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Victoria Esquimalt Harbour Society Member's Meeting

February 22, 2017, 5:15pm

City of Victoria Antechamber, 1 Centennial Square

MEMBERS PRESENT:

VEHS directors: Hannah Horn, Ryan Burles (Black Ball Ferry Line), Jon Sector, John Sanderson (BG Neighbourhood Assoc)

GVHA Board representatives: Nick Banks (Hidden Harbour Marina), Ryan Burles (Black Ball Ferry Line)

VEHS members: Leslie Welsh, Margo Goodhand (FW Community Association), Kevin Ashley (Seaspan), Olga Liberchuk (City of Esquimalt), David Petra? Andrea?

Guests: Michael Lowry (West Coast Marine Response Corp), Olaf Neilsen (Camosun College Skills Initiative), John Mullane (Vic West Community Association, Chair, Harbour Ctte)

REGRETS: Don Prittie (Canoe Cove Marina), Bernie Talbot (ILWU 508), Mark Braithwaite Brian Henry (Ocean River)

NOTE TAKER: Trish Suzanne

Hannah Horn Called meeting to order at 5:15pm.

Round of Introductions and welcome to new members Victoria AM Association and Camosun College
Approval of Feb 22 agenda: Leslie Welsh moved, Olga Liberchuk Seconded. Carried.

Approval of January 10 2017 member meeting minutes: Leslie Welsh moved, Margo Goodhand seconded. Minutes approved with one amendment



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1. Presentation: Michael Lowry, Western Canada Marine Response Corporation (WCMRC).



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Two areas of focus for WCMRC: prevention and spill response:

Prevention side: double hulls on tankers, use of local pilots, escort tugs for tankers.

Spill response side: As a response organization, WCMRC is certified by Transport Canada. Their mandate is the entire coast of BC. Every year they have to do a 1000 tonne tabletop exercise running through an incident command system that involves the Feds/Province/First Nations/Municipalities and City Fire Dept. The 2017 spill response exercise will be held in Victoria in April. Seaspan does its own training once a year in Victoria and Vancouver Harbours. In addition, the Canadian Coast Guard undertakes a spill response exercise with the US Coast Guard every two years.

The polluter must pay and manage the cleanup. The Federal Monitoring Officer (FMO) can step in at any time during an incident. The Science Partners are Federal Canada, BC Ministry of Environment, Canadian Wildlife Services and D.F.O.

Response requirements centre around Vancouver Harbour which is the designated port. The policy is a six hour maximum to respond to spills. As move out from Vancouver there is a 12, 18, 72 hour response time plus travel. Have moved toward risk-based area planning, mapping out the values at risk in a given area and locating and providing equipment accordingly. Risk assessments and requirements will be updated every three to four years.

\$900M will be spent on the west coast under the recently announced Oceans Protection Plan. The Coast Guard will get a new environmental response base in Port Hardy and new response teams will be funded, including in First Nations communities on the Coast.

On Vancouver Island, there is a warehouse in Duncan and one in Prince Rupert. There are also equipment depots along the Coast. Four or five vessels are based in Victoria. Staff would come from Duncan to operate the vessels. Equipment includes skimmers and ocean booms with infrared cameras to operate at night. Skimmer capacity is 150 tonnes of product per hour.

WCMRC is industry funded. Industry pays for WCMRC operating costs. we charge each vessel an annual fee around \$750. If that vessel is shipping oil the charge is \$150 gross tonne. Any product going from a dock to a vessel is charged a bulk cargo fee.

Proposed Trans Mountain pipeline and increased tanker traffic: Trans Mountain's legal obligation ends when the oil goes on the tanker. If the pipeline proceeds, WCMRC will prepare for an enhanced response. Examples include reduced response time from 6 hours to 2 hours in Vancouver Harbour and a flat six hour response time elsewhere. The National Energy Board recommends that this program must be in place six months before TM goes into operation. Bases will be in the Fraser River, Nanaimo, Sidney, Beecher Bay, Port Alberni and Ucluelet. We are also looking at mooring an offshore supply vessel (200 ft) at Ogden Point. WCMRC currently has 65 full-time employees and would add 115 if TM proceeds.



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Discussion

Q: How would expansion of spill response be paid for six months in advance?

A. Trans Mountain will be billed a separate fee that just applies to their project. Because of high volumes TM will pay for the bulk of the spill response on the Coast. Everyone else's fees will remain the same. WCMRC is getting permits and engineering drawings in place in case the project is approved. The additional bases will have to be constructed in 2018 to be fully up and running in 2019. This equipment will belong to WCMRC and can be used for any kind of spill.

Q: What do the existing employees do on a daily basis?

A. There is constant vessel maintenance and training. We have a pool of marine contactors that constantly need training.

Q: What would happen if there was a spill off Victoria Harbour at 2:00 am?

A. A duty officer would come down from Duncan and get the boat which could be 4 to 6 hours. With the TM project enhancements, three of the bases will have staff 24/7.

Q: Diluted bitumen has unique characteristics, do you have to have special preparation for that?

A. Environment Canada did tank tests in 2013. Bitumen behaves similar to crudes and can sink because it has a lot of sediment. Clean up of oil happens on the top of the water first then on the bottom with dredging and vacuums. In 2007 there was a pipeline spill in Burnaby. In that situation it was in sheltered water and we got 90 percent of that product. It will be different at sea. Different skimmers work better with different products.

Q: What about an oil spill out in the ocean with 20 foot swells?

A. It is not possible to skim in those weather conditions. Getting a better alternative method. Maybe burn or disperser chemicals which need prior approval from Environment Canada.

Q: What data goes into the Spill Dispersion model?

A. WCMRC licenses deterministic models from RSA that are relatively accurate. They also use aerial surveillance and radar tracking. The model calculates the dispersion based on the type of product, estimated volume, and location.

Q: Is there an opportunity for local boats to be Vessels of Opportunity (VOOs)?

A. A VOO is marine contractor or local vessel trained in spill/boom response tactics. They do initial sweeps on behalf of WCMRC They supplement the system. WCMRC trains about 200 individual =s a year. To ramp up for TM they would need another 400 vessels.



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2. Presentation: Olaf Neilsen, lead on the Camosun College Coastal Skills Initiative, Camosun's newest centre for excellence in the trades. - Marine-izing the Camosun curriculum for the benefit of marine communities.

The Camosun College Coastal Skills Initiative is Camosun's newest centre for excellence in the trades, "marine-izing" the Camosun curriculum for the benefit of marine communities. It gives Camosun the opportunity to target a lot of new programs to serve the marine industry.

We have an opportunity to position ourselves to train through marine programs. To look at remote and isolated coastal communities that currently cannot access training. Camosun College is working with Vancouver Island University, BCIT, the Coastguard, Federal and Provincial governments to have individuals from the fisheries coalition to develop a new program in coastal communities to train for tsunami and oil spills. Also to enhance our curriculum to really speak to needs such as ship repair and ship manufacturing.

In the last two years we have brought programs into small aboriginal communities such as Bella Coola and Bella Bella to enhance their own economic development. Community members can do their own renovations and retrofits. We are seeing some terrific gains.

The Coastal Skills Initiative is still in its infancy. I took on the Chair role back on October. We are developing a steering committee to oversee some of the direction that the initiative will take us. The opportunity to meet with the VEHS. We have a mutual benefit and cross pollination. Individuals can sit on the steering committee for the CSE.

We're Meeting with one of Mike's co-workers on the Marine Surveillance Response Program. Our continued relationship with Seaspan. We're really excited how we are moving into marine trades.

We have a new bulkhead simulator for the students to show what it means to work in a ship environment with regards to the construction phase.



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Discussion

Q: I'm interested in individuals being on the Steering committee?

A. If they are interested, let Hannah know and I will send out an invitation.

Q: How do you liaise with industry?

A. We have a number of different pathways. Under our trades portfolio we have Program Advisory Committees. We have representatives from Seaspac that give us an opportunity to look at specific needs with each of the program clusters. The industry reps see what we are involved with and can provide us with what are some of the trends and techniques coming up like coding for vessels.



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3. Business: Update on Johnston Street bridge issues (Kevin Ashley, Seaspan) – proposed next steps

Transport Canada will not be changing the speed limit in the Harbour.

City has finally reached out to us and is going ahead with their design knowing that the rules of the Harbour will not change. The speed limit is 5 knots. The fender design is for 3.5 knots. They are banking on a collision not occurring. It is still a process right now and it's going to be a process to the end. Transport Canada still might come out and say something to the City. The old bridge supports will remain. The Canadian Taxpayers Federation awarded the Johnson Street Bridge the 2017 Municipal Government Waste Award for wasting millions in public money.

Transport Canada heard about the proposal through the media. Seaspan will do business as usual until someone says the liability comes back to us. The risk is ambiguous.

Discussion

Q: How can VEHS be of assistance?

A. I haven't heard anything from the Upper Harbour companies, like LaFarge. The upper harbour is not organized as a group.

VEHS is meeting with each individual business to see how they stand in the matter. The liability is ambiguous. Jonathon Huggett is presenting an update on the fendering to the City on March 23rd. I would like to invite him to meet with us on April 11th.

Only one city councillor responded. The engineering department did not respond. We have had some meetings with Jonathon. We now have a letter from the City. We need to see what Transport Canada will say.



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4. Business: Upcoming GVHA issues (Ryan and Nick, GVHA Board reps)

Ryan reported that the CRD Core Waste Treatment project will be commencing this summer including a pipe from McLoughlin Point, along the harbour floor to Ogden Point.

The City of Esquimalt has asked the project board for a liaison committee with the folks from the Project Board on it to mitigate some of the issues coming forward throughout the process. It would be beneficial for the City of Victoria and groups like VEHS to be on the committee.

From the VEHS perspective we would want to know how construction will affect the working harbour.

5. Other Business:

Apr 11, AGM – call for resolutions, nominations for the Board.

Tidying up to do on VEHS Constitution to bring in line with the new Societies Act. John Sanderson is reviewing the Constitution and will advise.

Nominations Committee: Leslie Welsh (Chair), Don Prittie and Margo Goodman. There will be a call for expressions of interest from the membership at large.

Are there other issues regarding the Constitution?

The VEHS is planning a fundraiser for an endowment in the marine trades at Camosun College. This will be a social gathering and fundraiser– are seeking able hands for the event itself + donations for silent auction. There will be a dinner and a cash bar.

6. Announcements

GVHA public quarterly meeting, Friday March 3, 5:30 pm at Ogden Point Pier B

March 23rd, City of Victoria – Jonathon Huggett to talk about fendering. Hannah to distribute the details, when available

Next VEHS meeting: AGM April 11, 5:15 pm, City of Victoria Antechamber

Dinner, fundraiser for VEHS-Featherby Award in the Marine Trades – date and time to be announced, Canadian Forces Sailing Association, 1001 Maple Bank Road, Esquimalt

Adjourn 6:40pm



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Olga moved to adjourn.