



HARBOUR AUTHORITY MEETING
Tuesday, May 19, 2020 @ 3:30 PM
George Fraser Room, Ucluelet Community Centre,
500 Matterson Drive, Ucluelet

AGENDA

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1. CALL TO ORDER	
2. ACKNOWLEDGEMENT OF FIRST NATIONS TERRITORY	
The Harbour Authority would like to acknowledge the Yuułu?it?ath First Nation, on whose traditional territories the District of Ucluelet operates.	
3. NOTICE OF VIDEO CONFERENCING	
Delegates and meeting participants are advised that this meeting is being conducted via Zoom which may store data on foreign servers.	
4. ADDITIONS TO AGENDA	
5. APPROVAL OF AGENDA	
6. ADOPTION OF MINUTES	
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7. UNFINISHED BUSINESS	
8. CORRESPONDENCE	
8.1. Charter Fishing and Whale Watching Tours Ucluelet, Covid19 Safe reopening Recommendations and Action Plan <i>Paul Grimston, Castaway Charters</i> 2020-04-24 Paul Grimston	9 - 15
8.2. Financial Relief and Collaborative Efforts Regarding Navigating COVID-19 <i>Pat Ahern, President, West Coast Fishign Guides Association</i> 2020-05-12 Pat Ahern	17 - 21
9. INFORMATION ITEMS	
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9.2. Southern resident Killer Whales <i>Transport Canada, Government of Canada</i> 2020-05-08 Transport Canada	29 - 67

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 - 10.1. Harbour Manager Report 69 - 70
Kevin Cortes, Harbour Manager
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 - 10.2. Hello Nature Lease 71 - 76
Abby Fortune, Manager of Tourism and Recreation
[R-2 Hello Nature Lease](#)
 - 10.3. Work Plan - Ucluelet Harbour Master Plan 77 - 84
Abby Fortune, Manager of Recreation & Tourism
[R-3 Harbour Master Plan](#)
 - 10.4. Western Canada Marine Response Corporation - Harbour User Agreement
(Verbal Report)
Joseph Rotenberg, Manager of Corporate Services
 - 10.5. Resolution Tracker 85 - 86
Joseph Rotenberg, Manager of Corporate Services
[R-5 Resolution Tracker](#)
11. OTHER BUSINESS
12. QUESTION PERIOD
13. ADJOURNMENT

DISTRICT OF UCLUELET
MINUTES OF THE HARBOUR AUTHORITY MEETING
HELD IN THE GEORGE FRASER ROOM, 500 MATTERSON DRIVE
Tuesday, February 18, 2020 at 3:30 PM

Present: **Chair:** Mayor Noël
 Council: Councillors Cole, Hoar, Kemps, and McEwen
 Staff: Mark Boysen, Chief Administrative Officer
 Abby Fortune, Director of Parks & Recreation
 Joseph Rotenberg, Manager of Corporate Services
 Kevin Cortes, Harbour Manager
 Nicole Morin, Corporate / Planning Clerk

Regrets:

1 CALL TO ORDER

1.1 Mayor Noël called the meeting to order at 3:30 PM.

2 ACKNOWLEDGEMENT OF FIRST NATIONS TERRITORY

Council acknowledged the Yuułu?iŋ?ath First Nation, on whose traditional territories the District of Ucluelet operates.

3 ADDITIONS TO AGENDA

There were no additions to the agenda.

4 APPROVAL OF AGENDA

4.1 February 18, 2020 Harbour Authority Agenda

2020.2020.HA **It was moved by Councillor McEwen and seconded by Councillor Hoar**
 THAT Council approve the February 18, 2020 Harbour Authority Agenda as
 presented.

CARRIED.

5 ADOPTION OF MINUTES

5.1 November 19, 2019 Harbour Authority

2020.2021.HA **It was moved by Councillor McEwen and seconded by Councillor Kemps**
 THAT Council approve the November 19, 2020 Harbour Authority minutes as
 presented.

CARRIED.

6 UNFINISHED BUSINESS

There was no unfinished business.

7 CHAIR'S ANNOUNCEMENTS

There were no announcements.

8 PUBLIC INPUT, DELEGATIONS & PETITIONS

8.1 Public Input

There was no public input.

9 CORRESPONDENCE

9.1 MOTI Oceans Protection Plan Places of Refuge Initiative

2020.2022.HA

It was moved by Councillor Cole and seconded by Councillor Hoar

THAT Council supports the Ministry of Transportation and Infrastructure's Ocean Protection Plan Places of Refuge Initiative, appoints Mark Boysen as the contact and will determine who will attend future events as needed.

CARRIED.

10 REPORTS

10.1 2020 Harbour Projects Review

Mark Boysen, Chief Administrative Officer

Mr. Boysen presented the report.

He noted that projects completed in 2019 include:

- Upgrade to WiFi System at the Small Craft Harbour (\$3,000)
- Commercial Dryer (\$2,700)
- Life Jacket Boards with 8 Life Jackets (\$1,200)
- Painting of the Parking Lot (\$1,800)

He noted that the proposed projects for 2020 are the following:

- Harbour Master Plan (\$30,000)
- New pilings at Whiskey Dock (\$44,000)
- Small Craft Harbour beautification (\$10,000)
- Cleaning Station Education signage (\$5,000)
- Boat launch improvements (Design and estimate \$5,000)
- Defibrillator for Small Craft Harbour (\$2,000)
- Harbour Manager boat (\$20,000)
- Water's Edge gazebo walkway (\$65,000)

Mr. Boysen noted the total budget is \$161,000, and that the Harbour Reserve Fund currently holds \$320,256 plus an estimated additional \$45,000 from 2019 revenues.

Council questions and comments

- Will we revisit the proposed budget items during the upcoming

- Budget meeting? Mr. Boysen responded in the affirmative.
- Educational signage, is it funded by RMI and Tourism Ucluelet? Mr. Boysen responded that they could consult Tourism Ucluelet about the funding.
 - Are there funds set aside for the 2020 proposals to replace and repair life jackets? Mr. Boysen indicated that there should be adequate funds available in the operating budget.
 - Is there a plan in place for design of the Water's Edge gazebo walkway? Abby Fortune, Director of Parks & Recreation, indicated that this would be a pilot project. They plan to use recycled plastic decking material that is formed as an open grid through which water can pass. She noted it is more expensive than wooden boardwalk but may have a longer lifespan.
 - Will beautification include the sign and the bathrooms? Kevin Cortes, Harbour Manager, noted that it will include upgrades to signage and bathroom counter tops.
 - Will the cleaning station area include a scale? Mr. Boysen and Mr. Cortes confirmed that it would.
 - Do we need to submit to DFO for approval to spend Harbour Reserve Funds? Mr. Boysen responded that \$30,000 - 50,000 must be in reserve fund for emergencies, but there has been no indication that we need DFO approval to spend funds.
 - Is the Water's Edge strata willing to contribute to the Water's Edge gazebo and walkway? Mr. Boysen answered that there has been no indication that they are willing.
 - What are the boat launch improvements? Mr. Boysen answered that they include boat launch improvements for launching at low tide and better signage.
 - Does it include a second boat launch? Mr. Boysen answered that it does not.

Mr. Boysen presented a slide that showed Whiskey Landing float plane design work, and noted that Staff would like to know if there is a desire from Council to move this project forward. The total estimated cost is \$347,600. He noted that one option is to bring this matter back during the March 12, 2020 Special Budget Meeting.

Council asked what the economic development drivers of the Whiskey Landing float plane project are? Mr. Cortes responded that increased float plane traffic and improved moorage could result in increased business in the downtown core.

10.2 User Fee Donation Update

Mark Boysen, Chief Administrative Officer

Mr. Boysen spoke to this item and noted that voluntary user fees were

collected as following in 2019:

- Marine Search and Rescue \$4,383 - 4% of voluntary user fees
- Thornton Creek Hatchery \$2,081 - 2% of voluntary user fees

Council stated that they would like the fees to be mandatory. They also noted that signage should be installed that explains the fees. Mr. Boysen noted that the signage budget of \$5,000 could be used for this signage.

2020.2023.HA

It was moved by Councillor Cole and seconded by Councillor McEwen

THAT Council change the donations to a mandatory four percent fee for Marine Search and Rescue and two percent fee for Thornton Creek Hatchery, effective March 1, 2020.

CARRIED.

10.3 Ucluelet Harbour Manager Report **Kevin Cortes, Harbour Manager**

Mr. Cortes presented slides to Council and noted the following:

- A vessel fire occurred, resulting in minimal damage to harbour infrastructure and nearby vessels.
- January 30, a vessel fuel spill occurred.
- Two commercial crab vessels relocated to Prince Rupert due to higher catch rates in that area.
- Added the Nemesis to the dock last fall which somewhat offsets the loss of the crab vessels.
- Replacement of decking and rails at the Small Craft Harbour is proceeding on schedule.

Council asked if the electrical will be replaced at the Small Craft Harbour? Mr. Cortes answered that it is just decking and tie rails, no electrical.

10.4 Harbour Authority Resolution Tracking **Mark Boysen, Chief Administrative Officer**

Mr. Boysen spoke to this item and noted the following:

- District advertising efforts have assisted in finding four new recruits for Marine Search and Rescue.
- Brochure is now in final draft form and can go to printing if there are no updates from Council this session.

Council questions and comments:

- They noted they would like to see the user fee donation amounts on the brochure.
- How do you handle proof of insurance? Mr. Cortes noted that he

would refuse moorage to people who were not in possession of insurance, and that the insurance requirement should be advertised.

2020.2024.HA

It was moved by Councillor Cole and seconded by Councillor McEwen

THAT Council recommends the Harbour Bylaw be amended to require proof of valid insurance for moored vessels.

CARRIED.

11 OTHER BUSINESS

The Mayor noted the Fisheries for Communities meeting held in Nanaimo in early February where recommendations were made for Salmon Conservation, which will be brought forward at AVICC. He noted the lack of a regulatory agency at the Provincial level. He sees the Fisheries for Communities' recommendations as meaningful for Ucluelet and the west coast, and is supportive of the initiative.

12 QUESTION PERIOD

Kevin Bradshaw, resident and business owner, discussed the possibility of moving his kayaks from the Canadian Princess docks to the Outer Basin or the Whiskey Dock in order to consolidate his business and reduce costs. He asked Council what the procedure was, and if it may be possible to complete for the summer.

Mr. Boysen noted that Mr. Bradshaw would should discuss the matter with Harbour Manager, Kevin Cortes.

13 CLOSED SESSION

13.1 *Procedural Motion to Move In-Camera*

THAT the meeting be closed to the public in order to address items under Section 90(1)(c) of the Community Charter.

2020.2025.HA

It was moved by Mayor Noël and seconded by Councillor McEwen

THAT the meeting be closed to the public in order to address items under Section 90(1)(c) of the Community Charter.

CARRIED.

14 ADJOURNMENT

14.1 The meeting was adjourned at 4:45 PM.

CERTIFIED CORRECT: Minutes of the Harbour Authority Meeting held on Tuesday, February 18, 2020 at 3:30 pm in the George Fraser Room, Ucluelet Community Centre, 500 Matterson Road, Ucluelet, BC.

Mayco Noël
Mayor

Mark Boysen
CAO

To Mayor and Council Village of Ucluelet, BC

Please add to late agenda items if possible for the April 28th council meeting.

Charter Fishing and Whale Watching Tours Ucluelet, Covid19 Safe re-opening

Recommendations and Action Plan

April 24, 2020

Please keep in mind all this information and plans and ideas are based on Covid19 numbers becoming low enough per the government recommendations to resume our lives and businesses. Should this virus continue we will have no option but to lose our entire business season, but if it slows to acceptable levels we should be ready to jump on any opportunities to get the Ucluelet economy back on track.

This is an excerpt from an article about the BC Health authorities the well-known and respected Bonnie Henry.

Non-essential services need to plan for how to re-open safely as the curve of the COVID-19 pandemic flattens in BC. Dr. Bonnie Henry said Tuesday (April 21).

Since this date CHEK News announced that Fishing and Hunting are now actually deemed ESSENTIAL SERVICES. Based on the bleak economy predictions for Ucluelet in the next 3 years or more this is a very good time to get to work on a plan that will afford companies to operate during a soft re-opening.

The following is a way for this to happen and what needs to happen to attain this.

Written by Paul Grimston from Castaway Charters, now in my 19th year of operation in Ucluelet providing Fishing Charter tours to my customers. Previous to this I directed and managed International Transportation Companies.

This is being copied to the West Coast Fishing Guide Association and all the Guide? Charter fishing companies operating in Ucluelet.

I have spoken with the whale watching business owners and not a surprise they are down up to 95% in bookings for this season. Their main clientele is Europeans and we know they won't be coming this year and or next year. The customers of this business sector are primarily Europeans and we know how hard the epidemic has hit them and caused in the most part by TRAVEL, these people won't be coming back for several years, just the flight reductions and high fares will also keep them away. Sad but TRUE.

Our Whale watching tour companies customers inject millions of Dollars into the Ucluelet and the BC economy annually, their guests stay in the hotels eat in the Restaurants and shop in Ucluelet.

This revenue stream for the village is gone for good this year.

I will come back to this at the end, with positive outlook and requirements needed to attain them.

Fishing Charter companies.

This group of up to 40 or more Boats from 30 some odd companies have the same positive impact as do the whale watching companies, most likely more financially than any business sector in Ucluelet. Their guests which are around the 90 to 250 or more persons per day depending on the month also spend millions of \$ in Ucluelet and BC.

Now the difference is right now for this year, the whale watching tourists are not coming or greatly reduced is a better way to sugar coat it.

Castaway Charters is in my 19th year of operation in Ucluelet and I have had NO cancelations for this season but the phone slowed down ringing dramatically and I only have 25 days booked. Part of why it stopped ringing meaning my bookings are not increasing is due not only to the Covid19 threat but to motel owners not answering their phones or having recorded messages saying they are closed.

I heard in the last council meeting comments to the effect of requesting Motel Owners remove bookings sites from their web sites. This is not the time to do this more the opposite.

I understand they are closed now but given the right and positive circumstances with

our covid19 numbers which are more positive every day, we need to plan for a reduced summer season.

My clients presently booked in these motels for this year have not received their refunds for their rooms so I assume the motels feel they may still capture part of a season, in the hopes it will help with this year's financial disaster but also show the people (Our Tourists) we are here this summer and forever.

There is only advantages to continue to book and take deposits from these people if Covid19 allows us to operate, our customers present and prospective will need a Great Canadian Vacation.

Due to the DFO fishing closures and limitations around Vancouver Island, (not Ucluelet per say) here there is actually an opportunity to show Tourists we are open this summer and attract thousands of new people to our community for the years to come.

The other areas on the BC Coast that have complete closures or reduced limits of chinooks have thousands of customers looking for options. The lodges in the Charlottes' are closed for the season due to not being able to get provisions in for guests and they are American Dependent. Americans will not be coming this season. But you can bet the USA tourists will start again next year just as they have started returning more and more in the past 2 years, my American business doubled from 2017 to 2019, they were starting to spend again and right here.

Now I have also spoken with several charter operators/friends & associates some have had a couple cancellations but most have not had many or like me none.

They /we are sitting in the wings ready to do our charters that we have and wishing for more. We need to plan and be ready a reduced season will mean reduced money for startup costs and monthly fees. We need to know what these will be based on a new outlook for the year.

Now I am stranded due to the epidemic out of the country, just extended another month, (Total Country wide Quarantine here), my flight is booked for June1st and I have had my boat prepared and will be ready myself for July 1 my first booking.

My counterparts other charter companies are mostly also prepared.

This can have an enormous positive impact on our Village given the chance and right circumstances as you can and will see its actually a time to be aggressive to gain new permanent customer's to Ucluelet.

My own guests still try to book and I get the odd inquiry. I still talk the positive talk with them and of course book their days for their charter if they can get accommodations. This is my lively hood and that of this village so I will do what I can to try to salvage some of this season.

This being the case if the village is open for business or makes an attempt this summer then the charter fishing fleet still has the clients coming and we know more will book if they could. The motel owners if they actually want to also salvage some of their season and provide Ucluelet Tourists with options then they need a recovery plan right now. The Charter Fishing Fleet is ready to inject the village with some much needed cash.

If the docks are empty this season this has huge consequences on people and the community.

Here are my suggestions to help get this recovery plan started. Of course if the numbers don't allow it then of course our people come first but just because we make a plan does not cast it in stone. If there is threatening out breaks of this pandemic we will all understand but at least lets be prepared for the positive opportunity should it present itself to us.

If I can't as a charter company secure accommodations for my guests or calculate my expenses for startup for a short reduced season, then I / we may not even be able to provide this shortened service for the community then we will most likely be forced to close and or relocate our business and clients.

This will have a very Permanent Negative Impact on Ucluelets economy and its citizen's.

These are my suggestions for a soft re-opening/recovery that needs to be

addressed and Implemented ASAP.

1 The business license fee removal for this year is a start, minor money in this big picture but a start. Thanks for this.

2. Hotel owners need to answer their phones make reservations for July and August this is when the major fishing takes place, and as we know the village is normally full. Take our customers deposits they want to come.!!

Request the motels to answer their phones?

3. Ensure Ucluelet business owners know the plan, inform the stores, shops, restaurants etc.

If done soon they can plan and gear up for July and Aug. Sept. even..!!

4. Possibly do an advertising campaign to tell BC, Ucluelet will be open for business. Last year the Island suffered financially big time from reductions in fishing opportunities and complete closures to certain areas around the Island. **Ucluelet waters were not seriously affected** by these closures and we had a pretty decent fishing season. Again the customers came to Ucluelet to spend their money. This year's regulations are going to be the same for Ucluelet as last season, we will have far greater fishing opportunities then the south and east coasts. **Most remote Lodges completely closed.**

This can be a great opportunity for Ucluelet to gain new visitors for repeat visits, half of my own Charter customers repeat visits to Ucluelet to fish again and again some for over 17 years in a row.

Advertise this great opportunity, the people will come they will need to get out and relax and have fun and fill their freezers with Fresh Wild Caught Salmon if and when this blows over. Ucluelet will not only benefit now when we need it the most it will most likely have a positive impact for the years to follow. Take advantage of this opportunity and turn this negative into a positive. Hundreds of families depend on this now.

Is Ucluelet willing to advertise on this advantage?

5. Moorage Rates

The whale watching companies pay year round as do several fishing charter companies. None of us will be able to afford to operate if we are forced to pay the full amounts for moorage this season.

It's the biggest monthly expense we have.

I recommend the only fair way for all parties during this troubled time is to devise a way that Charter Boats only need pay for moorage on an as used basis. So if we have a charter on a specific day we pay for that day only. Base it on what we normally pay per month divided by say 30 days to come up with a fair price. This way not only will the charter companies know they won't go broke this year, we will feel positive about continuing in the future as well and will be there to provide the service. The community makes far more money from the Charter Fishing companies than the Charter owners do.

Is the village prepared to assist the charter boats companies with reduced moorage fees?

Possible other reductions to assist them in operations this year?

6. Possibly lower the requirement to have the 2 million liability on our insurance for this season lowered to 1 million. It's obvious our risk and exposure will be less so this would assist the Charter companies in attaining a better insurance rate. I / We are already talking to the insurance companies for a lower price as their risk will be far less than the normal. Less charters, less operating time, equals less risk.

Is the village willing to work with charter companies to lower this requirement?

7. The village charges the Charter Companies a fee for us to load and unload our passengers. This load is also going to be diminished as should the fee.

Is the village willing to lower this fee to a more appropriate and fair level?

These suggestions are possibly just the beginning of what needs to be discussed and implemented as soon as possible so we can all be prepared and be ready to operate and hopefully salvage part of our season. If not there will be devastating effects to all and not just for this season but for the future of our Village.

This is definitely the best way to spring board Ucluelets economy back this summer, our Charter Fishing Customers are ready willing and paying when Covid19 drops to acceptable numbers.

Please reply ASAP.

Paul Grimston

Castaway Charters

Cc

West Coast Fishing Guide Association.

Joseph Rotenberg

From: Pat Ahern [REDACTED]
Sent: May 13, 2020 1:39 PM
To: Joseph Rotenberg
Subject: Re: Letter to the Ucluelet Harbour Authority
Attachments: WCFGA Village of Ucluelet Request - May 12.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Thanks Joe, I did indeed send the letter, and it bounced back today actually saying it failed to deliver. Just learning now that there may be some new funding for small harbours through the Western Economic Diversification Fund, which will be administered through Community Futures. This could be a potential way for us to collaborate to find some form of assistance. One of the longer term concerns for 2021 will be if charter operators are unable to earn sufficient revenue to make them financially viable to start up in 2021, many could fold and that could also severely impact small harbours. I also reached out to the Port Authority in Port Alberni, they also have similar concerns and looking for ways to connect so we can all work together in the same direction. Mike Carter is the key contact at the Port Authority.

Pat Ahern

Cell: [REDACTED]
www.lastcastguiding.com

From: Joseph Rotenberg <jrotenberg@ucluelet.ca>
Date: Wednesday, May 13, 2020 at 1:15 PM
To: Pat Ahern [REDACTED]
Subject: Letter to the Ucluelet Harbour Authority

Dear Pat,

I write to follow up on our conversation yesterday. Please get me the letter you referred to as soon as possible so I can get it on the next Harbour Authority agenda.

Thank you,

Joe Rotenberg



Joe Rotenberg
Manager of
Corporate Services
 Box 999, 200 Main Street
 Ucluelet, B.C., V0R 3A0
 Phone: 250 266-2095



West Coast Fishing Guides Association
1530 Stone Lake Drive,
NanOOSE Bay, B.C.
V9P 9M6

May 12, 2020

Joe Rotenberg
Manager of Corporate Services
Box 999, 200 Main Street Ucluelet, B.C.
V0R 3A0

Delivered via e-mail – jrotenberg@ucluelet.ca

Dear Joe,

On behalf of our members of the West Coast Fishing Guides Association (WCFGA), I'm writing in my role as President to seek your assistance to explore financial relief and collaborative efforts regarding navigating this Covid-19 situation for members of our Association who are tenants of the Harbour Authority.

These are unprecedented times, and with social distancing restrictions related to Covid-19, WCFGA members are unable to operate their fishing charter businesses. Our Association wishes to address the HAC on 3 core issues:

1. Moorage Assistance
2. Covid-19 Business Resumption
3. Insurance Requirements

Moorage Assistance:

Moorage fees represent hard fixed expenses analogous to rent. With Canada announcing small business rental relief to assist businesses recover from Covid-19 economic impacts, our Association is formally requesting similar consideration with respect to monthly, annual moorage and launch fees.

Our members are small operators who are in tremendous risk of business failure as we die the death of a thousand cuts. This would be a tragic loss to Canada as the recreational fishery generates \$1.1 billion in annual revenues, creates 9,000 jobs and contributes \$389.9 million in GDP.

As you know, moorage fees are paid by most WCFGAs members on a monthly basis during our fishing season. At this juncture it is difficult for anyone to assess the degree to which travel and other restrictions related to Covid-19 will impact the ability of fishing charter operators to earn revenues to offset fixed costs such as moorage. Every day lost, impacts the ability to offset operating costs.

Our Association is writing to formally request a placeholder on this issue to allow further future discussion related to finding the most appropriate form of financial assistance to match the actual situation once the full scope is better known. As the HAC will not meet again until September, we are requesting an opportunity to revisit this request later this summer.

As we have a very short season to develop revenue to offset fixed costs such as moorage, any loss of operating window severely impacts capacity to remain viable. The Federal government recently announced small business rental subsidies of 75%. Similarly, we are seeking assistance for WCFGAs members who are commercial operators (C numbers on vessels) in the form of either moorage reimbursements, reductions in monthly fees or a moorage carry-over that would be applied to next season's moorage to mitigate startup cost.

Covid-19 Business Resumption:

The WCFGAs in no way wishes to engage in advocating to any level of government that they approve resumption of business operations. Our Association will act on the advice of Provincial Health officials as they deem appropriate. We have been collaborating with the Sport Fishing Institute of BC (SFI) to provide government a draft Covid-19 business resumption protocol in the spirit of collaboration. That draft is currently being reviewed, and once available and endorsed by the PHO, we will release it to members. If the Village of Ucluelet wishes, we can provide a copy once released.

We would be most interested to hear the Village's Covid plans with respect to protocols for fish cleaning tables, parking lot use, and passenger loading related to fishing charter operations. Collaborating on design would be helpful for all concerned.

The WCFGA will advise members to follow recommendations and advice of the PHO with respect to guidelines regarding business resumption protocols and timing.

Insurance:

As charter operators are required to follow Transport Canada regulations with respect to ensuring adequate liability insurance is carried by all charter operators, we are not prepared in any way to comment with regard to amendments to those requirements. This is strictly a Transport Canada decision, and we are in no way endorsing amendments.

Thank you in advance for your consideration, and I look forward to collaborating further with the Village as we all navigate through this Covid-19 situation.

Sincerely,

Pat Ahern
President, WCFGA

cc

WCFGA Members
SFI
Paul Grimston, Castaway Charters

Joseph Rotenberg

From: Pat Ahern [REDACTED]
Sent: May 13, 2020 5:09 PM
To: contact@haa.bc.ca
Cc: [REDACTED]
Subject: West Coast Fishing Guides Association - Covid-19 Request
Follow Up Flag: Follow up
Flag Status: Flagged

I'm writing in my capacity as President of the West Coast Fishing Guides Association (WCFGGA) to reach out to the Small Harbour Craft Association. These are unprecedented times, and restrictions due to Covid-19 have so far resulted in an inability for fishing charter operators to open for business.

Without the capacity to generate revenues, many operators whom have fixed costs associated to moorage that is paid annually, likely will have difficulty in the longer term remaining viable. Looking further down the road into the 2021 season, it is likely that if the situation remains, then charter operators will not be in a position to pay for moorage in 2021, and many even in 2020 will have limited capacity to pay on a monthly basis if the season does open at some point. As we are sure you are aware, fishing guides represent a fairly significant portion of the tenant base for many small craft harbours. Finding ways to work together to ensure we can all succeed is in all our interests.

We did learn that there may be potential financial assistance available through the Western Economic Diversification Fund, announced today by the Prime Minister. It would be our desire to work collaboratively with the Small Harbour Craft Association to jointly seek funding relief through these programs.

Thank you for considering our request to work together on a funding proposal, and I look forward to hearing from you at your earliest convenience.

Sincerely,

Pat Ahern
Cell: [REDACTED]
President, West Coast Fishing Guides Association



COVID-19 Active Fishermen's Committee

April 6, 2020

TO WHOM IT MAY CONCERN:

We are writing to introduce ourselves. On Wednesday, March 25th, 150 active fishermen from almost every fishery in BC met via video call to discuss COVID-19 impacts on the commercial sector, and in particular, active fishermen. After three hours, it was decided to further the discussion by committee and a committee was set up to represent as many different fisheries as possible. The COVID-19 Active Fishermen's Committee (CVAFC) is made up of 25 active fishermen and representatives fishermen's organizations. Our committee is hardworking: in the weeks since the Fishermen's Meeting, the Committee has met five times.

The Committee has adopted the following as terms of reference:

- The committee's interest is to deal with issues arising from the Coronavirus pandemic related to fisheries
- This committee is made up of active fishermen and active fishermen's representatives
- The committee will respect different areas of fishing interest
- The committee will meet with other groups (processors – BCSA – FN – AVICC/CCN – PICFI program) and arrive at positions of common support
- The committee's goals are to protect fishermen and our communities while having fair and viable-fisheries
- Helping fishermen deal with the economic impacts of the Covid-19 pandemic
- The committee is not to create fishing plans or management changes for different fisheries

The COVID-19 Active Fishermen's Committee supports the Provincial Government's declaration of fisheries as an essential service. We are also supporting the request for a government emergency Task Force to work out COVID-19 issues as they impact the commercial fishing sector as a whole. The CVAFC would represent active fishermen in advice to the Task Force.

Up to this point, the COVID-19 Active Fishermen's Committee has been working on four issues: principles for change, fishermen-community interaction protocols, market/industry stabilization and financial relief. We are liaising with our counterparts across the country as well as working with industry groups, communities and indigenous organizations to build solid and supported approaches.

We have adopted the following principles to guide discussions throughout the industry on fisheries management issues:

- a. **Fisheries are an essential service and every effort should be made for fisheries to go ahead in order to support food security.**
- b. Whatever measures are taken to get us through this situation will be temporary and only for the duration of the COVID-19 pandemic.
- c. Whatever changes are put in place **must support active fishermen, promote equitable opportunities and support rural communities.** Active harvesters are the key producers of seafood for the country, and any changes should protect their interests.
- d. Encourage that all **leasing arrangements made prior to pandemic** be reviewed.
- e. The impact of any changes implemented to deal with the COVID-19 pandemic **support, as best as possible, equitable distribution of benefits** for all active fishermen in a fishery.

We have drafted a set of Fishermen-Community Protocols to ensure the safety of fishermen and the coastal communities we interact with. The COVID-19 Active Fishermen's Committee is providing it to fishermen's associations, fish buyers and communities for their comments. We believe issues of health and safety this are best dealt with at the Provincial level but the protocols are of such urgency; we are trying to get a head start on the process.

COVID-19 is negatively affected markets and the economic viability of many communities. CVAFC is willing to work with organizations and communities to support local food security through this crisis. Please do reach out to us to see if we can help meet your needs during this crisis.

Yours truly,

COVID-19 Active Fishermen's Committee (CVAFC)

Secretariat

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DRAFT - COVID19 Protocols for Fisheries Interactions with Coastal Communities

Coastal communities are deeply concerned with the COVID-19 pandemic as they do not have the infrastructure to deal with this global pandemic. Fishermen are likewise concerned. This is a series of protocols to help reduce the risk for both coastal communities and fishermen.

To produce safe, healthy seafood for Canada and other markets, we need to be respectful of community concerns as well as organize ourselves so we can work in a safe and responsible manner when unloading, buying supplies, fueling up and other activities we need to carry out to be able to fish.

It will take the social permission of coastal communities and First Nations for fishermen to be able to work, and the only way to achieve this is by respecting and understanding their concerns and acting appropriately.

This is a draft list of protocols; it will be updated with new information as the situation unfolds. We hope this will provide concrete direction for what actions are needed to keep communities and fishermen safe during this crisis.

Pre-Season

1. Skippers need to be confident that their vessel is virus-free before they leave port. If crews are coming from other areas of the province or country, they will need to **self-isolate for 14 days prior to any work starting** as a group on the boat or working on gear.
2. Skippers need to familiarize with how the virus is spread and how to protect against it spreading. Crew will need to continue hand washing with soap on the boat, and to be extra-vigilant in this.
3. Once available, it will be very important for each vessel to have a supply of the **Home Test for COVID-19**. At this point this is our ask of government that we cannot control, the rest are all actions we can undertake ourselves.

Cleaning / disinfecting solution

4. A solution of 1/3 of a cup of bleach to 1 gallon of fresh water is a CDC approved to kill the virus.

On the grounds

5. Fishermen should not stop in isolated communities to visit socially. Fishing vessels should only come to port when they need to unload or re-supply. If possible, vessels should anchor out if there is a wait to unload.
6. The following process (which was implemented in the prawn fishery following an e-coli contamination incident around 2000) is recommended: ***Vessels must wash down all surfaces that fish come into contact with each day at the end of the day and more often if needed. Crew first washes all surfaces with salt water and soap, then rinse with salt water. After this, cleaning solution should be used to wash all surfaces, without rinsing at this step. Cleaning solution should then be left on overnight or until work recommences. Prior to starting work again, all surfaces should be rinsed with salt water.**

At the dock

7. **Harbor Authorities are asked to whenever possible to keep washroom facilities open.** In many communities there will be a number of vessels with fishermen living onboard for weeks or months at a

time. Washrooms should be supplied with disinfectants so people can wash the facilities prior and following use then it should be possible to keep the washrooms open. This will probably also require extra cleaning from wharf staff as well, but is crucial to ensure the harvest of seafood in Canada. Lack of access to wharf washrooms could lead unsanitary conditions and potentially for seafood going to market causing human health issues, like noro-virus, etc. from fecal contamination. This poses the risk that ports/marinas may remove the commercial fishing activity currently taking place.

8. **Fishermen will have to be mindful of keeping customers physically distant while conducting dockside sales.** Communities will not tolerate poor control on the wharf leading to possible virus safety concerns. Tape should be placed every 6 feet on the dock to keep customers physically separated. When selling product online, fishermen should space their customers out by time, ensuring pickups occur at least 15-30 minutes apart and maintaining a physical distance of 6 feet when processing payment.

Unloading

9. When a vessel is unloading the crew should do the work on vessel themselves, so that no one needs to come from the shore crew on to the boat. Crew should wear gloves while unloading. Hands must be washed prior to putting gloves on. The gloves will need to be disinfected after the unload.
10. When unloading the shore crew should only handle the product once it is on the wharf. Ensure to maintain distance if unloading by hand on a floating unloading wharf.
11. After unloading, the deck will need to be scrubbed down as well as all surfaces that may have come into contact with equipment from shore or people from shore. Use cleaning solution as referenced above.

Getting Supplies - Stay on the Boat

12. When getting supplies, ***minimize contact***. Have goods and services delivered and, if not possible, 1 or 2 people from crew do the shopping and laundry. **The rest of the crew should stay on the boat.** **Disposable gloves** should be used when off the boat and then disposed of after all chores are done on shore. Wash hands before putting on gloves. Clothes worn in Town should be placed in a garbage bag for 3 days. (If clothes have come into contact with the Virus, 3 days of bagged storage is advised as sufficient for decontamination). All door handles, light switches and other routinely touched surfaces should be cleaned after someone returns to the vessel. **Remember you need to protect the crew from disease as well as the community.**
13. VHF and cellphone communications will be key components in maintaining orderly and smoothly running systems for all of the necessary functions for fishing vessels to unload, fuel up, grub and water up and all other needs of the vessel and crew and harbours to maintain fisheries and fishing vessels.
14. Use VHF radios and cell phones (if there is service). Generally, channel 6 is for VHF in most coastal communities to communicate with other vessels and wharfingers and locals.
15. Use your VHF to organize line-ups to use facilities and do chores, such as at fuel stations, ice plants, net floats, laundry, etc. Have a pad of paper and a pen handy to make a list of what order vessels and fishermen are in prior to using facilities.
16. Use VHF radios prior to when people want to leave a vessel tied outside of someone else so they can cross over to a dock. This way the person/s on the vessel being crossed can stay inside their boat while people are crossing. When tying up a vessel to a dock, politely ask anyone on the dock NOT to help, and do it yourself.
17. If a vessel ties beside you, stay in your vessel until they are done tying up and finished on deck.

18. When going up a dock go single file and at least 6 feet apart.
19. Whenever possible, call in your food orders to the grocery stores and have them delivered to the wharf.

Onboard health issues

20. A daily log of the crew members' temperatures should be maintained using an infra-red temperature gauge.
21. Non-COVID19 Accidents: anyone with a serious injury will need to be dealt with using Coast Guard assistance or local health care. Even if it is a non-COVID19 situation and no one is sick with COVID19 or exhibiting any symptoms, see the BC CDC COVID19 self-assessment tool online to make sure the vessel and crew are clear, prior to going into port.
22. Sickesses: if a crew member needs medical assistance contact the Coast Guard and get instructions for where to proceed for medical services.
23. Suspected COVID19: If someone has symptoms of COVID19 (using the CDC-self assessment tool) on a vessel, contact the Coast Guard for instructions for where to get help or the best course of action to get help. Do not assume that proceeding to a hospital or care center in a small isolated community is the answer. People will need advanced medical assistance that can only be offered in larger centers and may need to be medevaced off the boat and taken directly to a larger medical facility.

Food Fishing

24. First Nations must be consulted about any potential for increased commercial fishing activity in their territories resulting from changes in the industry due to the COVID19 pandemic.
25. Food security for coastal communities is of utmost importance. Some communities do not have the capacity to catch all the food fish they need. Where needed and welcomed by the community, we encourage fishermen to talk to First Nation communities to see if they can offer capacity to harvest the necessary food fish.

Joseph Rotenberg

From: Darcey Bouvier on behalf of Info Ucluelet
Sent: May 8, 2020 11:34 AM
To: Mark Boysen
Cc: Joseph Rotenberg
Subject: Southern Resident Killer Whale 2020 measures

Follow Up Flag: Follow up
Flag Status: Flagged

From: Southern Resident Killer Whales / Épaulards residents du Sud (TC) <TC.SRKW-ERS.TC@tc.gc.ca>
Sent: May 8, 2020 11:33 AM
To: Southern Resident Killer Whales / Épaulards residents du Sud (TC) <TC.SRKW-ERS.TC@tc.gc.ca>
Subject: Southern Resident Killer Whale 2020 measures

Hello,

The Government of Canada is continuing to take important steps to support the protection and recovery of the Southern Resident Killer Whale population, which is a vital component of the local marine ecosystem and has cultural significance for Indigenous peoples and coastal communities in British Columbia. The Government of Canada recognizes that the Southern Resident Killer Whale faces [imminent threats](#) to their survival and recovery, and that action is required.

Building on measures taken in 2018 and 2019, the Government of Canada has introduced the suite of [2020 Southern Resident Killer Whale measures](#), including:

Effective June 1, 2020: Minimum 400 metre approach distance

- Vessels are prohibited from approaching any killer whale within a 400-metre distance in all southern BC coastal waters between Campbell River and just north of Ucluelet. Certain whale watching and ecotourism companies who receive an authorization from the Minister of Transport, will be allowed to view non-Southern Resident Killer Whales from 200 metres, in recognition of their ability to distinguish between ecotypes. Authorized companies will have a purple flag with 'AV' denoted in the middle. This measure is in addition to the 200-metre approach distance for all killer whales in Canadian fisheries waters in the Pacific Ocean and BC, other than in the area described above.

Effective June 1 – November 30, 2020: Interim Sanctuary Zones

- Interim Sanctuary Zones will be in effect off Pender Island, Saturna Island and at Swiftsure Bank. No vessel traffic and no fishing will be allowed in these areas, with some exceptions including: vessels accessing local residences, business or services; vessels in distress or providing assistance to a person or vessel in distress; vessels avoiding immediate or unforeseen danger; Indigenous peoples exercising existing rights. Additionally, a 20 metre corridor along the shoreline of the Pender and Saturna Island Interim Sanctuary Zones has been created to allow those in human-powered vessels to transit safely through these areas.

Fisheries Management Measures:

- Area-based fishing closures will be in effect in the Juan de Fuca Strait and Southern Gulf Islands for recreational and commercial salmon fisheries through the summer and fall. Specific dates will be announced in June..
- Fishers are also asked to stop fishing within 1,000 metres of all killer whales.

Remember to always be whale wise:

- Reduce speed to 7 knots or less when within 1000 metres of the nearest marine mammal
- Turn off echo sounders and fish finders when safe to do so.
- Place engine in neutral idle and allow animals to pass if you find yourself within 400 metres a killer whale.

The Government of Canada is also addressing the potential impacts of contaminants on the Southern Resident Killer Whale population and their primary prey (the Chinook salmon). Efforts are underway to further develop and implement control measures, research and monitoring, data sharing, and outreach and education.

For more information on the 2020 measures and how the Government of Canada is keeping its promise to protect and support the recovery of this endangered, iconic whale population, please follow these links:

[2020 Management Measures to protect Southern Resident Killer Whales](#)

[Background: 2020 Measures](#)

[Watching marine wildlife](#)

[\\$167.4 million Whales Initiative: Protecting the Southern Resident Killer Whale](#)

Protecting at-risk species is a responsibility shared by all Canadians, and the Government of Canada is committed to working with Indigenous people, provincial and territorial governments, stakeholders and coastal communities to achieve this goal.

Given the current pandemic, we are asking all mariners to avoid non-essential trips and consider staying close to home to save lives as our country works to reduce the spread of COVID-19.

In order to ensure this information is distributed widely, we are sharing with our networks. We understand you may have received this email through other channels.

Sincerely,

Transport Canada

Government of Canada/Gouvernement du Canada TC.SRKW-ERS.TC@tc.gc.ca



[Canada.ca](#) > [Transport Canada](#)

Government of Canada announces second year of enhanced measures to protect Southern Resident killer whales

From: [Transport Canada](#)

News release

May 7, 2020 Vancouver, British Columbia

The Government of Canada is committed to taking action to support the survival and recovery of the Southern Resident killer whale, an endangered species that has cultural significance for Indigenous peoples and coastal communities in British Columbia (B.C.).

Today, the Minister of Transport, the Honourable Marc Garneau, the Minister of Fisheries Oceans, and the Canadian Coast Guard, the Honourable Bernadette Jordan, and the Minister of Environment and Climate Change, the Honourable Jonathan Wilkinson, announced protective measures for this year and beyond.

This year's measures once again reflect advice from First Nations, the Southern Resident killer whale technical working groups, the Indigenous and Multi-Stakeholder Advisory Group, and from public consultations. The measures focus on the primary threats to Southern Resident killer whales: prey availability and accessibility, acoustic and physical disturbance, and contaminants. Measures include:

- Protecting access to Chinook salmon with minimal disturbance in key foraging areas. There will again be area-based closures in the Juan de Fuca Strait and Southern Gulf Islands for recreational and commercial salmon fisheries. Specific dates will be announced in June. This year, all fish harvesters will also be asked to voluntarily stop fishing within 1000 metres of killer whales throughout B.C. waters.
- Creating interim sanctuary zones off Pender Island, Saturna Island and at Swiftsure Bank, which are in effect from June 1 to November 30, 2020. This is an additional month longer than last year. No vessel traffic will be permitted in these areas subject to certain exceptions for emergency and Indigenous vessels.
- Prohibiting vessels from approaching any killer whale within a 400-metre distance, effective June 1, 2020. Starting this year, this will apply year-round and in BC coastal waters between Campbell River and Ucluelet, which is further north than last year's measure.
- Asking all vessels to "go slow" and reduce speed to less than seven knots when within 1000 metres of a whale. Vessels are also asked to turn off echo sounders and fish finders when not needed, and turn engines to neutral idle if a whale is within 400 metres. This will be year-around.
- Reducing contaminants affecting whales and their prey. Long-term actions focus on enhancing regulatory controls, monitoring and research, sharing information and data, and expanding outreach and education.

Effectively protecting and recovering Southern Resident killer whales requires a long-term, collective effort led by the Government of Canada and other partners. The Minister of Transport will also renew the landmark agreement with the local whale watching and ecotourism industry who have committed to once again not offer or promote tours focused on Southern Resident killer

whales. Lastly, Vancouver Fraser Port Authority's Enhancing Cetacean Habitat and Observation (ECHO) program will again be announcing measures related to large commercial vessels in the coming weeks.

Quotes

"Thanks to the progress we are making through actions such as the Whales Initiative and Oceans Protection Plan, our coasts and marine species are more protected than ever. I want to thank coastal communities, First Nations, the whale watching industry, and vessel operators for their ongoing collaboration and commitment to help the recovery of the Southern Resident killer whale. The Government of Canada looks forward to continuing this collaborative effort to protect and reduce threats for these iconic whales."

The Honourable Marc Garneau
Minister of Transport

"The Southern Resident killer whale is facing imminent threats, but working together, we are taking action to change that. In 2018, our government introduced the first set of measures to protect these important whales. Today, we are announcing measures that build on that work informed by the best researchers in this field. I'd like to recognize our partners for their active participation in this process, which is critical to the long-term survival of the Southern Resident killer whale."

The Honourable Bernadette Jordan
Minister of Fisheries, Oceans and the Canadian Coast Guard

“The Southern Resident killer whale has immense cultural significance for Indigenous Peoples and coastal communities, and is a vital part of our sensitive ecosystems in British Columbia. By safeguarding their main food source and providing them with more space to move and feed, we are helping ensure that this iconic species will thrive in our waters for years to come.”

Terry Beech

Parliamentary Secretary to the Minister of Fisheries, Oceans and the Canadian Coast Guard

“Together, we can make a difference in the protection of the iconic and culturally significant Southern Resident killer whale. Stronger controls on contaminants impacting these whales is part of the long-term and sustained effort to help these magnificent animals recover and thrive.”

The Honourable Jonathan Wilkinson

Minister of Environment and Climate Change

Quick facts

- The \$1.5 billion Oceans Protection Plan, the \$167.4 million Whales Initiative and a further investment of \$61.5 million, all feature initiatives addressing key threats to Southern Resident killer whales.
- Last year, the Government of Canada signed a five-year agreement with industry partners that are part of the Enhancing Cetacean Habitat and Observation Program, that sees large commercial vessels

operating in Southern Resident killer whale critical habitat voluntarily developing and implementing threat reduction measures to support whale recovery.

- As of April 6, to prevent the spread of COVID-19, all marine passenger vessels with a capacity of more than 12 passengers are prohibited from engaging in non-essential activities, such as tourism or recreation (e.g. day tours, whale watching, or sightseeing). These measures will remain in place until June 30, 2020, at the earliest.

Related products

- [Background: 2020 Measures](#)
- [Map: Fisheries management measures to protect Southern Resident killer whales](#)

Associated links

- [Protecting our Coasts - Oceans Protection Plan](#)
- [Protecting Canada's Endangered Whales](#)
- [Watching marine wildlife](#)
- [\\$167.4 million Whales Initiative: Protecting the Southern Resident killer whale](#)

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Search for related information by keyword: [Coastal waters](#) | [Transport Canada](#) | [Greater Vancouver](#) | [Marine transportation](#) | [general public](#) | [news releases](#)

Date modified:

2020-05-08



[Fisheries and Oceans Canada](#)

[Home](#) → [Pacific Region](#)

2020 management measures to protect Southern Resident killer whales

The decline of the endangered Southern Resident killer whale population is linked to threats such as noise and disturbance from boats, and reduced availability of their preferred prey, chinook salmon, where wild populations of chinook salmon have declined dramatically in recent years. To address this, we are implementing management measures to protect chinook salmon, a vital food source for Southern Resident killer whales, and to minimize disturbance from vessels to support Southern Resident killer whale recovery.

Fishery management measures include closures to help increase the availability of chinook salmon and decrease noise disturbance in key Southern Resident killer whale foraging (feeding) areas found in the Strait of Juan de Fuca and Gulf Islands within Southern Resident killer whale critical habitat. The area-based fishery closures will be in effect through the summer and fall for recreational and commercial salmon fisheries. Specific dates will be announced in June.

To further reduce noise and physical disturbance in portions of Southern Resident killer whale foraging areas, Interim Sanctuary Zones will be in effect from June 1 to November 30, 2020, to prohibit vessel traffic in a portion of Swiftsure Bank and off North Pender and Saturna Islands as per the Interim Order enacted under the Canada Shipping Act.

To address disturbance in the presence of whales, a mandatory 400-metre vessel approach distance for all killer whales is in effect starting June 1, 2020 in all southern British Columbia coastal waters between Campbell River and just north of Ucluelet. The Marine Mammal Regulations continue to remain in effect year-round, including maintaining a minimum 200 metre approach distance from all killer whales in Canadian Pacific waters other than described above, and 100 metres for other whales, porpoises and dolphins or 200 metres when the animal is in resting position or with a calf.

The Government of Canada is also addressing contaminant issues. Efforts are underway to encourage ongoing and new activities in the areas of further controls, research and monitoring, data sharing, and outreach and education.

When out on the water, there are a number of actions you can take voluntarily to protect killer whales, as well as other marine mammals:

- Stop fishing within 1000m of killer whales
- Slow down to 7 knots or less when within 1000m of the nearest marine mammal
- Turn off echo sounders and fish finders when not in use

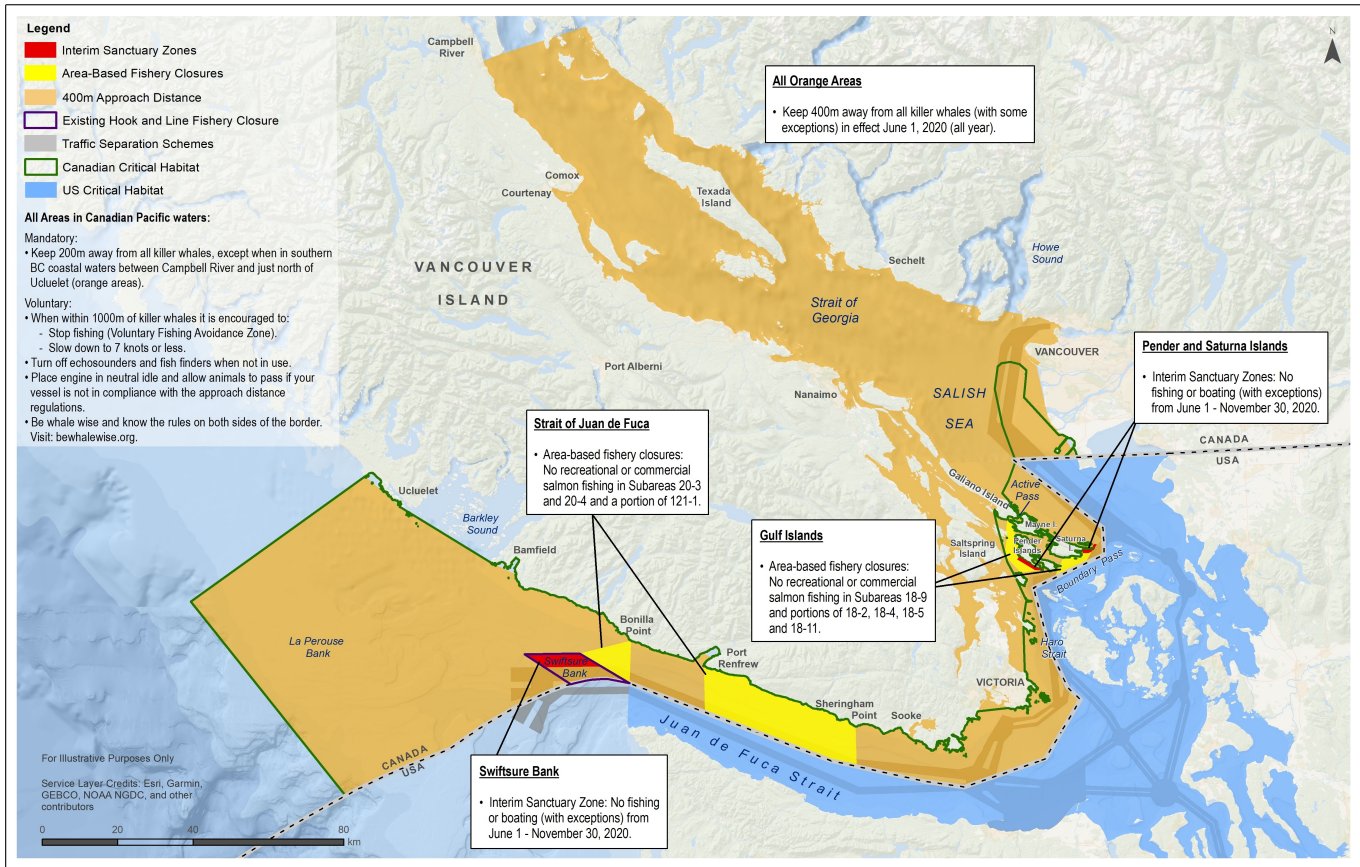
- Place engine in neutral idle and allow animals to pass if your vessel is not in compliance with the approach distance regulations
- For more information on the best ways to help whales while on the water, when on both sides of the border, please visit: bewhalewise.org

Management measures to protect Southern Resident killer whales

▼ Overview of management measures

Overview of management measures

📄 [Download alternate format \(.PDF\)](#)



Overview of management measures to protect Southern Resident killer whales

Map depicting areas affected by management measures

Strait of Juan de Fuca

- Yellow area: No recreational or commercial salmon fishing.

Swiftsure Bank

- Red area, Jun 1 to Nov 30: Interim Sanctuary Zone - No fishing or boating (with exceptions)

Gulf Islands

- Yellow area: No recreational or commercial salmon fishing
- Red area, Jun 1 to Nov 30: Interim Sanctuary Zones - No fishing or boating (with exceptions)

Orange Area

- In effect June 1, 2020 (year round): Keep 400m away from killer whales (with some exceptions) in southern British Columbia coastal waters between Campbell River and just north of Ucluelet.

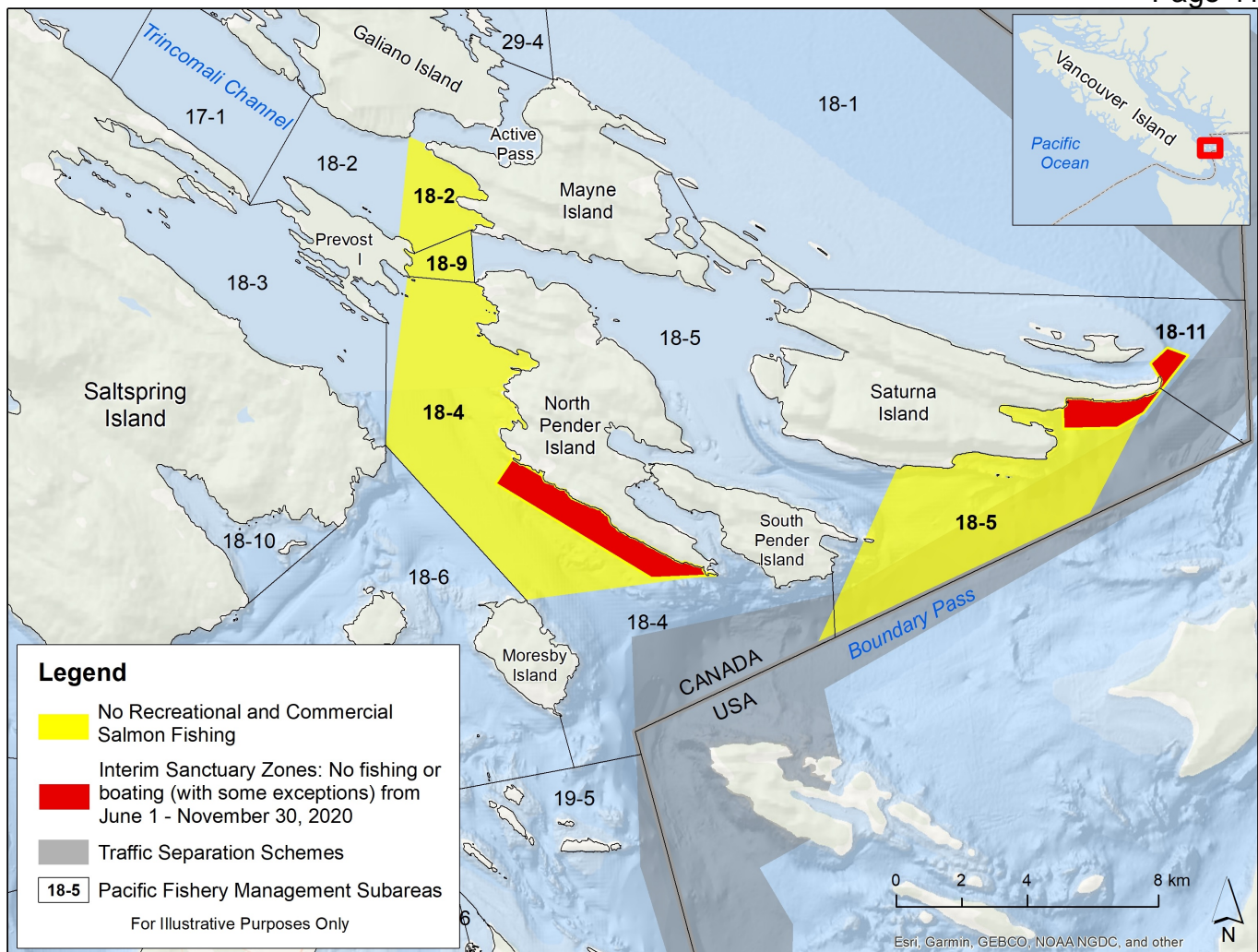
Canadian Pacific waters

- Year round (Mandatory): Keep 200m away from all killer whales, except when in southern British Columbia coastal waters between Campbell River and just north of Ucluelet (orange areas).
- Voluntary measures:
 - Voluntary Fishing Avoidance Zone: Stop fishing within 1000m of killer whales
 - Slow down to 7 knots or less when within 1000m of the nearest marine mammal
 - Turn off echosounders and fish finders when not in use
 - Place engine in neutral idle and allow animals to pass if your vessel is not in compliance with the approach distance regulations

▼ Gulf Island management measures

Gulf Island management measures

Ⓞ [Download alternate format \(.PDF\)](#)



Gulf Islands (Pender)

- June 1 to November 30, 2020: No vessels or fishing (with some exceptions) in the Interim Sanctuary Zone located in a portion of Subarea 18-4.
- No recreational or commercial salmon fishing in Subarea 18-9 and portions of Subareas 18-2 and 18-4 in effect through the summer and fall. Specific dates will be announced in June.

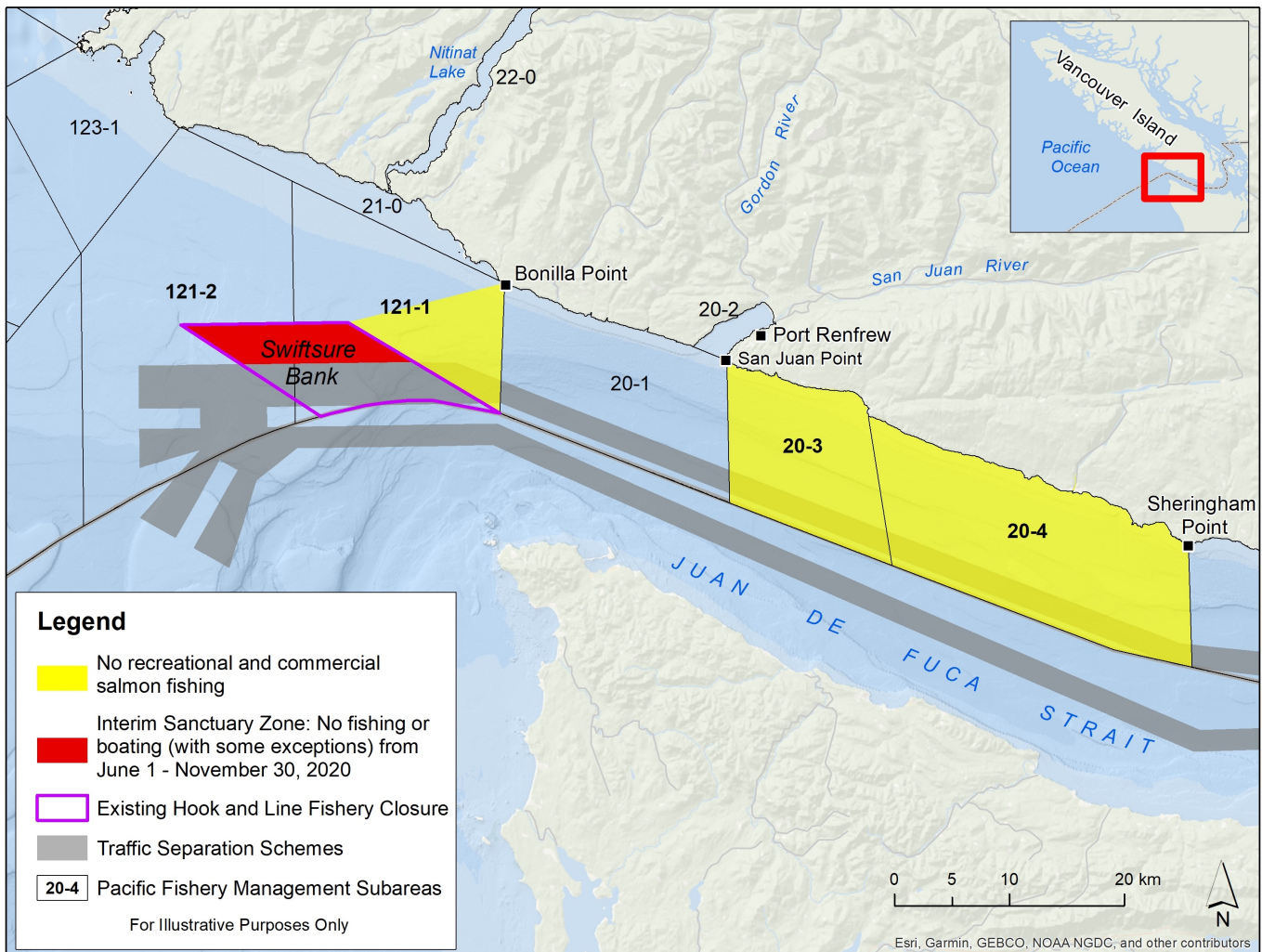
Gulf Islands (Saturna)

- June 1 to November 30, 2020 : No vessels or fishing (with some exceptions) in the Interim Sanctuary Zone located in portions of Subarea 18-5 and 18-11.
- No recreational or commercial fishing for salmon in portions of Subareas 18-4, 18-5 and 18-11 in effect through the summer and fall. Specific dates will be announced in June.

▼ Juan de Fuca management measures

Juan de Fuca management measures

Download alternate format (.PDF)



Juan de Fuca

- Jun 1 to Nov 30: No vessels or fishing (with some exceptions) in the Interim Sanctuary Zone located in portions of Subareas 121-1 and 121-2.
- No recreational or commercial fishing for salmon in Subareas 20-3 and 20-4, and a portion of Subarea 121-1 in effect through the summer and fall. Specific dates will be announced in June.

Related material

- [Be Whale Wise](#)
- [Watching marine wildlife](#)
- [Protecting Canada's Endangered Whales](#)
- [Oceans Protection Plan Report to Canadians](#)
- [Protecting our Coasts - Oceans Protection Plan](#)
- [Species profile: Killer whale Northeast Pacific Southern Resident population](#)

- [Killer whale \(Northeast Pacific, southern resident population\) summary report](#)
- [\\$167.4 million Whales Initiative: Protecting the Southern Resident killer whale](#)
- [Transport Canada: 2019 Interim Order for the Protection of Killer Whales \(Orcinus orca\) in the Waters of Southern British Columbia](#)

Publications

- [Boating around killer whales 2019](#)
- [Canadian Coast Guard: 2019 Notice to mariners NOTMAR](#)

News releases

- [Government of Canada announces second year of enhanced measures to protect Southern Resident killer whales](#)

Consultations

- [Let's Talk – Oceans Protection Plan](#)
- Past consultations: [Provide input on potential 2020 management measures to address key threats to Southern Resident Killer Whales](#)

Date modified:

2020-05-07



i Transport Canada is closely monitoring the COVID-19 situation. In response, we have issued some transportation-related measures and guidance. Please check if any of these measures apply to you.

You may experience longer than usual wait times or partial service interruptions. If you cannot get through, please contact us by email.

For information on COVID-19 updates, please visit Canada.ca/coronavirus.

The Government of Canada outlines 2020 measures to protect Southern Resident killer whales

From: Transport Canada

The Government of Canada recognizes that Southern Resident killer whales face imminent threats to their survival, and that saving these iconic marine mammals requires comprehensive and immediate action.

Prey

Chinook salmon are an essential component of the Southern Resident killer whale diet. To address the limited availability of this prey, the Government of Canada is putting in place the following combination of fishing restrictions and voluntary measures, similar to those in 2019. These actions will reduce competition for Chinook salmon between fish harvesters and killer whales, while still providing opportunities for non-salmon recreational and commercial fisheries.

In 2020, there are small changes to the area-based closures from 2019, which will be in place in Southern Resident killer whale key foraging areas for recreational and commercial salmon fisheries in the summer and fall (specific dates to follow) including:

- The Strait of Juan de Fuca (Subareas 20-3, 20-4, and, new for 2020, a portion of 121-1)
- Gulf Islands (Subarea 18-9 and portions of 18-4, 18-5, 18-2, and, new for 2020, a portion of 18-11)

The request by Fisheries and Oceans Canada for all fishers to temporarily cease fishing activities when killer whales are within 1,000 metres is extended from key foraging areas in the summer months to year-round throughout Canadian Pacific waters.

Acoustic and physical disturbances from vessels

All vessels, including recreational boats and whale watching vessels, have an important role to play in reducing acoustic and physical disturbance. For a second consecutive year, the Government of Canada is implementing expanded measures for vessel operators:

- Vessels are prohibited from approaching any killer whale within 400 metres in British Columbia coastal waters between Campbell River to just north of Ucluelet.
 - Whale watching and ecotourism companies that receive an authorization from the Minister of Transport will be able to view all whales other than the Southern Resident killer whales from 200 metres, given their expertise in detecting different types of killer whales.

- Vessels are asked to turn off echo sounders and fish finders when not needed, and turn engines to neutral idle if a whale is within 400 metres.
- All vessels are asked to reduce their speed to less than 7 knots if they are within 1,000 metres killer whales, to reduce engine noise and vessel wake.

Interim sanctuary zones

Interim sanctuary zones create spaces of refuge for the whales on a temporary basis, pending further research into a longer-term approach. The location of these zones is based on scientific knowledge of important foraging areas for Southern Resident killer whales.

- From June 1 until November 30, 2020, no vessel traffic or fishing activity is allowed in interim sanctuary zones off the southwest coast of Pender Island, southeast end of Saturna Island and at Swiftsure Bank. Exceptions will be allowed for emergency vessels and vessels engaged in Indigenous food, social and ceremonial fisheries. Vessel restrictions in the interim sanctuary zones will be put in place using the Interim Order power of the Minister of Transport under the *Canada Shipping Act*.
- To ensure the safety of those operating human-powered vessels, a 20-metre corridor next to shore will allow kayakers and other paddlers to transit through these zones. If a killer whale is in the sanctuary at the time, paddlers must remain 400 metres away from the whales.

Contaminants

The Government of Canada leads a technical working group comprised of key partners from other levels of government, academia and non-governmental organizations. Over the past year, this group has identified key contaminants of concern; evaluated the contribution of point and non-point sources of contaminants to the Southern Resident killer whale, their habitat and their prey; and developed a framework to assess the effectiveness of existing controls on contaminants that affect the Southern Resident killer whale. In addition, over 200 guidelines were compiled for contaminants of concern and a scientific decision-making framework was developed to determine which guidelines were still acceptable, and which ones need to be revised or developed.

Reflecting on the nature of contaminants' persistence in the environment, the Government of Canada and its partners have identified long-term actions to support Southern Resident killer whale recovery in the following areas:

- Develop and implement further controls such as regulations or guidelines to reduce the threat of contaminants;
- Conduct research and monitoring to further our understanding of contaminants in the environment and their impacts;
- Share data, information, and knowledge among partners to inform decision-making; and
- Undertake outreach, education and engagement to inform the public and involve them in solutions.

Date modified: 2020-05-07



[Fisheries and Oceans Canada](#)

[Home](#) → [Aquatic species](#) → [Marine mammals and sea turtles](#)

Watching marine wildlife

! To report a marine mammal disturbance or harassment

Please visit [Report a Sighting or Incident](#).

On this page:

- [Laws and regulations](#)
 - [Killer whales in B.C. and Pacific Ocean](#)
 - [Narrow Churchill and Seal River areas](#)
 - [St. Lawrence estuary](#)
- [How to avoid disturbing marine mammals](#)
- [Related links](#)

Watching whales and other marine mammals in their natural surroundings gives Canadians an opportunity to better appreciate these beautiful animals, but when humans get too close to wildlife in their habitat, we risk disturbing and even harming marine wildlife.

Approaching marine mammals too quickly, coming too close or making too much noise can disturb, stress or even harm these wonderful creatures who call our waters home.

If you see tail, fin or spray – Stay far enough away

Keeping a minimum of **100 metres** away from most whales, porpoises and dolphins, and keeping **200 metres** away if they are in resting position or with their calf.

Keeping 200 metres away from killer whales in BC and the Pacific Ocean and keeping 400 metres away from all killer whales in southern BC coastal waters between Campbell River and just north of Ucluelet* (June 1 – May 31)
*Under the Canada Shipping Act.
Some exceptions may apply.

Belugas in the St. Lawrence Estuary

Certain whales, like killer whales in B.C. and the St. Lawrence Estuary Beluga in Quebec, need **more distance** because of threats they already face. There are also other approach distances which are tailored to particular circumstances. For more information visit:
<https://dfo-mpo.gc.ca/campaign-campagne/protectingwhales-protegerbaleines/index-eng.html>

Fisheries and Oceans Canada / Pêches et Océans Canada

Canada

Infographic: If you see tail, fin or spray – Stay far enough away.

Marine mammals are wild animals that people may inadvertently come across while enjoying our oceans. In those cases we ask that you keep your distance, not only for their well-being, but for yours as well.


Disturbing marine mammals, including approaching or attempting to approach them, includes:

- feeding, swimming or interacting with a marine mammal;
- moving a marine mammal (or enticing/causing it to move);
- separating a marine mammal from its group or going between it and a calf;
- trapping a marine mammal or a group either between a vessel and the shore, or between a vessel and other vessels; or
- tagging or marking a marine mammal.

How far is 100 metres?

100
metres away

- 1.5**
Boeing 747s
(71m long)
- 7.5**
School Buses
(13.7m long)
- 1**
Football Field
(110m long)




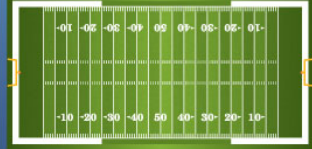
 Fisheries and Oceans Canada / Pêches et Océans Canada


Canada


Infographic: How far is 100 metres?

How far is 200 metres?

200 metres away

 3 Boeing 747s (71m long)	 15 School Buses (13.7m long)	
 0.5 Percé Rock (450m long)	 2 Football Fields (110m long)	



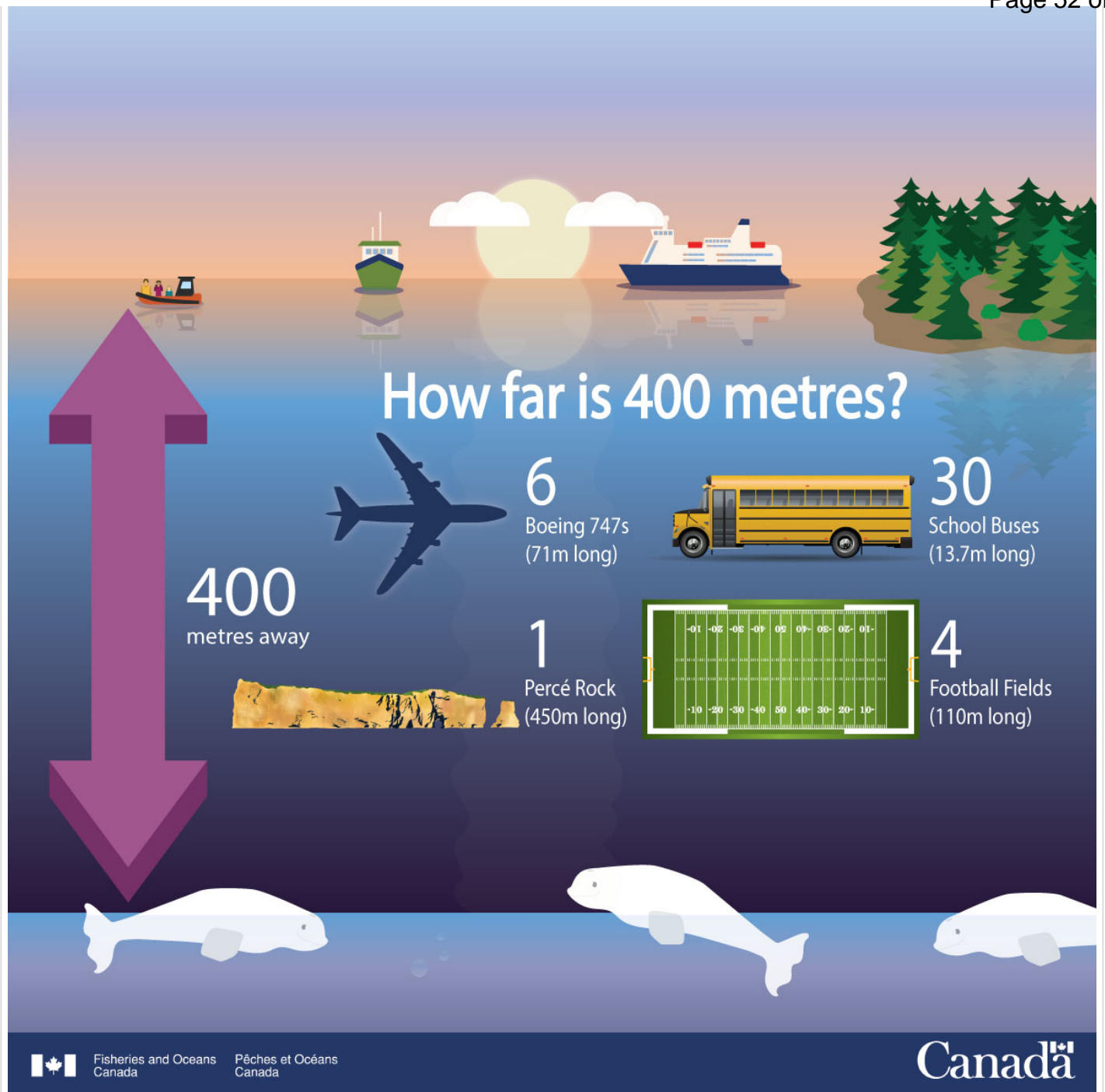


Fisheries and Oceans
Canada

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Canada

Canada

Infographic: How far is 200 metres?



Infographic: How far is 400 metres?

Laws and regulations

Canada's laws and regulations help to ensure our whales and marine mammals can still be enjoyed, but at a safe distance.

Species at Risk Act

The Species at Risk Act (SARA) is part of the Government's commitment to keep Canadian wildlife species from becoming extinct and secure the necessary actions for their recovery. It provides for the legal protection of wildlife species and the conservation of their biological diversity.

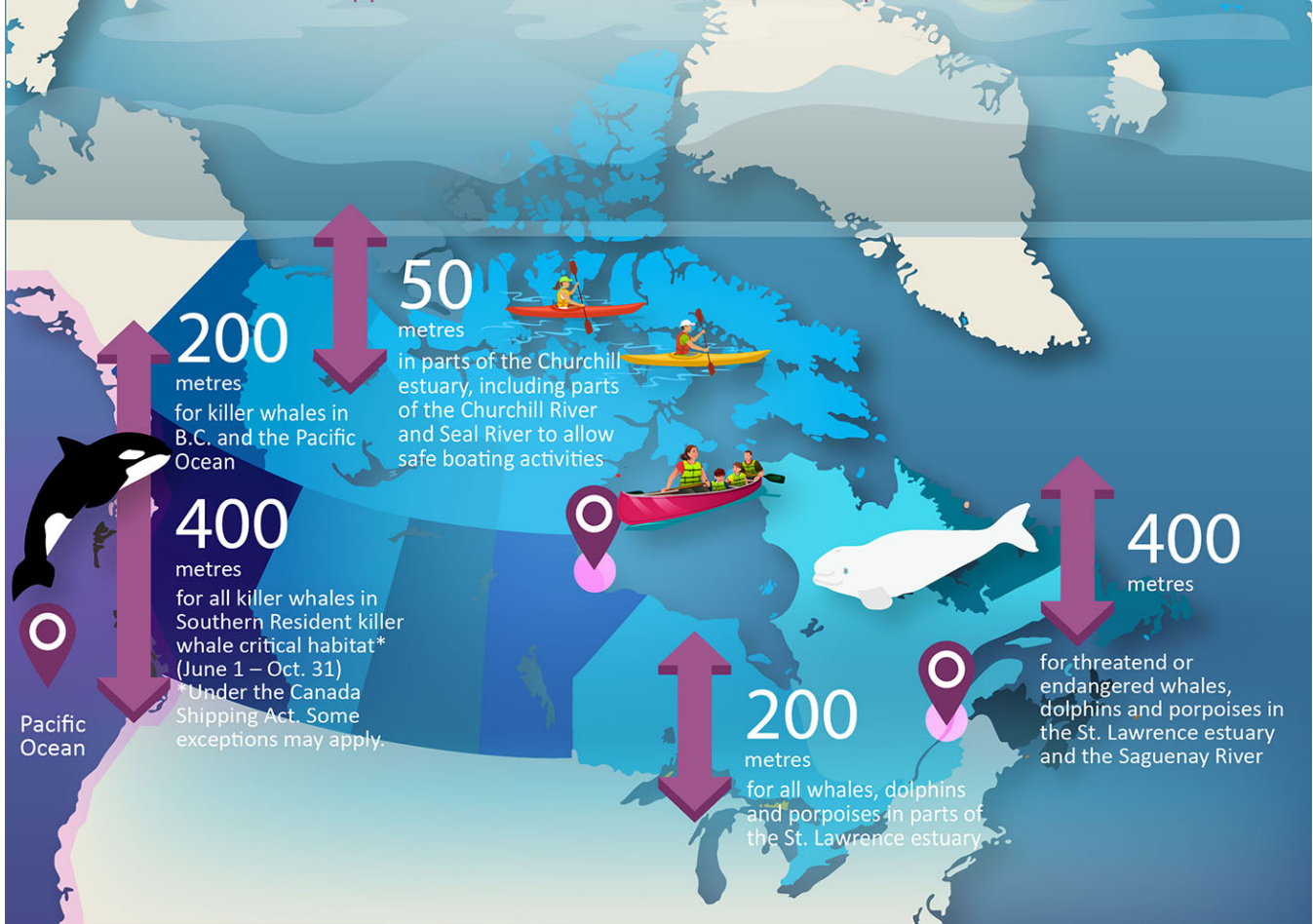
- Aquatic species at risk

Marine Mammal Regulations of the Fisheries Act



Canada's Marine Mammal Regulations

Certain whales need more distance because of the threats they already face. There are also approach distances that are tailored to particular circumstances.



Keeping a minimum of 100 metres away from most whales, dolphins and porpoises, and keeping a minimum of 200 metres away if they are in resting position or with their calf.

Anyone in contravention of these Regulations can now be charged with an offence under the Fisheries Act.

Canada's updated Marine Mammal Regulations strengthen protections for marine mammals. Approaching marine mammals too quickly, coming too close or making too much noise can disturb, stress or even harm these beautiful creatures who call our waters home.

 Government of Canada  Gouvernement du Canada



Infographic: Canada's Marine Mammal Regulations.

All marine mammals are subject to the provisions of the Marine Mammal Regulations under the Fisheries Act. The Government recently amended the Marine Mammal Regulations to provide greater protection for marine mammals including Canada's at-risk whales.

Keeping a minimum distance is the law

The rules for whale watching and approaching marine mammals, which are now in effect, provide a minimum approach distance of 100 metres for most whales, dolphins and porpoises to legally protect these animals from human disturbances.

Additionally, the distance requirement will be greater for certain marine mammals, including killer whales in B.C. and the St. Lawrence Estuary Beluga in Quebec, because of the threats they already face. There is no single approach distance that is appropriate for all species of marine mammals, vessel classes, seasons, nor for all situations. The minimum approach distances are based on the best available science.

Killer whales in B.C. and Pacific Ocean

Keeping **200 metres** away from killer whales in BC and the Pacific Ocean and keeping **400 metres** away from all killer whales in southern BC coastal waters between Campbell River and just north of Ucluelet* (June 1 – May 31)

* Under the Canada Shipping Act. Some exceptions may apply.

Vessel operators will also be asked to turn off their echo sounders and turn engines to neutral idle, if safe to do so, when a whale is within 400 metres.

Narrow Churchill and Seal River areas

The Churchill and Seal River areas in Manitoba are frequented in the summer by large concentrations of beluga whales. Given the narrow geography of these areas, a 50 m minimum approach distance in parts of the Seal and Churchill River estuaries provides protection for the beluga whales and supports safe boating activities. A general minimum approach distance of 100 m for whales, dolphins and porpoises still applies for all other areas.

St. Lawrence estuary


Approach distances for marine mammals in the St. Lawrence estuary

Canada's *Marine Mammal Regulations* provide greater protection for marine mammals including Canada's at-risk whales.

In the St. Lawrence Estuary and the Saguenay River, you must stay 400 m away from endangered or threatened species of whales, dolphins, and porpoises. You must also stay 100 m away from all other whales, dolphins and porpoises.



 Fisheries and Oceans Canada / Pêches et Océans Canada



Video: Approach distances for marine mammals in the St. Lawrence estuary.

An approach distance of 400 meters for whales, dolphins and porpoises species endangered or threatened under the Species at Risk Act, including beluga whales and blue whales.

- For whales, dolphins and porpoises species that are neither endangered nor threatened, a general minimum approach distance of 100 meters applies.
- In certain parts of the St. Lawrence Estuary (between Isle-aux-Grues and Baie-Comeau on the north side of the Estuary and Baie-des-Sables on the south side), the minimum distance to approach whales, dolphins and porpoises is 200 meters.

Saguenay-St. Lawrence Marine Park

The Saguenay–St. Lawrence Marine Park has its own regulations [Marine Activities in the Saguenay–St. Lawrence Marine Park Regulations](#) that are aligned with the Marine Mammal Regulations. The park's minimum approach distances have been in force since 2002.

Saguenay River

Approach distances in the Saguenay River include a minimum 400 metres for endangered or threatened whales, porpoises and dolphins (including belugas and blue whales). Outside the Saguenay-St. Lawrence Marine Park in the Saguenay River, a minimum approach distance of 100 metres for other whales, dolphins and porpoises also applies.

How to Avoid Disturbing Marine Mammals

Well-intentioned watchers may unknowingly disturb marine mammals. You can avoid being disruptive or threatening by using binoculars to watch safely and responsibly. If a whale approaches you in the water, we ask that you move away and keep your distance.

Be whale wise

While watching marine mammals, you should **never**:

- feed them
- swim, dive or interact with them
- move, encircle them or entice them to move
- change directions quickly or park your boat in their path
- approach them when they're resting
 - the whale will look like it's not moving and will be floating at the surface or near the surface
- separate a mammal from its group or go between it and a calf
- trap a marine mammal or a group either between a vessel and the shore, or between a vessel and other vessels
- approach them if there are already several boats present
- approach head on or from behind, as this will cut off their movements
- tag or mark them
- touch, feed or disturb an animal, even if it comes up to a wharf or the shoreline
- approach using aircraft

Porpoises and dolphins

If dolphins or porpoises ride the bow wave of your boat, avoid sudden course changes. Hold course and speed or reduce speed gradually. Do **not** drive through groups of porpoises or dolphins.

Seals and sea lions

When you encounter seals or sea lions:

- reduce boat speed, minimize wake, wash and noise, and then slowly pass without stopping
 - 'wake' is the disturbed water caused by the motion of a boat's hull passing through the water
 - 'wash' is the disturbed water caused by the propeller or jet drive
- avoid sudden changes of speed or direction
- move away slowly at the first sign of disturbance or agitation. If the animal starts to stare, fidget or dive into the water, you are too close

Haul-outs

Be cautious and quiet near haul-outs, especially during breeding and pupping seasons (generally May to September). Pupping season is when seals, sea lions and walrus give birth.

Beached seal pups

If you see a young seal that seems to be alone and in distress, keep your distance and your pets leashed, as its mother is probably nearby. Seals normally spend long hours out of the water resting and shouldn't be disturbed.

Related links

- [Protecting Canada's Endangered Whales](#)
- [Let's Talk Whales](#)
- [Aquatic species at risk](#)

Quebec partners


- [Eco-Whale Alliance](#)
- [Mingan Island Cetacean Study](#)
- [Comité ZIP de la rive nord de l'estuaire](#) (in French only)
- [Réseau d'observation de mammifères marins](#) (in French only)

British Columbia partners

- [Wild Whales](#)
- [Robson Bight Ecological Reserve](#)
- [Cetus Research and Conservation Society](#)
- [Vancouver Aquarium: Be whale wise](#)
- [Vancouver Aquarium: Be whale wise](#) (video)

International partners

- [The Whale Museum](#)
- National Oceanic and Atmospheric Administration (NOAA) Fisheries
 - [West Coast Region](#)
 - [Office of Protected Resources](#)

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Date modified:

2020-05-07

i Transport Canada is closely monitoring the COVID-19 situation. In response, we have issued some transportation-related measures and guidance. Please check if any of these measures apply to you.

You may experience longer than usual wait times or partial service interruptions. If you cannot get through, please contact us by email.

For information on COVID-19 updates, please visit Canada.ca/coronavirus.

Whales Initiative: Protecting the Southern Resident Killer Whale

Building on the Oceans Protection Plan, the Government of Canada is keeping its promise to protect and support the recovery of Canada's endangered, iconic whale populations. As announced in Budget 2018, the Government of Canada introduced a 5-year, \$167.4 million Whales Initiative.

The Southern Resident Killer Whale is a vital component of the local marine ecosystem and has cultural significance for Indigenous Peoples and coastal communities in British Columbia. This population of whale was recently determined to be facing an imminent threat to both survival and recovery under the *Species at Risk Act*. This determination was made after an assessment that considered the biological condition of the Southern Resident Killer Whale population, ongoing threats, and mitigation measures.

Through the Whales Initiative, the Government of Canada is addressing the main threats to the Southern Resident Killer Whales by:

- Improving prey availability for the Southern Resident Killer Whale

- Reducing disturbance from underwater vessel noise
- Enhancing monitoring under the water and in the air
- Encouraging compliance and strengthening enforcement
- Building partnerships for additional action

Improving prey availability for the Southern Resident Killer Whales

Increasing prey availability

Chinook are one of the primary food sources for the Southern Resident Killer Whales, and wild populations of Chinook salmon have declined dramatically in recent years. On October 11, 2018, the Government of Canada launched the International Year of the Salmon to protect Pacific wild salmon. This included a five-year plan outlining concrete actions the Government will take to help rebuild Pacific wild salmon populations and their habitats. This past summer, the Government of Canada announced a reduction in the total fishery removals for Chinook salmon of 25-35 per cent to help conserve this important species and increase prey availability for Southern Resident Killer Whales.

Protecting areas where whales forage

The Southern Resident Killer Whale's foraging areas are vital and in decline of the food they need to survive. The Government of Canada is implementing fishery closures to recreational finfishing and commercial salmon fishing in specific areas where whales forage for food. Closures in portions of the Strait of Juan de Fuca and portions of the Gulf Islands, and partial closures in the mouth of the Fraser River will protect key foraging areas for these whales.

Increasing research in contaminants

The Government of Canada will increase monitoring and research to improve our understanding of the sources and possible impacts of contaminants on whales and their prey. This will include air and fresh water monitoring within whale habitat, as well as monitoring of potential contaminant sources such as landfills.

By 2020, the Government of Canada will put in place stronger controls on contaminants impacting whales, including polybrominated diphenyl ethers (PBDEs), which are a family of flame retardants, and other contaminants affecting whales.

Reducing disturbance from underwater vessel noise

Keeping a distance

New rules for whale watching and approaching marine mammals were published in the Canada Gazette, Part II, on July 11, 2018. These amendments make it possible for anyone in contravention of the Regulations to be charged with an offence under the *Fisheries Act*. The amendments provide a minimum approach distance of 100 metres for most whales, dolphins and porpoises to legally protect these animals from human disturbances. On the West Coast, the approach distance is 200 metres for all killer whale populations in B.C. and the Pacific Ocean. The regulations apply to all boaters including commercial and recreational boaters.

Lateral displacement

The Government of Canada is working with the shipping industry, United States partners, and Indigenous Peoples, to implement a trial whereby vessel traffic were asked to transit away from key foraging areas by moving further south within existing shipping lanes in the Strait of Juan de Fuca.

Slowdown

The Government of Canada partnered with the Vancouver Port Authority's Enhancing Cetacean Habitat and Observation (ECHO) Program to develop a trial vessel slowdown during the summer of 2017 in Haro Strait. This trial vessel slowdown achieved significant reductions in underwater noise affecting the Southern Resident Killer Whale in that area. Building on this success, the Government of Canada and the Vancouver Fraser Port Authority's ECHO Program, the shipping industry, marine pilots, Indigenous Peoples, and partners in the United States put in place a voluntary vessel slowdown in Haro Strait during the summer of 2018.

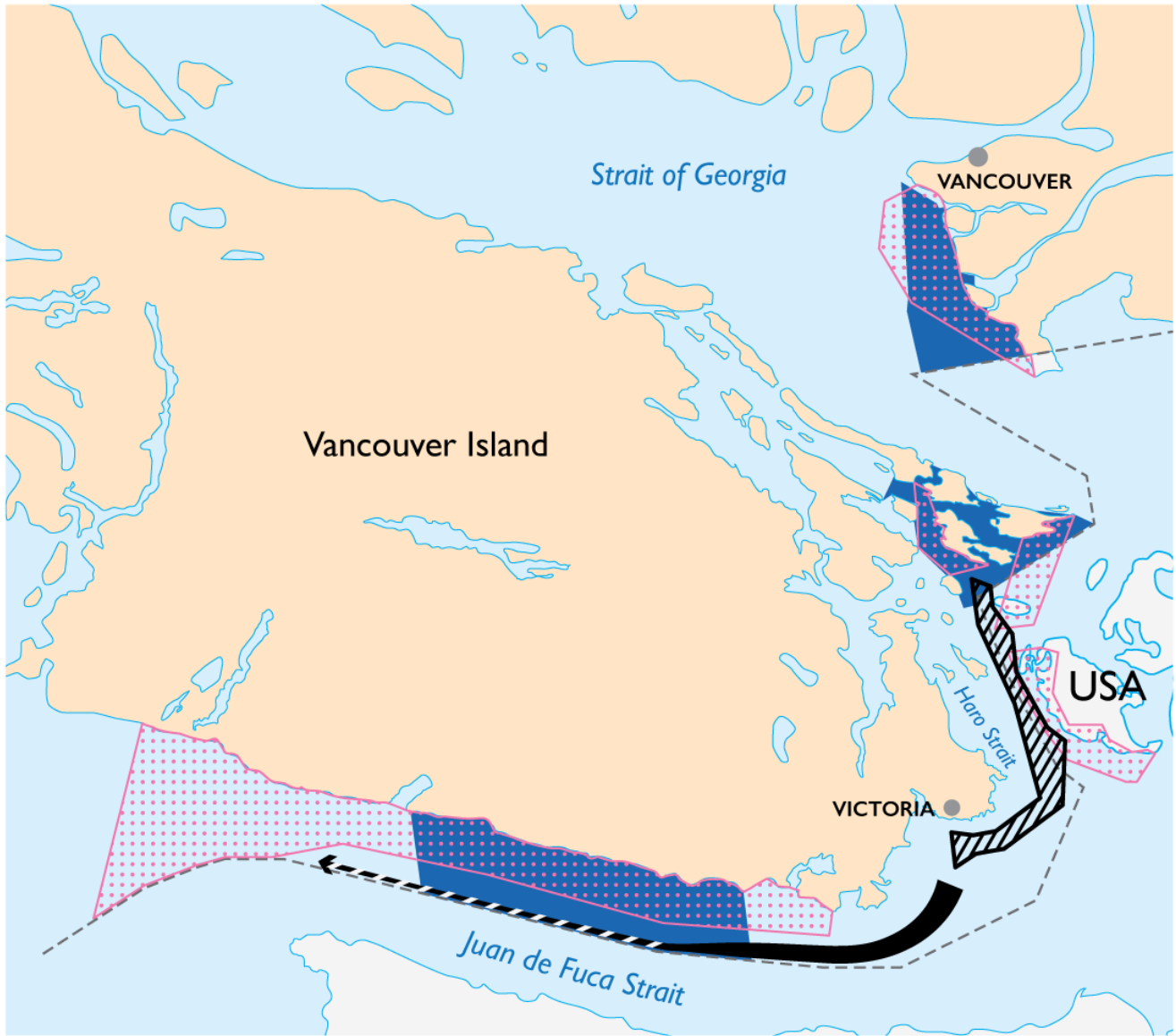
The voluntary measure formally began on July 12th, 2018, once whales were detected in Haro Strait, and will stay in place up to October 31st, depending on the continued presence of Southern Resident Killer Whales in Haro Strait.

Marine industries and other stakeholders have been proactive in taking measures to understand and reduce impacts of vessel traffic on the Southern Resident Killer Whale. Voluntary measures, such as last year's slowdown trial in Haro Strait, this year's voluntary measures in both Haro Strait and the Strait of Juan de Fuca, and BC Ferries noise management plan, are testaments to the success of voluntary measures.

Noise management plan

BC Ferries is showing the way by voluntarily developing a noise management plan to reduce its fleet's overall noise over time.

We are continuing to implement adaptive, voluntary measures, which have proven successful. The Government will also require Canadian fleet owners and operators to develop plans for reducing underwater noise from their fleets over time, should voluntary measures prove insufficient.



- Finfish/salmon closure areas
- Killer whale foraging areas
- Area of lateral displacement within the outbound shipping lane*
- Slowdown zone

*Not for navigational purposes; precise coordinates will be provided to mariners.

► **Description**

Enhancing monitoring under the water and in the air

Listening

The Government of Canada deployed hydrophones at Boundary Pass in the Salish Sea to measure underwater noise in the Southern Resident Killer Whale's critical habitat. These resources will provide us with better capacity to measure noise impacts and track the noise profiles of individual vessels. This will also allow us to continue to research and assess how effective are noise reduction measures.

Eyes in the sky

The Government of Canada will expand Transport Canada's fleet of the National Aerial Surveillance Program, including state of the art radar and infra-red sensors for all of the program's aircraft. Additionally, Fisheries and Oceans Canada will increase aerial patrols by 30 per cent under the Fisheries Aerial Surveillance and Enforcement program. The increased patrols in the Southern Resident Killer Whale's critical habitat will verify compliance with distance and disturbance provisions of the updated regulations and enforce fisheries closures.

Putting more eyes in the sky will increase whale monitoring and protect whales from vessel traffic. This will also provide government officials the ability to collect additional pollution detection data.

Encouraging compliance and strengthen enforcement

Education and awareness

The Government of Canada is investing \$415,000 over three years in education and awareness among recreational boaters. The Government of Canada will partner with local organizations to help small craft operators learn how they can reduce negative impacts on the Southern Resident Killer Whales.

In partnership with the Research Cetus and Conservation Society, the Government of Canada will work with non-governmental organizations such as Straitwatch in waters around Victoria and the Southern Gulf Islands, as well as boating, sailing, and other recreational user organisations to increase their awareness of the negative impacts smaller crafts can have on the Southern Resident Killer Whale.

More enforcement on the water

The Government of Canada is also expanding and strengthening Fisheries and Oceans Canada's compliance and enforcement capacity through an \$11.4 million investment. New fishery officers will be on the water verifying compliance with fisheries management measures, updated *Marine Mammal Regulations*, and will enforce the disturbance and harassment provisions of the regulations and the *Species at Risk Act*.

Fishery officers have been engaged in outreach and education activities with whale watching and guiding companies in the South Coast area to make them aware of the need to protect the Southern Resident Killer Whale. They advise them of areas where whales are likely to be present and also to promote compliance with the *Marine Mammal Regulations*.

The Government of Canada has implemented changes to the mandatory content of the course and test for obtaining a Pleasure Craft Operator Card. The updated requirements will include information pertaining to whale safety, such as: encouraging boaters to use caution in areas where whales may be (as whales can surface unexpectedly); slowing down in the presence of whales; and giving whales plenty of space. The Government of Canada amended the *Marine Mammal Regulations* making the minimum approach distance 200 metres for all killer whale populations in B.C. and the Pacific Ocean.

Enforcement of environmental regulations

The Government of Canada will strengthen its regulatory controls on contaminants. These changes will help reduce contaminants affecting the killer whales.

Building partnerships for additional action

Working together

The Government of Canada will continue working with Indigenous Peoples, members of ECHO, the marine industry, and other governments to develop additional measures needed to secure the recovery of the Southern Resident Killer Whale.

The \$1.5 billion Oceans Protection Plan is the largest investment ever made to protect Canada's coasts and waterways. Through this plan, the Government of Canada is creating a world-leading marine safety system that provides economic opportunities for Canadians today, while protecting our coasts and waterways for generations to come. This work is being done in partnership with Indigenous Peoples, and in close collaboration with local stakeholders and coastal communities.

These partnerships, allow us to share best practices and lessons learned on actions required to develop the necessary tools to implement mandatory measures where needed. Working together is essential to protect and help in the recovery of one of Canada's most iconic species.

Related links

- [The Government of Canada takes immediate action to protect endangered whales through the Oceans Protection Plan](#)
- [Protecting Canada's Endangered Whales](#)

- Why we need whale watching guidelines

Date modified: 2018-10-19

Ucluelet Harbour Report May 2020

Updates

We have had the Trawl and live cod fisheries active in the harbour. Trawl vessels have started on an early hake season. There have been a few local boaters launching and tying up to the docks. I also have received calls from numerous charter operators that are planning to start in July if restrictions are lifted.

MAY 19, 2020

Kasslyn Contracting



PROJECTS



The contractor has finished the redecking of the outer basin. We have also repaired the fire damage to E dock





STAFF REPORT TO HARBOUR AUTHORITY

Harbour Authority Meeting: May 19, 2020
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: ABBY FORTUNE, MANAGER OF RECREATION & TOURISM

FILE NO: 0540-20

SUBJECT: HELLO NATURE LEASE

REPORT NO: 20-41

ATTACHMENT: APPENDIX A: HELLO NATURE DOCK PLANS

RECOMMENDATION(S):

1. **THAT** the Harbour Authority approve the lease for Hello Nature Dock as an annual contract as per charter operations.

PURPOSE:

To provide the Harbour Authority with the information regarding the recommendation to approve the Hello Nature Dock Lease.

BACKGROUND:

The Ucluelet Harbour Manager recommends the lease on an annual contract as per Charter operations. Mr. Cortes reviewed the plans and does not foresee any major issues with the dock or operations. This lease is seen as positive and low risk for the Harbour.

A review of Hello Nature's proposal was conducted by the Planning Department. Comments about the proposal are as follows:

From a zoning point of view, it is really a moveable watercraft. The storage sheds are under 100sqft and not covered in the building code. The use is allowable under *Marina* or *Recreational Services* as follows:

(1) Principal:

- (a) *Marina, except no sales of watercraft and no accessory residential dwelling unit*
- (b) Fish Buying & Selling Stations
- (c) *Recreational Services*
- (d) *Community Use*
- (e) *Marine Recreation*

"**Marina**" means the use of land, *buildings* or *structures* for the commercial or non-commercial moorage of watercraft, excluding permanent storage, and may include any or all of the following as *accessory* uses only:

- (a) Sale or rental of watercraft,
- (b) Marine-related charters and tours,
- (c) Marine fueling station,
- (d) Marine-related retail supplies and equipment,
- (e) Boat Building and Repair,
- (f) Restaurant,
- (g) Bistro/Café,
- (h) Marina management office,
- (i) One Accessory Residential Dwelling Unit;

“**Recreational Services**” means the commercial use of land, buildings or structures for sports and leisure activities and services, both on and off shore, and includes tours, charters, a health club, spa or swimming pool, specifically excluding a fairground;

“**Marine Recreation**” means non-commercial leisure or recreational activities on or in the water, such as fishing, swimming, boating and water skiing;

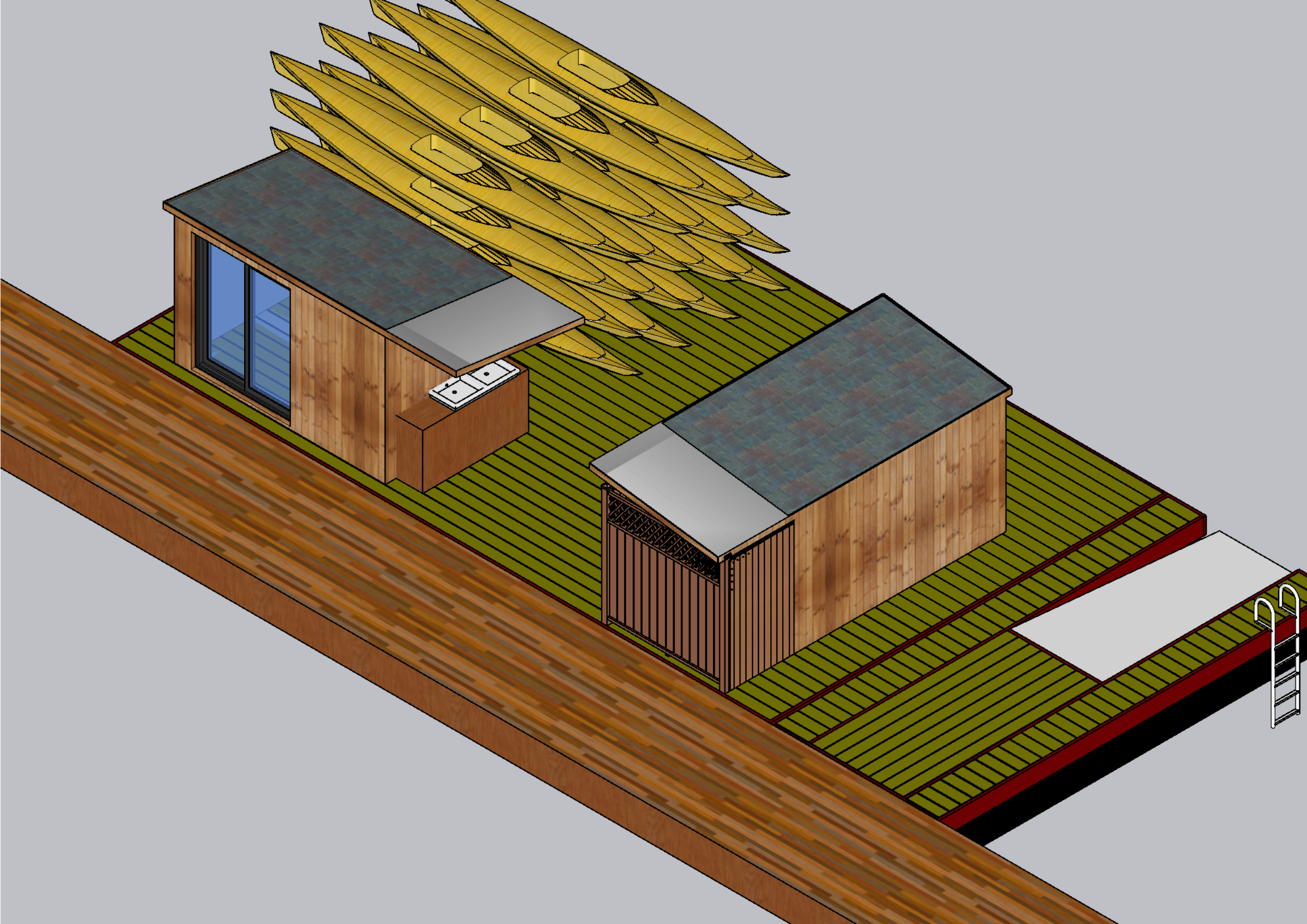
FINANCIAL IMPACTS:

Consistent income will be received through this annual lease.

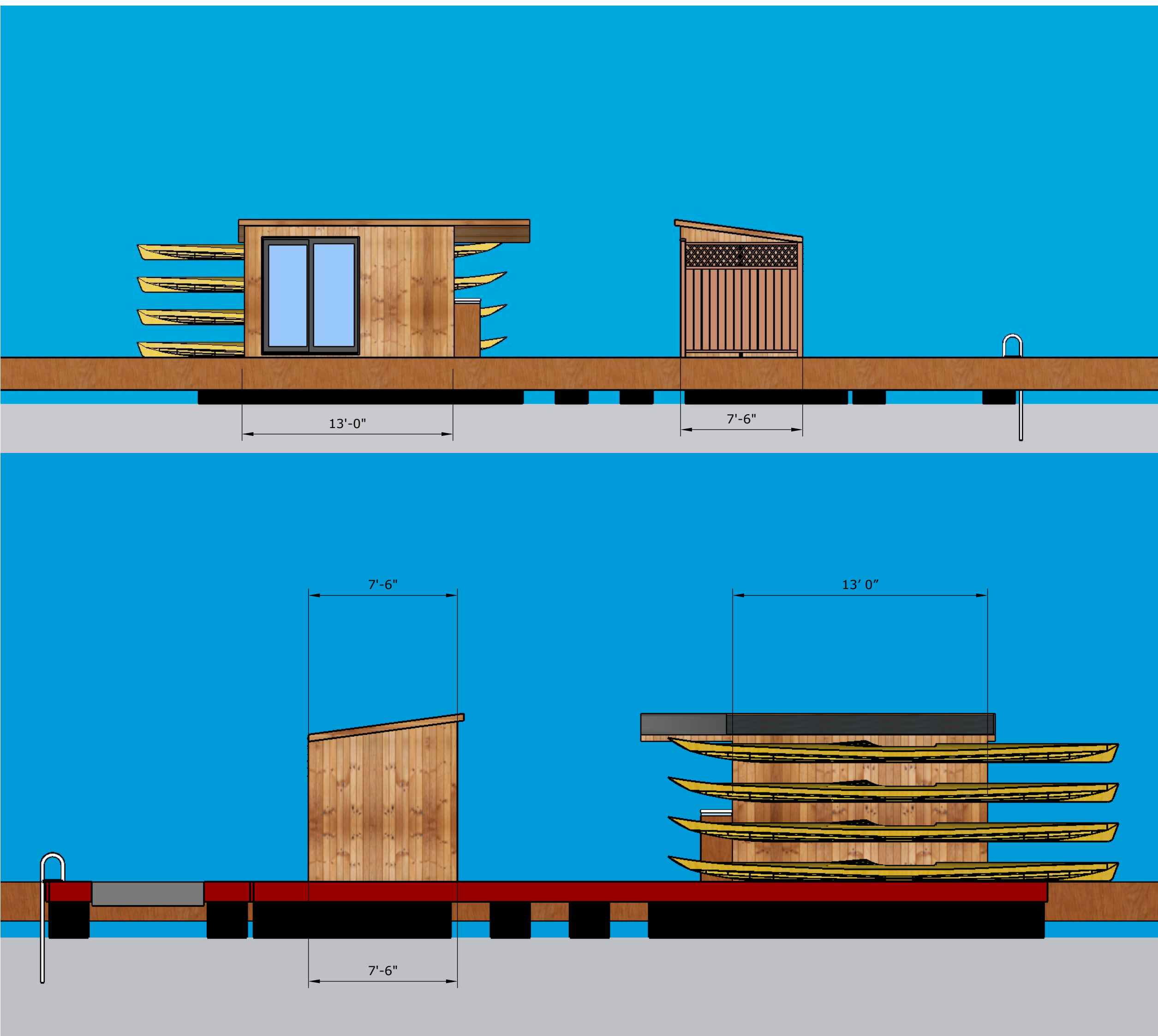
OPTIONS REVIEW:

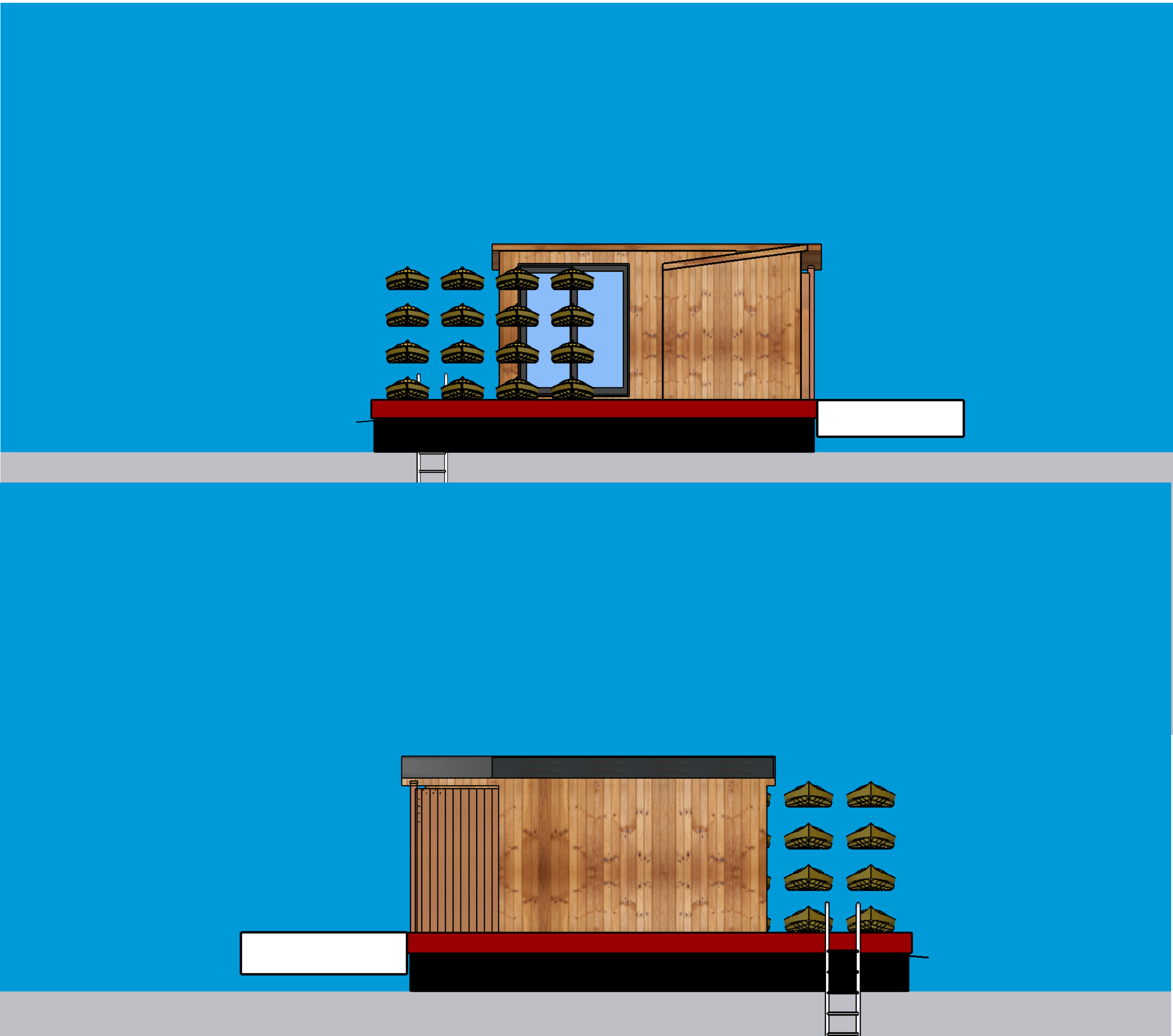
1. **THAT** the Harbour Authority approve the lease for Hello Nature Dock as an annual contract as per charter operations.
2. **THAT** the Harbour Authority provide alternative direction to Staff.

Respectfully submitted: Abigail K. Fortune, Manager of Recreation & Tourism











STAFF REPORT TO HARBOUR AUTHORITY

Harbour Authority Meeting: May 19, 2020
500 Matterson Drive, Ucluelet, BC V0R 3A0

FROM: ABBY FORTUNE, MANAGER OF RECREATION & TOURISM

FILE NO: 0540-20 AGENDA

SUBJECT: WORK PLAN – UCLUELET HARBOUR MASTER PLAN

REPORT NO: 20-40

ATTACHMENT: APPENDIX A: WORK PLAN – UCLUELET HARBOUR MASTER PLAN

RECOMMENDATION(S):

1. **THAT** the Harbour Authority receive the Work Plan – Ucluelet Harbour Master Plan attachment for information.

PURPOSE:

To provide the Harbour Authority with the information regarding the work plan for the Ucluelet Harbour Master Plan as outlined by Urban Systems.

BACKGROUND:

Since the most recent Harbour Master Plan was completed in 2012 with the intent that it be updated approximately every five years, Urban Systems has been contracted to assist the District of Ucluelet in the preparation of a new Harbour Master Plan. There have been some significant changes since the Harbour Master Plan was presented to Council. These changes are reflected in the Strategic Plan, Draft Official Community Plan and the Economic Development Plan. These plans introduce a number of strategies, goals, and policies that relate to areas in and around the Harbour.

The attached outlines Urban Systems work plan for the Harbour Master Plan.

TIME REQUIREMENTS – STAFF & ELECTED OFFICIALS:

Some Staff time will be dedicated to supporting Urban Systems in the development of the Harbour Master Plan and presenting the same to the Harbour Authority.

FINANCIAL IMPACTS:

The Project cost for the Master Plan will be up to \$36,040. These funds will be drawn from the Small Craft Harbour Reserve fund.

POLICY OR LEGISLATIVE IMPACTS:

The Ucluelet Harbour Master Plan's scope of work includes a review of related policies, local bylaws, and legislation. This review will ensure legislative compliance, continuity, and synergy.

OPTIONS REVIEW:

1. **THAT** the Harbour Authority receive the Work Plan – Ucluelet Harbour Master Plan attachment for information.
2. **THAT** the Harbour Authority provide alternative direction to Staff.

Respectfully submitted: Abigail K. Fortune, Manager of Recreation & Tourism

Appendix A

January 31, 2020

File: 001427.0010.00

PO Box 999
 District of Ucluelet
 200 Main Street
 Ucluelet, BC V0R 3A0

Attention: Mark Boysen, Chief Administrative Officer

RE: Work Plan – Ucluelet Harbour Master Plan – R1

We are pleased to provide this work plan to assist the District of Ucluelet in the preparation of a new Harbour Master Plan (the Plan), which is intended to be updated approximately every five years. The most recent version of the Plan was prepared by Levi Timmermans Consulting in 2012. In addition to emerging market and societal trends, the use of small craft harbours has seen significant and ongoing evolution over the past several years,¹ including but not limited to *changes to fisheries; environmental concerns (sea level rise and severity of storms); tourism and recreation; and Indigenous and community uses.*

The District of Ucluelet has also seen significant change since 2012, which is reflected through recent updates to its Strategic Plan (2019), Official Community Plan (2018) and Economic Development Strategy (2017). As each of these policy documents sets out strategies, goals, policies and recommendations for several areas and initiatives in and around the Ucluelet Harbour, it is important that the new Harbour Master Plan is well aligned and integrated in order to best address and capitalize on harbour-related challenges and opportunities. Similarly, there are several public realm improvement projects and initiatives underway throughout the District (at various stages of planning, design and construction) that will directly or indirectly affect (or be affected by) the Plan.

We look forward to working with you on this project. Within the following pages, we have provided a brief understanding of the project, along with our proposed work plan, team, budget and schedule. If you have any questions about this work plan or require further clarification, please do not hesitate to contact us.

Sincerely,



Phil Rinn, MBCSLA, M.Sc., LEED AP
 Project Manager



Dan Todd, P.Eng.
 Client Manager

¹ House of Commons Canada. *Ensuring the Sustainability of the Small Craft Harbours Program: Report of the Standing Committee on Fisheries and Oceans*. February 2019.
<https://www.ourcommons.ca/Committees/en/FOPO/StudyActivity?studyActivityId=9985543>

Date: January 31, 2020
 File: 001427.0010.00
 Attention: Mark Boysen, Chief Administrative Officer
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Project Understanding

The Ucluelet Harbour has been an important and defining feature for the local Indigenous community's history and culture for thousands of years. Indeed, the sheltered, deep water access that originally provided a safe landing point for canoes also provided an ideal location for the development of waterfront industry that followed, such as commercial fishing and forestry. Today, not only is Ucluelet still a 'working harbour', but the Harbour remains an integral pillar of the local economy, providing hundreds of direct and indirect jobs and generating revenue far beyond its physical borders. We understand the Ucluelet Harbour to be generally comprised of:

- Whiskey Dock (Main Street Wharf or Government Wharf); District owned
- Ucluelet West (Inner and Outer Basins)²
- Otter Street (Customs Dock or "52 Steps")²
- Various commercial and private docks, including the Sea Plane Base area

Per *Figure 1* below, the project scope generally extends from the Sea Plane Base in the north to the western edge of Hyphocus Island in the south.

Figure 1: Harbour Plan - Approximate Scope Boundary



Source: District of Ucluelet Harbour Plan (2012)

² **Note:** The federal harbours at Ucluelet West and Otter Street were originally operated by DFO's Small Craft Harbours division. However, control and management of the Harbour was transferred to the District with the establishment of the Ucluelet Harbour Authority (UHA) in 2006.

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In addition to commercial fishing and forestry, the Harbour provides direct access and support to other key industries such as aquaculture, recreation and tourism, among others. The increase in tourism (fuelled by land and water-based visitors to the Pacific Rim National Park Reserve, Broken Islands Group, Wild Pacific Trail, Tofino, etc.) brings both opportunities and expectations. Certainly, there is the expectation and enjoyment of an active and working Harbour; however, there is also an opportunity improve the Harbour's image and appeal through thoughtful enhancement of the visitor experience, for example by harnessing its role as an important community hub and improving the functional and symbolic connections between marine-related harbour activities and shore-based tourism across all seasons.

Work Plan

The following describes the detailed tasks that will be undertaken in completing this assignment.

Task	Description
1) Review & Compile Background Information	<ul style="list-style-type: none"> • Compile available CAD/GIS/aerial information and integrate into a comprehensive digital base plan to be used throughout the project. Includes a key map depicting the different harbour areas and access points (e.g. Inner Harbour, Main Street Wharf, etc.); • Research existing District community plans for relevant policy direction and alignment in regards to the Harbour Plan, including but not limited to: <i>Strategic Plan (2019)</i>; <i>Official Community Plan (2018)</i>; <i>Economic Development Strategy (2017)</i>; <i>Age-friendly Action Plan (2016)</i>; <i>Parks & Recreation Master Plan (2013)</i>.
2) Kick-off Meeting with key District Staff in Ucluelet	<ul style="list-style-type: none"> • Meet and establish communication approach; • Lead a critical discussion regarding the current status of key strategies, policies and priorities included within the 2012 Plan; • Identify and compile initial list of key stakeholders to be engaged (for further development of Task 4 below).
3) Stakeholder Engagement & Communications Plan	<ul style="list-style-type: none"> • Outline key engagement tasks, roles, methods and details to be developed and implemented throughout the project. At minimum, we envision engaging with: <ul style="list-style-type: none"> ○ Ucluelet Harbour Authority (UHA); ○ DFO Small Craft Harbour staff; ○ Commercial fishermen, tourism-based harbour companies and the public; ○ Local First Nations (i.e. Ucluelet and Toquat); ○ Harbour Authority Association of BC (HAABC).

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<p>4) Preliminary Site Inventory & Analysis (with support from District staff)</p>	<ul style="list-style-type: none"> • Walk/boat the study area to observe and discuss current use patterns, needs, opportunities and challenges; • Review existing context and site-specific considerations, such as: <ul style="list-style-type: none"> ○ ownership / lease; ○ land use and zoning (incl. on-site and adjacent activities); ○ historically significant cultural areas, upland/foreshore access points and connectivity gaps, etc.; ○ significant and physical site conditions, important upland/coastal views, etc. ○ asset condition reports (e.g. dock structures) ○ climate adaptation / mitigation factors (e.g. flood risk assessment and mapping) • Prepare a Site Analysis summary memo, including text and diagrams, outlining key character segments along the Harbour. Identify and recommend opportunities and challenges for further exploration.
<p>5) Key Stakeholder Workshops (assume 1-2 days)</p>	<ul style="list-style-type: none"> • Prepare written and graphic materials to support stakeholder and public communications, including a poster, letter to stakeholders, public notice, website invitation, etc. <p><i>Note: We assume that the District will take responsibility for distributing and posting communication materials, informing stakeholders, providing meeting venues and all associated costs.</i></p> <ul style="list-style-type: none"> • Solicit directed feedback on key components of the existing 2012 Harbour Plan, including progress on stated priorities and implementation steps, as well as any missing components; • Together with the workshop participants, develop a framework that sets to the direction of the future Harbour Plan. This will include integrating ideas, themes and opportunities from the 2012 Harbour Plan, as well as the District's other guiding policy documents, into overarching and site-specific guiding principles. • Prepare a summary memo of key conversations with stakeholders, including risks, opportunities and supporting graphics as required.
<p>6) Prepare Draft Harbour Master Plan Report (70%)</p>	<ul style="list-style-type: none"> • Systematically update each section of the 2012 Harbour Plan; • Based on the feedback received through the Stakeholder Workshops, prepare draft SWOT analysis and implementation plan, including Harbour priorities, timing and costs; • Review and confirm direction with key District Staff prior to UHA presentation (Task 7 below).

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7)	Presentation #1 to Ucluelet Harbour Authority (UHA)	<ul style="list-style-type: none"> Prepare and lead presentation to the UHA to garner initial feedback on the plan direction and priorities. Also, confirm the proposed information to be presented at the Community Open House.
8)	Community Open House	<ul style="list-style-type: none"> Prepare presentation materials and conduct a Community Open House to update Ucluelet residents and business owners on the status of the project and garner feedback on the priorities proposed within the draft Harbour Plan. The Open House materials would also be available as a PDF on the District's website. All received comments will be summarized and grouped according to theme for incorporation into the final Report.
9)	Finalize Harbour Master Plan Report (100%)	<ul style="list-style-type: none"> Based on the feedback received from the UHA and the Community Open House, revise and finalize the 2020 Harbour Master Plan Report.
10)	Final Presentation #2 to Ucluelet Harbour Authority (UHA) and Key Stakeholders	<ul style="list-style-type: none"> Final session with community leaders to present the key findings on the consultation and associated report.
11)	Project Management	<ul style="list-style-type: none"> Monthly project updates will be provided to key District staff, related to scope, deliverables, schedule, budget, issues and risks; Coordination with other ongoing public realm initiatives as needed.

Project Team

Dan Todd is the project manager for this assignment with the project team led by Phil Rinn. Phil has assembled a team of professionals based on Vancouver Island in our Courtenay and Victoria offices – see table below. In addition, we will draw on support staff throughout the project as needed.

Team Member	Position	Project Role
Phil Rinn	Landscape Architect & Integrative Planner	Project Manager & Stakeholder Engagement Lead
Dan Todd	Community Infrastructure Engineer	Client Manager & Project Advisor
Zack Haigh	Community Planner	Stakeholder Engagement & Production Support
Jake Hughson	Community Planner	Senior Review

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Schedule & Professional Fees

We anticipate this assignment taking approximately 6 months to complete. The total upset fee estimated to complete this project is **\$36,040**, including all professional fees and disbursements; excluding GST. The table below provides a proposed schedule and fee breakdown by task.

Task	Description	Schedule	Fees
1	Review & Compile Background Information	March 2020	\$2,030
2	Kick-off Meeting with key District Staff in Ucluelet	March 2020	\$2,040
3	Stakeholder Engagement & Communications Plan	March 2020	\$410
4	Preliminary Site Inventory & Analysis	March 2020	\$3,150
5	Key Stakeholder Workshops	April 2020	\$6,990
6	Prepare Draft Harbour Master Plan Report	May 2020	\$9,170
7	Presentation #1 to UHA	May 2020	\$1,440
8	Community Open House	June 2020	\$1,440
9	Finalize Harbour Master Plan Report	August 2020	\$4,030
10	Presentation #2 to UHA & Key Stakeholders (at scheduled UHA meeting; alternate date: Nov. 17)	September 15, 2020*	\$2,470
11	Project Management	Ongoing	\$2,870
TOTAL FEES (excluding GST)			\$36,040

**Note: Dates shown are approximate and may be adjusted as the project moves forward. Key objective to have project completed by end of 2020 calendar year.*

Meeting	Meeting Item Description	Resolution Text	Description	Follow-Up Status
19-Nov-19	Thornton Creek Enhancement Society, Mark Boysen, Chief Administrative Officer		Council requested that Staff present a report in February of 2020 which outlines options for making donations to Thornton Creek Enhancement Society and RDMSAR mandatory	Complete
19-Feb-19	Thornton Creek Enhancement Society Mayco Noël, Mayor	THAT Council direct the Harbour Manager to add a 2% voluntary donation for Thornton Creek Enhancement Society to Small Craft Harbour billing and reassess in 12 months.	THAT the Harbour Authority reassess the 2% voluntary donation to Thornton Creek in early 2020.	Complete
17-Sep-19	Scale Educational Component	THAT Council directs Staff to collaborate with the Ucluelet Aquarium to develop an educational component which will accompany the scale installed at the Small Craft Harbour.	Staff to collaborate with the Ucluelet Aquarium to develop an educational component which will accompany the scale installed at the Small Craft Harbour.	Assigned - <i>Approved in 2020 Budget</i>
17-Sep-19	Scale Installation at Small Craft Harbour	THAT Council directs Staff to install a fish scale at the Small Craft Harbour with District of Ucluelet branding.	Staff to install a fish scale at the Small Craft Harbour with District of Ucluelet branding.	Assigned - <i>Approved in 2020 Budget</i>
17-Sep-19	Seaplane Base Road Signage	THAT Council directs Staff to install signage at the end of Seaplane Base Rd. that directs users to park their boat trailers overnight in the Seaplane Base Recreation Hall parking lot.	Staff to install signage at the end of Seaplane Base Rd. that directs users to park their boat trailers overnight in the Seaplane Base Recreation Hall parking lot.	Assigned - <i>Approved in 2020 Budget</i>
18-Feb-20	MOTI Oceans Protection Plan Places of Refuge Initiative	THAT Council supports the Ministry of Transportation and Infrastructure's Ocean Protection Plan Places of Refuge Initiative, appoints Mark Boysen as the contact and will determine who will attend future events as needed.	Staff to contact the Ministry of Transportation to inform them of DoU participation and point person.	Complete

RESOLUTION TRACKING
Harbour Authority

Meeting	Meeting Item Description	Resolution Text	Description	Follow-Up Status
18-Feb-20	User Fee Update	THAT Council change the donations to a mandatory four percent fee for Marine Search and Rescue and two percent fee going to Thornton Creek Hatchery, effective March 1, 2020.	Staff to collaborate with Harbour Manager to update the fees as mandatory and include them in the brochure.	Complete
18-Feb-20	Harbour Authority Resolution Tracking	THAT Council recommends the Harbour Bylaw be amended to require proof of valid insurance for moored vessels	Staff to prepare amended Bylaw for presentation at the April HA meeting	Assigned