

# **Maritimes Seacoast Advisory Board (MSAB)**

**Minutes of Meeting: May 9, 2011**

**Future Inns Hotel & Conference Centre  
Moncton, New Brunswick**

## ***In Attendance:***

From Industry: Ches Carter, John Cormier, Phil Evans, Wynford Goodman, John Griffon, Kazi Shah Jalal, Fritz King, Dave Whiting

From CCG: Randy Brown, Barb Morrissey, Mike Ouellette, Gary Sidock, Mike Voigt

## ***Item #1: Opening Remarks/Introductions - Fritz King/Gary Sidock***

F. King opened the meeting by introducing the new Regional Assistant Commissioner for the Canadian Coast Guard, Gary Sidock. Round-table introductions followed.

## ***Item #2: Review of Minutes, Nov 22,2010 – Fritz King/Barb Morrissey***

All outstanding action items have been completed. Mike Voigt provided a brief update on Automatic Identification System (AIS). 23 of 28 AIS receivers have been installed. Mike responded to an earlier question as to whether CCG will be sharing its AIS data publicly. Gary Sidock advised that this is under review by CCG Headquarters, given privacy and other concerns.

## ***Item #3: CCG Vessel Procurement and Links to the National Shipbuilding Procurement Strategy. – Gary Sidock***

The Government of Canada has provided over \$1.4 billion for the construction of large vessels. In addition, under the Economic Action Plan the Government provided \$175 million for refit and vessel life extensions (VLE) to large CCG vessels, for the construction of three smaller CCG vessels and for the construction of numerous small craft. The vessel refits, VLEs and small craft construction projects have been delivered and are complete.

The construction of three Nearshore Science Vessels, (22-25 metres in length) continues. These new vessels will be in service on the East Coast for the 2012 operating season. Meanwhile, the construction of the Midshore Patrol Vessels (MSPVs) continues at Halifax Shipyards. The first vessel will be delivered late 2011 or early 2012. The first four vessels will be assigned to the Great Lakes/St. Lawrence Seaway to support the armed joint CCG/RCMP Marine Security Enforcement teams and the remaining vessels will support DFO Conservation & Protection patrols. As the vessels are under 1000 gross registered tonnes, they are not being built as part of the National Shipbuilding Procurement Strategy (NSPS).

The CCG is also constructing an air-cushioned vessel for service in British Columbia.

Other vessels to be built under the NSPS include:

- One Offshore Oceanographic Science Vessel (OOSV) – Hudson Replacement.
- Three Offshore Fishery Science Vessels.
- Polar Icebreaker – Louis S. St.-Laurent Replacement.

#### ***Item #4: SmartATLANTIC – John Griffon***

SmartATLANTIC is a joint initiative of the Canadian Marine Pilots Association (CMPA), the Atlantic Pilotage Authority (APA), the Halifax Port Authority, the Saint John Port Authority, the Strait of Canso Superport Authority, Canaport LNG and Canaport Limited. SmartATLANTIC also has the endorsement of the Shipping Federation of Canada and the Canadian Shipowners Association. Under this project, three new weather buoys will be deployed at strategic locations, (Halifax, Saint John, Canso). These buoys will provide real-time directional wave information, in support of safe navigation, efficient port operations, safety of life at sea, and fundamental research and protection of the environment. SmartAtlantic is an extension of the Placentia Bay Smart Bay project. The Placentia Bay buoy would complement the 3 new buoys to form an atlantic network.

John highlighted some of the key points from the SmartATLANTIC Inshore Buoy Network Publication. Page 18 lists the capital costs of the Project. Cost per site is \$294,000. Annual operating cost per site is \$133,000. Placentia Bay Project demonstrates economic advantages of the project. Representatives from both industry and CCG spoke about the numerous economic benefits and the efficiencies that can be gained through the Smart Bay project. John stated that Captain Andrew Rae, VP Atlantic Canadian Marine Pilots' Association, is leading the charge with this project and would be happy to come and speak to the various boards, agencies, groups etc.

Gary Sidock stated to John that if the project experiences funding delays to let M. Voigt know right away, and Gary will ensure that the Commissioner and others realize that this is a priority. Gary also stated that as this project moves forward and becomes operational, we will need to focus on integration with AIS/E-Nav.

John Griffon stated that the Atlantic Pilotage Authority currently gets its AIS data via “Fairplay”, which is quite expensive.

**Action Item: Randy to distribute copy of SmartATLANTIC Report with the minutes.**

***Item #5: Update on the Report of the Commissioner of the Environment and Sustainable Development – Mike Voigt.***

The Report of the Commissioner of the Environment and Sustainable Development was tabled in the House of Commons on Dec. 7, 2010. One of the main principles of marine pollution in Canada is that “the polluter pays”. Mike explained CCG’s role as the lead agency in Canada for three types of marine pollution:

1. Ship source pollution spills;
2. Spills at oil handling facilities when the flow of oil is moving between a ship and the facility;
3. Mystery Spills, where the cause of the spill and the polluter is unknown.

CCG as the “Lead Agency” is not necessarily the “Response Agency.” CCG will coordinate, oversee and provide advice and assistance to the polluter. In cases where the polluter is unable or unwilling to clean up the spill, or the polluter is unknown, CCG may act as the “Response Agency.”

John Cormier asked where does the money go that the commercial shipping industry pays into the Ship Source Oil Pollution Fund. M. Voigt explained that the fund is similar to an insurance policy and it is used. The funds cannot be used to upgrade Canada’s Environmental Response System. According to the Fund’s Annual report 2009-2010, the fund is worth \$389 million. Members were reminded that the cost of the Deepwater Horizon incident was over \$20 billion.

The Report of the Commissioner of the Environment and Sustainable Development had four main findings with four recommendations:

1. There is a need for a national risk assessment tool. CCG and Transport Canada have carried out risk assessments related to oil spills from ships, but a lack of a consistent systematic approach results in incomplete risk assessments.
2. CCG’s and Environment Canada’s Emergency Management Plans need to be updated and maintained. A draft ER Response Plan is currently being developed. Also, CCG Environmental Response, Maritimes Region has been developing a Maritimes Region Area Contingency Pollution Plan over the past year.
3. CCG has not conducted a comprehensive assessment of its response capacity since 2000. We need to consider our response capacity as it relates to risk.
4. A National Hazard Noxious Substance (HNS) regime does not exist in Canada. CCG will assist with the development of one. Kazi Shah Jalal mentioned that Transport Canada is working on a HNS study.

**Action item: M. Voigt to bring copies of Maritimes Region Area Contingency Pollution Plan to the next MSAB meeting to get input from members.**

**Action item: R. Brown to provide a copy of The Report of the Commissioner of the Environment and Sustainable Development with minutes.**

## **Item #6: Coast Guard Update – Gary Sidock**

### **CCG Base Updates**

- The new CCG building at BIO is on schedule. Building scheduled to be finished by November 2010 with a move-in date in the Spring/summer of 2012.
- Saint John Base – At the early stages, but we anticipate moving into a new Integrated Service Centre (ISC) facility within a year or so.
- Charlottetown – CCG will be moving into a temporary facility in advance of final relocation to the new ISC sometime in 2012.

**Business Plan** – CCG 2010/2011 Year End Report will be released shortly. The Strategic Human Resources Plan and the 2012/2016 Business Plan are in draft. The 2011/2014 Integrated Investment Plan is close to completion and work has begun on the 2012/2016 plan. CCG is facing significant resource constraints. A number of restraints on the non-program delivery side will be introduced. In the short-term, Gary stated that our clients and stakeholders should not see a notable difference in service delivery. Gary used a slide to discuss and demonstrate the pressures being faced by CCG. Key National priorities have been developed to address these pressures. They include:

- Renewal and maintenance of aging equipment and infrastructure
- Our role in the Arctic
- Strengthening our role in environmental response
- Enhancing our role with respect to maritime security

Also of note, CCG will be celebrating its 50<sup>th</sup> Anniversary in 2012.

### **Regional Priorities -**

- Operational Readiness
- Personal Leadership
- Change Management

Major activities will include managing the base relocations, balancing client expectations and needs with resource reality, managing demographics and building for the future.

Fritz asked where ASD (Alternative Service Delivery) fits into the CCG picture. Gary responded by saying he sees ASD as a potentially viable strategy for the CCG. He mentioned that while the Maritimes Region embraced and implemented ASD for the placing and lifting of buoys there are opportunities elsewhere as a function of ongoing aids to navigation modernization. The Heritage Lighthouse Preservation Act was discussed as a possible means of saving CCG money, as the costs of maintaining lighthouses are significant. If CCG can divest of a number of these structures, or modernize those that are required for navigation, it will realize significant cost savings.

**Action item: An overview of key CCG Business Plan commitments will be provided at the fall 2011 MSAB.**

***Item #7: Update on CCG Maritime Services – Mike Voigt***

Mike Voigt presented a deck that provided various statistics from CCG.

The Joint Industry Guidelines for Ice Control Zones on chemical and oil tankers in the Gulf of St. Lawrence have been updated. As a result, Ice Control Zone Victor has been split. (Victor 1: Northumberland Strait; Victor 2: Eastern Cape Breton). With this change, if only one of these ice control zones are activated, it does not affect the rest of the Gulf, which eliminates the need for tankers to carry Ice Advisors through parts of the Gulf where the ice control zone is not in affect.

e-Navigation User Needs Matrix is on our national website and is open for comments. Mike asked that members take a look and submit any comments they have.

<http://www.ccg-gcc.gc.ca/folios/00020/docs/user-needs-matrix.pdf>

**Action item: R. Brown to send copy of Mike’s deck with the minutes.**

***Item #8: Canadian/USA Coast Guard Joint Summit Debrief – Gary Sidock***

Joint Canada/US Coast Guard Summit held in Boston on Feb. 17, 2011. The annual summit provides an opportunity for the two organizations to discuss their common mission, core values and challenges.

The priority at this summit was lessons learned from Deepwater Horizon. Late last week, Gary received a copy of the after-action report from Deepwater Horizon. Some interesting statistics:

- 48,000 responders involved in the clean-up
- 3,200 ships
- 127 aircraft
- 13.5 million feet of boom
- \$20 billion clean-up costs.

Mike, Gary and 26 others from various Canadian Government Departments will be heading to Bar Harbour Maine later this month for “CANUSLANT” which is a major inter-governmental spill response exercise.

**Action item: R. Brown to send copy of Deepwater Horizon Response Statistics sheet with the minutes.**

***Item #9: Future of MSAB – Gary Sidock***

The catalyst for forming MSAB was Marine Services Fees. Now that we have moved away from this, is it time to expand our membership? We need to find a way to share the information gathered at these types of meetings and to let other stakeholders know that this committee exists and what its mandate is.

It was suggested that the Independent Marine Ports Director might make a good addition to the MSAB Committee. Overall, members commented that they enjoy MSAB meetings and find them useful.

We must take care that we do not overlap with CMAC.

Members were asked to reflect on the way forward and send in any comments or suggestions to Barb Morrisey.

**Action item: B. Morrisey will draft a document on the way forward and forward to members for comments.**

***Item #10: Round Table***

P. Evans – Concerned about the resource levels for Canadian Hydrographic Services. Do they have the resources to complete soundings/charts.

K. Jalal – Transport Canada – Maintenance/inspections moving to the compliance side. A Volunteer Small Vessel Compliance Program is in the works. TC is working on a HNS study.