



National Harbour Authority Advisory Committee
INAUGURAL MEETINGS IN OTTAWA

In March 2001, Small Craft Harbours (SCH) welcomed 15 Harbour Authority (HA) representatives to Ottawa for the first meeting of the National Harbour Authority Advisory Committee (NHAAC).

Requests for improved communication and increased consultation between SCH Ottawa and HAs resulted in the formation of the NHAAC. Its mandate is to provide advice to SCH on behalf of the 498 HAs managing 613 harbours across Canada and ensure that regional HA councils and local HAs are kept informed of SCH-related matters.

“This consultation process involves HAs at the ground level. The NHAAC involvement in early planning stages will mean a better end product,” says Osborne Burke, chairperson of NHAAC, member of the Maritimes HAAC, and member of the HA of Ingonish and the HA of Bay St. Lawrence. “Everyone at the table is committed to the program and to making it succeed.”

THE NHAAC INVOLVEMENT

IN EARLY PLANNING STAGES

WILL MEAN A BETTER END

PRODUCT.

The NHAAC, which is made up of three representatives from each region, was born out of an advisory body assembled in December 2000 to



The NHAAC’s first executive: Osborne Burke, chairperson (top right); Blake Ellingham, vice-chairperson (bottom right); Melanie Sonnenberg, secretary (top left); and Robert Bergeron, director general, SCH.

discuss ways to improve communications between SCH and HAs. At that time, the representatives agreed to continue with future consultations, and the first NHAAC meeting was held March 1 and 2, 2001.

“The NHAAC very quickly started to work as a group,” says Linda Brisebois, senior policy and program analyst, SCH, who led the establishment of the NHAAC and is now head of the NHAAC Secretariat. “The members have a wealth of knowledge and expertise to share with SCH.”

Agenda items are set jointly by the SCH management and the NHAAC. The two to four meetings a year are co-chaired by the NHAAC chairperson and the director general of SCH.

“The committee is still getting its feet under it: members are getting to

know each other, and to know representatives from SCH,” says Mr. Burke, “but we got involved right away.”

At the first meeting, terms of reference (the committee’s purpose, goals, roles and responsibilities) were drafted; they were ratified at the group’s second meeting on May 10 and 11, 2001.

Other issues discussed included establishing priorities and common definitions, and implementing an alternate service delivery pilot project.

In addition to sharing concerns and ideas with SCH, the representatives are exchanging information and success stories with each other. The result is increased networking of HAs across Canada.

“SCH and NHAAC are working together on something that is near and dear to our hearts: the wharves and the survival of coastal communities,” says Mr. Burke. “Together we’ll have success.”

The National Harbour Authority Advisory Committee’s goals are:

- to provide advice to SCH;
- to provide a forum for consultation, networking and effective/timely communications; and
- to strengthen relations between SCH and regional HA councils/organizations.



HAABC Fourth Annual Conference

WEST COAST COLLABORATION

Thanks to a spirit of co-operation in the Harbour Authority Association of British Columbia (HAABC), Harbour Authorities (HAs) in the Pacific Region have formed a wide network over the last four years to share harbour operation ideas and solutions.

“By belonging to HAABC and working with Small Craft Harbours (SCH), all HAs across the province have access to knowledge and advice that no one HA could supply,” says Michael Owen, harbour project manager at Ladner Harbour, and one of the organizers of the fourth HAABC Annual General Meeting and Conference.

“The conference is a way to network with other HAs and SCH staff, address



Russ Simpson of Glacier Industries manned one of the 16 exhibits on display at the conference.

specific issues and have a free exchange of ideas and advice,” adds Owen.

From January 25 to 27, 2001, Ladner Harbour Authority (from Vancouver’s lower mainland) hosted 82 delegates representing 31 HAs managing 45 harbours. Representatives from community groups that have taken over harbours divested from Transport Canada were also in attendance to learn from HAs.

The event was also attended by 16 exhibitors, ranging from environmental consultants and engineers, to security equipment suppliers and manufacturers of floating structures. Observers from other regional HA groups included Lew Noel of the Newfoundland Harbour Authority Advisory Council and Alan Kathan, manager of the western area, SCH, Central and Arctic Region. Member of Parliament John Cummins, MLA Valerie Roddick and the mayor of Delta, Lois Jackson, also attended.

The Annual General Meeting addressed the business of the HAABC, including the election of officers, while the conference provided open forum workshops on topics such as insurance, delinquent revenue collection,

information sharing, derelict or abandoned vessels, and the environment.

“The topics of collection and derelict and abandoned boats come up every year,” says Darrell Fritz, harbour manager of Bella Coola, “but this year, we have some options. The HAs have agreed to co-operate to protect HAs from people who cheat the system by identifying debtors and collecting from them at any other HA they might berth in.”

The co-operation of the HAs drew praise from Carol Beal, former assistant deputy minister, Corporate Services, Department of Fisheries and Oceans, during her lunchtime speech. “I would like to note your success in the collaborative way you have organized. I am impressed with the way that so many Pacific HAs are sharing their methods and assisting each other to find solutions,” she said. “The teamwork that you have developed with the HAs working together with SCH has produced more effective results than either government or individual HAs alone could have achieved.”

“Pacific Region harbours are key to the economic health of the traditional fishing industry as it goes through

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FROM THE EDITOR

In this issue, *Forum* spotlights a few of the many dedicated volunteers who make the Harbour Authority program a success. Volunteers also make *Forum* a success: across the country, HA members volunteer their stories, photos, comments and suggestions to fill the pages of every issue.

As I pass the pen to *Forum*'s new editor, I would like to thank everyone who has contributed to *Forum* for making my job easier, more interesting and a pleasure to do. Keep your stories and ideas coming!

restructuring and change," Ms. Beal continued. "The harbours are more valuable than ever for the continued health and development of coastal communities as they develop new fisheries, eco-tourism and ocean-related opportunities."

Other speakers included Bruce Benson and Gordon Caudron of the Freshwater Harbour Authority Council, who gave a video presentation about the HAs and fisheries in Central and Arctic Region. The featured dinner speaker, Captain Allen Domaas,

I THINK EVERYONE CAME AWAY
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Exhibit by Dayton & Knight Ltd. Consulting Engineers and P.W. Trenchless Construction Inc.

acting CEO of the Fraser River Port Authority, spoke about dredging, river log debris management and the environment.

HAABC is a self-supporting networking association funded through membership fees and conference attendance fees. This year, funds raised from registration fees, exhibitors' booths and a raffle of donated art and marine-related prizes paid for the conference and resulted in a small surplus for next year's conference.

"The host harbour next year has a lot to live up to," says Mr. Fritz. "The conference was excellent. I think everyone came away with new ideas to try in their harbours thanks to talking with other HAs."

IN MEMORIAM — VALERIEN SAVOIE

On April 13, 2001, the Harbour Authority program lost a vital member with the death of Valerien Savoie, harbour manager of Escuminac Harbour, N.B.

Mr. Savoie, who became the first harbour manager at Escuminac in 1981, left an indelible impression on the large, inshore harbour. He had the skills and tenacity to bring together the five communities and two linguistic groups in the area as one united group for the betterment of the harbour, under the Harbour Authority of Escuminac.

As comfortable in the boardroom as he was on the wharf, Mr. Savoie



worked on behalf of the Escuminac HA in many capacities. He could be seen pumping gas one day, and

advising senior bureaucrats and politicians the next. He represented fellow harbour managers on the SCH corporate planning committee before the HA program was formed.

Mr. Savoie also served on the Maritimes Region Harbour Author-

ity Advisory Council (HAAC) from its inception, and participated on various SCH national committees to ensure the views of the harbour users were known and considered.

"Val was a great harbour manager. He really made a difference at Escuminac and to the HA program," says Ron Duplessis, SCH business manager from New Brunswick. "He will be missed by everyone who had the pleasure of working with him."

The HA, which feels deeply the loss of its friend, supporter and manager, is developing a memorial at Escuminac wharf in memory of Mr. Savoie.

SINKING TUGBOAT SETS EMP IN ACTION

At 4 p.m., December 4, 1999, Fred Lawrence was at home, thinking about dinner and a beer. At least he was until someone showed up at his door to tell him a tugboat was sinking in the harbour.

Mr. Lawrence, secretary of the Harbour Authority of Bay St. Lawrence, knew that the workers who had been dredging the harbour's inner basin had left their tug boats, barges, cranes and equipment a few hours earlier – and had headed out of town for three days of rest before starting another 11 days of work. He also knew that with the HA president out of town, it was up to him to handle the situation.

FOR THIS 400-PERSON COMMUNITY ON THE NORTHERN TIP OF CAPE BRETON ISLAND, N.S., THE DAMAGE A FUEL SPILL COULD DO TO THE ECOSYSTEM AND THE LOCAL ECONOMY COULD BE DEVASTATING.

Within minutes, Mr. Lawrence was at the harbour. The stern of the tug was submerged, and so were its fuel tanks.

For this 400-person community on the northern tip of Cape Breton Island, N.S., the damage a fuel spill could do to the ecosystem and the local economy could be devastating. Some 60 vessels berth at Bay St. Lawrence, along with a few recreational craft. Lobster, snow crab, cod and ground fish are the primary catches, and in 2000 the commercial fishery at Bay St. Lawrence was worth \$7 million.

Mr. Lawrence had a good idea of what effect 1000 gallons of diesel



The HA of Bay St. Lawrence is equipped with booms to encircle any vessel in its harbour.



would have on this marine life, and he hoped his fears wouldn't be realized.

"Other than securing the tug to the wharf with a few more ropes, we didn't know what else to do," says Mr. Lawrence, who was assisted by local fishers. "I turned to the Emergency Management Plan (EMP) that the HA had recently completed for direction."

The EMP provides step-by-step instructions for dealing with emergency scenarios such as vessel collision, severe weather, fire, vessel sinking and pollutant spills. All HAs are required to have one tailored to its needs. The EMP outlines who to call, in what order, and provides the necessary phone numbers.

"I probably could have muddled through on my own," says Mr. Lawrence, "but the EMP meant there was no confusion and no time wasted."

The president of the HA, the Canadian Coast Guard and SCH were all notified within half an hour of the situation being reported.

Fortunately, no fuel leaked into the harbour and the tug was safely refloated by pumping the rear chamber. But once the crisis was over, the HA was left grappling with the question of what would have happened if oil containment booms had been needed: the nearest booms were over three hours away.

Determined not to find itself in this situation again, the HA banded together with the five other HAs located north of Smokey Mountain, pooling their resources to purchase six boom kits.

The HAs approached Irving Oil — the main supplier of fuel — as well as the local fish buyers for funds. The County of Victoria put in \$250 for each harbour, SCH pitched in and the HAs added their own money to the effort.

The kits, designed for small harbours, include booms that can encircle a 45-foot vessel. Each HA has a kit on hand for immediate response, and five others are readily available if needed.

"After we had purchased the boom kits, SCH decided it was going to issue another one to each HA," says Mr. Lawrence, who is happy to now have two kits on hand. "The risk of a spill is always there, so we want to be prepared."

THE EMP PROVIDES STEP-BY-STEP INSTRUCTIONS FOR DEALING WITH EMERGENCY SCENARIOS SUCH AS VESSEL COLLISION, SEVERE WEATHER, FIRE, VESSEL SINKING AND POLLUTANT SPILLS.

HA VOLUNTEERS MAKE A LASTING IMPACT ON THEIR COMMUNITIES

“volunteer: 1) a person who voluntarily takes part in an enterprise or offers to undertake a task 2) a person who works for an organization voluntarily and without pay”

The dictionary definition of a volunteer misses the human element, the passion and commitment that drives volunteers. Volunteers are dedicated to the causes and organizations to which they give their time and energy. They make things happen. They change lives.

The United Nations declared 2001 to be the International Year of Volunteers. Across Canada and around the world, organizations have been celebrating the volunteers who make their operations possible. *Forum* is no different: we are profiling five outstanding volunteers who help to make the Harbour Authority program such a success.

Of course, *Forum* aims to recognize Harbour Authority volunteers and profile their achievements in every issue. That won't stop when the International Year of Volunteers ends, because neither will the hard work and dedication of the thousands of volunteers who ensure that 613 harbours across Canada are safe, productive and essential parts of our economy, culture and communities.



Patricia MacConnell

Treasurer, Westport Harbour Authority, Nova Scotia

“Some day I’ll retire,” says 62-year-old Patricia MacConnell, treasurer of the Westport Harbour Authority, “but then, people say volunteers never retire.”

Ms. MacConnell’s involvement with the Westport harbour began in 1985, when as a municipal councillor she asked the Port Committee if there were any issues she should bring up when a Transport Canada representative came to town.

The issue, she was told, was a breakwater – a harbour project promised in the 1960s that never materialized. Ms. MacConnell spent the next 13 years working to get Westport that breakwater and a floating dock. “I was too dumb to shut up and go away,” she says with a laugh.

Ms. MacConnell went door to door to secure funds, materials and support from individuals and local companies, then lobbied local government and worked with SCH to make the project happen. Despite moving away from Westport, the dedicated volunteer

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continued to aggressively pursue the project.

“She wouldn’t let the project die,” says Gary Hubbard, SCH chief, southwest Nova Scotia, “even though it meant incurring personal expenses.”

Now that the Westport harbour has its breakwater, where does that leave Ms. MacConnell, who has three sons all involved in the marine environment?

“With more time to volunteer for church projects,” says Ms. MacConnell, who has been volunteering there since 1964. “I like to see things get done.”



John Hayes

Former Director, Gibsons Landing Harbour Authority, British Columbia

Mr. Hayes, former director of Gibsons Landing Harbour Authority (GLHA)

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HA VOLUNTEERS MAKE A LASTING IMPACT ON THEIR

“I THINK IT IS IMPORTANT TO GIVE BACK TO THE COMMUNITY,” HE SAYS OF HIS VOLUNTEER ACTIVITIES, “BUT IF YOU ASK MY WIFE, SHE’LL TELL YOU I DO IT BECAUSE I’M NUTS.”

and former chairman of the Harbour Authority Association of British Columbia (HAABC), has worked enthusiastically to pull together community, business, client and government interests in Gibsons, British Columbia.

“Mr. Hayes is an outstanding supporter of the HA program in the Pacific Region, and is a tireless volunteer in all aspects of the program,” says Susan Steele, SCH regional director.

Under Mr. Hayes’ leadership, the GLHA undertook major projects that not only improved the harbour, but fulfilled a goal of the municipality in enhancing the waterfront. The result is a viable, cost-effective harbour and a reinvigorated tourism industry.

“It is great to see the look on people’s faces when they see the harbour,” says Mr. Hayes. “With the promenade and new facilities, the harbour has become a family environment where boaters and townspeople can enjoy the waterfront.”

Mr. Hayes’ accomplishments include organizing the HAABC 2000 Annual Conference in Gibsons and leading a group of Pacific Region HA representatives to inaugural meetings of the National Harbour Authority Advisory Committee. He was also part of the team that made a presentation to the Honourable Herb Dhaliwal, minister of Fisheries and Oceans, to

secure \$160,000 in funding to deal with the problem of derelict boats.

Mr. Hayes, who has been an active volunteer since he was a teenager, has also organized local May Day activities, sat on the national board of directors of the Diabetes Association, run a summer camp for diabetic children, and been involved with little league and soccer teams. He is currently a member of the Rotary Club.

“I think it is important to give back to the community,” he says of his volunteer activities, “but if you ask my wife, she’ll tell you I do it because I’m nuts.”



Bill Connolly

Secretary/Treasurer and Harbour Supervisor, Harbour Authority of Flatrock, Newfoundland

When the Harbour Authority program was first implemented in Newfoundland, fishers and boaters coming into the harbours often had no idea what the HA was or who was associated with it. To help the fledgling HAs become recognizable and to identify harbour supervisors, Bill Connolly developed a Newfoundland HA crest.

“WHEN I GET INVOLVED IN SOMETHING, I PUT EVERYTHING I’VE GOT INTO IT. IT’S SO SATISFYING TO HELP PEOPLE — IT’S ALMOST AN ADRENALINE RUSH.”

“We needed a uniform to let people know who we were,” says Mr. Connolly, a retired teacher with a flair for the creative. “The crest is used on hats, shirts and even stationary around the region.”

As a former mayor, deputy mayor, founding member of the town council (on which he served for 14 years) and basketball coach and official, Mr. Connolly is accustomed to volunteering for the community. When the HA of Flatrock was formed in 1991, he was asked to apply for the supervisor position – a position he still holds.

“I enjoy being out in the open, experiencing the camaraderie in the harbour,” Mr. Connolly says. “When I get involved in something, I put everything I’ve got into it. It’s so satisfying to help people — it’s almost an adrenaline rush.”

AS A FORMER MAYOR, DEPUTY MAYOR, FOUNDING MEMBER OF THE TOWN COUNCIL (ON WHICH HE SERVED FOR 14 YEARS) AND BASKETBALL COACH AND OFFICIAL, MR. CONNOLLY IS USED TO VOLUNTEERING FOR THE COMMUNITY.

COMMUNITIES

“Mr. Connolly has encouraged a lot of others,” says John Rose, SCH Harbour Authority co-ordinator. “He has been a key spokesperson at our annual Harbour Authority seminars, and has always approached the program with a positive and constructive attitude.”

Gordon Caudron

President, Harbour Authority of Jossard Inc., Alberta

For years, commercial fishers at Jossard docked their small boats on the “mud bank.” Then Gordon Caudron, president of the Harbour Authority of Jossard Inc. and a commercial fisher himself, started charging them a fee to do it.

“Gordon needed to raise money for HA projects, so he implemented fees,” says Alan Kathan, SCH manager, western area, Central and Arctic Region. “He has a knack for laying out an issue and making people accept it. His good judgement and expertise are invaluable.”

Now, the harbour not only has docks, it has two breakwaters to protect its boats and its eroding banks. The construction projects were praised for their high quality, good budget and tight timeframes.

“GORDON NEEDED TO RAISE MONEY FOR HA PROJECTS, SO HE IMPLEMENTED FEES. HE HAS A KNACK FOR LAYING OUT AN ISSUE AND MAKING PEOPLE ACCEPT IT. HIS GOOD JUDGEMENT AND EXPERTISE ARE INVALUABLE.”

“The HA wanted to maximize the harbour, make it look nice, and improve it for the future,” says Mr. Caudron, who has been president since the HA was formed five years ago. “We’re about three-quarters of the way there.”

In addition to his local involvement, Mr. Caudron is also a member of the regional Freshwater Harbour Authority Council.

“A lot of time and work goes into volunteering for the HA and the council,” he says, “but that’s what it takes to keep the harbour running properly.”

(Unfortunately, a photo of Mr. Caudron was not available.)



Karl McKay

Vice-president of Grosse-Île Harbour Authority, Québec

As a lobster fisher and member of the Fisherman’s Committee, Karl McKay was a natural choice for vice-president of the Grosse-Île HA when it was formed in 1992. He was a port user, he was experienced in identifying port needs and working with DFO, and he was community-minded.

“Everyone has a motive,” Mr. McKay confesses. “As a port user, I was

“EVERYONE HAS A MOTIVE,” MR. MCKAY CONFESSES. “AS A PORT USER, I WAS INTERESTED IN SEEING SOME SERVICE IMPROVEMENT. THE HA WAS INSTRUMENTAL IN THE DEVELOPMENT OF THE HARBOUR AND IT HAS MANAGED THE HARBOUR TO THE SATISFACTION OF THE FISHERS.”

interested in seeing some service improvement. The HA was instrumental in the development of the harbour and it has managed the harbour to the satisfaction of the fishers.”

Beyond his own HA, Mr. McKay was also active in helping to organize a local advisory committee in Magdalen Islands, one of three sub-regions in the Laurentian Region. He worked to build relationships between harbours and to get HAs thinking on a regional, as well as local, level. He has also represented the Laurentian Region at the recently formed National Harbour Authority Advisory Committee.

And if that didn’t keep him busy enough, Mr. McKay is also vice-president of the Council for Anglophone Magdalen Islanders (CAMI), Grosse-Île municipality mayor, and a volunteer delegate to the Quebec Community Groups Network (QCGN) and the Community Table/National Table for Linguistic Minority Communities. He has also volunteered as a minor hockey coach and a church warden.



✓ TIP No. 10 – Minimizing fertilizer pollution

Waterfront beautification projects, community parks, construction projects, cottagers' gardens, the flower beds in front of the harbour office... Are they sources of phosphate pollution?

➤ Have a look

Lawn and garden fertilizers contain phosphate, which in high levels can cause dense algae blooms and excessive growth of aquatic plants in our lakes and streams. The result can be clogged waterways, depleted oxygen and blocked light. Under these conditions, fish and other species will die unless they move to other areas of suitable habitat.

➤ What to do

With proper application, fertilizer is not a significant source of phosphate pollution because it binds to the soil particles and becomes resistant to leaching or washing through the soil. Be sure to follow the instructions — and don't apply fertilizer under intense rainfall or excessive irrigation, when water might not soak into the soil fast enough. Run-off could occur.

Soil-bound phosphate becomes a problem when the soil erodes into the surface water. Erosion occurs from construction sites and sparsely vegetated ground. Be sure to contour soil from construction sites and establish vegetative cover where none exists.

Keep unused fertilizer in a spill-proof container. If it is spilled onto hard surfaces or applied to frozen ground, it will wash into storm drains and lakes. Be sure to sweep up fertilizer from driveways, parking lots and sidewalks.

Try other, phosphate-free ways to give nutrients to your lawn or garden: compost, mulch and manure are good options.

➤ Your role

Understand the effects that phosphate can have on your marine environment and stay alert for signs of phosphate pollution.



DEAR HARBY,

What is the role of a Harbour Authority board of directors?

A board of directors is there to address issues, determine values, provide leadership and set direction, but not to deal with the day-to-day management of the harbour. This is the job of officers and employees. In smaller, all-volunteer HAs, the distinction blurs, as directors might be involved in day-to-day activities. The people sitting on a board are there because of their expertise, influence or time that they can contribute to helping the HA achieve its goals.

Refer to your *Harbour Authority*

Manual for a detailed description of the board's roles and responsibilities.

Can the board be in conflict of interest even if it is acting in the best interest of the harbour?

Yes. A conflict of interest — a conflict between one's obligation to the public good and one's self-interest — can easily arise. It is a common mistake to assume that because an action is in the best interests of the HA and it is not an obvious violation of the law, it is automatically acceptable.

For example, it is announced at a board meeting that the HA has

secured funding for a construction project. Everyone on the board knows one of the members works in construction and will give the HA a special rate. To save time, the board awards the job to that member at the meeting. The board is now in a conflict of interest. No one else was considered for the project and no one other than the board members knew the contract opportunity was available.

To prevent any conflicts of interest, be sure the board understands its role and limitations. Clarify issues, develop a code of ethics and create — and enforce — conflict of interest guidelines.