



Port de Grave, Newfoundland

HARBOUR REOPENING A GREAT SUCCESS

The Morgan & Hawe Memorial Building is perched on a bluff overlooking Port de Grave's harbour on the west coast of Conception Bay. Before it opened in April 1999, the only public building in this Newfoundland community was the post office. Today, the building houses an unofficial tourism information centre, wheelchair-accessible public washrooms, meeting space for heritage and recreation committees ... and the four-year-old Harbour Authority of Port de Grave.

"This is considered the community centre," says the HA's supervisor, Bill Ralph, of the open-concept building constructed as part of the harbour's five-year upgrade. "The HA wanted a respectable building for the community."

Named for Lloyd Morgan and Wade Hawe, fishers' sons who died at 18 years of age in separate car accidents, the Memorial Building was dedicated on August 19, 2000, as part of the harbour's reopening celebrations. The HA's seven-person Board of Directors picked the name in consultation with the community, and with the permission of the Morgan and Hawe families.

"Anything we can do to help the people in the community, we do," says Mr. Ralph. The HA makes its computer system — with colour printer, scanner, CD burner and Internet access — and fax machine available to residents at no charge. It sponsors an annual boat lighting at Christmas, and welcomes tourists year-round.



The new Morgan & Hawe Memorial Building is home to the Harbour Authority of Port de Grave.

"There is community pride in the HA and its efforts," says Mr. Ralph, who has been employed by the HA since June 1997. "We see it in community participation and in the treatment of the harbour."

With 111 fishing boats and up to 52 recreational boats using the Class A harbour, that support is essential to maintain a clean, efficient facility. The HA, which also manages nearby Ship Cove and Hibbs Cove harbours, provides regular garbage collection, a waste oil disposal tank (at no charge to fishers), 50 user-pay electrical outlets controlled by computer and 25 flat-rate outlets, and

a salt water wash down area with two 7.5 horsepower pumps.

"We're serious about keeping the harbour clean," says Mr. Ralph. After having the harbour dredged to allow 20-metre (65-foot) boats to tie up, he knows it's pristine now. The HA has posted rules and implemented clean-up fees to keep it that way, since "anything thrown in, stays in."

"I couldn't ask for better cooperation," says Mr. Ralph. He cites the 10,500 litres of waste oil and 16 truckloads of garbage collected in 1999 as proof.

Continued on page 3



MARITIME HARBOUR AUTHORITY SURVEY

With more than 220 Harbour Authorities (HAs) managing over 265 fishing harbours in the Maritimes, it can be somewhat challenging for Small Craft Harbours (SCH) to keep up with what's happening with Harbour Authorities throughout the region.

In the fall of 1998, SCH decided it was time to get up to speed. A 60-question survey — asking about everything from HA corporate structure, harbour planning and operations, to satisfaction with SCH services and communication effectiveness — was sent to the 197 Maritime HAs in existence at the time.

“Originally, we just wanted to update our data base,” says Jacqueline Richard, program officer at the regional SCH office in Moncton, who developed and coordinated the survey, “but we saw this as a chance to get a better understanding of HAs, and so the survey was born.”

The survey was designed to gather data that would help SCH to:

- develop a profile and needs assessment of HA groups within the Maritimes;
- improve the quality and accessibility of SCH operational support;

- improve communications and strengthen partnerships with HAs; and
- update fundamental HA database information.

With a 72 percent response rate, the survey is representative of Maritime HAs. The data was analyzed by Statistics Canada and a Maritime research company, and the summary report was released in February 2000.

The information collected is being used to help the region focus its program efforts. Recently, topics workshopped at the Maritimes' HA 2000 Conference were based on issues brought out by the survey. A guidebook and other materials were also developed in support of HA operations.

“The survey confirmed our gut feeling about what the issues are,” says Mrs. Richard. “Enforcement, financial support, membership, planning and communications are hot topics with HAs.”

“We are here to help HAs plan for the future,” she says. “The survey information is valuable in helping us develop the tools and support needed for HAs to be strong and successful in their business.”

Maritime Harbour Authority Survey results show:

- many HAs are interested in information, support, and assistance from SCH to better manage their corporations and control their harbours;
- HAs are not involved to any great degree in business planning, but identify as beneficial a number of planning supports from SCH;
- adequate funding is a major concern for most HAs; and
- the majority of HAs have basic financial and reporting practices in place.

For more information or a copy of the detailed findings, contact SCH in Moncton at 1-800-983-6161 or (506) 851-6580.

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FROM THE EDITOR

Conferences, meetings, surveys... As the activities covered in this issue show, communication between HAs and SCH is alive and well. Everyone involved — organizers and participants alike — deserve congratulations for making these events successful and productive.

This issue features a lot of information on environmental aspects of harbour operation. The environment theme wasn't planned but came about because of the activities and concerns of HAs. Your increased awareness of environmental impacts and HA responsibilities are reflected in this issue.

Ruth Ann Hagedorn

Harbour Reopening a Great Success

Continued from page 1



From April to November, the harbour is used primarily by commercial fishers who offload 4.5 to 5.5 million kilograms (10 to 12 million pounds) of crab, shrimp and cod. At the height of crab season, boats from 26 communities dock at Port de Grave.

Since the harbour upgrade, which included creating a new entrance and adding 183 metres (600 feet) of wharf, Port de Grave is considered among the safest harbours on the East Coast. That means when the sea is rough, boats no longer have to move to another harbour. It also means that the harbour continues to be one of the busiest.

“Even with the increased space, the harbour is often fully utilized,” says Mr. Ralph. “The amount of activity the harbour sees justifies the expenditure to upgrade it.”

With more boats able to use the harbour, the HA can collect more fees. The harbour, which is operationally self-sufficient, derives its operating and maintenance budgets from berthage fees, licences for fuel and welding services, and offloading fees. The harbour also contributes to the cost of repairs, and secures additional funds from the federal and provincial governments when necessary.

With the improvements to the harbour, and the community and tourism events held there, increased partnership with ministries of tourism looks promising. Already, the HA has set up an information area with brochures and ads for local attractions. It is working with the Newfoundland Ministry of Tourism to provide additional information in the hope that it will become a Ministry-sponsored tourism information centre.

RETURN OF THE VIKINGS

One thousand years ago, Vikings landed at L'Anse aux Meadows, Newfoundland, the only authenticated Viking settlement in North America. This summer, the *Islendingur*, a replica Viking ship, descended on 10 Newfoundland harbours to celebrate that legacy.

At each host port — L'Anse aux Meadows, Port au Choix, Norris Point, Corner Brook, Port aux Basques, Harbour Breton, Burin, Placentia, St. John's and Port de Grave — the 22.5-metre long ship was greeted with celebrations. At Port de Grave, those celebrations were combined with the revamped harbour's official opening.

The Port de Grave festivities, expected to attract 12,000 to 15,000 people, ran from August 19 to 21. Federal and provincial dignitaries were on hand August 19 to reopen the harbour, which was blessed by local clergy. After an arrival ceremony to welcome the *Islendingur*, the first official ship to enter the new harbour, the public was given a chance to board and view the ship. Fireworks, walking tours, local entertainment and a departure ceremony rounded out the weekend.

The Port de Grave *Islendingur* Committee, working with the Harbour Authority of Port de Grave, met monthly beginning in October 1999 to plan for the celebrations. Volunteers from across the Port de Grave peninsula helped make the biggest tourist event of the summer a spectacular success.



The Maritimes' HA 2000 Conference

HARBOUR AUTHORITIES LOOK TO THE FUTURE

Over 260 people from 159 Harbour Authorities (HAs) attended the Maritimes' HA 2000 Conference held in Halifax, Nova Scotia, from March 20 to 22, 2000. The conference, held every three years, is a forum for ideas for the future and is used to build links between HAs, SCH, and other organizations. With federal and provincial government representatives, vendors, and invitees from Ontario, Quebec, Newfoundland, Manitoba and Alberta, the participant list topped 330.

"This conference is an opportunity to talk about business and ways to improve communication and cooperation between the DFO Small Craft Harbours Branch and the Harbour Authorities across the country," Lawrence O'Brien, MP for Labrador and Parliamentary Secretary to the Minister of Fisheries and Oceans, told the group in the opening speech of the conference.

George Da Pont, Associate Regional Director General, Maritimes, and Maurice Girouard, SCH Regional Director, Maritimes, also spoke at the conference and participated in open-floor plenary sessions. These sessions

gave participants an opportunity to express their views and put questions to a panel comprised of departmental staff, the Maritime Region's Harbour Authority Advisory Committee (HAAC), and representatives from the insurance industry and legal community.

"The chance for the little guy to go to the mike, and know that people are listening, is tremendous," says Caroline Norwood, secretary of the Westport Harbour Authority, a member of the HAAC and also a member of the conference coordination committee.

Issues discussed in the plenary sessions included liability insurance, forming partnerships with other government departments, and DFO's Area Manager review. Harbour funding, both in general and specifically at Class C harbours, was also discussed.

"Being able to bring issues to the attention of the whole group was the highlight for me," says Melanie Sonnenberg, an employee of the Harbour Authority of Grand Manan Island and the HAAC's vice-chair. "Everyone walks away from the conference with an overall sense of where things are."

Participants also took part in workshops where project criteria, environmental management, occupational health and safety, and long-range planning were examined in some detail.

"The workshops are a great way to educate participants and give them the information they need to run their harbours effectively," says Renée Gaudet, conference coordinator, "but it was also important to give participants time to discuss issues themselves. We made sure there was time between workshops for delegates to interact."

The conference wrapped up with presentations by the Canadian Coast Guard's Office of Boating Safety, the HAAC, and four HAs with "good news" stories to share. The HA of North Sydney Ballast Grounds, the HA of Feltzen South, and the HA of Margaree Harbour shared stories and slides of renovation and upgrade projects at their harbours. All three Nova Scotia HAs were aggressive in securing funding from provincial and private sources, and all made the most of this money. Volunteer work played a big part in reducing renovation costs.



Participants took part in workshops, where they discussed topics such as SCH project criteria.

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The fourth HA, Comité portuaire de Lamèque in New Brunswick, told the audience how the HA was rebuilt after facing fraud and financial problems. The presentation emphasized preventing these problems by appointing a committee rather than an individual to manage harbour finances, keeping and reviewing minutes, and verifying the books.

“For small, rural harbours, the conference is their chance to network and find out how other harbours are run,” says Ms. Norwood, who cites the chance to meet other HA representatives and learn from them as the most beneficial aspect of the conference.

“The best communication happens over coffee,” says Ms. Sonnenberg. “We all deal with similar issues, so

being able to ask others how they dealt with something is important. HAs come up with imaginative solutions.”

And as for the future of the conference?

The HAAC is discussing ways to cut costs to allow the conference to be held more frequently, according to Ms. Norwood.

“Waiting three years between conferences is too long,” says Ms. Sonnenberg. “It is such a positive event and important learning tool.”



Over 260 people from 159 HAs attended the Maritimes' HA 2000 Conference held in Halifax.

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HAAC MEETS MINISTER OF FISHERIES AND OCEANS

The Maritime Region's Harbour Authority Advisory Council (HAAC) had its first meeting with the Minister of Fisheries and Oceans, the Honourable Herb Dhaliwal, on March 26, 2000.

The result? A commitment from the Minister to meet with the HAAC once a year, which will, everyone agreed, help keep the lines of communication open.

“These meetings will give us the chance to discuss issues with the Minister, and bring him up to date on what we discuss with DFO,” says Dennis Aucoin, HAAC chairman and member of the Harbour Authority of

Cheticamp, Nova Scotia. “We want to have more consultation between Ottawa, the regions and the HAAC.”

The meeting, which took place in Shediac, New Brunswick, lasted for an hour and was attended by HAAC members Valerien Savoie, Cathy Silver, Serge Haché, Caroline Norwood, Melanie Sonnenberg, Ken Swim, and Mr. Aucoin.

“It was a positive meeting,” says Mr. Aucoin. “The Minister congratulated us on creating the HAAC, and we communicated our concerns to him.”

Among the concerns addressed, the drawbacks of delegating third party liability insurance to the Harbour

Authorities (HAs) was at the top of the HAAC's list. “There wasn't any finalization on this issue,” says Mr. Aucoin, “but the Minister knows our concerns now.”

The Minister, reiterating his support of the HA program, stated that HAs are in a better position than the federal government to administer harbours from a local perspective — a view shared by the HAAC.

“We had a good meeting, with both sides making good points,” says Mr. Aucoin. “It is important for the HAAC and the HAs to know that Ottawa is listening, and the proof of that will be in the pudding.”

OCEAN NET AND HAs PARTNER FOR CLEAN OCEANS

If the coastline between Portugal Cove and Cape St. Francis, Newfoundland, looks more pristine this year, it's due to the joint efforts of the Bauline Harbour Authority (HA) and the local chapter of Ocean Net, a non-profit, environmental organization based in Newfoundland and Labrador.

The coastal Marine Conservation Area (MCA) was established by the Bauline Chapter of Ocean Net, which promotes environmentally acceptable land and water use through school and community programs and reports violators to the Coast Guard or the Department of the Environment. Ocean Net's goal is to establish and link MCAs along the entire coastline of the province.

"Thanks to Ocean Net and its programs, boaters and fishers are more aware of the importance of keeping the environment clean," says Wade LeGrow, a member of the Bauline HA and the director of the Bauline Chapter of Ocean Net.

Mr. LeGrow first got involved with Ocean Net when he volunteered as a diver at a clean-up on Bell Island, organized by fellow diver Rick Stanley, Director of Ocean Net's Conception Bay Chapter. The event was such a success that Mr. LeGrow wanted to bring Ocean Net to Bauline. The harbour attracts scuba divers and recreational fishers during the summer season. "I thought a harbour clean-up was a great idea and called up Ocean Net," he says.

The clean-up, organized by the Bauline HA and Ocean Net, was held on August 14, 1999, and included members of the HA, volunteers from Ocean Net, members of three dive clubs, representatives of Small Craft Harbours and the Deputy Mayor and residents of this community of 600. Approximately 454 kilograms (1,000 pounds) of garbage was hauled out of



From left to right: Desmond Whalen, Bauline HA; Bill Jenkins, SCH; Rick Stanley, Director of the Conception Bay Chapter and member of the HA of Foxtrap, presenting the Ocean Net charter plaque to Wade LeGrow, Bauline HA; Melvin LeGrow, Bauline HA; and Gary Sooley, SCH.

the harbour – everything from bikes, steel pipes and carpeting to cans and bottles.

Similar to Mr. LeGrow's experience, divers from Fortune Bay who came to help with the Bauline clean-up are now trying to start a new chapter.

"We're not a bit formal in terms of starting up a chapter," says Kay Coxworthy, Ocean Net's Marketing and Public Relations Director. "We follow up on expressions of interest and provide assistance to the sponsor to kick start the new chapter. Often another active director assumes a mentor role."

Ocean Net monitors and works with the chapters, providing support and advice. Its main role, once a chapter is formed, is to keep the directors and volunteers informed and involved, and to promote the Ocean Net philosophy: to instill an ocean conservation ethic.

Ocean Net has nine chapters and four junior chapters (schools) across the province. Four chapters have HA involvement: two are sponsors and two are members.

"Harbour Authorities have been very responsive to Ocean Net efforts because they have a vested interest in the ocean," says Ms. Coxworthy. "As

they are already established and work closely with their communities, HAs are a natural tie-in with Ocean Net."

To find out more about Ocean Net, visit the Web site at www.oceannet1.com or contact Kay Coxworthy at (709) 753-3680.

Ocean Net was started in 1997 by Robert O'Brien, this year's winner of the national Natural Marine/Terra Choice Environmental Award, and the Newfoundland and Labrador Environmental Award, individual category. Ocean Net is committed to helping reverse the pollution of the world's oceans and ending the destruction of marine life by lost "ghost" fishing nets. The organization has adopted a zero-tolerance policy on the illegal dumping of oil, toxins and garbage at sea.

Ocean Net sponsors:

- programs for the location and retrieval of lost fishing nets (ghost nets);
- the development of Marine Conservation Areas; and
- the development and promotion of educational material outlining ways to eliminate pollution.

CENTRAL AND ARCTIC REGION HAS COMPLETE EMPs

Developing an Environmental Management Plan (EMP) can seem like an overwhelming task for Harbour Authorities (HAs) busy with operational and financial concerns. Small Craft Harbours (SCH) in the Central and Arctic (C&A) Region decided to make the process easier by incorporating EMP preparation into its Harbour Authority 2000 Conference: Harbours for Tomorrow. The result? Seventeen HAs in the region left the conference with workable EMPs.

“We walked the participants through the process of preparing an EMP, so that they understood what was involved and came out of the process with a useable plan,” says Rick Delaney, President of Delaney and Associates, the company that facilitated the workshop. “This makes it a manageable process and gives everyone a chance to discuss particular concerns.”

The EMP material was customized for the region’s requirements by Danielle De Baets, a co-op engineering student with SCH’s Winnipeg office with input from HA representatives, SCH staff, and Delaney and Associates.

Over two half-day periods during the April 26 to 28 conference, HA participants identified, prioritized and filled out information concerning environmental risks associated with their harbours. Even though harbours in the C&A Region vary in size, remoteness and type of vessels, the participants identified common concerns among their harbours and generated constructive and effective solutions. During the conference’s off-hours, SCH staff entered the HA participants’ hand-written notes electronically and printed hard copies to insert into each harbour’s EMP binder.

“Small Craft Harbours staff is pleased with the HAs’ participation at the

conference and their efforts to implement their plans at the harbour to reduce environmental risks,” says Alan Kathan, Western Area Manager in SCH’s Winnipeg office. “From the comments and evaluations we received, the participants enjoyed the conference and thought it was successful.”

The conference was held in Riding Mountain National Park, Manitoba, and was attended by 44 participants from Ontario, Manitoba and Alberta. In addition to the EMPs, the conference

included presentations on how to plan, commence and complete projects, alternate ways to obtain funding, pros and cons of forming a regional association of HAs, and HA identification.

Stemming from HA requests, SCH staff in the Central and Arctic Region is preparing an Environmental Management Handbook (EMH). The HAs can use this handbook to educate harbour users about environmental dos and don’ts.

EMP FAQs

What is an EMP?

An EMP ensures that harbour activities are carried out in an environmentally responsible way by identifying factors that could have an impact on the environment, and outlining a step-by-step plan of action to prevent, minimize and repair damage.

Developed and implemented at the harbour level by Harbour Authorities (HAs), the objectives of an EMP are to protect the environment, comply with federal and provincial laws, save money and protect federal assets.

What is covered in an EMP?

The size of a harbour and its facilities affect the contents and complexity of the EMP. Any aspect of harbour operations that can have an impact on the environment should be covered. This includes fuel storage and handling, construction projects, the storage, handling and disposal of hazardous materials, energy and water consumption, solid waste generation and disposal, storm water run off, sewage and emissions, etc.

Why do HAs need EMPs?

HAs are required to create and implement an EMP by Small Craft Harbours (SCH). This is part of an HA’s lease requirements. In accordance with targets set by the Department of Fisheries and Oceans, all HA-managed harbours are to have EMPs in place by March 2002. Beyond these requirements, EMPs are needed to protect the fishery.

Where can I get help to prepare/update my EMP?

The *SCH Harbour Authority Manual* and the *SCH EMS Reference Manual* are good places to start. Call your regional office for additional help.



Under the Canadian Environmental Assessment Act, all projects undertaken by Harbour Authorities on lands leased from Small Craft Harbours must be reviewed before the project starts to see if an environmental screening is required. An environmental assessment identifies possible adverse effects on the environment before they occur, and promotes projects that are better designed and more environmentally friendly.

✓ TIP No. 8 – Environmental Screening

► Have a look

When planning a construction project, see if it meets the following criteria for mandatory environmental screening. Environmental screening is necessary when the project:

- involves work fully or partially below the normal high water mark (for example, wharf, breakwater or slipway construction, installation of new floating wharves, and all dredging projects);
- involves the storage, use or disposal of hazardous material (i.e., installation of fuel delivery and waste oil systems); or
- will result in a change on the HA lease drawing (such as road realignment or construction, and construction of or extensions to buildings).

► What to do

Don't begin any construction project before environmental screening is completed or the need for a screening

is ruled out. Remember that work can be stopped if required screenings are not completed, are not accurate, or are not followed during construction.

Contact your local SCH office when planning construction projects that meet the above criteria, or if you aren't sure whether a screening is required. The regional engineer can help you determine which projects require screening.

The SCH office will give you a standardized environmental screening form to complete and return. The form must be reviewed and approved by the appropriate SCH personnel and then the information will be added to the Canadian Environmental Assessment Agency's national public registry.

► Your role

It is up to you to initiate the environmental screening process as early as possible so that negative impacts can be identified, minimized or eliminated.



DEAR HARBY

One of the users of our harbour continually ignores our request to keep the wharf free of gear. How should we handle this situation?

Harbour users need to know the harbour rules before they can follow them. Make sure rules are clearly posted in public places at the harbour, and specify the rules in signed agreements with harbour users.

If, despite knowing the rules, a user doesn't follow them, a representative of the HA should speak with the user as soon as the problem is noticed. This doesn't mean someone has to be "the heavy." Do it in a friendly manner —

after all, you're probably fellow fishers and don't want to create hard feelings.

Ask the user to follow the rules, explain why they are in place (i.e., for everyone's safety), and ask the user if there is anything the HA can do to make them easier to follow.

If this doesn't work, the HA should deliver a written warning. Again, this should be done diplomatically. The warning should include:

- the inappropriate behaviour observed;
- the reference to the rule or regulation broken;
- the consequences for non-compliance; and
- a reasonable time frame for compliance.

The warning should be served in person with a witness, or delivered by registered mail.

If the problem persists, the HA can refuse access to or use of the harbour and deny services to any person, vehicle or vessel failing to abide by the rules. In some cases, the HA may pursue civil action and seek remedy through the courts.

The guidelines above are general in nature and presented for information purposes. Anyone requiring advice about a specific legal situation should contact a lawyer.