

MINUTES
SWNB Marine Advisory Committee Meeting
Magaguadavic Centre, St. George, NB
April 28, 2015

Committee Members present

Jessie Davies
Patricia Saulis
Mike Rouse
Bob Sweeney
Greg Thompson
Matt Abbott
Heather Chase
Ken Hirtle
Lois Mitchell

Absent

Wendy Wetteland
Gerhard Pohle
Chris Saulnier
Maria-Inez Buzeta
Larry Ingalls
Kimberly Watson
Rob Stephenson (DFO)
Sarah Cheney (DFO)

Government Co-chairs

Morley Knight, RDG DFO Maritimes
Hélène Bouchard, ADM NB DAAF

Government Secretariat Present

Karen Coombs (NBDAAF)
Loretta McAleenan (NBDAAF)
Harvey Millar (DFO)
Heather Breeze (DFO)
Peter McLaughlin (ELG)

Presenters/Observers

Marty King (DFO on phone)
Glen Herbert (DFO)
Penny Doherty (DFO)
Julie Bédard (Transport Canada)
Gerard Chisholm (Environment Canada)
Joe LeClair (Canadian Coast Guard)
Courtenay Parlee (UNB PhD student)

1. Welcome and Introductions:

- Hélène Bouchard chaired the meeting. Roundtable introductions were made.

2. Review of Agenda:

- Agenda approved

3. Review and Approval of December 17th Minutes:

- Jessie asked that the sentence “It was stated that this information forms part of the discussion between Canada and the US relating to the LNG facilities” be removed from the first bullet of the discussion points on page 3. This was done and the minutes were adopted.

4. World Class Tanker Safety and Emergency Response in the Bay of Fundy region
(Transport Canada, Fisheries and Oceans Canada, Canadian Coast Guard, Environment Canada) Presenters: Julie Bédard (TC), Glen Herbert (DFO), Joe LeClair (CCG), and Gerard Chisholm (EC)

See attached presentations

Comments

- No major oil spills recently? What about the recent Vancouver spill? Presenters explained that the English Bay spill was not a major spill incident in terms of oil product type and quantity, or environmental, economic, social and cultural impact.
- Do you keep track of all spills?
- Joe LeClair said that they respond to approximately 200 spills/year in our region.
- Morley mentioned that the Ship Source Pollution Fund has an annual report which is public. The focus of efforts is the prevention of spills.
- Fundy Traffic is moving out of Saint John yet there are various new proposals that will result in an increase in traffic – has this been accounted for?
- Why aren't tankers stopped/inspected on entry to Canadian waters, rather than when getting to their first Canadian port? Presenters explained various approval processes needed for clearance to enter Canadian waters.
- LNG terminal, entry/export, travelling through Canadian waters to Maine. Canadians say this is not a safe route for LNG transport, US does not agree.
- Where do Aboriginal people fit into this process – what role do they play? Explained in presentation.

General Discussion

- There is a need for more communication and awareness-raising around Canada's environmental response system. TC maintains Regional Advisory Councils to support collaboration with local stakeholders and Aboriginal communities and organizations.
- The Ship Source Pollution Fund has up to \$1.6 billion available for clean-up and compensation from oil spills and tankers. Additional funds are available internationally.
- In addition to government agencies, Canada's response regime involves four Response Organizations (ROs) that are regulated under the Canada Shipping Act and funded by the private sector on a user-pay basis. The ROs have legislated standards for response time and capacity. The Atlantic Emergency Response Team (ALERT) in Saint John covers most of the Bay of Fundy. ALERT is owned and operated by Irving Oil, the major user of the area. All product carriers are required to have an arrangement in place with ALERT in order to respond to pollution incidents.

5. Marine Advisory Committee Update:

1. ISAv – status of questions

- Aquaculture site owners are acting more quickly than they have to; i.e. they are eradicating stock before receiving official ISAv confirmation from the CFIA, but then they don't have access to compensation. MAC members are in agreement on this; they want to get the fish out of the bay more quickly.
- CFIA has obligation to make it public once it is confirmed.
- General questions raised were:
 - i. Is there a way to enhance communication on this topic?
 - ii. Re: gold standard test – have there been studies/could there be a study to see how well the results of the “quick” test correspond with the “gold standard” test (which involves virus culture)?
 - iii. How many ISAv cases have there been in NB this year?
 - iv. Should the MAC Secretariat follow up with the ACFFA on the status of the site plans?
- It was recommended that getting a generic plan would be helpful to find out what should be included in the plan.

Action Item: Secretariat to follow-up on getting generic site plans

2. Marine Debris – update

- A contract has been developed with Huntsman to hire a coordinator to work on this project. A small interview committee has been formed from the working group members to assist.
- First step will be to have a workshop to develop a strategy to secure long term funding.

3. Three Year Review – update

- Arms-length consultant to do review.
- Evaluation will be done over the summer.
- Business as usual for MAC until the evaluation is complete.
- Patricia will forward Aboriginal names to be considered.

4. Aquaculture Activities Regulations (AAR)– update, timing and training for enforcement officers

- 50 technical sessions were led by DFO – approximately 1500 comments received
- Gazette 2 should be published in spring-summer 2015. This is the final regulation and there is no further opportunity to comment.
- Enforcement will be transferred from Environment Canada to DFO fisheries officers. There will be a transition period.
- General concerns were:
 - MAC members strongly felt that this was an issue that should have come to the MAC before. The issue is fundamental to the region. The initial consultations were in 2010, before the MAC was set up. The 60-day comment window is not very long. The working group approach to the MAC would allow the MAC to respond more quickly.
 - Aboriginals were not provided adequate time to respond to the AAR.

- It was suggested that forming small working groups to be able to respond to issues in a more timely manner would be useful.
- It was recommended that DFO provide continuous updates on training, enforcement, funding, etc. on these regulations to the MAC.

6. Marine Protected Areas (MPAs):

See attached presentation

- Considerable discussion followed the presentation.
- It was noted by DFO that there are various degrees of protection possible within the MPAs.
- It was noted by the MAC that there would likely be strong opposition to top down efforts by DFO to develop MPAs in the area.
- There was a discussion about whether the MAC would be interested in contributing to DFO's consultation process for MPA network development and the need for clarity regarding how this could work. It was noted that the MAC needed to learn more about the process before committing to this.
- It was recommended that the MPA Working Group develop a proposal for how the MAC could be involved in MPA network development consultations. It should include associated timeframes, limitations, and expected outcomes, and how MAC's input would feed into DFO's decision-making process for MPA network development. It was noted that public awareness and education, openness, and transparency should be key elements of the proposal.
- Patricia noted that she could help with a public awareness piece with Aboriginals.
- Morley had a few comments:
 - The process will work and be successful if we get momentum from the ground up.
 - This does not absolve DFO from its responsibilities in the network development process.
 - DFO would welcome help from MAC.
 - MPA doesn't necessarily mean "no" fishing.
Need to be realistic in what you want to achieve and focus on something meaningful.

Action Item: Marty will initiate a call with the Working Group for follow-up.

7. Roundtable

- Overall it was felt that the meeting had covered good topics and there had been good interaction. A feeling of accomplishment was noted.
- It was suggested that meetings should be held closer together. Three meetings per year instead of two and perhaps longer meetings would be beneficial. Focusing on fewer topics to allow for better discussion should be considered.
- The Committee is looking forward to seeing where we can go with regard to MPAs and glad to hear that the Marine Debris initiative is moving along.
- We should come back to the topic of Tanker Safety at another meeting.

Next meeting scheduled for September 22, 2015.