
Marine Navigation Services		✓		✓	✓	✓	✓	ADM, Marine/ Commissioner, CCG
Marine Communications and Traffic Services		✓		✓	✓	✓	✓	
Icebreaking Operations		✓		✓	✓	✓	✓	
Rescue, Safety and Environmental Response		✓		✓	✓	✓	✓	
Fleet Management	✓	✓	✓	✓	✓	✓	✓	
Fisheries and Oceans Science	✓	✓	✓	✓	✓	✓	✓	ADM, Science
Hydrography			✓	✓	✓	✓	✓	
Habitat Management and Environmental Science	✓	✓	✓		✓	✓	✓	ADM, Oceans
Fisheries Management	✓	✓			✓	✓	✓	ADM, Fisheries Management*
Harbours		✓		✓	✓	✓	✓	ADM, Corporate Services
Policy and Internal Services	✓	✓	✓	✓	✓	✓	✓	ADM, Corporate Services ADM, Policy

* Within Fisheries Management, accountability for special capacity-reduction programs rests with ADM, Policy.

The program is delivered in the following five DFO regions and a Gulf Fisheries Management Region, each headed by a Regional Director General (RDG) in regional headquarters: Newfoundland Region — St. John's, Newfoundland; Maritimes Region — Halifax, Nova Scotia; Gulf Fisheries Management — Moncton, New Brunswick, Laurentian Region — Québec City, Quebec; Central and Arctic Region — Winnipeg, Manitoba; and Pacific Region — Vancouver, British Columbia. The RDGs are responsible for organizing and managing delivery of programs and activities in their regions in accordance with national and regional priorities and with national program performance parameters set for each

program and activity. In short, their role is to mobilize the process and translate the strategic direction in actions at the field level.

Department of Fisheries and Oceans Regions



2.2 Objective

At the broadest level, the Department's objective is to undertake policies and programs in support of Canada's economic, ecological and scientific interests in the oceans and inland waters; to provide for the conservation, development and sustainable economic utilization of Canada's fisheries resources in marine and inland waters for those who derive their livelihood or benefit from these resources; to provide safe, effective and environmentally sound marine services responsive to the needs of Canadians in a global economy; and to co-ordinate the policies and programs of the Government of Canada respecting oceans.

2.2.1 Long-term Priorities and Goals

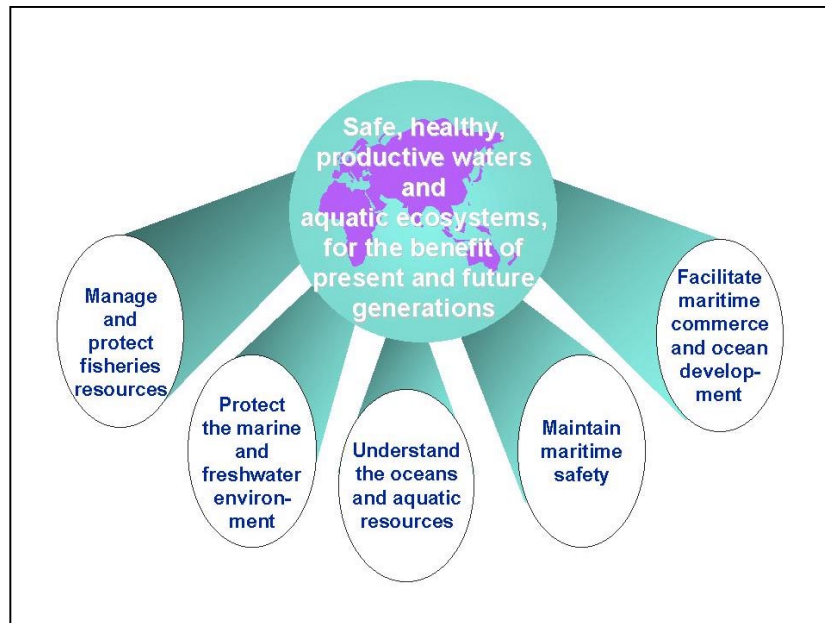
In pursuit of this objective, DFO is committed to the following five long-term priorities and goals.

- 1) **Managing and protecting fisheries resources.** Conservation is DFO's top priority. The goal is to conserve Canada's fisheries resources to ensure that they are used sustainably in a self-reliant fishery. In pursuit of this goal, the important contributions of the provinces and territories must be recognized. DFO must also manage fisheries resources in a manner consistent with Aboriginal and treaty rights. Effective regulatory enforcement and management of harvesting capacity are essential to the long-term objective of sustainable conservation. As well, it is essential that effective international arrangements be in place that will prevent foreign overfishing and safeguard resources under international treaties.

- 2) **Contributing to the protection of the marine and freshwater environment.** Our goal is to protect marine and freshwater environments and ecosystems and, thus, to support sustainable use for fisheries, eco-tourism, recreational boating, etc. To achieve this goal, DFO must take a proactive, coherent, results-oriented approach that includes working with provinces and territories to manage and protect freshwater fish habitat and marine and estuarine ecosystems, and to reduce the effect of pollution on marine ecosystems.
- 3) **Understanding the oceans and aquatic resources.** The goal is to improve, apply and communicate to all Canadians knowledge about Canada's oceans and its marine and freshwater fisheries resources. This knowledge will support the activities of clients, partners and DFO's operational branches.
- 4) **Maintaining marine safety.** The Department's goal is to continually improve safety in Canada's waterways by reducing the number and severity of collisions and groundings, helping people in distress and in danger, and preventing loss of life and damage to property.
- 5) **Facilitating maritime commerce and ocean development.** The Department's goal is to provide the policy, regulatory framework and operational services that support commercially sustainable maritime industries. DFO also provides the Department of Foreign Affairs and International Trade with scientific and technical support for its efforts to liberalize trade in the fisheries and oceans sectors.

In pursuit of these long-term objectives and goals, DFO is also committed to:

- improving departmental relations with clients and partners, and achieving effective participation by clients in decision making, information sharing and program delivery;
- promoting mutual respect, teamwork, professionalism and excellence in service delivery; and
- achieving tangible, "real-world" results that benefit both our direct clients and society at large.



2.3 Operating Environment

2.3.1 Overview

Canada is a maritime nation. We have the world's longest coastline, touching three oceans, and one of the largest continental shelves. Millions of Canadians live in coastal areas and marine and freshwater resources are among our country's great natural assets. Fishing and shipping are not only important industries for Canada, but they are part of our heritage.

DFO's mandate, programs and services directly affect the livelihoods of thousands of Canadians in oceans and freshwater industries throughout Canada, from fishing and marine transportation to tourism and recreation. More generally, however, these programs and services affect the economic, social and cultural fabric of the country.

DFO is a relatively large federal department. In terms of workforce, it is the fourth largest department in the federal government, with approximately 8,500 full-time equivalents (FTEs). Planned expenditures for 1999-2000 are projected at approximately \$1.4 billion. In terms of workforce, DFO is the largest and sometimes only federal presence in five coastal provinces.

The jurisdictional framework in Canada is such that all levels of government have some responsibility in the country's fishery, coastal and marine resources. Other federal departments and provincial governments contribute significantly to fisheries and oceans issues. Aboriginal groups and fisheries and marine industries are also important to fisheries and oceans management, as are universities and scientific institutions.

DFO operates in a challenging and demanding environment. The management of fisheries is subject to a myriad of influences that cause cycles of abundance and scarcity. Fish habitat

must be protected from the ever-increasing pressures of human activity, such as industrial growth and pollution. The science of stock assessment has become more difficult and uncertain as a result of changing marine conditions around the world in a time where clients and other interested parties are demanding more detailed and broad-based information. In the area of marine safety and environmental protection, challenges reflect the broad dimensions of the country, including the world's longest coastline, major inland waterways and severe weather conditions. Furthermore, fisheries developments such as the surge in the aquaculture industry, coupled with the management of increasing commercial and recreational traffic, present added complexity in facilitating maritime commerce and ensuring a safe Canadian marine transportation system in contribution to DFO's Oceans Agenda and the need to sustain aquatic resources.

2.3.2 Public Awareness

The Canadian public is very interested and concerned about our ecosystems, the state of the environment, including oceans and oceans resources, and safety. Interest has been fuelled by the status of mainstay stocks like Atlantic cod and Pacific salmon, the plight of local fishermen, the impact of fiscal restraint measures on the capacity to ensure safety on Canada's waterways, and the international focus on the oceans in 1998. Public awareness also creates demand for knowledge, as in the case of the impact of climate change on ocean productivity. Increased public awareness puts a spotlight on DFO's progress toward the implementation of the *Oceans Act*, specifically integrated management, the ecosystem approach and the precautionary approach. This spotlight promotes and encourages change in DFO programs and services to recognize the broader client base and role under the *Oceans Act*. Accordingly, the Department is responding to these demands by placing increased emphasis on communication and public consultation. Through open dialogue, DFO will enhance its credibility and continue to earn the confidence of stakeholders and the broader Canadian public.

2.3.3 Program Demands

DFO will continue to face increasing and changing program demands and workloads as a result of new program demands, continuing fiscal restraint, and pressure from stakeholders to demonstrate greater program efficiency.

Externally, the decline of Atlantic groundfish and Pacific salmon stocks, coupled with the expansion of existing and emerging and more complex fisheries, is adding workload pressure to fisheries management and science programs because of the requirement for increased stock assessment information, the development of new fisheries management regimes, and dedicated enforcement. The increase in recreational boating participation, increased cruise ship and vessel traffic, and the movement of fishing boats further offshore are creating new pressures on DFO's safety related programs, harbours, environmental response and hydrography programs. Finally, increased development of oil, gas and other natural-resource-based industries is increasing caseloads for Habitat Management.

New initiatives such as the Oceans Management Strategy, the Office of Boating Safety and anticipated new legislation on species at risk have strong public support, but also add to the increasing list of program demands.

Whether generated externally or internally, changing program demands create financial pressure on the Department. In an environment of continued budget restraint, increasing program demands must be accommodated through greater efficiency, alternative service delivery methods such as co-management and devolution, and the reallocation of resources to higher priority areas.

2.3.4 Working with Clients

The Canadian public and industry are making strong demands to see continued evidence of efficiency and effectiveness in government programs. All DFO programs have made significant progress in recent years in improving relationships with clients and stakeholders and achieving participation by clients in decision making, information sharing and program delivery. The introduction of stakeholder-managed harbours, Integrated Fisheries Management Plans, fisheries resource conservation councils on the Atlantic and Pacific coasts, and Sentinel fisheries represents examples of how DFO has been able to make progress in achieving greater involvement and participation of clients and stakeholders within the fishing industry. In other areas, DFO has made use of volunteer networks such as Harbour Authorities, the Coast Guard Marine Advisory Boards, Coast Guard Auxiliary and public volunteer networks associated with implementation of the Oceans Agenda to actively engage clients and stakeholders. These alliances help DFO deliver efficient and effective services to Canadians.

2.3.5 Technology and Program Efficiency

DFO is a capital-intensive department that is making use of advanced technologies to continuously improve operational efficiency and maintain Canada's reputation as a world leader, particularly in the areas of scientific research and marine navigation and communications. Technological change is expected to continue at a significant rate in the years ahead and will have an important impact on DFO's programs.

In the fishing industry, DFO is promoting the introduction of selective fishing practices. DFO's science program is experimenting with hydroacoustic technology to improve its stock assessment information systems. Rationalization of harbours to core fishery requirements is progressing, with significant reductions in inventory. The efficiency of Canada's marine navigation system is being improved through the introduction of electronic chart systems within the Hydrography program, the Canadian Coast Guard's introduction of state-of-the-art navigation and communications technology such as the Differential Global Positioning System, the Global Maritime Distress and Safety System and the implementation of new technology in traffic management surveillance and marine information in co-operation with ports and the international community. The challenge will be to make prudent and strategic investments to provide effective and efficient public services.

DFO is improving departmental management practices in line with horizontal government-wide priorities. Under the banner of La Relève, DFO is placing a priority on ensuring a well-trained and qualified workforce both now and into the future. Particular focus is being given to succession planning for senior management positions, fleet officers, scientists and fisheries enforcement officers, as well as the provision of adequate technical training for fleet personnel and enforcement training for fisheries officers. The development of a comprehensive performance measurement framework for DFO, which integrates the various planning and reporting efforts among sectors and business lines, is another area where DFO is working to improve management approaches. Other key areas where the Department is addressing internal challenges include improved financial management, building policy research capacity and addressing the Year 2000 issue.

2.4 Financial Spending Plan

(in millions of dollars)	Forecast Spending 1998-99*	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Program Spending	1,425.2	1,451.3	1,173.2	1,131.1
Less Revenue Credited to the Vote	54.7	54.1	54.1	54.1
Net Program Spending	1,370.5	1,397.2	1,119.1	1,077.0
Less Revenue Credited to the Consolidated Revenue Fund	56.8	56.2	55.7	55.7
Plus Cost of Services Provided by other Departments/Agencies	57.2	54.1	54.2	53.2
Net Cost of the Department	1,370.9	1,395.1	1,117.6	1,074.5
* Reflects best forecast of total planned spending to the end of the fiscal year.				

3 Plans, Priorities, Strategies and Expected Results

3.1 Summary of Key Plans, Priorities and Strategies

The following table was introduced in the 1998 *Departmental Performance Report*. Subsequently, the table was modified to prioritize the commitments to Canadians and to add a new column on the expected results of each of the major commitments.

DFO Performance Commitments

To Provide Canadians With	To Be Demonstrated By	Expected Results	Reported In Section(s) On
<i>Conservation and biological sustainability of fisheries resources, marine and freshwater habitats and a protected environment</i>	<i>Status of Fish Stocks and Fisheries Management Practices</i> <ul style="list-style-type: none"> • Status of fish stocks both within and adjacent to Canada's 200-mile zone. • Sustainable harvesting practices within the industry. • The protection of fish stocks through an integrated management monitoring and enforcement program. • A precautionary approach to resource and habitat management based on sound science and conservation requirements. • Use and impacts of co-management agreements. 	<ul style="list-style-type: none"> • Timely development of Integrated Fisheries Management Plans for selected key fisheries which provide for sustainable development, effective monitoring and enforcement provisions. • Increased use of selective harvesting methods. • A sustainable balance between environmental protection and the long-term viability of marine trade and commerce. • Stock assessments for major exploited stocks for the benefit of the fishing industry and for public information. • Improved conservation advice by incorporating new information into assessments. 	FM ¹ FM ¹ RSER ² F&O Science ³ F&O Science ³
	<i>State of Ecosystems and Habitat Management Practices</i> <ul style="list-style-type: none"> • Integrated habitat management. • Healthy and productive aquatic ecosystems. • A precautionary approach to resource and habitat management based on sound science and conservation. 		<ul style="list-style-type: none"> • No net loss of fish habitat. • Environmental assessment decisions in accordance with <i>Canadian Environmental Assessment Act</i> law list triggers. • An Oceans Management Strategy. • Implementation and monitoring of pilot Marine Protected Area and Integrated Management projects.

DFO Performance Commitments (continued)

To Provide Canadians With	To Be Demonstrated By	Expected Results	Reported In Section(s) On
<p><i>Conservation and biological sustainability of fisheries resources, marine and freshwater habitats and a protected environment (continued)</i></p>	<p><i>State of Ecosystems and Habitat Management Practices (continued)</i></p> <p><i>Scientific Research and Understanding</i></p> <ul style="list-style-type: none"> • Scientific understanding of aquatic flora and fauna. • Technology transfer from aquaculture research projects to industry. • Scientific understanding of ocean and coastal waters and of aquatic ecosystems. • Reliable scientific information. <p><i>Environmental Protection and Response</i></p> <ul style="list-style-type: none"> • Preparedness for national emergencies. • Response to marine oil emergencies. • Responsible operational and environmental stewardship of marine resources and infrastructure by DFO employees, partners and public users. <p><i>Socio-Economic Benefits</i></p> <ul style="list-style-type: none"> • Socio-economic benefits to marine-based industries and rural/coastal communities. <p><i>Public Awareness & Client Satisfaction</i></p> <ul style="list-style-type: none"> • Client satisfaction. • Client participation. • Public awareness of programs and policies. 	<ul style="list-style-type: none"> • A public that is better educated on oceans issues that will readily get involved in local marine initiatives, share accountability, encourage self-regulation, and be voluntarily compliant. • Monitoring and research on the ocean's role in the climate system. • Better understanding of aquatic ecosystems and their role in sustainable development. • Reduced number and severity of spills resulting from collisions, groundings and ice damage. • Reduced pollution from vessel transits and construction on waterways. • Public safety and environmental issues addressed at all inventory harbours through repairs or other risk-management action. • Reduced risk of property damage along the rivers by flood control activities. • Improved access to DFO science data. • Increased client consultation and public awareness of programs, policies and new initiatives. 	<p>HMES⁴</p> <p>F&O Science³</p> <p>HMES⁴</p> <p>RSER², MCTS⁶</p> <p>MNS⁵</p> <p>Harbours</p> <p>Icebreaking</p> <p>F&O Science³ HMES⁴</p> <p>All business lines</p>

DFO Performance Commitments (continued)

To Provide Canadians With	To Be Demonstrated By	Expected Results	Reported In Section(s) On
<p><i>Safe, efficient and accessible waterways and harbours</i></p>	<p><i>Efficient and Effective Waterways Infrastructure</i></p> <ul style="list-style-type: none"> • A comprehensive, efficient, timely and responsive marine communications and traffic services network. • Efficient and effective aids to navigation infrastructure. • Safe and efficient movement of marine traffic through ice-covered waters. • Scientific understanding and public access to hydrographic information. • Quality of hydrographic information. • Response to marine search-and-rescue incidents. • Harbours critical to the fishing industry open and in good repair. <p><i>Economic Benefits</i></p> <ul style="list-style-type: none"> • Economic and operational benefits through marine trade and commerce. • Annual deliveries by ship to northern settlements and military sites. • Preservation of property from ice build-up. 	<ul style="list-style-type: none"> • Reduced number and severity of collisions, groundings and ice damage. • Reduced vessel transit time, service interruption and costs. • Increased efficiency in commercial vessel cargo loading, resulting in clients' improved operational and economic performance. • Reduced number and severity of incidents that place people in distress or imminent danger, which minimizes loss of life. • Safe operating conditions at critical fishing harbours with priority directed to user-managed sites. • Reduction in number of non-critical harbours. • Implement a national objective priority setting for hydrographic surveys. • Strive to obtain national ISO 9000 certification for Canadian Hydrographic Service by 2003-2004. • Improved industry operational and economic performance through reduced vessel transit time and increased efficiency in commercial vessel cargo loading. • Contribution to the well-being and economic viability of Inuit communities. • Reduced risk of property damage along the rivers by flood control activities. 	<p>MCTS⁶, MNS⁵, RSER²</p> <p>Icebreaking, MCTS⁶, MNS⁵, MNS⁵, MCTS⁶</p> <p>MCTS⁶, RSER²</p> <p>Harbours</p> <p>Harbours</p> <p>Hydrography</p> <p>Hydrography</p> <p>MCTS⁶, MNS⁵, Icebreaking</p>

DFO Performance Commitments (continued)

To Provide Canadians With	To Be Demonstrated By	Expected Results	Reported In Section(s) On
<i>Safe, efficient and accessible waterways and harbours (continued)</i>	<p><i>Clients and Public</i></p> <ul style="list-style-type: none"> • Participation of users in harbour management and cost. • Client satisfaction. • Client participation. • Client and public awareness of programs and policies. • Client and public understanding of rationale for conservation decisions. 	<ul style="list-style-type: none"> • Increased number of harbours managed by Harbour Authorities. • Client satisfaction/awareness (surveys). • Clear, understandable reports and summaries readily available. 	<p>Harbours</p> <p>Various business lines will report in upcoming <i>Departmental Performance Report</i></p>

Notes:

- ¹ FM refers to Fisheries Management.
- ² RSER refers to Rescue, Safety and Environmental Response.
- ³ F&O Science refers to Fisheries and Oceans Science.
- ⁴ HMES refers to Habitat Management and Environmental Science.
- ⁵ MNS refers to Marine Navigation Services.
- ⁶ MCTS refers to Marine Communications and Traffic Services.

3.2 Details by Business Line



This business line consists of three programs: Marine Aids, Navigation Protection and Waterways Development.

Objective

To provide a safe, efficient and accessible waterway.

Planned Spending: Marine Navigation Services

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Expenditures	128.3	131.6	142.4	138.4
Revenue Credited to the Vote	28.2	28.3	28.3	28.3
Net Expenditures	100.1	103.3	114.1	110.1

Context

Marine Navigation Services (MNS) is in a period of transition. The business line is moving from the past, in which government decided what was needed and provided a wide range of infrastructure and services, through a period of transition in which increasing emphasis is placed on the adoption of new technology, cost reduction, cost recovery, promotion of the principle that safety is a shared responsibility, user consultation, user provision of services, and the use of strategic alliances to achieve program goals. The future for MNS will be a more complex, interdependent world, in which government will set standards, provide or ensure key infrastructure, and market navigation and safety information. Key challenges for MNS include completing Program Review initiatives in the Marine Aids and Waterways Development programs and dealing with workload pressures in the Navigation Protection Program.

Key Plans and Strategies

- Continue modernization of aids to navigation.
 - Complete the implementation of a full Differential Global Positioning System (DGPS) by July 1999. This system will provide better accuracy of position to all mariners across Canada. Unforeseen technological and developmental problems delayed the development of both the hardware and software for DGPS. It is noteworthy that the U.S. Coast Guard, which began its DGPS project at about the same time, ran into the same types of difficulties and delays.

- Provide fewer and more effective conventional aids to navigation and improve effectiveness of current aids system by:
 - evaluating the future of the LORAN-C system as it is expected that the requirement for this service will be diminishing. A final decision is targeted for the beginning of the year 2000.
 - implementing the five-year buoy, solarization of seasonal buoys, evaluation of laser range lights, and performance monitoring of existing equipment.
 - using alternative approaches to dispose of properties for destaffed lightstations.
- Continue to assist the Canadian Hydrographic Service in the identification of priorities for the implementation of electronic charts in main Canadian waterways.
- Facilitate domestic and international acceptance of DGPS and, in concert with Transport Canada, of Electronic Chart Systems, Electronic Chart Display and Information Systems.
- Modernize, maintain, implement and upgrade information systems such as the national databases on the utilization of Canadian waterways; the Aids Program Information Systems and Marine Aids Costing data, and the Navigable Waters Database System.
- Amend applicable legislation to simplify the regulatory framework and ensure its responsiveness to regulatees. In this planning period, amendments to the *Canada Shipping Act*, specifically Part VI dealing with the Receiver of Wreck provisions, will be updated to streamline administrative processes and reduce the administrative burden related to storage and disposal of wrecks.
- Develop channel policy, standards and guidelines for the purpose of maintaining vessel safety within the confines of national commercial waterways.
- Continue providing, monitoring and controlling waterways information and services for water-level forecasts, depths and fluctuations as well as providing for dredging and fees by developing long-term agreements, soil disposal facilities, ice-cover management and control of structures in the St. Lawrence Shipping Channel, as well as other areas related to the Canadian Coast Guard's core business.

Expected Results

- Reduced number and severity of collisions, groundings, spills and risk of spills.
- Reduced pollution from vessel transits and construction on waterways.
- Reduced vessel transit time, service interruption and costs.
- Increased efficiency in commercial vessel cargo loading, resulting in clients' improved operational and economic performance.
- Increased efficiency in assessing how works in navigable waters will affect navigation.



Objective

To ensure safety of life at sea, protection of the environment, efficient movement of shipping, and information for business and national interests.

Planned Spending: Marine Communications and Traffic Services

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Expenditures	72.4	75.3	72.4	72.4
Revenue Credited to the Vote	0.5	0.3	0.3	0.3
Net Expenditures	71.9	75.0	72.1	72.1

Context

The Marine Communications and Traffic Services (MCTS) Program is a core Canadian Coast Guard safety function. By the nature of its operations, MCTS is a key element of the national movement toward a sustainable development for oceans and marine resources. In order to fully contribute to the Oceans Strategy, it is important that MCTS retain control of adequate resources. With the MCTS integration being completed, it is important to monitor operations closely to ensure the staff is adequately trained and that implementation of new technologies will ensure quality service delivery is maintained with the associated program results expected. MCTS will continue to ensure full participation of staff in maintaining ongoing liaison with the marine industry, other clients and beneficiaries, and with world safety organizations in the interest of keeping abreast of trends which will change the way MCTS operates, renews its infrastructure and provides possibilities for further efficiencies through the application of technological changes.

Key Plans and Strategies

- ❑ Automate present-day manual operations, including, to some extent, information management dissemination systems such as National Information on Marine Navigation (INNAV) and Vessel Traffic Operator Support System (VTOSS). INNAV and VTOSS are real-time information systems that will significantly enhance MCTS operations, and automate the collection, processing, display and distribution of timely and accurate marine information. Implementation of the INNAV system is in a two-phased approach. Major delays have been experienced in some project deliverables, which has resulted in an extension to the project completion. It is anticipated that Phase I of INNAV will be completed by the end of 1999 and Phase II by 2001. Continued improvements of the VTOSS will be undertaken during the planning period.

- ❑ In partnership with the Canadian marine industry, develop an implementation strategy for the use of Universal Automatic Identification System (UAIS) in MCTS operations. This improved method of ship identification and data exchange will allow MCTS to track ship movements over large areas and will permit individual ships to have information displayed on the location and identity of other similarly equipped vessels. At the same time, infrastructure cost savings are anticipated. The implementation strategy will be finalized and a subsequent implementation plan developed by the year 2000 in line with the international UAIS technical and operational standard. The implementation plan will include elements such as system need analysis, cost sharing, cost analysis, timeframes and equipment software interface with other systems.
- ❑ Continue with the implementation of the Global Maritime Distress and Safety System in accordance with the amendments to the Safety of Life at Sea International Convention. This international system uses improved terrestrial and satellite technology and shipboard radio systems to provide a more effective distress alerting system. It was developed to save lives by adding specialized functionality to the current radiocommunications system. Performance targets include the implementation of the Very High Frequency/Digital Selective Calling at selected sites in Canada over the next three years and the High Frequency/Digital Selective Calling in the Canadian Arctic in 1999-2000.
- ❑ Seek the most efficient and effective means of delivering MCTS services through a level of service review, to be completed in 1999, and consideration of alternative delivery methods in accordance with the Canadian Coast Guard's strategic plan.
- ❑ Explore opportunities to market MCTS expertise internationally in the areas of operational analysis, standards development and system advice and training. Such international projects will be undertaken on a cost-recovery basis. These international initiatives also support Canadian industry by providing contractual opportunities for business abroad.

Expected Results

- ❑ Reduced number and severity of collisions and groundings.
- ❑ Reduced number and severity of incidents that place people in distress or imminent danger, which minimizes loss of life.
- ❑ Reduced risk and impact of spills resulting from collisions and groundings, which leads to an environmentally sound transportation system.
- ❑ Reduced vessel transit time, which improves clients' operational and economic performance.



Objective

To facilitate safe and efficient movement of marine traffic through ice-covered waters and to decrease the risk of flooding in areas prone to or threatened by it as a result of ice build-up.

Planned Spending: Icebreaking Operations

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Expenditures	58.4	61.2	60.0	51.5
Revenue Credited to the Vote	23.6	19.8	19.8	19.8
Net Expenditures	34.8	41.4	40.2	31.7

Context

The Icebreaking Program is in a period of transition. The business line has moved from the historical precedence of providing a wide range of free services to a more client-focused, demand-driven service where commercial users pay a percentage of the allocated costs and one that also reflects the results of the government’s recent downsizing activities. This has resulted in a decrease in the number of icebreakers to provide services. At the same time, it must also balance the needs of commercial and other user groups with considerations of the general public’s interests, such as flood control and support to northern or remote sites. Formal meetings with industry have resulted in an agreed-to time and area deployment of icebreakers, which was then used in compiling the Icebreaking Service Fee. Any attempt to change this deployment will result in demands to lower the fee, reducing any savings available.

These adjustments and the continuing financial pressures facing the Department could result in reduced levels of service, increased transportation costs to the marine industry and, when combined with the introduction of the new fee, ongoing client dissatisfaction. The challenge for Icebreaking Services is to manage the above in a manner which will not erode client relations.

Key Plans and Strategies

- Accurately match the ice season and client requirements with service capacity on a year-to-year basis so that resources are used to maximum efficiency. With a goal of maintaining the integrity of the national Icebreaking Program in the face of financial restraint, opportunities offered through partnerships and strategic alliances will be

explored. An example will be the devolution of the Eastern Arctic Sealift operation to Nunavut to place more of their infrastructure under their own control.

- Foster greater understanding of the value of the icebreaking services provided and the professionalism of the persons involved in the execution of the delivery of the services to improve client relations. A monetary example would be a study which will relate the cost of the program to taxes received by Revenue Canada from winter employment sustained by the program and the avoidance of unemployment payments.
- Implement and monitor the Icebreaking Service Fee for icebreaking services in consultation with users to determine its equitable application.
- Maintain international expertise and recognition by continuing involvement with the United States Coast Guard, the North Atlantic Ice Patrol and Polar Code Harmonization.
- Strengthen the alliance with the Transport Canada Marine Safety Branch for the Harmonization of Polar Ship Rules, to project Canada's positions and to take a proactive role in forums dealing with ice operations or ships operating in ice.
- Develop national icebreaking policies regarding requests for services in new areas or dates, activities within commercial and fishing harbours, and the introduction of vessel ice standards for southern Canadian waters.

Expected Results

- Continued national and international confidence that ships can travel in Canadian waters during ice seasons, which maintains and improves the country's and clients' operational/economic performance.
- Reduced vessel transit time, which improves clients' operational/economic performance.
- Reduced risk of property damage along the rivers by flood control activities.
- Reduced risk of ice damage to ships transiting ice-covered waters, which leads to fewer pollution incidents and a safe national transportation system.
- Annual resupply of northern settlements and military sites.
- Demonstration of Canadian sovereignty in the North.
- Contribution to the well-being and economic viability of Inuit communities.



Objective

To save lives and protect the marine environment.

Planned Spending: Rescue, Safety and Environmental Response

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Expenditures	110.5	104.1	104.1	110.3
Revenue Credited to the Vote	0.1	0.1	0.1	0.1
Net Expenditures	110.4	104.0	104.0	110.2

Context

Of prime importance to the Rescue, Safety and Environmental Response (RSER) business line is the need to reach out beyond individual program areas and collaborate with others, whether it is collaborating with the shipping industry, stakeholders, response organizations and local emergency services in dealing with ship-source oil and chemical emergencies; collaborating with Transport Canada Marine Safety on harmonized construction standards and licensing requirements for small vessels; or working with a wide range of partners in the volunteer, industry and other government sectors to deliver cost-effective boating safety programs. RSER is challenged to balance increased pleasure craft population and high-risk behaviour in several parts of the country and the associated demand for search and rescue services with possible reductions in the Canadian Coast Guard fleet in response to funding pressures. In addition, these funding pressures threaten to slow the implementation of the Office of Boating Safety and affect the provision of off-shore search and rescue services. An increased risk of marine pollution exists as a result of the aging commercial shipping fleet operating in Canadian waters, which will stretch pollution response capacity.

Key Plans and Strategies

- Implement the search and rescue revitalization initiative, which addresses program demand and co-ordination issues. This has a three-year horizon. In 1999, RSER will seek a government decision to obtain additional funding to revitalize maritime search and rescue services in order to maintain near the same levels of service.
- Implement the major new regulating measures to improve boating safety, including mandatory operator competency, age and horsepower restrictions and modernization of the *Small Vessel Regulations*.

- ❑ Improve, with partners, the effectiveness of the Marine Oil Spill Preparedness and Response Regime. Improvements to the regime will be made by a review of its regulations, standards and guidelines, as well as a review of the Canadian Coast Guard's role in the pollution prevention, preparation and response areas. In addition, governance structures will be established and governance regulations developed based on passage of the *Canada Shipping Act* Track II.
- ❑ Facilitate the implementation of a National Chemical Response Regime to protect the marine environment from chemical spill incidents. The consultation process with major stakeholders will be maintained and the regime developed during 1999. This will result in national standards and procedures for managing and coordinating multi-jurisdictional response and/or mitigation in the event of marine chemical spill incidents.

Expected Results

- ❑ Reduced number and severity of incidents that place people in distress or imminent danger, which minimizes loss of life. Several initiatives will continue to be delivered to this end to reduce safety risks and environmental impacts associated with recreational boating and commercial fishing across all inland and coastal waters of Canada.
- ❑ Reduced risk and impact of spills resulting from collisions, groundings, or from ship/shore transfer operations, which leads to an environmentally sound transportation system.
- ❑ A sustainable balance between environmental protection and the long-term viability of marine trade and commerce.



Objective

To provide fisheries management, the industry and the interested public with a reliable scientific basis for the conservation of marine, anadromous and freshwater fishery resources, and for the sustainable development of marine aquaculture; and scientific information on ocean and coastal waters and marine and freshwater ecosystems in support of environment and fish habitat management, integrated resource management, offshore development, climate prediction, marine services, coastal engineering, defence and shipping.

Planned Spending: Fisheries and Oceans Science

	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
(in millions of dollars)				
Gross/Net Expenditures	125.5	115.7	104.8	103.9

Context

- ❑ The science of stock assessment has become more difficult at the same time that fishermen and the public are demanding greater scientific certainty. New and emerging fisheries require stock assessments while the demand for better information on the traditional fisheries, especially the depressed cod stocks, remains high. Knowledge of how changes in the physical environment influence the many species of the marine ecosystem must be expanded.
- ❑ Expectations are high for aquaculture as an economic engine in coastal areas. However, the industry must be developed in an environmentally responsible way in keeping with the need to protect the aquatic environment and its resources and sustain them for the future. This will require additional science to address gaps in knowledge and address issues and concerns.

Key Plans and Strategies

- ❑ Continue to open the stock assessment review process to fishermen and academics so that DFO can benefit from the knowledge of others and the fishing industry can better understand the work of the Department's scientists. Programs such as the Sentinel Survey lead to close co-operation in the areas of closed cod fisheries.
- ❑ Provide fish stock assessments to Fisheries Management, the Fisheries Research Conservation Council, the newly established Pacific Fisheries Research Conservation Council and other governmental, academic and industrial sectors in a timely manner for every major stock exploited in the Pacific and Atlantic. Assessment reports will also be

provided to the general public and interested individuals on request and through the Department's Web site.

- Continue development of improved acoustic methods of estimating fish abundance.
- Develop strategic alliances with individual companies and industry associations to obtain abundance surveys and catch samples. In the Arctic, stocks are assessed in consultations with co-management authorities.
- Multidisciplinary teams from across regions will address the issues of stock components, stock mixing, and implementing the precautionary approach. Work on the precautionary approach is carried out in collaboration with similar studies by the Northwest Atlantic Fisheries Organization, the International Council for the Exploration of the Seas and the Fisheries Resource Conservation Council. Work on impacts of ecosystem changes on exploited stocks will continue. This will include studies of the impact of seal predation on the dynamics of exploited fish stocks, and studies of the impact of marine environmental fluctuations on fish stocks.
- Provide scientific and technical information on culture technology, especially for new candidate species. Propose cost-effective means to identify and control pathogens, develop policies, programs and techniques to prevent the spread of pathogens, and objective criteria and methodologies to select environmentally sustainable operating sites.
- Continue existing surveys of wild fish and shellfish to identify the presence and prevalence of fish pathogens and parasites; provide fish health diagnostic and consultative services to government and industry; conduct research to develop aquaculture of invertebrate species in the Atlantic zone and in British Columbia.
- In 1999-2000, DFO will complete the updating of the *Fish Health Protection Regulations* to include all finfish species, continue the development of analogous *Shellfish Health Protection Regulations*, and consult the public on proposed biotechnology regulations.
- Continue monitoring and researching the ocean's role in the climate system, both its role in the Earth's storing of heat (the so-called memory of the system) and its significant role in the uptake of the greenhouse gas carbon dioxide, and assessment of the likely impact of climate change on fisheries. DFO is spearheading Canadian participation in international ocean climate programs such as the World Ocean Circulation Experiment and the Joint Global Ocean Flux Experiment. However, program gaps still remain. Arctic Ocean climate research needs increased attention; atmosphere/ocean coupled models need to be evaluated on sophisticated computers; research on the impacts of climate change on marine and freshwater fisheries needs to be undertaken; and enhanced efforts need to be directed to programs such as the Climate Variability and Predictability study, the Global Ocean Observing System and the Arctic Climate System Study. These activities will provide a more reliable scientific basis to forecast the impact of climate change on the activities and well-being of Canadians and to develop relevant measures of mitigation.
- Implement a recruitment strategy over the coming years to provide the science capacity needed while improving the participation of employment equity groups.

Expected Results

- Deliver stock assessments for major exploited stocks for the benefit of the fishing industry and for public information throughout Canada.
- Apply the open stock assessment review process, with the involvement of fishermen and non-governmental scientists, throughout the country.
- Improve conservation advice by incorporating new information (such as ecosystem interactions, stock definition and the precautionary approach) into assessments.
- Continue to monitor the presence and prevalence of fish pathogens and parasites and assist in the development of control programs.
- Support the aquaculture industry through research on new species development and technology transfer.
- Continue monitoring and researching the ocean's role in the climate system, and spearhead Canadian participation in international ocean climate programs and oceanic environmental reviews as a backdrop for biological production in the oceans.
- Improve ease of access by internal and external clients to DFO science data and information through modern communication technologies.



Objective

This business line contains a new component on Oceans as well as Habitat Management and Environmental Science.

The objective of the Habitat Management and Environmental Science component is to achieve marine environmental and fish habitat protection and conservation through an integrated approach.

The objective of the Oceans component of this business line is to achieve an integrated ecosystem approach to the conservation, protection and sustainable development of oceans and oceans resources.

Planned Spending: Habitat Management and Environmental Science

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross/Net Expenditures	56.4	66.6	66.8	64.2

Context

- Increasing pressures on fish habitat as the result of human activities.
- Increasing concern about the use being made of the marine environment, the health of aquatic ecosystems, the productivity and quality of aquatic resources and the effect of habitat disruption on these resources.
- General trend toward reduced provincial resources for environmental protection, in general, and provincial withdrawal from some roles related to habitat management, are significant challenges for the Department and project proponents.
- Increasing public demand to implement the tools and commitments provided for under the *Oceans Act*.
- Increasing pressure to provide leadership on oceans files to create climate that fosters integrated management of oceans activities and sustainable use of oceans resources.

Key Plans and Strategies

- Review developers' project proposals and advise proponents on mitigation measures to avoid destruction of fish habitat or authorize inevitable destruction if compensation can be achieved.

- Pursue delegation agreements with inland provinces to improve national consistency in the application of the *Fisheries Act*.
- Improve the consistency of application of compensation measures to ensure no net loss of fish habitat.
- Increase participation in integrated resource and land and water-use planning initiatives.
- Provide scientific information and advice in support of the decisions made under the habitat protection provisions of the *Fisheries Act* and other environmental legislation.
- Conduct a program of targeted research and monitoring in the areas of productive capacity, physical alteration of habitat, distribution and fate of chemical contaminants, biological effects of chemical contaminants and habitat impacts of exotic species.
- Prepare a timely annual report to Parliament.
- Further develop the Habitat Referral Tracking System as a management information tool and ensure it is Year 2000 compliant.
- Identify and pursue opportunities for co-operative action with provinces and industrial sectors for the benefit of fish habitat.
- Support third-party funded habitat restoration and improvement through the provision of technical advice. In the Pacific Region, administer the Canadian Fisheries Adjustment and Restructuring Program to maximize resource rebuilding.
- Assess the effectiveness of five mitigation and compensation measures.
- Establish Oceans business line organizations in headquarters and in regions.
- Lead and facilitate the development of an Oceans Management Strategy for Canada.
- Develop a federal Oceans Policy for Canada.
- Lead Canada's involvement in international oceans issues, including support to United Nations Commission on Sustainable Development – Session 7 sessions on the oceans.
- Implement and evaluate existing pilot Marine Protected Area and pilot Integrated Coastal Zone Management projects.
- Develop, implement and evaluate other pilot Marine Protected Area projects required for the pilot phase of the Marine Protected Area program.
- Develop an Integrated Coastal Zone Management Policy and Framework.
- Develop, implement and initiate monitoring of Integrated Coastal Zone Management pilots to test aspects of the framework.
- Develop and test a conceptual framework for a national Marine Ecosystem Health program.
- Develop regulations to implement full-fledged Marine Protected Areas.

Expected Results

- Protection of fish habitat which supports Aboriginal, recreational or commercial fisheries in Canadian fisheries waters.
- Ensure environmental impacts are taken into account in making regulatory decisions under the *Fisheries Act* or the *Navigable Waters Protection Act* which are *Canadian Environmental Assessment Act* law list triggers.
- A public that is better educated on oceans issues that will readily get involved in local marine initiatives, share accountability, encourage self-regulation, and be voluntarily compliant.
- Better understanding of the ecological significance of the dynamics of aquatic ecosystems, as well as their effects on the sustainable integration of aquatic resources.
- Increased effectiveness of marine conservation and protection measures.
- Better integration of ocean-related activities.
- Improved public confidence in the federal government's capacity to sustainably manage the oceans and oceans resources.



Objective

To provide nautical information products for safe and efficient navigation in Canadian and bordering international waters.

Planned Spending: Hydrography

	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
(in millions of dollars)				
Gross/Net Expenditures	27.2	25.5	24.6	24.6

Context

To modernize charts for Canada’s navigable waters to respond to increases in:

- commercial shipping;
- recreational boating;
- cruise ships; and
- demand for shipping routes into mineral discoveries.

Key Plans and Strategies

- Improve communication directly with our clients on the front line through the network of authorized chart dealers in the private sector, through marine workshops and advisory committees, and through a systematic process of regular communication between clients and members of the Canadian Hydrographic Service (CHS) senior management team.
- In order to partially address the limited ability of obtaining seafloor coverage and resolving charting discrepancies, CHS will continue to enter into strategic alliances with other agencies.
- All aspects of the CHS program will be critically examined and evaluated against the criteria of reducing costs, maintaining service at the current DFO Science Service Standards level and reviewing these standards for appropriateness. Areas of program discontinuance will be clearly identified and their potential impact documented.
- Evaluate the impacts of advances in technology such as the Differential Global Positioning System and the Electronic Chart Display and Information System used by the marine shipping industry. Inaccuracies in charts are now highlighted by the advent of those technologies. Present charts must be modernized.

- ❑ Evaluate the hydrographic requirements created by the Department of National Defence and the Canadian Coast Guard to operate in the Arctic and frontier regions of the country in areas largely uncharted. The procurement of new submarines by the Department of National Defence capable of operating in the high Arctic under the ice may create needs for accurate charting.

Did You Know?

- Fifty-four percent of Canada's nautical charts are more than 10 years old.
- Only 20% of Arctic waters are surveyed/charted to modern standards as compared to 50% of southern waters.

- ❑ Advance the Oceans Agenda by providing support for Marine Protected Areas mapping and to justify Canada's United Nations Convention on the Law of the Sea claims. The latter will also require a refinement of Canada's baselines for the Territorial Sea, Contiguous Zone and the Exclusive Economic Zone.

Expected Results

- ❑ CHS will continue to enter into strategic alliances with other agencies for acquiring and disseminating quality reliable nautical information to mariners in order to provide them the best tools to assess risk management. As well, a "Chart Wellness" database will be compiled to show the limitations of each chart and the cost to repair to aid this process and to better allow clients to assess risk.
- ❑ It is intended to implement a national objective priority-setting process that weighs costs of survey and product production against the benefits and likely risk. In this manner, survey activity will be directly tied to chart production to improve timelines to get new chart products to market to enhance marine safety.
- ❑ All aspects of data acquisition and chart production will be reviewed as part of an ISO 9000 initiative, which is essential in a digital world, to ensure quality and consistency of product, thereby contributing to marine safety. CHS will strive to obtain national ISO 9000 certification by 2003-2004.
- ❑ CHS will continue to record the annual area of seafloor coverage resulting from new hydrographic surveys.



Fisheries Management

Objective

To conserve and protect Canada's fishery resource and, in co-operation with stakeholders, to ensure its sustainable utilization.

Planned Spending: Fisheries Management

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross/Net Expenditures*	456.8	508.1	219.8	200.0
* Includes special capacity-reduction programs.				

Context

The Fisheries Management Sector has been engaged in a process of program and policy evaluation since 1994. Driven by the groundfish moratoria in Atlantic Canada, declines in the economic viability of Pacific salmon fisheries and a reduction in program funding, the sector has implemented initiatives to restructure the fishing industry and revise its approach to resource management. The need for a continued emphasis on fishery management renewal will continue to be the predominant priority for the sector's program.

The immediate challenge will be associated with the effective implementation of the Atlantic and Pacific restructuring programs approved in 1998. These programs are intended to achieve a significant reduction in the harvesting sector through the retirement of commercial fishing licences, plus provide the basis for a more selective, diversified fishery. While these programs will result in significant progress toward the goal of an ecologically and economically sustainable fishery, more work will be necessary to achieve the goal over the next planning period. Further structural change will be required through adjustments to licensing and allocation policy and other non-financial instruments. Advancing an overall vision for the fishery will be a key policy priority for the sector.

The sectoral policy agenda will be pursued within a context of difficult operational issues, a challenging public environment and significant budgetary constraints.

Key Plans and Strategies

- Manage fisheries and fish habitat to conserve and protect stock abundance, restore depleted stocks and maintain biological diversity.
 - Establish Integrated Fisheries Management Plans for all the major and most sensitive fisheries.

- Undertake Atlantic Policy Review (post-licence retirement) to identify policy solutions required to achieve goals for the Fishery of the Future.
- Complete a regulatory and policy review of the harp seal harvest; analyze predation of groundfish by grey seals and identify options for action.
- Ensure fish production at key Salmonid Enhancement Program fish hatcheries and increased efforts on habitat rehabilitation.
- Respect Aboriginal and treaty rights in the formulation and implementation of fisheries management policies, plans and programs.
 - Revitalize the Aboriginal Fisheries program to continue to provide effective policies and programs and responsive service to clients.
 - Renegotiate Pilot Sales arrangements with a focus on improving co-ordination of those fisheries with other fisheries.
 - Support the implementation of the fisheries component of the Nisga'a Final Agreement.
- Consistent with achievement of objectives for conservation and responsibilities for Aboriginal and treaty rights, ensure the sustainable use of the resource.
 - Oversee development of harvest management plans for Pacific salmon to achieve coho stock rebuilding and advance selective harvesting practices.
 - Implement the Fisheries Information Management Program to provide the accurate, timely data necessary to monitor compliance.
- Manage fisheries to contribute to an economically and environmentally sustainable, self-reliant industry and provide positive contributions to communities and the Canadian economy.
 - Implement pilot projects in a variety of fisheries to demonstrate the application of the co-management concept.
 - Implement Atlantic Licence Retirement, the Pacific Licence Retirement/ Diversification Selective Fishery and a licence retirement program for the Labrador salmon fishery.
 - Continue implementation of the Aboriginal Allocation Transfer Program.
- Advance and protect Canada's sovereignty and international fishery interests.
 - Conclude negotiation on implementation of the Pacific Salmon Treaty.
 - Achieve enactment of legislative proposal authorizing Canadian ratification of the United Nations Fisheries Agreement; press for further international ratification.
 - Secure effective enforcement in the Northwest Atlantic Fisheries Organization Regulatory Area.
- Ensure that licensing and resource allocation decisions are transparent, fair and based on clear policy.
 - Review options for institutional change in the conduct of licensing and allocation decisions, codify rules for sharing of abundant and lucrative species, and extend

- Alternative Service Delivery initiatives to modernize issuance of commercial fishing licences.
- Oversee the development and implementation of harvest plans that ensure conservation and equity of allocation; stable, long-term allocations with more timely announcements; and sustainable harvesting practices as a prerequisite for continued access to the resource.
 - Implementation of the Pacific Allocation Policy (post-licence retirement) on inter-sectoral and intra-sectoral allocations.
 - Achieve shared responsibility and accountability for the management of fisheries.
 - Implement pilot projects in a variety of fisheries to demonstrate the application of the co-management concept.
 - Support industry ratification of the Code of Conduct for Responsible Fishing.
 - Contribute to achieving the Oceans Strategy.
 - Actively participate with other sectors, departments, provincial and other agencies and interests to increase awareness and support for the Oceans Strategy.
 - Vigorously pursue the development of Integrated Fisheries Management Plans in key fisheries.
 - Achieve excellence in the Fisheries Management sector's programs and people.
 - Develop a Sectoral Human Resources Plan, including developing competency profiles, valuing employment equity and diversity management, meeting official languages obligations, implementing the Universal Classification Standard for the sector and promoting organizational health and continuous learning and career development.
 - Develop plans and strategies — including a sectoral long-term capital plan — to maintain the ability to meet core responsibilities while addressing Program Review sectoral and departmental budgetary commitments.
 - Provide strategic guidance and national oversight to ensure Year 2000 readiness of sectoral business functions.
 - Complete the implementation of Conservation and Protection renewal, including reorganization and the recruitment of new staff.
 - Conduct a review of vessel utilization in the Conservation and Protection Program to identify opportunities for improved efficiency, effectiveness and alternatives.
 - The Atlantic region is still coping with declines in key groundfish stocks and the Atlantic Groundfish Strategy (TAGS) has ended. New measures have been implemented to bring closure with respect to those individuals who were dependent on TAGS and to complement fisheries restructuring objectives. Licence and early retirement programs (with total funding of approximately \$250 million) for fish harvesters offer an opportunity for individuals to leave the fishery permanently.
 - On the West Coast, Pacific salmon resource conservation concerns, especially relating to weak coho stocks, have prompted a \$400 million government response. The measures for the Pacific fishery delivered by Fisheries and Oceans include habitat restoration and

enhancement (\$70 million), Pacific salmon licence retirement (\$195 million), moving to more selective fishing method (\$13 million) and fisheries diversification (\$3 million). An opportunity may be available to cost-share early retirement with the province of British Columbia, with a federal contribution of up to \$20 million.

Expected Results

- Healthy fish stocks and habitat: The timely development of integrated fisheries management plans for selected key fisheries which provide for sustainable development, effective monitoring and enforcement provisions.
- Improved fisheries management practices: Increased client consultation and public awareness of programs, policies and new initiatives.
- Sustainable harvesting practices: Increase in the use of selective harvesting methods and conservation measures in conservation harvesting plans.
- Atlantic licence and early retirement measures are expected to reduce significantly the number of licensed enterprises in the Atlantic groundfish fishery and reduce dependency on the resource.
- The Pacific measures under the Canadian Fisheries Adjustment and Restructuring Program are expected to:
 - significantly reduce the size of the Pacific salmon commercial fleet;
 - contribute to habitat restoration and enhancement efforts by building a community-based, local network of habitat stewardship co-ordinators and auxiliary officers;
 - contribute to diversification of the fishing industry out of dependence on Pacific salmon resources; and
 - promote more selective fishing practices for salmon in the Pacific commercial, recreational and Aboriginal fisheries.



Objective

To keep harbours critical to the fishing industry open and in good repair.

Planned Spending: Harbours

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross/Net Expenditures	55.1	51.6	51.0	51.0

Context

- Key challenges:
 - Address infrastructure rust-out and resultant public safety issues.
 - Maintain healthy client partnerships and expand participation rate.
 - Orderly, economical transfer of non-critical harbours out of the inventory.
- Opportunities:
 - Reduced inventory narrows gap between budget and infrastructure maintenance needs.
 - Revenues are re-invested in the harbour by Harbour Authorities.
 - Improved economic outlook for many coastal communities.

Key Plans and Strategies

- Ensuring safe operating conditions at critical fishing harbours.
- Rationalizing the national harbour system toward a core system of fishing harbours supported in collaboration with clients and consistent with long-term resource and industry outlook through:
 - divestiture of the recreational harbour component;
 - divestiture or removal of derelict/inactive fishing harbours;
 - progressive elimination of funding to harbours not supported by the industry;
 - self-rationalization by Harbour Authorities based on level of service users support; and
 - a harbour system design consistent with long-term resource and industry outlook.
- Delivering the program in collaboration with users by:
 - a maintenance program priority-directed to client-run harbours;

- continued devolution of operations and management to local users (Harbour Authorities);
- sharing of costs with users; and
- training and technical support to client-allies.
- ☐ Improving existing co-operative arrangements, funding mechanisms and organizational make-up to provide more long-term stability in the provision and maintenance of public harbours.

Expected Results

- ☐ Public and Marine Safety and Environmental Protection/Client Service and Confidence:
 - Safe operating conditions at critical fishing harbours with priority directed to user-managed sites [target of at least “Fair” harbour performance rating at Harbour Authority sites].
 - Public safety and environmental issues addressed at all inventory harbours through repairs or other risk-management action.
 - Pre-divestiture safety, environmental and asset value issues addressed through repairs or risk-management activities at candidate sites.
 - Generic or site-specific Environmental Management Plans implemented for all active fishing harbours, with a target of 66% completion for 1999-2000 and 100% for 2000-2001.
- ☐ Client Participation/Alternative Service Delivery:
 - Number of active fishing harbours managed by Harbour Authorities increased by 25-50 sites annually.
 - Disposal of derelict, inactive fishing harbours through divestiture or removal and, where feasible, negotiated divestiture of selective single-user sites [target of 120 sites to be disposed between 1999-2000 and 2001-2002].
 - Divestiture of recreational harbours at lowest cost to government [targets to depend on availability of incremental funding].
- ☐ Effective Program Delivery/Management Improvements:
 - Program delivery activities and budget allocations reviewed to ensure maximum concentration on infrastructure maintenance activities and to improve results-based accounting.
 - Revised Service Standards and Performance Measurement Framework in place in 1999-2000.



Objective

To provide efficient sea and air support to the DFO program areas.

Planned Spending: Fleet Management

	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
(in millions of dollars)	145.7	141.9	140.9	141.0
Gross/Net Expenditures	145.7	141.9	140.9	141.0

Context

Fleet Management is a support organization that allows DFO programs to achieve their objectives. This business line is faced with many challenges as DFO adjusts to the delivery of programs with available resources. Canadian Coast Guard ships officers are being lured to lucrative careers in the private sector, and the fleet infrastructure is suffering from both age and scarce maintenance dollars. These shortages pose safety risks and affect the effectiveness of the organization. Current planning activities are aimed at balancing operational requirements with available resources.

Key Plans and Strategies

- Implement the Technical and Operational Services costing model to allow managers and clients to understand the costs of Fleet Operations and Management, by March 2000.
- Implement a Safety Management System in the Canadian Coast Guard Fleet in accordance with the International Safety Management Code, followed by compliance with the principles of the ISO 9000 series of quality systems for Fleet Management and services.
- Define and implement a Core Fleet Concept by March 2000, based on the needs of Program clients, that would become a stable base for capital, financial, operational and human resource planning.
- Develop a fleet management and accountability structure between Technical and Operational Services and Regional Operational Services groups that focuses on clients to deliver fleet services in a collective manner across all DFO sectors.
- Develop and implement a long-term capital re-investment plan for vessels that will support the concepts established in the Departmental Long-term Capital Plan.

Expected Results

- Safe, efficient and cost-effective sea and air assets and services in support of the delivery of the Department's program activities.
- Client satisfaction.



Objective

To support the Department’s mandate by facilitating the management of DFO’s human, physical or fixed, financial, administrative, information and information technology resources and assets. As well, Policy and Internal Services provides advice and expertise for identifying and responding to departmental and government-wide priorities, for policy research, development and analysis, for intergovernmental relations and for legislative and regulatory renewal.

Planned Spending: Policy and Internal Services

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Gross Expenditures	194.7	169.7	186.4	170.4
Revenue Credited to the Vote	2.3	5.6	5.6	2.2
Net Expenditures	192.4	164.1	180.8	168.2

Context

- Increasing reliance on information systems and technologies for communications and program delivery.
- Government-wide major initiatives with respect to reporting to Parliament, business planning, comptrollership, la Relève, Year 2000 readiness, the Universal Classification Standard, environmental co-ordination and sustainable development.
- The increasing and evolving stakeholder demands to have more accurate information on DFO activities and programming.
- Atlantic and Pacific fisheries restructuring.

Key Plans and Strategies

To better monitor, track and report on progress toward meeting its goals and objectives, the Department intends to develop a Departmental Performance Measurement Strategy and a Corporate Performance Measurement Framework.

The business line will also contribute to facilitating several initiatives among the other business lines:

- Year 2000 compliance throughout the Department.
- Compliance with Universal Classification Standard objectives.

- La Relève objectives to ensure a well-trained and qualified workforce both now and into the future.
- Appropriate staff competency profiles.
- Training initiatives which support technological modernization, staff succession and renewal.
- Improvements to the information management systems such as the Fisheries Information Management Program and the Habitat Referral and Tracking System.
- Complete a Long-term Capital Plan for submission to Treasury Board in 1999.
- Lead efforts to develop and update the departmental strategic plan as one component of an integrated planning system, and improve departmental capacity to identify and respond to corporate and government-wide priorities.
- Strengthen capacity for policy research, development and analysis in the context of a co-ordinated national agenda.

Expected Results

- A Strategic Planning Framework established, with multi-year strategic action plans under way and performance targets for 1999-2000 achieved.
- A strengthened policy research capacity and a greater emphasis on cross-sectoral policy development, analysis and advice.
- Improved priority-setting and decision-making mechanisms.
- Improved intergovernmental relations.
- The development of the departmental performance measurement system will allow the Department to report progress on:
 - internal and external client and stakeholder satisfaction;
 - employee satisfaction;
 - Year 2000 compliance; and
 - Universal Classification Standard compliance.

3.3 Consolidated Reporting

3.3.1 Legislation and Regulations

Business Line	Legislative Acts or Regulations	Expected Results
<p><i>Canadian Coast Guard</i></p>	<p><i>Small Vessel Regulations</i></p> <ul style="list-style-type: none"> • Revise safety requirements on recreational vessels and improve construction standards certification system. • Small Vessel Operator Proficiency — Develop regulations to improve safe operation of recreational vessels through operator education. <p><i>Canada Shipping Act (CSA)</i></p> <ul style="list-style-type: none"> • DFO, in collaboration with Transport Canada, is actively involved in simplifying the legislative and regulatory framework for marine safety and pollution response through a two-track reform of the CSA. Track I (C-15) was passed in June 1998, with provisions affecting receiver of wreck and pleasure craft in force Oct. 31, 1998. Work on Track II is under way, with a proposed bill expected to be introduced in May 1999. Specific initiatives in this planning period include: <ul style="list-style-type: none"> ◆ <i>Oil Spill Response Regulations</i> — CSA Track II, Part XV — Pollution Prevention and Response will be reviewed and updated for response organizations, oil handling facilities and for vessels. ◆ <i>Receiver of Wreck provisions</i> — CSA Track II — Clarify division of responsibility between wreck and salvage. Streamline the process and modernize the provision and provide authority to develop regulations regarding heritage wreck. ◆ <i>Private Buoy Regulations</i> — Updating regulation prescribing proper design and procedures for the deployment of private buoys. Will be finalized by the end of 1999. 	<ul style="list-style-type: none"> • Improved safety for recreational vessels. • Rationalized certification system. • Enhanced boating safety. • Reduction in loss of life and injury. • Introduction of boating safety program. • Modernized, streamlined legislation. • Clear enunciation of the Minister's accountability under the Act. • Improved environmental quality. • Creation of a standard as an acceptable alternative for industry. • Improved ship reporting regime for Arctic Canada. • Streamline processes related to storage and disposal of wrecks. • More aids to navigation available to public at reduced costs to taxpayers. Uniformity of private aids to navigation. Improved safety.

Legislation and Regulations (continued)

Business Line	Legislative Acts or Regulations	Expected Results
<p><i>Canadian Coast Guard (continued)</i></p>	<ul style="list-style-type: none"> ◆ <i>Vessel Traffic Services Zones Regulations and Eastern Canada Vessel Traffic Services Zone Regulations</i>. CSA Track II Marine Communications and Traffic Services will review the legislative provisions pertaining to Vessel Traffic Services (sections 562.15-562.2 of the CSA, and pursuant regulations). ◆ CSA Track II revise current CSA Part VII — Lighthouses, Buoys, and Beacons and Sable Island to reflect technological and administrative changes. ◆ CSA Track II develop new section that will include all legislative authority for the regulation of pleasure craft. <p>Canada Marine Act</p> <ul style="list-style-type: none"> • Review and assess the implications of the <i>Canada Marine Act</i> (which will allow for port-operated Vessel Traffic Services (VTS) Systems) on the VTS regulations. 	<ul style="list-style-type: none"> • Improved management of the regulatory process of the Vessel Traffic Services function of the Marine Communications and Traffic Services Program. • Development of standards which could be pursuant to the CSA, but with authority empowered to the Minister rather than the Governor in Council. • Potential alliances with ports. • Potential increased emphasis on Canadian Coast Guard policies, standards and monitoring.
<p><i>Habitat Management and Environmental Science (Oceans)</i></p>	<p>Oceans Act</p> <ul style="list-style-type: none"> • Section 35 (3), <i>Oceans Act</i>, Marine Protected Areas regulations. • Regulations will be used to: <ul style="list-style-type: none"> ◆ designate the Marine Protected Areas; ◆ prescribe measures within Marine Protected Area; and ◆ zone activities within the Marine Protected Areas. 	<ul style="list-style-type: none"> • It is expected that in the long term (over 10 years), Marine Protected Areas will have significant benefits in the ecological integrity of marine ecosystems, species and habitats. • Timeframe: Winter/Spring 2000.
<p><i>Fisheries Management</i></p>	<p>Atlantic Fishery Regulations</p> <ul style="list-style-type: none"> • Rewrite. 	<ul style="list-style-type: none"> • Provide regions with more flexible management tools; introduce new management tools. • Provide different fee structures more in line with revenues.

Legislation and Regulations (continued)

Business Line	Legislative Acts or Regulations	Expected Results
<p><i>Fisheries Management (continued)</i></p>	<p><i>Marine Mammal Regulations</i></p> <ul style="list-style-type: none"> • Review of sealing regulations. • Amendments for Arctic comprehensive land claim agreement. <p><i>Coastal Fisheries Protection Regulations</i></p> <ul style="list-style-type: none"> • Amendments to implement the United Nations Fisheries Agreement (UNFA). • Amendments to add New Zealand and other South Pacific States to the list of States whose vessels may have access to Canadian waters. 	<ul style="list-style-type: none"> • More accurately reflect the changing management of marine mammals. • Provide a more flexible approach to fisheries management. • Ratification of UNFA, which will provide for improved enforcement tools to conserve straddling and highly migratory stocks. • More open access to Canadian ports, subject to reciprocity.

3.3.2 Sustainable Development Strategies

The following chart refines the goals and objectives put forward in *Sustainable Development: A Framework for Action* and identifies the performance measurement regime for this strategy.

Goals	Major Initiatives	Expected Results
<p>1. Green our Operational Activities</p>	<ul style="list-style-type: none"> • Develop an Environmental Management Framework which would address preparation of Departmental inventories, track performance and facilitate improvement. • Develop managers' handbook that sets out laws, regulations and policies that apply to operational activities. • Conduct an energy-efficiency study of the CCGS <i>Pierre Radisson</i> (Laurentian Region). Pilot program. • Develop baseline environmental scan of all ships nationally. 	<ul style="list-style-type: none"> • Confirm the fundamental building blocks for a Departmental Environmental Monitoring Framework. • Line managers informed about their responsibilities. • Reduce fuel consumption and produce less emission. • Provide profile of each vessel to develop environmental enhancements and assess compliance.
<p>2. Make Green-smart decisions</p>	<ul style="list-style-type: none"> • Develop sustainable development framework with performance indicators and identified responsibility centres. 	<ul style="list-style-type: none"> • Evidence of implementation of specific initiatives and improved environmental performance.
<p>3. Understanding our Ocean and Freshwater Ecosystems</p>	<ul style="list-style-type: none"> • Develop and improve communications tools. • Continued improvement in methods of assessing fish stocks. 	<ul style="list-style-type: none"> • Increased awareness and understanding. • Higher level of input to data by fishermen.
<p>4. Manage fisheries and fish habitat to conserve and protect stock abundance, restore depleted stocks and maintain biological diversity</p>	<ul style="list-style-type: none"> • Domestic and international ratification of the United Nations Fisheries Agreement. • Increase stakeholder participation in stock assessment. • Increase responsibility and accountability for the management of the fisheries. • Continue initiatives to advance the Fishery of the Future in which the commercial industry is environmentally sustainable, economically viable, self-reliant and self-adjusting. 	<ul style="list-style-type: none"> • Ratification completed. • Improved information through increased input of fishermen's knowledge. • Increased number of fisheries co-management agreements improves shared stewardship of the resource. • A fishery in which sustainable use in line with conservation is paramount. • A fishery with harvesting capacity balanced with the resource.

Goals	Major Initiatives	Expected Results
<p>5. Maintain Maritime Safety</p>	<ul style="list-style-type: none"> • Continue modernization of aids to navigation. • Modernize and maintain information systems. • Continue to administer the <i>Navigable Waters Protection Act</i> and ensure that environmental assessments are completed. • Improve, with partners, the effectiveness of the Marine Oil Spill Preparedness and Response Regime. • Facilitate the implementation of a National Chemical Response Regime. • Progressive implementation of Environmental Management Plans at all DFO active fishing harbours. • Implement new regulating measures to improve boating safety. • Partner with Transport Canada to develop ship standards for vessels navigating in ice on the East Coast. 	<ul style="list-style-type: none"> • Reduced number and severity of collisions and groundings. • Reduced risk and impact of spills from collisions and groundings. • Ensuring safety of navigation and that social, economic and environmental factors are considered. • Reduced loss of life. • Reduced damage to property and the marine environment. • Site-specific or generic plans — complete coverage by 2001-2002. Best practices established and environment incorporated into all decisions affecting each harbour. • To improve the safety of ships navigating in ice and to prevent pollution.
<p>6. Facilitating maritime trade, commerce and ocean development</p>	<ul style="list-style-type: none"> • Continue modernization of aids to navigation. • Modernize and maintain information systems. • Provide escort services and ice routing information to assist vessels to safely and efficiently transit ice-covered waters, including remote Arctic settlements. 	<ul style="list-style-type: none"> • Vessels are able to safely navigate through Canadian waterways. • Reduced risk of service interruption and reduced vessel transit time.

3.3.3 Year 2000 Initiatives



The Year 2000 challenge has substantial implications for Fisheries and Oceans as a result of our extensive reliance on technology for the delivery of a wide range of services, and for the management and administration of the Department. In response, the Department has focused its efforts on mission-critical issues, and on developing contingency plans to ensure that service delivery to Canadians will not be compromised.

The Department, in consultation with Treasury Board Secretariat, has identified four government-wide mission-critical (GWMC) business functions that are exposed to the Year 2000 issue. These functions – search and rescue, environmental response, flood control and marine traffic safety – affect the health, safety, environment or economic well-being of Canadians.

A triage approach was developed for the GWMC functions. A key factor was the identification of those assets that needed to be addressed by December 31, 1998, so that we could assure Canadians that we had already done enough by that date to ensure that we would be able to deliver the functions despite any impacts of the year 2000. Concurrently, contingency plans were developed.

The Department has met this interim objective. Most essential systems that support GWMC functions were ready by December 31, 1998. Those few that were not will be compliant by March 31, 1999. It has been determined that a very low proportion of embedded systems require repairs, resulting in correspondingly lower implementation time and costs. There is, however, still a considerable amount of work that is required throughout 1999 to further consolidate DFO's position. DFO will continue with assessment and renovation work on its remaining business assets throughout the year to further consolidate its position. Business resumption plans are now being developed for the GWMC functions.

In addition, DFO has 16 department-wide mission-critical (DWMC) business functions. These affect the management of the Department and the delivery of key programs. DFO has already taken every opportunity to advance this work without detracting from the GWMC effort. The Department's approach to DWMC functions will be substantially different from that followed for GWMC assets. DFO is in the process of deciding where it can accept higher risks and impacts on level of service for the sake of reducing the costs associated with asset assessments and renovations. The intention is to be in a position on June 30, 1999, where we will already have done what is required to ensure that all DWMC functions can be delivered despite the Year 2000 challenge.

4 Supplementary Information

4.1 Spending Authorities

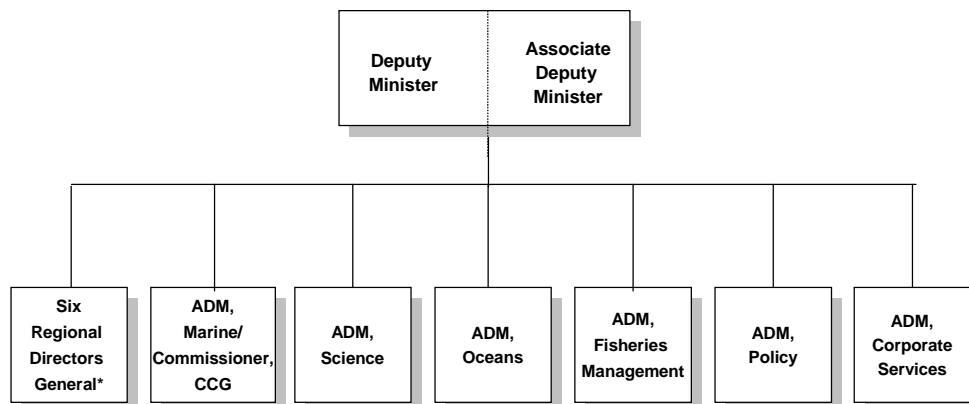
Table 1: Spending Authorities — Ministry Summary Part II of the Estimates

Vote	(in millions of dollars)	Main Estimates	
		1999-00	1998-99
1	Operating Expenditures	822.4	793.7
5	Capital Expenditures	129.1	127.5
10	Grants and Contributions	272.9	41.6
(S)	Minister of Fisheries and Oceans — Salary and Motor Car Allowance*	—	—
(S)	Liabilities under the <i>Fisheries Improvement Loans Act</i>	0.2	0.2
(S)	Contributions to employee benefit plans	89.5	88.8
Total Main Estimates		1,314.1	1,051.8

* The amount for Minister of Fisheries and Oceans — Salary and Motor Car Allowance is \$48,900; however, because of rounding, no amount is shown.

4.2 Personnel Information

Table 2.1: Organization Chart



* Includes the Regional Director General, Gulf Fisheries Management.

Table 2.2: Responsibility for Planned Spending by Business Line, 1999-2000

(in millions of dollars)	Accountability						Total
	ADM, Marine/Commissioner, CCG	ADM, Science	ADM, Oceans	ADM, Fisheries Management	ADM, Policy	ADM, Corporate Services and Executive	
Business Line							
Marine Navigation Services	103.3	—	—	—	—	—	103.3
Marine Communications and Traffic Services	75.0	—	—	—	—	—	75.0
Icebreaking Operations	41.4	—	—	—	—	—	41.4
Rescue, Safety and Environmental Response	104.0	—	—	—	—	—	104.0
Fisheries and Oceans Science	—	115.7	—	—	—	—	115.7
Habitat Management and Environmental Science	—	—	66.6	—	—	—	66.6
Hydrography	—	25.5	—	—	—	—	25.5
Fisheries Management	—	—	—	209.1	299.0	—	508.1
Harbours	—	—	—	—	—	51.6	51.6
Fleet Management	141.9	—	—	—	—	—	141.9
Policy and Internal Services	—	—	—	—	14.2	149.9	164.1
Total	465.6	141.2	66.6	209.1	313.2	201.5	1,397.2

Table 2.3: Planned Full-time Equivalents (FTEs) by Business Line

Business Line	Forecast 1998-99	Planned 1999-00	Planned 2000-01	Planned 2001-02
Marine Navigation Services	1,055	1,096	1,096	1,096
Marine Communications and Traffic Services	748	769	769	769
Icebreaking Operations	437	469	469	469
Rescue, Safety and Environmental Response	1,141	1,184	1,184	1,184
Fisheries and Oceans Science	1,146	1,203	1,203	1,203
Habitat Management and Environmental Science	446	503	503	503
Hydrography	324	322	322	322
Fisheries Management	1,367	1,488	1,488	1,488
Harbours	87	84	84	84
Fleet Management	564	568	568	568
Policy and Internal Services	1,254	866	866	866
Total	8,569	8,552	8,552	8,552

4.3 Capital Projects Information

Table 3.1: Capital Spending by Business Line

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Business Line				
Marine Navigation Services	23.8	24.7	32.8	28.9
Marine Communications and Traffic Services	9.7	14.8	11.9	11.9
Icebreaking Operations	—	—	—	—
Rescue, Safety and Environmental Response	—	—	—	—
Fisheries and Oceans Science	—	—	—	—
Habitat Management and Environmental Science	—	—	—	—
Hydrography	—	—	—	—
Fisheries Management	0.1	—	—	—
Harbours	12.5	11.1	10.5	10.5
Fleet Management	66.4	68.2	67.2	67.2
Policy and Internal Services	6.1	17.2	17.2	23.2
Total	118.6	136.0	139.6	141.7

A Long-term Capital Plan is currently being developed which will realign capital expenditures with the strategic priorities of the Department.

The following table shows the details of approved capital projects with an estimated total cost of \$1 million or more, as well as all projects listed in previous Estimates as having future years' requirements. Projects are listed by activity, province and location; in addition, class of estimate and approval status are indicated for each project. The following definitions apply:

- Substantive Estimate (S):** This estimate is one of sufficiently high quality and reliability so as to warrant Treasury Board approval as a cost objective for the project phase under consideration. It is based on detailed system and component design and takes into account all project objectives and deliverables. It replaces the classes of estimates formerly referred to as Class A or B.
- Indicative Estimate (I):** This is a low-quality, order-of-magnitude estimate that is not sufficiently accurate to warrant Treasury Board approval as a cost objective. It replaces the classes of estimates formerly referred to as C or D.
- Preliminary Project Approval (PPA):** This defines Treasury Board's authority to initiate a project in terms of its intended operational requirement, including approval of, and expenditure authorization for, the objectives of the project definition phase. Sponsoring departments and agencies are to submit for PPA when the project's complete scope has been examined and costed, normally to the indicative level, and when the cost of the project definition phase has been estimated to the substantive level.
- Effective Project Approval (EPA):** This is Treasury Board's approval of, and expenditure authorization for, the objectives of the project implementation phase. Sponsoring departments and agencies are to submit for EPA only when the scope of the

overall project has been defined and when the estimates have been refined to the substantive level.

- Departmental Authority (DA):** Projects for which Treasury Board has delegated authority to the Department.
- Environment (ENV):** These projects are environment-related.

Table 3.2: List of Capital Projects over \$1,000,000 by Business Line

(in millions of dollars)						
Business Line/ Province/ Project Description	Current Estimated Total Cost	Forecast Spending to March 31, 1999	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02	Future Years Spending Requirement
MARINE NAVIGATION SERVICES						
<i>Nova Scotia</i>						
Restoration of Lock Gates — Canso Canal (S-DA)	5.6	0.4	2.5	2.7	—	—
<i>New Brunswick</i>						
Urgent Repair of Brickwork — Saint John (S-DA)	2.5	1.6	0.9	—	—	—
Construction of Hovercraft Hangar and Apron — Sea Island Base (S-DA)	4.0	3.4	0.6	—	—	—
<i>Multi-province</i>						
Differential GPS Navigation Service Network (S-DA)	11.3	8.6	2.3	0.4	—	—
Marine Aids Modernization (Phase II) (S-DA)	9.1	6.0	1.7	1.4	—	—
MARINE COMMUNICATIONS AND TRAFFIC SERVICES						
<i>Quebec</i>						
Vessel Traffic Information System — Québec (S-DA)	9.1	8.7	0.4	—	—	—
<i>British Columbia</i>						
Relocation of the Vancouver Marine Communications and Traffic Services Centre (S-DA)	7.3	2.9	4.4	—	—	—
<i>Multi-province</i>						
Computer-based Training for Marine Communications and Traffic Services (S-DA)	1.4	1.2	0.2	—	—	—
Information System on Marine Navigation (INNAV) — National (S-DA)	3.5	0.6	2.4	0.5	—	—
Implementation of GMDSS (MCTS) — (S-DA)	10.8	0.3	5.1	4.2	1.2	—

Table 3.2: List of Capital Projects over \$1,000,000 by Business Line (continued)

(in millions of dollars)						
Business Line/ Province/ Project Description	Current Estimated Total Cost	Forecast Spending to March 31, 1999	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02	Future Years Spending Requirement
HARBOURS						
<i>Newfoundland</i>						
Bay de Verde — Breakwater Extension	2.0	0.8	1.2	—	—	—
Port de Grave — Harbour Redevelopment	5.9	4.9	1.0	—	—	—
<i>Quebec</i>						
Neuville Breakwater Construction	1.2	1.2	—	—	—	—
St-Godefroi Wharf Reconstruction	1.5	1.5	—	—	—	—
FLEET MANAGEMENT						
<i>Nova Scotia</i>						
Conversion for Science — Type 1100 (S-DA)	17.6	0.2	4.1	13.3	—	—
<i>Quebec</i>						
Fleet Data Integration — Québec (S-DA)	2.3	2.2	0.1	—	—	—
<i>Headquarters</i>						
Fleet Restructuring — Two Air- Cushioned Vehicles (S-EPA)	29.7	29.6	0.1	—	—	—
<i>Multi-province</i>						
Communications Security Equipment (S-DA)	2.6	0.7	1.1	0.8	—	—
Chart-based Navigation Display System (S-DA)	6.1	5.1	1.0	—	—	—
Search-and-Rescue Lifeboat Replacement (S-EPA)	36.3	26.8	9.5	—	—	—
Maintenance Management Information (S-DA)	7.9	3.7	2.9	1.3	—	—
Electronic Navigation Charts (S-DA)	1.3	0.3	1.0	—	—	—
GMDSS Equipment for CCG Vessels (S-DA)	3.4	2.3	0.1	1.0	—	—
Search-and-Rescue Lifeboat Replacement — Phase II (S-EPA)	17.6	0.2	4.1	13.3	—	—
POLICY AND INTERNAL SERVICES						
<i>Newfoundland</i>						
Northwest Atlantic Fisheries Centre — Roof Replacement	1.6	1.4	0.2	—	—	—
Southside Base (Coast Guard) — Wharf Reconstruction Berth 28 & 29	6.7	0.2	4.8	1.7	—	—
<i>New Brunswick</i>						
Gulf Fisheries Centre — Upgrade	2.5	1.0	1.5	—	—	—
Gulf Fisheries Centre — Interior Modifications	2.5	1.0	1.5	—	—	—
Gulf Fisheries Centre — Interim Measures — Code Requirements	1.9	1.2	0.7	—	—	—
Maritimes Region — Including Halifax Lab Closure Project	13.2	7.1	1.7	2.9	1.5	—

Table 3.2: List of Capital Projects over \$1,000,000 by Business Line (continued)

(in millions of dollars)						
Business Line/ Province/ Project Description	Current Estimated Total Cost	Forecast Spending to March 31, 1999	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02	Future Years Spending Requirement
<i>Nova Scotia</i>						
Bedford Institute of Oceanography — Upgrade Water Supply/Roads	3.1	3.1	—	—	—	—
Bedford Institute of Oceanography — Strickland – Fume Hood & Ventilation System Upgrade	1.4	1.4	—	—	—	—
Bedford Institute of Oceanography — New Water Supply	1.3	0.6	0.7	—	—	—
Bedford Institute of Oceanography — Strickland — Level II Labs	2.0	—	—	0.6	1.4	—
Bedford Institute of Oceanography — Vulcan — Renovations Including Space Ops.	4.4	0.1	0.9	1.9	1.5	—
Bedford Institute of Oceanography — VanSteen — Level II Labs	4.8	0.1	2.5	2.2	—	—
Yarmouth Fisheries Building — Building Revitalization	1.6	—	0.5	0.7	0.4	—
St. Andrew's Biological Station — Salt Water Filtration System	1.0	0.2	0.8	—	—	—
St. Andrew's Biological Station — Admin. Electrical Upgrade	1.8	1.8	—	—	—	—
Dartmouth Base (Coast Guard) — Buoy Building Replacement	3.9	—	0.1	3.8	—	—
<i>Quebec</i>						
Maurice Lamontagne Institute — Roof and Skylight Repairs	1.6	1.6	—	—	—	—
Base de Quebec (Garde Côtière) — Restaurations structurales enrochement	1.8	0.1	1.7	—	—	—
<i>Manitoba</i>						
Freshwater Institute — CFC Removal	1.3	1.1	0.2	—	—	—
<i>Ontario</i>						
Prescott Base (Coast Guard) — Wharf Repair	4.9	0.2	4.7	—	—	—
HQ Centennial Towers — CCG Move to Centennial Towers	1.2	1.2	—	—	—	—
<i>British Columbia</i>						
Institute of Ocean Science — Roofing Mid-Life Replacement	2.1	0.8	0.3	0.4	0.3	0.3
Pacific Biological Station — Taylor/ Clemens Building Refit	1.8	0.1	0.8	0.7	0.2	—
Pacific Biological Station — 600 Volt Upgrade	1.2	0.4	0.3	0.5	—	—

4.4 Additional Financial Information

Table 4: Departmental Summary of Standard Objects of Expenditure

(in millions of dollars)	Forecast Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Personnel				
Salaries and Wages	475.2	444.3	444.3	444.2
Contributions to Employee Benefit Plans	88.8	89.5	89.5	89.5
Other Personnel Costs	3.8	3.8	3.8	3.8
Total Personnel	567.8	537.6	537.6	537.5
Goods and Services				
Transportation and Communications	64.5	61.9	58.9	55.8
Information	10.3	7.7	7.3	6.9
Professional and Special Services	174.2	160.0	153.3	140.2
Rentals	32.8	25.0	23.8	22.5
Purchased Repairs and Maintenance	73.5	77.6	74.0	70.4
Utilities, Materials and Supplies	84.3	87.1	83.1	78.9
Other Subsidies and Payments	7.6	8.3	8.2	8.0
Minor Capital	48.2	47.6	47.6	47.6
Total Goods and Services	495.4	475.2	456.2	430.3
Total Operating	1,063.2	1,012.8	993.8	967.8
Capital	105.0	112.6	115.6	117.3
Transfer Payments				
Voted	256.8	325.7	63.6	45.8
Statutory	0.2	0.2	0.2	0.2
Total Transfer Payments	257.0	325.9	63.8	46.0
Gross Expenditures	1,425.2	1,451.3	1,173.2	1,131.1
Less: Revenue Credited to the Vote	54.7	54.1	54.1	54.1
Net Budgetary Expenditures	1,370.5	1,397.2	1,119.1	1,077.0

Table 5: Program Resources by Business Line for 1999-2000

Business Line	(in millions of dollars)									
	FTEs	Budgetary				Gross Voted	Statutory Items*	Gross Planned Spending	Less: Revenue Credited to the Vote	Total Planned Spending
		Operating	Capital	Grants and Contributions						
Marine Navigation Services	1,096	106.9	24.7	—	131.6	—	131.6	28.3	103.3	
Marine Communications and Traffic Services	769	60.5	14.8	—	75.3	—	75.3	0.3	75.0	
Icebreaking Operations	469	61.2	—	—	61.2	—	61.2	19.8	41.4	
Rescue, Safety and Environmental Response	1,184	100.4	—	3.7	104.1	—	104.1	0.1	104.0	
Fisheries and Oceans Science	1,203	114.9	—	0.8	115.7	—	115.7	—	115.7	
Habitat Management and Environmental Science	503	66.6	—	—	66.6	—	66.6	—	66.6	
Hydrography	322	25.4	—	0.1	25.5	—	25.5	—	25.5	
Fisheries Management	1,488	187.3	—	320.6	507.9	0.2	508.1	—	508.1	
Harbours	84	40.5	11.1	—	51.6	—	51.6	—	51.6	
Fleet Management	568	73.7	68.2	—	141.9	—	141.9	—	141.9	
Policy and Internal Services	866	152.0	17.2	0.5	169.7	—	169.7	5.6	164.1	
Total	8,552	989.4	136.0	325.7	1,451.1	0.2	1,451.3	54.1	1,397.2	

* Excludes contributions to employee benefit plans and Minister's allowance, which are allocated to operating expenditures.

Table 6: Transfer Payments by Business Line

(in millions of dollars)	Planned Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Grants				
Policy and Internal Services				
Grants to support organizations associated with research, development, management, and promotion of fisheries and oceans-related issues	0.2	0.2	0.2	0.2
Total Grants	0.2	0.2	0.2	0.2
Contributions				
Rescue, Safety and Environmental Response				
Contribution to the Canadian Coast Guard Auxiliary for the provision of voluntary search-and-rescue services and the promotion of boating safety through accident prevention and education	3.0	3.5	4.0	4.5
Contribution to the Canadian Red Cross Society in respect of its boating safety program	0.2	0.2	0.2	0.2
Fisheries and Oceans Science				
Contribution to the Youth Employment Initiative	1.0	0.8	0.8	—
Contributions to support organizations associated with research, development, management, and promotion of fisheries and oceans-related issues	2.0	—	—	—
Habitat Management and Environmental Science				
Contributions to support organizations associated with research, development, management, and promotion of fisheries and oceans-related issues	0.7	—	—	—
Fisheries Management				
Contributions for early retirement benefits to older fish processing plant workers, trawlermen and fishermen whose livelihood was adversely affected by the moratorium of the northern cod fishery	7.8	6.1	4.5	2.9
Contribution to the Pacific Salmon Foundation	1.0	1.0	1.0	1.0
Contributions under the Inuvialuit Final Agreement for the protection of wildlife harvesting, land ownership, resource management and economic and social development	0.4	—	—	—
Contributions to older groundfish fishermen who meet model Terms and Conditions for the Early Retirement Program of The Atlantic Groundfish Strategy	3.0	2.9	2.6	2.2

Table 6: Transfer Payments by Business Line (continued)

(in millions of dollars)	Planned Spending 1998-99	Planned Spending 1999-2000	Planned Spending 2000-01	Planned Spending 2001-02
Contribution to the Salmon Sub-Committee of the Yukon Fish and Wildlife Management Board for implementing responsibilities pursuant to Comprehensive Land Claim Settlements	0.2	0.2	0.2	0.2
Contributions to support increased Native participation commercial fisheries, cooperative fisheries management arrangements and consultations respecting Aboriginal fisheries agreements	29.2	31.2	34.2	34.2
Contribution to the Canadian Sealing Industry	0.4	0.2	—	—
Atlantic Groundfish Licence Retirement Program under the Canadian Fisheries Adjustment and Restructuring Plan	125.9	98.0	—	—
Contributions under the Pacific Salmon Commercial Licence Retirement Program of the Canadian Fisheries Adjustment and Restructuring Plan	60.0	131.0	—	—
Contributions under the British Columbia Early Retirement Program	—	19.0	—	—
Contributions to support Aboriginal selective fishing under the Canadian Fisheries Adjustment and Restructuring Plan	1.0	0.5	—	—
Contributions to support organizations with research, development, management, and promotion of fisheries and oceans-related issues	0.5	—	—	—
Contribution to support fisheries development under the Canadian Fisheries Adjustment and Restructuring Plan	—	0.6	0.5	—
Contributions under the Northern Labrador Commercial Salmon Licence Retirement Program	2.9	—	—	—
Contributions under the Atlantic Early Retirement Program under the Canadian Fisheries Adjustment and Restructuring Plan	9.0	14.9	—	—
Contributions under the Pacific Salmon Vessel Tie-up Program	7.8	—	—	—
Contributions under the Canadian Fisheries Adjustment and Restructuring Plan for Pacific habitat initiatives	—	15.0	15.0	—
(S) Liabilities under the <i>Fisheries Improvement Loans Act</i>	0.2	0.2	0.2	0.2

Table 6: Transfer Payments by Business Line (continued)

(in millions of dollars)	Planned Spending 1998-99	Planned Spending 1999-00	Planned Spending 2000-01	Planned Spending 2001-02
Harbours				
Contributions to support organizations with research, development, management, and promotion of fisheries and oceans-related issues	0.2	—	—	—
Policy and Internal Services				
Contributions to support organizations associated with research, development, management, and promotion of fisheries and oceans-related issues	0.4	0.4	0.4	0.4
Total Contributions	256.8	325.7	63.6	45.8
Total Grants and Contributions	257.0	325.9	63.8	46.0

Table 7: Revenue by Business Line

(in millions of dollars)	Forecast Revenue 1998-99*	Planned Revenue 1999-00	Planned Revenue 2000-01	Planned Revenue 2001-02
Revenue Credited to the Vote				
<i>Marine Navigation Services</i>				
Marine Services Fees	26.6	27.7	27.7	27.7
Federal-Provincial Partnerships	1.0	—	—	—
Employee Deductions for Employee Housing	0.5	0.5	0.5	0.5
Prescott Shop Operations	0.1	0.1	0.1	0.1
	28.2	28.3	28.3	28.3
<i>Marine Communications and Traffic Services</i>				
Coast Guard Radio Tolls	0.5	0.3	0.3	0.3
<i>Icebreaking Operations</i>				
Eastern Arctic Sealift	9.0	6.0	6.0	6.0
Resupply at Pelly Bay for Government of the Northwest Territories	0.3	—	—	—
Marine Services Fees	14.3	13.8	13.8	13.8
	23.6	19.8	19.8	19.8
<i>Rescue, Safety and Environmental Response</i>				
Small Vessels Regulations for Capacity Plates and Construction Decals	0.1	0.1	0.1	0.1
<i>Policy and Internal Services</i>				
Canadian Coast Guard College	2.3	2.2	2.2	2.2
Miscellaneous Recoveries	—	3.4	3.4	3.4
	2.3	5.6	5.6	5.6
Total Credited to the Vote	54.7	54.1	54.1	54.1
Revenue Credited to the Consolidated Revenue Fund (CRF)				
<i>Marine Navigation Services</i>				
Aids to Navigation Services in the Deep Water Channel between Montreal and Lake Erie	0.6	0.2	0.2	0.2
<i>Fisheries and Oceans Science</i>				
Lab Tests and Analyses	0.1	0.1	0.1	0.1
Sale of Fish and Eggs	0.3	—	—	—
Technology Transfer Licences	0.1	—	—	—
	0.5	0.1	0.1	0.1
<i>Hydrography</i>				
Sale of Charts and Publications	2.8	2.9	2.9	2.9
<i>Fisheries Management</i>				
Commercial Licences	28.0	28.5	28.5	28.5
Individual Vessel Quotas	12.5	12.5	12.5	12.5
Foreign Licences	0.2	0.2	0.2	0.2
Sportfish Licences	8.0	8.0	8.0	8.0
Conservation Stamps	1.9	1.9	1.9	1.9
Rental of Land, Buildings and Equipment	0.1	0.1	0.1	0.1
	50.7	51.2	51.2	51.2
<i>Harbours</i>				
Small Craft Harbour Revenue	2.0	1.7	1.2	1.2
<i>Policy and Internal Services</i>				
Rental of Land, Buildings and Equipment	0.2	0.1	0.1	0.1
Total Credited to the CRF	56.8	56.2	55.7	55.7
Total Revenue	111.5	110.3	109.8	109.8

Table 8: Net Cost of Program for 1999-2000

(in millions of dollars)	Total
Gross Planned Spending	1,451.3
Plus:	
<i>Services Received without Charge</i>	
Accommodation Provided by Public Works and Government Services Canada	26.9
Contribution Covering Employees' Share of Insurance Premiums and Costs Paid by Treasury Board Secretariat	24.6
Workers' Compensation Coverage Provided by Human Resources Development Canada	1.9
Salary and Associated Costs of Legal Services Provided by Justice Canada	0.7
	<u>54.1</u>
Total Cost of Program	1,505.4
Less:	
Revenue Credited to the Vote	54.1
Revenue Credited to the Consolidated Revenue Fund	56.2
	<u>110.3</u>
1999-00 Estimated Net Cost of Program	<u>1,395.1</u>
1998-99 Estimated Net Program Cost	1,074.8

4.5 Other Information

4.5.1 Statutes and Regulations Currently in Force

Statutes	
<i>Atlantic Fisheries Restructuring Act</i> ¹	<i>R.S.C. 1985, c. A-14</i>
<i>Canada Shipping Act</i> ²	<i>R.S.C. 1985, c. S-9</i>
<i>Coastal Fisheries Protection Act</i>	<i>R.S.C. 1985, c. C-33</i>
<i>Department of Fisheries and Oceans Act</i>	<i>R.S.C. 1985, c. F-15</i>
<i>Fisheries Act</i>	<i>R.S.C. 1985, c. F-14</i>
<i>Fisheries Development Act</i>	<i>R.S.C. 1985, c. F-21</i>
<i>Fisheries Improvement Loans Act</i>	<i>R.S.C. 1985, c. F-22</i>
<i>Fisheries Prices Support Act</i>	<i>R.S.C. 1985, c. F-23</i>
<i>Fishing and Recreational Harbours Act</i>	<i>R.S.C. 1985, c. F-24</i>
<i>Freshwater Fish Marketing Act</i>	<i>R.S.C. 1985, c. F-13</i>
<i>Great Lakes Fisheries Convention Act</i>	<i>R.S.C. 1985, c. F-17</i>
<i>National Energy Board Act</i> ³	<i>R.S.C. 1985, c. N-7</i>
<i>Navigable Waters Protection Act</i>	<i>R.S.C. 1985, c. N-22</i>
<i>Oceans Act</i>	<i>S.C. 1996, c. 31</i>
<i>Resources and Technical Surveys Act</i> ⁴	<i>R.S.C. 1985, c. R-7</i>

1. Certain sections of this Act are also the responsibility of the Ministers of Industry, Finance and State (Privatization and Regulatory Affairs).
2. The Minister of Fisheries and Oceans shares responsibility to Parliament with the Minister of Transport.
3. The Minister of Fisheries and Oceans may in some instances administer section 108 of this Act.
4. The Minister of Fisheries and Oceans has some powers under this Act. However, those powers also exist in the *Oceans Act*.

Regulations

- Aboriginal Communal Fishing Licences Regulations, SOR/93-332*
- Aids to Navigation Protection Regulations, C.R.C., c. 1405*
- Alberta Fishery Regulations, 1998, SOR/98-246*
- Atlantic Fishery Regulations, 1985, SOR/86-21*
- Boating Restriction Regulations, C.R.C., c. 1407*
- British Columbia Sport Fishing Regulations, 1996, SOR/96-137*
- Carrier Exemption Regulations, C.R.C., c. 803*
- Coastal Fisheries Protection Regulations, C.R.C., c. 401*
- Confederation Bridge Area Provincial (P.E.I.) Laws Application Regulations, SOR/97-375*
- Eastern Canada Vessel Traffic Services Zone Regulations, SOR/89-99*
- Ferry Cable Regulations, SOR/86-1026*
- Fish Health Protection Regulations, C.R.C., c. 812*
- Fish Toxicant Regulations, SOR/88-258*
- Fisheries Improvement Loans Regulations, C.R.C., c. 864*
- Fishery (General) Regulations, SOR/93-53*
- Fishing and Recreational Harbours Regulations, SOR/78-767*
- Foreign Vessel Fishing Regulations, C.R.C., c. 815*
- Kenney Dam and Skins Lake Spillway Orders Regulations, SOR/87-723*
- Management of Contaminated Fisheries Regulations, SOR/90-351*
- Manitoba Fishery Regulations, 1987, SOR/87-509*
- Marine Mammal Regulations, SOR/93-56*
- Maritime Provinces Fishery Regulations, SOR/93-55*
- Navigable Waters Bridges Regulations, C.R.C., c. 1231*
- Navigable Waters Works Regulations, C.R.C., c. 1232*
- Newfoundland Fishery Regulations, SOR/78-443*
- Northwest Territories Fishery Regulations, C.R.C., c. 847*
- Ontario Fishery Regulations, 1989, SOR/89-93*
- Pacific Fishery Management Area Regulations, SOR/82-215*
- Pacific Fishery Regulations, 1993, SOR/93-54*
- Pleasure Craft Sewage Pollution Prevention Regulations, SOR/91-661*
- Private Buoys Regulations, SOR/84-804*
- Quebec Fishery Regulations, 1990, SOR/90-214*
- Response Organizations and Oil Handling Facilities Regulations, SOR/95-405*
- Sable Island Regulations, C.R.C., c. 1465*
- Saskatchewan Fishery Regulations, 1995, SOR/95-233*
- Small Vessel Regulations, C.R.C., c. 1487*
- Vessel Traffic Services Zone Regulations, SOR/89-98*
- Yukon Territory Fishery Regulations, C.R.C., c. 854*

4.5.2 Proposed Regulations

Proposed Regulation	Expected Date of Enactment
<i>Boating Restriction Regulations</i>	June 1999
<i>Pleasure Craft Sewage Pollution Prevention Regulations</i>	June 1999
<i>Pacific Fishery Regulations, 1993</i>	July 1999
<i>British Columbia Sport Fishing Regulations</i>	September 1999
<i>Fishing and Recreational Harbours Regulations</i>	Fall 1999
<i>Fish Health Protection Regulations</i> (update)	End of 1999
<i>Coastal Fisheries Protection Regulations</i> , amendments to <ul style="list-style-type: none"> • implement UNFA • add certain States to post-access list 	Spring 1999 1999
<i>Marine Mammal Regulations</i> *	January 2000
<i>Northwest Territories Fishery Regulations</i>	January 2000
<i>Nunavut Territory Fishery Regulations</i>	January 2000
<i>Atlantic Fishery Regulations, 1985</i> *	Spring 2000
<i>Chemical Spills Response Regulations</i>	Spring 2000
<i>Fishery (General) Regulations</i>	Spring 2000
<i>Maritime Provinces Fishery Regulations</i>	Spring 2000
Miscellaneous amendments to provincial fisheries management regulations for Ontario, Quebec, Alberta, Saskatchewan and Manitoba to reflect inland fisheries management plans	Spring 2000
<i>Small Vessel Regulations</i> *	Spring 2000
<i>Biotechnology Regulations</i> (new)	2000
<i>Newfoundland Fishery Regulations</i>	Future initiative
<i>Yukon Territory Fishery Regulations</i>	Future initiative
* More details on these major regulatory initiatives may be found in Section 3.3.1 of this report.	

4.5.3 References and Departmental Contacts

Statutory Reports

Atlantic Fisheries Restructuring
Fish Habitat Protection and Pollution Prevention
Fisheries Development
Fisheries Improvement Loans
Freshwater Fish Marketing Corporation Annual Report
Marine Oil Spill Preparedness and Response Regime
Privacy and Access to Information

These documents are available from:

Fisheries and Oceans
Publications Distribution
200 Kent Street
Ottawa, Ontario K1A 0E6
(613) 993-1516

Departmental Contacts

For more information, contact the following Communications personnel:

Region	Name	Telephone
Newfoundland	Lily Abbass	(709) 772-4328
Maritimes	A.-M. Lanteigne	(506) 851-7757
Gulf	A.-M. Lanteigne	(506) 851-7757
Laurentian	Marcel Thérien	(418) 648-7316
Central and Arctic	Sharon Leonhard	(204) 983-5108
Pacific	Athana Mentzelopoulos	(604) 666-0470
Headquarters	Jo-Anne Brisebois	(613) 990-0219

Internet address:
<http://www.ncr.dfo.ca>

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