



## NEWPORT: BIRTH OF A LEGEND

Formerly called Pointe-au-Genièvre under the French regime, the village of Newport was renamed in 1855 after the arrival of American loyalists who changed its name to “new port”.

This picturesque fishing harbour located 60 km from the famous town of Percé is a tourist’s delight with its long beaches of fine, white sand.

Since its founding, Newport has given birth not only to a whole host of fishers skilled in the art of jigging, but also to “La Bolduc,” an incomparable folksinger and composer of jigs and reels. During the 1930s, years marked by misery and unemployment, La Bolduc personified *joie de vivre* with her catchy tunes.

BECAUSE IT IS VITAL  
COMMUNITY INFRASTRUCTURE,  
THE HARBOUR’S VIABILITY IS  
EXTREMELY IMPORTANT.

Newport has always been recognized as an important commercial fishing centre in Quebec. “Newport was once a major harbour but because of the groundfish collapse and the moratorium, we have fewer users,” explains Luc Legresley, Vice-President of the Newport Harbour Authority. “In the past, over 450 people worked in the two fish processing plants near the harbour, but these plants have ceased operations.”



A view of the magnificent Newport harbour, shaped like a heart, reflecting the affection it inspires in all community stakeholders.

In the early 1990s, Newport was facing a serious safety problem. People were loitering in the harbour, and some were using drugs and alcohol and damaging boats. With the combined efforts of law enforcement agencies and community stakeholders, the problem was resolved and Newport became a safe, attractive harbour for the public.

“We faced severe criticism in the beginning,” says Luc Legresley. “Users were not in favour of our harbour authority, which was established in 1991. Today, however, people view us differently. They are aware of the work and the progress that has been made, and our commitment to fishers. The fact that I am a municipal councillor and that Board member Raoul

Grenier is a well-respected former fisher obviously helps to increase our credibility. Mr. Grenier inspects the Newport harbour every day and makes sure that it is very clean. Because it is vital community infrastructure, the harbour’s viability is extremely important to him,” Mr. Legresley adds. Newport harbour has a large capacity for boats. Its depth,

which is unique in the region, enables it to harbour boats with a draught in excess of 4.6 m. Because of this depth, it was able to accommodate five new, larger boats this year.

The harbour also offers a large storage area that can take 100-tonne boats during the winter. Many people from outside the Gaspé Peninsula come to Newport to store their boats. There is also a refit company for fibreglass boats.

“Because we’ve created a good atmosphere and made the harbour safe,” Mr. Legresley concludes, “the winter storage area is full every year. And for that we feel like singing ... just as La Bolduc used to do.”

# NHAAC LOOKS AT FUTURE OF SCH PROGRAM

The spring 2004 meeting of the National Harbour Authority Advisory Committee (NHAAC) was held from May 12 to 14 in Gimli, Manitoba.

Representatives from the Department of Fisheries and Oceans included not only Small Craft Harbours (SCH) staff but also George Da Pont, Assistant Deputy Minister, Human Resources and Corporate Services, and Jim Jones, Regional Director General of the Gulf Region. The presence of Mr. Da Pont and Mr. Jones was significant, as it demonstrated Mr. Da Pont's earlier commitment to include NHAAC

members in the consultative process as the SCH Program looks for new ways of doing business.

NHAAC members were provided with an overview of the results of an internal workshop (held in October 2003), during which participants brainstormed and developed options for new approaches to doing business. NHAAC members were given the opportunity to reflect on a number of questions that centred around three themes: rationalization of harbours, measures of fiscal sustainability and harbour authority governance models.

They later presented their ideas and suggestions to Mr. Da Pont and Mr. Jones, who also answered their questions and addressed their concerns.

At the NHAAC meeting, a number of other important issues were discussed, including insurance matters. SCH pledged to continue working to find a cost-effective way to provide director and officer insurance for harbour authorities.

The fall 2004 NHAAC meeting is scheduled for November 24 to 26 in Ottawa. The spring 2005 meeting will be hosted by Maritimes Region.

# WEATHER-DELAYED NHAAC SHOWCASES CENTRAL AND ARCTIC REGION

Central and Arctic Region's hosting of the May NHAAC conference encountered some last-minute complications when bad weather closed Winnipeg airport on the conference's opening day. Hasty re-booking of airplane flights and shuttle services brought all the delegates to the conference site at the Lakeview Resort in Gimli, Manitoba, safe and sound, if a day late.

Despite these tense moments, the rest of the conference was a resounding success, says Laurel MacFarlane, Special Programs Coordinator for Central and Arctic Region, Winnipeg Branch.

Twenty-six delegates attended, representing harbour authority organizations and all five Small Craft Harbours regions.

A six-course banquet showcasing local fish donated by the Freshwater Fish Marketing Corporation (FFMC) was enjoyed by all.

Lynn Greenberg, a councillor from the Regional Municipality of Gimli welcomed the dinner attendees before the meal. Jim Bear, Chairman of the FFMC, and Howard Hilstrom, MP for Selkirk-Interlake, attended the supper and addressed the group after the meal.

Local fishermen hosted a fishing demonstration the next day. With special permission obtained from the provincial fishing authorities, interested conference attendees set out early in the morning to set nets just outside Gimli Harbour. They returned to pull the nets, pick and release the trapped fish just before lunch. It was a fantastic and exciting learning experience for many of the Small Craft Harbours staff, who despite years of involvement with fishing-related policy, had never experienced fishing activities first-hand.

Small Craft Harbours staff and regional representatives took a bus tour to six local

fishing harbours to see how Central and Arctic Region designs and maintains its harbours. Tour attendees commented with interest on the regional differences in layout and organization.

## FROM THE EDITOR

As the new editor of *Harbour Authorities Forum*, I am pleased to bring you the fall issue. We will continue to ensure that the publication remains an informative and relevant medium through which harbour authorities across Canada can share news on innovative projects, experiences and events.

As we begin planning for the spring 2005 issue, we welcome your story ideas and suggestions. Please let us know what's happening in and about your harbour authority.

*M. Marcus A. Lopés*

*Harbour Authorities Forum*, Vol. 10, No. 2

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Editorial and Production Services  
Whitehall Associates

Publisher

Small Craft Harbours, 14N178  
Fisheries and Oceans Canada  
Ottawa, Ontario K1A 0E6

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ISSN 1203-5564

Printed on recycled paper



# INNOVATIVE FLOATING DOCK MOORING SYSTEM

Harbour authority members and a Newfoundland and Labrador Region Small Craft Harbours technician have developed an innovative and economical method to install, connect, re-align and remove floating docks.

Floating docks are becoming increasingly common in Newfoundland and Labrador as an inexpensive and effective alternative to traditional fixed docks built on piles or cribs. Floating docks are cheaper to build than traditional docks, but they require commercial divers to secure them upon installation, re-align them after storm movement and disconnect them prior to removal for the winter. "Hiring commercial divers costs the harbour at least \$1,500 each time," explains Joe Legge, a technician with the Eastern and Southern Area Office. He and harbour authority personnel from Harbour Grace have developed a simple mooring plate that minimizes the need for divers.

**"HIRING COMMERCIAL DIVERS COSTS THE HARBOUR AT LEAST \$1,500 EACH TIME."**

The mooring plate consists of an eight-inch length of three-inch diameter steel pipe welded at right angles to a 3/8-inch steel plate. The pipe is inserted into a corresponding hole in a wooden beam on the underside of the floating dock and bolted in place. "The plank over top is held down with stainless screws so that it can be lifted easily," explains Mr. Legge.

Once the dock's anchors and chain are in place on the harbour bottom (aligned so the chain is at right angles to the dock), the chain is attached to a rope, pulled through the steel pipe and fastened with a pin through a bracket welded to the steel plate. This process is reversed to remove the docks for the winter, leaving the anchor chain attached to a rope and float so that it can be easily retrieved and reattached in the spring.

In addition to anchoring the floating dock, the mooring plate assembly prevents side to side movement of the docks. To prevent back and forth movement, which would damage both the floating dock and the shoreline ramp or crib, a mooring plate also anchors the ends of the dock. These dock-end mooring plates are modified to use a 16-inch length of pipe

instead of an 8-inch piece. The longer pipe keeps the anchor chain from chafing against the understructure of the dock.

The final design was tested at the Heart's Delight marina in 2003 and judged a success. More than 20 communities now use the new mooring plate, with several more ready to install it, reports Mr. Legge.

## OBSERVATION POST BRINGS FINANCIAL BENEFITS TO HARBOUR

An innovative roofed observation tower gives visitors a unique and educational view of the fishing activities at North Lake in Prince Edward Island, while the 21.25 m<sup>2</sup> building below provides the Harbour Authority of North Lake with much-needed office space and public washrooms.

A joint project between Active Communities Inc. and the Harbour Authority of North Lake, the Life Cycle Observation Tower offers tourists a self-directed interpretative tour of the bluefin tuna fishery. From the deck of the tower, 4.5 m above the harbour, tourists have a clear view of the enormous bluefins (they can weigh up to 600 kg) being towed into the harbour and offloaded. Eight panels, painted by local artist Lorraine Hennessey, depict both the history and development of North Lake Harbour and the life cycle of the bluefin tuna. A pay-for-view telescope provides a closer look at boats entering the harbour.

When Active Communities Inc. approached the Harbour Authority, "We moved fast," says Sheila Eastman, North Lake's Harbour Master. "We saw it as a great opportunity to get the office space and washrooms we needed."

"We were more interested in the tourist aspects," says Jim MacAulay, Project Manager for Active Communities. "But I think the two interests and objectives married together quite well."



**The new observation tower overlooking North Lake Harbour, Prince Edward Island.**

North Lake typically hosts up to 100 transient boats and 200 to 300 tourists each day during the bluefin tuna season. Public washrooms and a separate harbour authority office (Eastman had been sharing space in a fish buyer's office) are a necessity for smooth and efficient management of the harbour, she notes.

Despite the obvious benefits to the Harbour Authority of "The Tower," as it is known locally, other advantages became apparent during the 2004 fishing season, says Ms. Eastman. "First, and most importantly, small children are safer in the observation tower than they are on a crowded, busy wharf. Also, while the observation tower won't keep the tourists off the wharf, the panels do give them more information than a busy fisher has time to give." The local fishers use the tower too, she comments, to check weather conditions each morning before heading out to sea.

# HARBOUR IMPROVEMENTS IN CAPE BRETON

Big things are happening in Petit-de-Grat!

Small Craft Harbours and the harbour authority are building new floating and fixed wharves, rebuilding two existing wharves, dredging a channel and creating a large service area. The expanded and improved harbour will accommodate fishing vessels from several local First Nations communities that are joining the Petit-de-Grat fleet, increasing it from 35 to 65 boats.

“The harbour’s strategic location, close to both the fishing grounds and the fishers’ communities, made it the perfect choice for integrating the fleets,” comments Bill Newman, Business Manager, Eastern Cape Breton. As well, he adds, Petit-de-Grat is home to a boat building business and a fish processing plant, with another fish plant just down the road in Arichat.

Work began in December 2003, with the dredging of the harbour’s north channel and the rebuilding of a small wharf. In addition to providing increased berthing space, the work will expand and improve the harbour infrastructure, explains Mike Britten, Area Chief. Rubble infill of 6,000 m<sup>2</sup> of the harbour will create an area large enough for loading and off-loading, vessel repair, parking and several buildings. The harbour authority plans to build a small harbour authority office and a laundry and shower facility for both resident and transient fishers.



A wharf is repaired and restored with the addition of new timbers to the existing crib and a new concrete deck as part of the harbour development project at Petit-de-Grat in Cape Breton, Nova Scotia.

Another addition to the harbour is an 18,000 m<sup>2</sup> artificial lobster reef built of more than 1,800 cast concrete blocks.

“Pre-engineering and environmental impact studies determined that the project — especially the in-fill service area — would lead to habitat alteration, disruption or destruction of fish habitat,” reports Mr. Britten. The guiding principle of the Department of Fisheries and Oceans’

policy for the management of fish habitat is that there must be no net loss of the productive capacity of fish habitat as a result of a construction or renovation project. To compensate for the loss of habitat and maintain the productive capacity of the area, the artificial lobster reef was built. Both the federal *Fisheries Act* and *Canadian Environmental Assessment Act* state that when habitat is damaged or destroyed during construction of harbour facilities, it must be replaced at a ratio determined by the impact on the habitat, he explains.

The artificial reef was assembled by the members of the Richmond County Fisherman’s Association and Public Works and Government Services Canada in August 2004. Staff from the Department of Fisheries and Oceans’ Oceans and Habitat Branch will monitor the artificial reef for a year using underwater cameras to determine its success in attracting and supporting lobsters.

The entire project is scheduled to be completed by early 2005.

## FRANCOIS TO NEWTOWN

The Eastern and Southern Area of the Newfoundland and Labrador Region extends from Francois on the south coast of Newfoundland to Newtown on the northeast coast. Hence the name of the new *Francois to Newtown* newsletter, launched to improve communication between the Eastern and Southern Area Small Craft Harbours office and its 116 far-flung harbour authorities.

The first issue of the four-page bulletin, published in May 2004, introduces several topics of interest to harbour authorities, including tips on safe welding practices and year-end reporting requirements. “We think this newsletter will be a great source of information for harbour authorities,” says Kim Turchuk, who became the Eastern and Southern Area’s fourth program officer in November 2003 and oversees the newsletter. *Francois to Newtown* will be published as required throughout the year.

## WORKSHOP PLUGS PARTICIPANTS INTO SAFE ELECTRICAL USE

Proper maintenance of marine environment electrical systems can save more than money. It can save lives and property.

Marine environment electrical systems can be quite complex, explains electrical technician and consultant Jim Allen. Severe hazards such as fires, electrocution (even a small amount of power leaking into the harbour can be fatal for someone in the water), system overloads, short circuits and power loss can result from incorrect installation or use of electrical equipment. "For example, faulty wiring can and has caused float and wharf fires," he says.

To help harbour authorities avoid these hazards, Mr. Allen led the popular Small Craft Harbours Electrical Systems and Their Maintenance workshop at the January 2004 Harbour Authority Association of British Columbia's Annual General Meeting. In the hour-long workshop (unanimously judged too short to satisfy participants' interest and curiosity), Mr. Allen described the design, safe operation, limitations and maintenance of

"IN THE DAMP ATMOSPHERE ASSOCIATED WITH THE MARINE ENVIRONMENT, NUISANCE TRIPPING MEANS THAT CIRCUITS CANNOT HAVE THE NORMAL GROUND FAULT PROTECTION."

a wide variety of electrical system components.

One such limitation involves ground fault protection circuit breakers. "In the damp atmosphere associated with the marine environment, nuisance tripping means that circuits cannot have the normal ground fault protection," Mr. Allen explained. The Canadian electrical code allows non-ground fault breakers to be used for this reason. Users of marine

environment electrical systems cannot always rely on circuit breakers to avoid overloading a circuit or to limit short circuits. Power leaking into the marine environment can go undetected without system ground fault detection, he emphasized.

Leaking power can result from corrosion of transformer enclosures, a common problem in the damp marine environment. This can be prevented by maintaining the transformer's paint. The use of frayed or spliced wires can also lead to power leakage. Expensive damage can be avoided by always using new wiring and cords when making repairs.

Mr. Allen closed the workshop with a discussion of proper maintenance of electrical systems, stressing the importance of regularly scheduled inspections and repairs. To help participants retain the information, he gave them each a binder containing a copy of his 44-page colour slide presentation with commentary and a 10-page electrical systems manual.

## A DYNAMIC TEAM IN QUEBEC

After two years of existence, Quebec's *Comité consultatif régional des administrations portuaires* (CCRAP) has reached its full maturity. Its members have learned to work together and to put aside their personal interests to provide effective representation for Quebec's harbour authorities.

Of the eight founding members, five are again serving on the Committee for a second two-year term: Marvin Buckle, Karl McKay, Gaston Cloutier, Marc Desjardins and Luc Legresley. New members have been added to the Committee: Lise Loiselle (second term), Marcel Mathurin and Donald Pealey. Mrs. Loiselle and Messrs. McKay and

Legresley also represent Quebec on the National Harbour Authority Advisory Committee.

QUEBEC'S COMITÉ CONSULTATIF RÉGIONAL DES ADMINISTRATIONS PORTUAIRES HAS REACHED ITS FULL MATURITY.

Besides the major national issues, the Committee has been consulted on a number of regional issues and has provided sound advice to the regional Small Craft Harbours staff. These issues mainly concern improving communications with

harbour authorities, organizing annual mini-forums, and working to ensure the financial viability of harbour authorities. To improve its operations, CCRAP is adopting official rules and a code of ethics. In addition, between CCRAP meetings (two to three yearly), some Committee members are getting together in small groups to settle certain issues more quickly and subsequently make a report to the Committee for discussion.

According to Guy Descoteaux, Program Officer and CCRAP Co-Chair, "this procedure reflects CCRAP's maturity and the mutual confidence of its members."

# ENVIRONMENTAL IMPROVEMENTS PAY DIVIDENDS

Located at the mouth of the silt-laden Fraser River, Steveston Harbour's two sites require frequent dredging to keep their channels and ponds at navigable depths. In the past, disposal of dredged material has posed some challenging — and expensive — problems.

"Ten years ago, when we last dredged Steveston Harbour adjacent to the vessel repair yard (an area called Nelson Pond), sediment testing results exceeded the limits set for ocean disposal by quite a margin," says Adrian Rowland, Regional Engineer with Small Craft Harbours (SCH), Pacific Region. After spending \$80,000 on unsuccessful attempts to

IN THE PAST, DISPOSAL OF DREDGED MATERIAL HAS POSED SOME CHALLENGING — AND EXPENSIVE — PROBLEMS.

bring the dredged material to acceptable levels, Steveston Harbour's only option was to truck the material to a special contained landfill site at a very high cost, Mr. Rowland recounts.

But samples taken from Nelson Pond this spring, in preparation for scheduled dredging later in the year, yielded a very pleasant and welcome surprise for the harbour authority and SCH. "The numbers this time were well below the limits," explains Mr. Rowland. "They're a real marker of success for 10 years of environmental management, diligent monitoring and year-by-year improvements to the facilities at the harbour." Disposal costs will be drastically lower.

Harbour General Manager Bob Baziuk describes some of the improvements. "Repair and redesign of the vessel repair yards keep debris from blowing into the pond with vegetated buffers. Repair and reconfiguration of the yard's drainage system prevent contaminated run-off from entering the harbour." The run-off (rain water from the yard and from adjacent roadways) is now channeled through a

WITH SUCCESSFUL PILOT EXAMPLES TO BUILD ON, A LONG-TERM COORDINATED EFFORT TO UPGRADE AND IMPROVE THE INTERCEPTION OF NON-POINT SOURCE POLLUTION IS PLANNED FOR THE ENTIRE REGION.

"Storm Septor," a water interceptor system that, through a series of screens and settlers, traps contaminants such as oil sheen and sediment grit for removal. The water is then pumped into the municipal sewer system and treated again at the municipal water treatment facility. "The water doesn't go into the harbour at all," he explains.

In addition, ongoing educational measures, the installation of environmentally safe disposal and recycling facilities and increased diligence have significantly improved the waste management practices of the fishermen using the harbour, continues Mr. Baziuk. "Stuff isn't just dumped overboard anymore."

Steveston Harbour is not the only location that is making these changes, comments Mr. Rowland. "As SCH has carried out service area upgrades throughout our region, we've been including similar environmental protection measures and have encouraged the implementation of higher environmental standards." With successful pilot examples to build on, a long-term coordinated effort to upgrade and improve the interception of non-point source pollution is planned for the entire region.

## SHARED SPACE SAVES MONEY

Two heads are better than one, and two occupants in a building halves the costs for both. David Brown, mayor of the Newfoundland and Labrador village of Salvage (population 165), and Winston Squires, chairman of the Harbour Authority of Salvage, know this quite well. They've been sharing a building they built for the purpose since 2000.

"We could barely afford to build what we needed on our own," explains Mr. Brown. "The shared building cost us each half as much to build, and the occupancy costs are half as well." Messrs. Brown and Squires proposed the idea of a shared building, and town council and the Harbour Authority board unanimously approved it.



**Built in 2000, this shared office building reduces the budgets of the town and the Harbour Authority of Salvage, Newfoundland and Labrador, by a considerable amount.**

In addition to separate offices for each organization, the approximately 73 m<sup>2</sup> building also has a large shared meeting room. "It works out great for us," says Mr. Brown.

# GUIDE TO DESIGNING AND INSTALLING VESSEL PUMP-OUT FACILITIES

Increasing numbers of vessels with sewage holding tanks. Designation of sewage no-dump zones within British Columbia waters. Growing awareness of environmental concerns among fishers and recreational boaters. These issues signal a need for an integrated, appropriate and efficient system to handle septic wastes.

In response, local harbour authorities and Small Craft Harbours in British Columbia are installing sewage pump-out stations.

Several factors are important when undertaking such a project.

## Planning

- ▶ Prevent waste dumping by providing on-shore toilets and pump-out connections.
- ▶ Use both your environmental management plan (EMP) and your business plan.

- ▶ Remember operational costs, such as those for signage, training and maintenance.
- ▶ Consider using a portable unit or contracting out the service if a permanent pump-out is not feasible.
- ▶ Look for matching funds from other sources.

## Design

- ▶ Use your EMP to design both the operational procedures for the construction project and the pump-out station.
- ▶ Situate your pump-out station to connect to existing sanitary lines and access areas.
- ▶ Consider the pump's capacity, pumping height and distance in your design.
- ▶ Include relevant building code requirements and consult with the municipal public works department.

## Operation

- ▶ Encourage use by keeping your pump-out station clean and tidy.
- ▶ Provide harbour users with onshore toilets and encourage them to use them.
- ▶ Train your staff on the operational procedures and regulations related to the equipment.
- ▶ Install adequate signage to identify the pump-out station and its location.
- ▶ Inform harbour users and the community about the pump-out station.

This is the third in a series of environmental fact sheets in support of Pacific Region's Clean Harbour Initiatives. For copies, contact Small Craft Harbours, Pacific Region, Fisheries and Oceans Canada, Suite 200, 401 Burrard Street, Vancouver BC V6C 3S4. Tel.: (604) 666-4875; Fax: (604) 666-7056.

# ALL ABOUT ENVIRONMENTAL ASSESSMENTS



Does your wharf need repairs? Do you want to expand your boat yard or parking area? You will need to remember to include

time for an environmental assessment when planning your project.

Recent changes to the *Canadian Environmental Assessment Act* require non-profit corporations, such as harbour authorities, to carry out environmental assessments before beginning most renovation and construction projects. "These requirements are both more stringent and more rigorously monitored by the Canadian Environmental Assessment Agency than those in the past," comments Michel Lafleur, Senior Engineering Advisor, Small Craft Harbours, Ottawa.

## What is an Environmental Assessment?

The environmental assessment process is designed to predict the environmental effects of a proposed project or initiative. It recommends measures to lessen adverse environmental effects and further predicts if any significant adverse environmental effects will remain even after the protective measures are implemented. Environmental assessments should be conducted as early as possible in the planning and proposal stages in order to incorporate the findings and environmental protection measures into the proposed project plans.

## What are the Benefits of Environmental Assessments?

By identifying possible damage to the environment and ways that damage can

be prevented or lessened, an environmental assessment supports sustainable development. Since the organization that carries out a project is responsible for any environmental damage that may occur, considering the environmental impact and its mitigation early helps avoid delays and unforeseen costs.

## Who is Responsible for Environmental Assessments?

Most major repair or construction projects in Canada must include an environmental assessment. If a federal department, for example, proposes the project, provides funding, owns the land or provides licences, permits or approvals for the project, that federal department is responsible for

*continues on page 8*



## DEAR HARBY

### How can we encourage more people to get more involved in harbour authority-related activities?

Harbour authority directors who consistently attend meetings and conferences take the time away from their homes and businesses because they realize it is time well spent. They meet people from other harbours, share harbour management problems and solutions, develop contacts with government officials and business-people, and gain valuable information about a variety of harbour-related topics. These directors understand that their participation is a benefit to their harbour, community and their own businesses.

While some harbour authorities encourage participation with a by-law requiring directors to rotate attendance at harbour authority-related events, simply advertising the benefits of attendance can be an effective way to improve participation, comments Levi Timmermans, Program Officer with Small Craft Harbours in Pacific Region. Some Pacific Region harbour authorities have 100 percent participation

in Harbour Authority Association of British Columbia events, he notes. "Everyone who attends Association events agrees they're interesting, informative and valuable." And as the Association's experience in organizing and managing events has grown, he adds, attendance has increased, further enhancing the value of participation for everyone there.

Manitoba fisher David Tomasson was motivated to get involved in harbour authority-related events by the opportunity to learn. "Over the years, I've gained a good understanding of how the system works and how policy is developed," he reports.

In addition to his duties as the secretary-treasurer of the Hecla Village Harbour Authority, Mr. Tomasson attends two or three Harbour Authority board meetings a year. He also attends one or two meetings each year as a director of the Freshwater Harbour Authorities Advisory Council and

has attended several of the twice yearly National Harbour Authority Advisory Committee meetings.

As a fisher, he sees these meetings as an opportunity to meet fishers from other regions and Small Craft Harbours staff and to explain the crucial importance of fishing to the Prairie economy. It is not all wheat farms and cattle ranches, Mr. Tomasson says. "In many small, isolated communities, fishing is the only possible source of income," he explains.

In addition to being able to contribute to regional and national policy decisions, he has seen a definite change in attitude as a result of his participation and advocacy, one that recognizes the common interests of fishers across the country, regardless of the location or size of their fishery.

Involvement in harbour authority-related events brings the regional and national harbour authority community to the local harbour in the form of information, resources and contacts and, in turn, brings the interests, concerns and perspective of the local harbour to the larger community.

### Enviro-Tips *continued from page 7*

ensuring that an environmental assessment is conducted.

"Typically, for projects involving harbour authority-administered harbours in the Newfoundland and Labrador Region, that responsibility falls to Small Craft Harbours (SCH). Occasionally, other federal authorities such as the Atlantic Canada Opportunities Agency or Human Resources and Skills Development Canada that provide funding for projects may also be responsible for ensuring environmental assessments are completed," says Adrian Hynes, Chief, Property and Harbour Operations, Newfoundland and Labrador Region. "As a service provider to federal departments,

Public Works and Government Services Canada is then usually the organization engaged by SCH to carry out the environmental screening and reporting." However, private sector environmental consultants can also be contracted to complete environmental assessments, he adds.

### How Does the Environmental Assessment Process Affect a Project?

"It can add a lot of time to your project's time line," explains Mr. Lafleur. The Act includes a new requirement that information about projects, the environmental assessment results and plans to address environmental impact be posted in a national directory for 14 days for public

review. This, in addition to the time necessary for the assessment itself, can lengthen a project schedule considerably.

"In areas with a short construction season, the time required to do the necessary project planning, including completion of the environmental assessment process, can mean that it takes two years to complete a project instead of one," adds Mr. Hynes.

For more information about the *Canadian Environmental Assessment Act* and how it might apply to your project, contact your local SCH office or visit the Canadian Environmental Assessment Agency Web site ([www.ceaa-acee.gc.ca](http://www.ceaa-acee.gc.ca)).