



CANADA'S FIRST HARBOUR AUTHORITY CELEBRATES 20 YEARS

Caraquet, New Brunswick, is proud to be the first Canadian community to create a Harbour Authority (HA) to manage its fishing harbour. On July 12, 2008, founding and current HA members were joined by representatives of Small Craft Harbours (SCH), Fisheries and Oceans Canada (DFO), local fish harvesters, people from the community and other dignitaries to celebrate the 20th anniversary of the Comité du Port de Caraquet.

Micheline Leduc, Director General, SCH, provided opening remarks and, to mark the occasion, a commemorative plaque and a photograph were presented to the HA by Rhéal Boucher, DFO Area Director, Eastern New Brunswick, and Jacqueline

Richard, Regional Director, SCH – Gulf and Maritimes. A Regional Individual Commitment Award was also presented to Rufin Doiron, who has been the full-time wharf manager since the HA was formed. For 20 years, the Comité du Port de Caraquet has been a model of sound management and innovation. Thanks to the efforts of volunteers and members of the board of directors, the HA has become a key part of this coastal community, serving harbour users and providing the city with economic support. ♦



LEFT TO RIGHT: ALDRICE COMEAU, CHAIR OF THE COMITÉ DU PORT DE CARAQUET; MAURICE GIROUARD, FORMER REGIONAL DIRECTOR, SCH (MONCTON); MICHELINE LEDUC, DIRECTOR GENERAL, SCH; AND LYNE ALBERT, VICE-CHAIR OF THE COMITÉ DU PORT DE CARAQUET.

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MESSAGE FROM THE MINISTER

On behalf of the Government of Canada, I would like to thank you for your collective efforts in managing our commercial fishing harbours over the last 20 years. Your commitment has been truly remarkable. Launched in 1988, the Harbour Authority Program, after a few early growing pains, has proven to be a resounding success. Your work and ongoing dedication are making a profound difference to tens of thousands of fish harvesters across the country.

Harbours contribute a great deal to the economic and the overall well-being of Canada's fishing communities. Your efforts really do make a difference. Without you, the Small Craft Harbours (SCH) Program simply would not work.

Together, Harbour Authorities and DFO have achieved much over the last 20 years and everyone involved can be extremely proud of the results. I have heard complimentary remarks about the close and collaborative relationships that have been established over the years between Harbour Authorities and SCH staff. In addition, I understand that the working arrangements between the Regional and National Harbour Authority

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MESSAGE FROM THE DIRECTOR GENERAL, SMALL CRAFT HARBOURS

I wish to take this opportunity to thank each and every one of you for your amazing efforts and contributions in managing Canada's commercial fishing harbours. This year marks the 20th anniversary of the Harbour Authority Program and this is indeed an important milestone for the Small Craft Harbours (SCH) Program and for Harbour Authorities (HAs) themselves all across Canada.

The HA Program was introduced in 1988 in recognition that individual communities are in the best position to manage their local commercial fishing harbour facilities. Indeed, the success of the HA Program relies primarily on the fact that HAs represent local users and are directly involved in decisions affecting their harbour services, maintenance and management. We now have 575 HAs managing close to 700 harbours. The volunteers comprising these HAs provide site-specific services far beyond those previously offered when harbours were managed by the SCH Program. The personal pride you have in your involvement is clearly evident and your daily interventions offer a safer and cleaner environment for users, ensure that services are better tailored to local needs, and, that harbour revenues are directly

reinvested in your harbour operations and maintenance.

Your collective HA contributions are very significant:

- there are approximately 5,000 volunteers nationally;
- this volunteer effort approximates 135,000 hours/year;
- harbour revenues are estimated at approximately \$24 million/yr., all of which goes to the operations and maintenance of your harbours and provide a direct addition to the SCH Program's financing.

The SCH Program strives to continually improve its efforts to support you. In addition to providing annual funding for regional HA initiatives, the program funds Third Party Liability Insurance and provides an annual contribution to the recently incorporated Harbour Authority Corporation to assist with the costs of Directors' & Officers' and Accidental Death & Dismemberment insurances. Other initiatives being undertaken include: ongoing training; the development of a new HA Maintenance Manual tailored to the needs of each individual HA; and updating and expanding the current HA Management Manual. These and other initiatives are being discussed with the regional and national HA advisory bodies

to ensure that we focus our collective efforts on those initiatives that will best assist you in managing and operating your harbours.

The commitment and the countless hours of work that you contribute make a real and positive difference to your local communities. HAs are vital to the sustainability and success of the SCH Program and I greatly respect your personal sacrifices and the work you do on behalf of our Program, our clients, and for your local communities. I look forward to our continued collaboration and wish to again sincerely thank you for your sustained efforts over the years.

I hope that our collaboration can continue to flourish for many years to come.

*Micheline Leduc, Director General,
Small Craft Harbours* ♦

MESSAGE FROM THE MINISTER – CONTINUED FROM PAGE 1

Advisory Committees and SCH have been beneficial. Together, you have dealt with a number of issues around the day-to-day operations of harbours and continue to work on ways to make your work easier to meet our changing environment and ongoing challenges.

It is personally gratifying to be involved with you in making sure Canada's fishing harbours remain a vibrant contributor to our fishing industry and to our local communities for years to come!

I look forward to continuing this collaboration, which sets an excellent example and is a source of inspiration.

*The Honourable Gail Shea,
P.C., M.P.* ♦

MESSAGE FROM THE EDITOR

Happy 20th Anniversary! This year, 2008, marks an important milestone as it is the 20th anniversary of the Harbour Authority Program. To mark this event we have put together a special 20th anniversary edition of the *FORUM*, which we hope you will enjoy. In this issue we visit the Comité du Port de Caraquet, in Caraquet, New Brunswick, where a celebration was held this past summer to recognize this harbour as the first to join the Harbour Authority Program. We also go to British Columbia and Quebec where harbours authorities are making major investments in improving their operations and making their harbours more environmentally responsible. Community involvement is key to the success of our harbours and you will see in this issue that our harbours all across the country are making strong efforts to be involved and be active in their communities. We hope you enjoy this special edition and would like to thank those who have taken the time to speak to the *FORUM*, and for sharing their stories with us.

Don't forget the *FORUM* is always looking for story ideas – be sure to let us know what innovations, projects and events are happening at your harbour.

Jennifer Baldwin, Senior Policy and Program Analyst

STRONG COMMUNITY CONNECTIONS ACROSS CANADA

Over the past 20 years, the Harbour Authority Program has grown to include approximately 575 Harbour Authorities (HAs) across Canada. While the communities being served vary in many ways, there is a consistent thread from coast to coast to coast. HAs are active community members – and their efforts are appreciated! Here are just a few highlights.

NEWFOUNDLAND AND LABRADOR

Three years ago, Gordon Noseworthy, the manager of Twillingate HA in Newfoundland, approached the volunteer fire department to see if it kept enough foam on hand to extinguish a vessel fire should one occur in their harbour. When he discovered it could not afford to, he approached the vessel owners for contributions.

After three annual donations from the HA, the fire department now has plenty of foam, as well as bunker suits and breathing apparatus. In appreciation, the fire-fighters sometimes hold practice drills at the harbour – leaving the wharf spotless when they are finished.

This year, the HA plans to support the Twillingate Community Choir, which will travel to Parliament Hill to represent Newfoundland and Labrador at the 2009 Canada Day celebrations.

MARITIMES AND GULF

In June, the HA of Arisaig in Nova Scotia partnered with nearby H.M. MacDonald Elementary School students and the Department of Fisheries and Oceans (DFO) to celebrate Oceans Day. Students watched a video about the impacts litter and debris have on the marine ecosystem and then headed to the beach to clean it up. The HA treated participants to a barbecue. The day was complete with a visit to the local lobster pound.



H.M. MACDONALD ELEMENTARY SCHOOL KIDS PROUDLY POSING IN FRONT OF THE ARISAIG LIGHTHOUSE WITH THEIR CATCH OF THE DAY.

Lobster was the theme of another recent Nova Scotia event. When unicyclists taking part in the international “Ride the Lobster” relay race arrived in West Pubnico, they were the centre of attention. Floyd d’Entremont of the local HA set up an obstacle course so the 400 or so residents who came out witnessed an impressive display of one-wheel talent. A local restaurant owner hosted a lobster boil – many of the unicyclists had never tasted lobster, so it was a novel experience all around!

CENTRAL AND ARCTIC

Tasting – this time fish – is an annual treat at the Hecla Village HA north of Winnipeg, Manitoba. The HA is within a provincial park, and during two weekends every summer local fish harvesters work with park staff to host a fish fry. The HA arranges for off-season permits and on Saturday afternoon the fish harvesters set one or two nets. They return Sunday, pull the nets into their boats, bring them to shore and pick out the fish. After explaining a bit about each species, the fish

harvesters lead the filleting, inviting visitors to try their hand, alongside park volunteers who fillet and fry. As many as 300 tasters leave satisfied!

PACIFIC

In July, residents of Cowichan Bay on Vancouver Island witnessed a century-old spectacle. As a prelude to the North American Indigenous Games and the conclusion of Tribal Journeys 2008, an annual event celebrating First Nations canoe culture, 106 ocean-going canoes glided into the bay for a ceremony on the beach next to the harbour. The Cowichan Bay Fishermen’s Wharf Association played a significant role in ensuring the event went smoothly. They provided support and emergency response services as well as providing berthage for support vessels accompanying the canoeists. Thousands attended the event.

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B.C.'s FIRST HARBOUR AUTHORITY REACHES 20 YEARS

The District of Port Hardy Harbour Authority (HA), formed on August 1, 1988, was the first HA in British Columbia. Situated at the north end of Vancouver Island, it is a very strategic harbour. It is the mid-point for the Pacific fishing fleet and a departure point for the Queen Charlotte Islands and other northern destinations.

Rick Davidge, the District of Port Hardy's Chief Administrative Officer, says the partnership with Small Craft Harbours (SCH) was a natural fit because there was already a long-term lease in place and it made sense locally.

"The relationship has been a great one," says Davidge. "The resources they provide, although they have challenges, are a great benefit to the local community. And our agreement has allowed for local management and community input."

The services available to the commercial fishing fleet and recreational users have improved significantly over 20 years. There is more dock space, more services and amenities are available, and a variety of important environmental upgrades have been completed.

The Seine Floats, one of three docking facilities, have been upgraded to accommodate commercial fishing vessels and other harbour users, and, in partnership with SCH, the District of Port Hardy has been able to leverage \$2.3 million in additional funding for investment in upland harbour areas. ♦

ANNUAL CONFERENCE ANOTHER SUCCESS



PHOTO LEFT TO RIGHT JIM MACDONALD, MAMAINSE, JEAN GENDRON, SMALL CRAFT HARBOURS, GEORGE PURVIS, MANITOULIN ISLAND AND ANDREW WILLMS, SMALL CRAFT HARBOURS

The Central and Arctic (C&A) Region holds an annual conference each spring to support its Harbour Authorities (HAs) and give them a chance to liaise and share best practices. The 11th annual conference "Harbour Authorities Creating A Future Together" was held in Winnipeg April 22-24, 2008.

Some of the highlights of the conference included an opening address from Micheline Leduc, Director General, Small Craft Harbours; Regional Director Alan Kathan speaking on C&A Region Reflections and Projections; and the Awards Banquet and Dinner including an awards presentation. During the three days of the conference every HA had an opportunity to provide a short update on their activities and share their successes as well as some of the challenges they may be facing at their harbour.

In recognition of the Harbour Authority Program's potential to grow in this region, conference organizers invited two long-standing Ontario fish harvesters to take part. Both George Purvis of Manitoulin Island and Jim MacDonald of Mamainse walked away with favourable impressions of what the program has to offer. In fact, Purvis has followed up by visiting two large Ontario HAs – Wheatley and Port Dover – and was pleased to find that both had positive things to say about program involvement and support. ♦

COMPACTORS SOLVE DISPOSAL DILEMMA

For several years, the DFO area office in Quebec's Magdalen Islands has been trying to help local Harbour Authorities (HAs) find solutions to the various problems associated with waste management at area harbour sites. Because the Magdalen Islands community is relatively small and environmentally vulnerable, waste management is taken very seriously. Island residents have separated waste at source for several years, recovering recyclable materials and composting organic matter.

Even with these efforts, the quantity of waste at harbour sites has increased dramatically in recent years, driving up waste collection costs for HAs. In fact, the higher disposal costs were beginning to threaten the financial viability of some HAs.

Local HAs and representatives of Small Craft Harbours (SCH) met several times, but were unable to find an easy solution to this problem. That was until a closer examination of the issue revealed that nearly 75% of the waste consisted of cardboard bait boxes. The SCH officers and HA representatives then came up with the idea of trying cardboard balers. The balers seemed a good idea for two reasons: they would make it possible to separate waste at the source and recover much of what had been thrown away; and they would substantially reduce waste collection costs.

In 2008, SCH agreed to fund the purchase of two cardboard balers as a trial. The results to date have been impressive: cardboard and plastic, which make up more than 75% of the waste at two harbour sites, are now recovered and recycled. Waste disposal costs have been reduced by 65% for the HAs concerned, who are now confident that their bank accounts will once again be in the black! ♦



CARDBOARD BALER AT HARBOUR AUTHORITY OF ÉTANG-DU-NORD.



THE RESULT!

EVERY YEAR GREENER

The False Creek Harbour Authority in Vancouver, British Columbia, already recognized as an environmental leader, is making major investments in improving its operations as well as its green reputation.

Work is expected to begin this fall on the storm water management project. It will see re-grading and paving of the service area, installation of catch basins, and the tying together of existing drain lines and routing them to city storm water and drain lines. Oil-water separators will capture the oil that seeps from cars into the water.

"We are very excited about this project," says Harbour Manager Art Childs. "We expect it will make us the first HA to be a zero emitter when it comes to storm and run-off water."

False Creek already has a variety of environmental programs in place. It was the first Harbour Authority in Canada to have an Environmental Management Plan. It has also installed energy-efficient lighting and encourages harbour users to minimize electricity consumption. Recycling extends beyond paper, plastic, cardboard and waste oil to include batteries, fluorescent lights and pressurized propane tanks.

Like many HAs, False Creek operates a "sailors' exchange." But when old electronics, including navigational equipment, radios and computers, are not picked up by boaters, they are gathered by the HA and taken to a recycler who re-uses the contaminants responsibly. "This costs a bit," says Childs, "but we consider it money well spent."

While Fisheries and Oceans Canada (DFO) audits have shown the False Creek Harbour Authority to be environmentally responsible, Childs says they have decided to participate in the Georgia Strait Alliance's "Clean Marine BC" recognition program.

"An independent audit will be conducted and, if the harbour passes, it will be recognized. It will be something to say, yes, we're clean and we're proud of it," says Childs. ♦

SEA ICE HELPS CONTAIN FIRE DAMAGE

On the morning of April 13, 2007, Kieran O’Keefe, Harbour Supervisor at Port au Choix, on Newfoundland’s west coast, was greeted with news that all Harbour Authorities (HAs) dread – a vessel, the *L.J. Kennedy*, was on fire and the fire department was struggling to extinguish the blaze.

Several times the fire seemed to be extinguished but, in minutes, it would blaze back to a raging fire that was very hard to control because of the amounts of oil and fuel normally present on board a fishing vessel.

O’Keefe said there were times when the fire was so intense it created some concern that the wharf might catch on fire, and since the vessel was surrounded by ice that had completely filled the harbour, there was no way to move the vessel away from the wharf. O’Keefe said the only thing that saved the wharf from burning was the winter ice that had built up on the fenders.

After seven hours the vessel sank and much of the oil and fuel that had been on board had burned. What little was left, as well as a significant amount of debris, was surrounded by heavy ice.

While the ice made it impossible to place an absorbent boom around the fire, O’Keefe says it provided effective, natural containment. “The ice held the oil in place, so we put pads on the water where the boat went down,” says O’Keefe. “The pads absorbed what little oil there was, and then we lifted and disposed of them.”

Because the fire had occurred in a navigational lane, O’Keefe stayed in touch with the vessel owner’s insurance company to make sure the clean-up was prompt. Divers rose what was left of the hull, cleaned up the remaining debris, and removed the hull to a nearby marine centre for disposal.

The HA regularly communicated with all involved parties – Transport Canada, the Canadian Coast Guard, Fisheries and Oceans Canada, the vessel owner and his insurance company. This coordination helped ensure there were no misunderstandings and that the clean-up was thorough.

Mr. O’Keefe’s advice to other Harbour Authorities is: to make sure to stay on top of the situation, make all the necessary contacts, and most of all, document everything from the time the situation is known, until the time clean-up is finished. ♦



SUPERVISOR TRANSFORMS HARBOUR

In 1991, when Evan Walters was hired as harbour supervisor of West Head Harbour on Cape Sable Island, Nova Scotia, he had his work cut out for him.

Although West Head is an important deep-water harbour, with approximately 85 permanent fishing vessels, operations were a bit of a free-for-all. Safety was jeopardized due to overcrowding, people parked their cars without thinking about traffic flow, accumulated rubbish blocked access to the wharf, and vessels did not have assigned berths.

As well as establishing order, Walters was actively involved in developing a long-range plan for the harbour. Today, the harbour is so well run, with attractive facilities and services, that there is a waiting list to get in.

Walters is modest about his accomplishments. He says that he has been consistently blessed with a knowledgeable, supportive Board of Directors with lots of good ideas for improving operations.

In his view, to be successful, Harbour Authorities (HAs) have to have unbreakable management rules. For instance, he is the only one who assigns berths because there is no conflict of interest for him, whereas some of the board members are fish harvesters.

There also has to be logic behind the decisions – for example, he assigns vessels to berths based on their size.

“Changes, such as new berth positions, are awkward,” says Walters, “but, by keeping the site clean and well maintained, you give the fish harvesters something to be proud of and they recognize the value. Everyone sees the benefits of the new approach.”

He also credits the regional and local SCH staff for their support during the planning and implementation phases of the projects. “They work with us to find solutions even though they have limited budgets.” ♦



WESTHEAD HARBOUR – OCTOBER 2007

STRONG COMMUNITY CONNECTIONS ACROSS CANADA – CONTINUED FROM PAGE 3

QUEBEC

In the isolated Magdalen Islands community of Grande Entrée the wharf is a focal point, so it is fitting that the HA and community leaders work together to ensure a bright future for residents. While it is predominantly a fishing village, in recent years Grande Entrée has attracted more and more tourists.

The Comité de la Pointe was created to look at ways to encourage tourism, but also to make sure sustainable development is respected and that it is adapted to local needs. Two members of the Grande Entrée Harbour Authority serve on the committee, alongside municipal representatives, local business owners and other stakeholders.

The committee discusses and makes decisions on all aspects of community development, including positioning itself regarding harbour issues that may have a broader impact on other infrastructure and the community in general. As a result, projects meet the needs of all! ♦



AMALGAMATION SOLUTION TO IMPROVE CONDITIONS

Tides and weather are significant issues in the Bay of Fundy. The Harbour Authorities managing the harbours of Tiverton, East Ferry and Whale Cove at the mouth of the Bay of Fundy in Nova Scotia face these challenges as well as the need for repairs and improvements to their harbours. With SCH funding not able to satisfy all needs, the HAs came up with a solution – work together and involve other government partners.

The HAs worked with SCH as well as their local M.P., The Atlantic Canada Opportunities Agency (ACOA) and the Province to develop a plan for their future. Tiverton was identified by the HAs as the best place for a new breakwater with new harbour basin and fish harvesters from East Ferry and Whale Cove agreed to move there.

Dredging in the new basin assured plenty of water for vessels, even during the famous low tides of the Bay of Fundy! Work was completed with the installation of floating docks and the HAs had accomplished what they set out to do.

Bill Hall of SCH says that the work of the three HAs has benefited local fishers and the area in a number of ways. Fish harvesters have good, protected berthage well located to pursue the lobster fishery. Even the Province of Nova Scotia benefits as the provincial ferry wharf is sheltered by the new breakwater harbour development.

The HAs of Tiverton, East Ferry and Whale Cove came up with a solution that works for everyone! ♦

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THE BREAKWATER AT TIVERTON