

**PACIFIC NORTH COAST INTEGRATED MANAGEMENT AREA INITIATIVE:**

**SUB-REGIONAL ADVISORY FORUMS SUMMARY REPORT**

**Spring 2011**

**Prepared by:**

**Alex Grzybowski**

Facilitator

**Disclaimer:** *The author has final responsibility for this summary report. The report is not a statement of the policies or positions of Fisheries and Oceans Canada or other agencies, and any errors or omissions are the facilitator's responsibility.*

## TABLE OF CONTENTS

Introduction .....	3
Key Themes and Recommendations .....	5
1. Integrated Economic Strategies.....	5
2. Marine Transportation and Vessel Safety .....	5
3. Fisheries (Commercial, Recreational and First Nations) .....	6
4. Marine Protection.....	7
Appendix 1: Forum Summaries by Location .....	9
Table 1 Campbell River .....	9
Table 2 Port Hardy .....	13
Table 3 Kitimat.....	17
Table 4 Prince Rupert.....	20
Table 5 Skidegate.....	23
Table 6 Bella Coola.....	26

## INTRODUCTION

During February and March of 2011, the Planning Office<sup>1</sup> for the Pacific North Coast Integrated Management Area (PNCIMA) Initiative planning process held a series of Sub-Regional Advisory Forums in Campbell River, Port Hardy, Kitimat, Prince Rupert, Skidegate and Bella Coola. These meetings are part of the PNCIMA Engagement Strategy which was developed in 2010 in consultation with coastal communities. The purpose of this round of community meetings was to introduce the ecosystem-based management (EBM) approach that is being developed within PNCIMA and to receive feedback from communities on four broad categories of issues that are central to the planning process. In addition, PNCIMA Planning Office staff provided an update on what PNCIMA has accomplished since the last round of community meetings in the spring of 2010.

The draft definition of EBM presented to the communities was: “an adaptive approach to managing human activities that seeks to ensure the coexistence of healthy, fully functioning ecosystems and human communities.”

This draft definition was developed in collaboration with a multi-stakeholder Integrated Oceans Advisory Committee (IOAC) that meets regularly throughout the planning process to provide advice and recommendations to inform the plan. EBM principles and goals are also under development with input from the IOAC. The definition, principles and goals are intended to provide a foundation for the advice and strategic direction developed within the PNCIMA plan.

The Issues and specific questions discussed with communities included:

1. Integrated Economic Strategies

Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?

2. Marine Transportation and Vessel Safety

What are the most significant transportation and Vessel Safety issues in your community?

What do you feel should be done about them?

How would this action relate to the EBM definition, principles and goals?

3. Fisheries (Commercial, Recreational and First Nations)

What are the most significant fisheries issues in your community?

---

<sup>1</sup> The Planning Office consists of representatives from federal government agencies, provincial government agencies, and First Nations. It provides administrative and coordination support to the planning process.

What do you feel should be done about them?

How would this action relate to the EBM definition, principles and goals?

#### 4. Marine Protection

What are the most significant marine protection issues in your community?

What do you feel should be done about them?

How would this action relate to the EBM definition, principles and goals?

Attendance at the community meetings included a broad range of interests in the marine and coastal environment. The number of attendees was approximately 200 including those who participated through the webcast.

Each meeting was videotaped and the resulting videos are on the PNCIMA website at <http://www.pncima.org/site/meeting-hub.html> so that anyone who is interested can see what was said in each meeting. The videos are broken down by agenda item making it is easy to go to the portion of the meeting that is of most interest. For example, most of the substantive content of this report is reflected in the breakout group reports section of each meeting which provides a concise summary of what participants had to say about the four main issues discussed. This report summarizes the highlights from each of the community meetings and provides an overview of key themes and recommendations emerging from the discussions. Specific discussions as organized by forum location can be found in Appendix 1.

This report was prepared by the facilitator of the Sub-Regional Advisory Forums and any errors or omissions are the facilitator's responsibility. The verbatim record of the meetings is part of the videos for those interested in more details or points that are not incorporated into this summary. The links to the videos are as follows.

<http://pncima.org/site/meeting-hub/campbell-river-forum-march-2011-video.html>

<http://pncima.org/site/meeting-hub/port-hardy-forum-march-2011.html>

<http://pncima.org/site/meeting-hub/kitimat-forum-march-2011.html>

<http://pncima.org/site/meeting-hub/prince-rupert-forum-march-2011.html>

<http://pncima.org/site/meeting-hub/skidegate-forum-march-2011.html>

<http://pncima.org/site/meeting-hub/bella-coola-forum-march-2011.html>

Some of the feedback provided by communities relates to issues that are outside of the scope of the planning process (e.g., deciding the outcome of the Enbridge Northern Gateway pipeline proposal, defining fisheries access or allocation). The Planning Office will seek ways to share this feedback with the

appropriate management and decision-making processes while focussing on the feedback that is clearly within the scope of the PNCIMA planning process.

## KEY THEMES AND RECOMMENDATIONS

### 1. Integrated Economic Strategies

All communities provided suggested economic strategies for consideration in PNCIMA. In some cases these strategies were comprehensive and detailed and developed through formal community processes. In other cases, the strategies were less formal based on the participants experience with making a living in the local economy. In summary terms the direction provided by communities regarding integration of local economic strategies into PNCIMA is:

Incorporate and reinforce local and sub-regional marine related economic strategies within PNCIMA. In most communities this will involve:

- rehabilitating marine ecosystems and associated fish populations as a cornerstone for community development, sustainability and quality of life.
- expanding access to commercial, recreational and subsistence fishing opportunities within local communities.
- combining a wide range of opportunities in order to capitalize on the potential benefits and avoid the pitfalls of dependency on a single sector. This should help in mitigating the risks to the coastal economy associated with the impacts of the major development trends on the coast such as increased marine traffic and the associated risk of spills, pollution, noise and damage to coastal resources that support the coastal economy. As one Port Hardy business owner put it “the economy is a wholly owned subsidiary of the environment – if the ocean dies we die.”

### 2. Marine Transportation and Vessel Safety

What are the most significant transportation and Vessel Safety issues in your community?

All or most communities identified the following key issues:

- Increased marine traffic and the associated risk of accidents, spills of various pollutants including oil, fuel, possibly bitumen, and increasing noise. The risks associated with a spill from one of tankers that would be associated with the Enbridge pipeline proposal is a serious concern to the vast majority of the participants in these meetings.
- Ballast water, grey water and black water discharge from all types of vessels and a lack of sufficient and consistent regulatory standards to manage these sources of pollution.
- Importation of invasive species by foreign vessels.
- De-manning and decommissioning of the lighthouses reducing the quality of emergency response capabilities and weather reporting.

- Insufficient, and in many cases declining, emergency response capability and lack of local involvement and capacity building for emergency response.
- Uncertified vessel traffic and lack of enforcement and monitoring of vessel certification standards.
- Insufficient and declining levels of services such as docks, pump out facilities, oil disposal facilities, and garbage collection facilities.

What do you feel should be done about them?

- Reduce the risks associated with increased traffic by increasing traffic management such as vessel tracking systems, and further developing and enforcing vessel certification standards. Ensure pilots in dangerous and sensitive waters are both qualified and knowledgeable about local conditions.
- Strengthen emergency response capacities and take advantage of the potential to build emergency response capacity within local communities (E.g. Hartley Bay residents saved many of the people when the Queen of the North sank).
- Develop stricter and consistent regulations for ballast, grey water and black water dumping. Sewage should be treated before it is dumped. Standards for ocean dumping should not be lower than in US waters. Expand waste management facilities including pump out stations and used oil disposal facilities on docks by addressing the liability issues and investing in the expansion of these services.
- Keeping oil tankers offshore so as to minimise the damage that could occur if there was a large scale spill near inshore waters.
- Track the port of origin of incoming vessels to assess the level of risk for introduction of invasive species and respond accordingly.
- Restore the quality and services of light stations and re-man lighthouses that were previously manned.
- Increase transportation management including increased use of shipping lanes supported by stricter enforcement.
- Strengthen enforcement capacity for all types of marine transportation regulation and engage local communities and marine user groups in the enforcement process.

How would this action relate to the EBM definition, principles and goals?

- Preventing catastrophic spills and cumulative effects from multiple pollution sources supports a healthy marine ecosystem which is the basis for much of the marine and local economy. This is EBM in practice.

### **3. Fisheries (Commercial, Recreational and First Nations)**

What are the most significant fisheries issues in your community?

Common themes and recommendations from the communities included:

- Significant declines in important local fish stocks and local fishing fleets. All of the communities used to have more involvement in the fishing industry which formed an important part of the local economy.
- Declines in stocks have also affected subsistence and traditional fisheries and the decline, (and in some locations the disappearance e.g. some eulachon runs), has had serious cultural impacts for First Nations.
- Consolidation of the fishing fleet has also reduced local processing and some types of fishing such as dragging are believed to be having serious impacts on the ecosystem.
- Lack of sufficient data, monitoring, and baseline research on marine ecosystems and minimal community engagement in resolving this issue.
- Lack of enforcement of existing regulations.
- Halibut decline and quota issues between recreational and commercial fishers.

What do you feel should be done about them?

- Rehabilitate marine ecosystems and fish populations in order to re-establish or expand fishing opportunities in communities.
- Create opportunities for communities to reengage in fisheries both commercially and for subsistence.
- Expand ocean ranching to reintroduce stocks more directly.
- Increase monitoring, research and enforcement and involve communities to help develop this increased management capacity.
- Rebalance the halibut quota allocation to ensure communities have sufficient access to halibut fishing opportunities.

How would this action relate to the EBM definition, principles and goals?

- Rehabilitation of marine ecosystems and fish populations in support of community economic and cultural health is central to the EBM definition.
- Development and application of a more robust knowledge base is also essential to EBM implementation, as is collaborative management involving affected people and communities.

#### **4. Marine Protection**

What are the most significant marine protection issues in your community?

- Lack of sufficient protection for key locations and ecosystems (e.g. estuaries, key rearing areas, small reef/island complexes, rookeries, sea bird colonies, sponge reefs).
- Spatial protected areas are not sufficient to protect marine ecosystems and there is concern that they may exclude compatible uses.
- Protection also involves reducing impacts from vessel traffic (noise and pollution) and the risk of oil and other types of spills.

- Lack of monitoring and enforcement of existing protection, including uncertainty about whether existing protective measures are actually creating any benefits.
- Need for community engagement in establishing and enforcing marine protection measures.

What do you feel should be done about them?

- Increase protection while maintaining compatible uses.
- Implement an integrated approach to protection that considers more than areas and ecosystem types. Include consideration of pollution control, disaster risk reduction, emergency response and more sophisticated regulations (e.g. protect brood stocks) in the marine protection strategy.
- Enhance research, monitoring and enforcement and engage communities in the delivery of all of it.

How would this action relate to the EBM definition, principles and goals?

- An effective marine protection strategy that enables ecosystems and fish populations to recover is integral to sustaining the benefits communities can, and in some cases, still do derive from the marine environment. Implementation of EBM should help restore the ecosystem health and fish populations that many community members experienced in the past.



## APPENDIX 1: FORUM SUMMARIES BY LOCATION

**Table 1 Campbell River**

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• Several representatives indicated that there is a long list of initiatives that should be considered. They provided this list to the Planning Office:                             <ul style="list-style-type: none"> <li>○ Campbell River is developing a sustainable community plan which may have guidelines around marine setbacks that should be considered within PNCIMA</li> <li>○ NASAPI: national aquaculture strategic aquaculture plan initiative (west coast finfish and shellfish plan)</li> <li>○ Campbell River has a committee that works with cruise ships that should be engaged</li> <li>○ New aquaculture opportunities such as geoduck culture</li> </ul> </li> <li>• This part of the PNCIMA process needs to engage the small businesses on the coast in an all-encompassing approach that integrates the different types of businesses rather than the silo approach, this approach needs to recognize the coastal aspects of all industries</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Oil tanker traffic and the risk of oil spills and other pollution from ships such as waste discharge from cruise ships</li> <li>• Inconsistencies in regulations of waste discharges from pleasure crafts vs. cruise ships</li> <li>• Management of invasive species that are harming the environment</li> <li>• Increased industrial tanker/shipping traffic as well as other types of boat traffic leading to overcrowding and more accidents</li> <li>• Uncertified marine transport of fuel (see submitted 2-page report by captain)</li> <li>• Increase in amount of activity/traffic and potential for incident (made worse by uncertified transport moving fuel around)</li> <li>• Crowding directly relates to the importance of light station staffing, which is declining and impacting transportation and safety for public and industry</li> <li>• Diminishing level of services for small boaters (e.g. divestment of docks, decrease in # of private facilities)</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Develop consistent regulations for sewage dumping combined with greater enforcement and increased,</li> </ul>

	<p>regular and comprehensive monitoring</p> <ul style="list-style-type: none"> <li>• Maintain quality and services of light stations</li> <li>• Identify sensitive areas and make sure they are protected</li> <li>• Develop a broad multi-sector buy-in to the issues and solutions</li> <li>• Transport Canada must inspect uncertified marine transport and improve regulations</li> <li>• Consider privatizing inspections, and self-inspection</li> <li>• Increase awareness of what's on the water (i.e. what people are moving and who is moving it)</li> <li>• Make forestry operators who are buying fuel accountable for ensuring that who they're buying it from is certified</li> </ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"> <li>• Reduction in pollution and other risks associated with vessel traffic will help protect the marine environment</li> <li>• Improved economic strategy will benefit people</li> <li>• Lower risk to the environment and increased benefits to people delivers EBM</li> </ul>
<b>Fisheries (Commercial, Recreational and First Nations)</b>	
What are the most significant fisheries issues in your community?	<ul style="list-style-type: none"> <li>• Transfer of management of aquaculture to DFO</li> <li>• Need for more openness and communication around how fisheries and fish aquaculture are managed and the regulations in place</li> <li>• Enforcement of existing measures (e.g. rockfish conservation areas) and lack of awareness that they exist</li> <li>• Spatial interactions and conflicts in southern Johnstone Strait between different fisheries during big runs</li> <li>• Lack of real data</li> <li>• Not enough stocks getting up the Fraser</li> </ul>
What do you feel should be done about them?	<ul style="list-style-type: none"> <li>• Increase investment in closed containment finfish aquaculture</li> <li>• Rolling openings between fisheries temporally and spatially</li> <li>• Consider stiffer penalties for negative interactions between fisheries</li> <li>• Better signage and information at marine access points and charter/lodge facilities about the measures in place</li> <li>• Improved enforcement - invert the management pyramid by getting more DFO staff on the water, rather than more people 'on top'</li> <li>• Need more people on the Fraser River to make sure that enough salmon are getting past nets</li> <li>• Collect previous year's fishing licences to get data about where fish were caught</li> <li>• Gather more data from commercial fishermen</li> </ul>

<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Delivering these solutions would benefit fish populations, reduce conflicts and increase the sustainability of fisheries, all of which are part of implementing EBM</li> </ul>
<p><b>Marine Protection</b></p>	
<p>What are the most significant marine protection issues in your community?</p>	<ul style="list-style-type: none"> <li>• Recognize that the concept of marine protected areas (MPAs) as tools to protect habitat and ecosystems may be good for some things but not for others (may be detrimental for some)</li> <li>• Don't look at MPAs as save-all tools - they can provide specific measures/levels of protection for certain things</li> <li>• Identify and protect critical habitats that are most important to key life history stages (e.g., spawning, juveniles)</li> <li>• Lack of fisheries compliance and overall compliance</li> <li>• Dumping of bilge, sewage, and other garbage</li> <li>• Standardization of pollution regulations (e.g. localized or vessel-based sewage regulations)</li> <li>• Communication regarding Rockfish Conservation Areas – where they are, are they working etc.</li> <li>• Lack of awareness of what to protect because many people don't know a lot about some areas of the ocean (e.g., deep sea life)</li> <li>• Historical loss of estuaries and wetlands due to progressive development</li> <li>• Sea level rise that results in 'nowhere to go' for estuaries and wetlands – how to mitigate?</li> <li>• Impact of terrestrial activities (e.g., mining) on estuaries and wetlands</li> <li>• Dumping on shorelines, ocean dredging and dumping (spoil grounds)</li> <li>• Effects of Independent Power Projects</li> <li>• Economic implications of MPAs</li> <li>• Seal populations were better managed in the past than now (implications on fish populations)</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Systematic plan for better surveying of marine ecosystems to lead to classification to lead to identification of unique and sensitive areas</li> <li>• Prioritize protection of key ecosystem features such as estuaries and eelgrass</li> <li>• Develop multi-sector buy-in for MPA implementation</li> <li>• Better education of why it is important to conserve these areas</li> <li>• Consider special measures for special areas (e.g., critical habitat, fish migration routes)</li> <li>• Restoration or reclamation of damaged (and now abandoned) estuaries</li> <li>• Provide more protection to estuaries and consider the role estuaries might play regarding climate change due to their role as carbon sinks</li> </ul>

	<ul style="list-style-type: none"><li>• Improve data comprehensiveness (e.g., for critical habitat)</li><li>• Provide pump-out facilities, particularly for cruise ships</li><li>• Regulations must apply to all</li><li>• Attend to seal populations</li></ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"><li>• Reduce impacts on ecosystems</li><li>• Maintain/restore healthy ecosystems to ensure the possibility of future economic opportunities</li><li>• Require increased collaborative management - make government departments and agencies more integrated and collaborative in their decision-making processes</li></ul>

**Table 2 Port Hardy**

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• Develop diversified and complimentary strategies (no one on the coast can make a living doing just one thing)</li> <li>• Look at all kinds of opportunities and don't dismiss any opportunity (e.g., recognize beachcombing, tourism, industrial consultants, whale watching, development of ports and harbours in all communities, gravel activities in Port McNeill, fish processors)</li> <li>• Processing jobs are moving off land where plants are not regulated/monitored in the same way or with the same standards</li> <li>• Port Hardy sign = 'gateway to adventure' = economic strategy</li> <li>• Fisheries and user-pay systems negatively impact people with fewer resources</li> <li>• Some economic activities cross themes (e.g., tourism relies on wildlife which rely on protection)</li> <li>• Develop processes that don't require onerous permitting on uses</li> <li>• Think about what will work for user groups</li> <li>• Devise local zoning strategies that enable better access for activities (e.g., marine tourism)</li> <li>• Local economy is currently not headed in the right direction</li> <li>• PNCIMA should engage local people, authorities, and businesses to create a sustainable plan</li> <li>• Engage artists to complete a visioning exercise</li> <li>• Guild on local environmental consciousness among all users (incl. businesses)</li> <li>• "economy is a wholly owned subsidiary of the environment" – "if the ocean dies, we die"</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Marine pollution due to increased ship traffic</li> <li>• Waste dumping</li> <li>• Poor oil spill preparedness and associated potential for devastation of the environment and economy</li> <li>• CCG response times to vessels in distress</li> <li>• Capacity to deal with larger vessels in distress (e.g., tankers, barges)</li> <li>• Increased number of vessel types and speed</li> </ul>

	<ul style="list-style-type: none"> <li>• Effects of traffic noise and density on ecosystem components (e.g., marine mammals, reserves)</li> <li>• Limited fuel stations in areas can lead to safety problems (e.g., vessels running out of fuel)</li> <li>• Vessel certifications and rules</li> <li>• Scaling back of lighthouse staffing</li> <li>• Many vessels are not complying with existing regulations and no one is checking for compliance</li> <li>• No clear responsibility to deal with derelict/sunken/sinking vessels</li> <li>• Lack of manned lighthouses is diminishing ability to maintain safety</li> <li>• Increased vessel sizes = increased risk down Inside Passage</li> <li>• Enbridge will increase all of these risks</li> <li>• Ship strikes of marine mammals</li> <li>• Noise effects on marine mammals</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Need more fuel stations</li> <li>• Increase enforcement and monitoring of certification rules</li> <li>• Require insurance of vessels for seaworthiness and safety</li> <li>• Adopt a multifaceted waste reduction approach, waste treatment guidelines and stricter regulations on marine dumping and pump out facilities</li> <li>• Keep light stations manned</li> <li>• Increase the number of life boat/coast guard stations</li> <li>• Increase enforcement staff</li> <li>• Implement a user-pay/industry-pay system (e.g., lighthouse tax)</li> <li>• Cut costs of lighthouse maintenance</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Increased enforcement presence will support the realization of EBM objectives (e.g., healthier ecosystem and economy)</li> <li>• Think about the wildlife that may be affected by increased marine traffic and incorporate this as a factor in EBM decision making</li> </ul>
<p><b>Fisheries (Commercial, Recreational and First Nations)</b></p>	
<p>What are the most significant fisheries issues in your community?</p>	<ul style="list-style-type: none"> <li>• Halibut allocation (i.e., need more halibut available to locals)</li> <li>• Competition for fish in certain areas (e.g., Johnstone strait sockeye fishery - north end fishers get greater opportunity than those on south end)</li> <li>• Lack of knowledge regarding how sustainable fisheries can work</li> </ul>

	<ul style="list-style-type: none"> <li>• Marine mammal predation on valued fish stocks</li> <li>• Current management that doesn't seem to be ecosystem-based</li> <li>• Not considering needs of other species (e.g. whales) when setting quotas</li> <li>• Interactions between uses (e.g., effects of aquaculture)</li> <li>• Competition between commercial and recreational sectors</li> <li>• Local access to fishing grounds</li> <li>• Emerging fisheries' (e.g., Quatsino sardine fishery) possible conflict with other fisheries and closures (bycatch of fish from closed fisheries)</li> </ul>
What do you feel should be done about them?	No feedback provided for this question.
How would this action relate to the EBM definition, principles and goals?	No feedback provided for this question.
<b>Marine Protection</b>	
What are the most significant marine protection issues in your community?	<ul style="list-style-type: none"> <li>• Lack of info on special areas</li> <li>• Data gaps on unique ecosystem features</li> <li>• People reluctant to come forward with information on special areas because it may lead to closures</li> <li>• Lack of awareness of MPAs- what they are, how they work etc.</li> <li>• Misconceptions associated with marine protection</li> <li>• Other jurisdictions look at 'quid pro quo' approach</li> <li>• Effects of noise and acoustics on species</li> <li>• Some good protection is in place (e.g., Robson Bight) but protection may not be sufficient</li> <li>• Lack of regulation on different types of uses (e.g., sewage, food processing, bilge dumping at sea)</li> <li>• Impacts of trawl fishery</li> <li>• Oil and gas exploration on inside waters (maybe possible in future when better technology emerges)</li> <li>• Lack of MPAs and analysis to support establishment of MPAs</li> </ul>
What do you feel should be done about them?	<ul style="list-style-type: none"> <li>• Gather more information and make it available to decision-makers to protect unique and special features</li> <li>• Create mapping databases</li> <li>• Improve analysis of MPA benefits and costs</li> <li>• Integrate information into decision-making process</li> <li>• Need for better enforcement of protected areas, especially with respect to impacts from recreational fisheries</li> </ul>

	<ul style="list-style-type: none"> <li>• Do more to share information among governments and stakeholder groups</li> <li>• Increase funds for enforcement to protect unique areas</li> <li>• Improve collaboration between governments and stakeholders on information gathering, awareness building and enforcement</li> <li>• Increase community involvement in enforcement and public accountability for use of resources</li> <li>• Simultaneously identify areas where access for certain activities is guaranteed</li> <li>• Need better information about what we need to protect</li> <li>• Implement precautionary approach when we don't know a lot</li> <li>• Apply regulations to all user groups equally and enhance standards</li> <li>• Provide land-based pump-out facilities (e.g., at docks, marinas)</li> <li>• Better enforcement of existing regulations (e.g., increased salaries and capacities)</li> <li>• Increased public awareness</li> <li>• Expanding number of MPAs makes sense economically and ecologically</li> <li>• MPAs don't need to be permanent but can move to maintain recovery across seascape</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Increased protection is directly linked to increased economic health which is what EBM is supposed to accomplish</li> <li>• Increasing collaboration is also integral to EBM</li> </ul>



**Table 3 Kitimat**

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• Kitimat Valley is developing as an energy corridor (e.g., LNG, Rio Tinto, Methenex, possibly Enbridge together with Sand and Gravel transport) - these developments need to be accounted for in PNCIMA as they all result in increased traffic on the water</li> <li>• Enbridge is currently the major socioeconomic development issue in Kitimat</li> <li>• Participants expressed concern that the risks associated with Enbridge far outweigh the benefits from a local perspective</li> <li>• Bitumen is perceived to be far more risky than oil if it is spilled in the marine environment</li> <li>• Enbridge may result in a decrease in local jobs given the predicted and potential impact on existing activities that a spill could have</li> <li>• Recreational development at Cleo Bay is promising</li> <li>• There is currently a limited amount of public access to the sea in Kitimat and a recreational park at Cleo Bay with cabins, moorage, and other boating facilities would attract many visitors while improving access to the marine environment for locals</li> <li>• Rehabilitating the environment, particularly rebuilding salmon, eulachon and halibut stocks, will generate future economic well being for the community</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Large tankers associated with potential Enbridge development</li> <li>• Lack of capacity to respond to a spill the size and scale associated with large tankers, particularly if it is Bitumen</li> <li>• Very narrow channels and associated sensitive areas</li> <li>• Ballast and other waste dumping</li> <li>• Lack of safe moorages in Douglas channel</li> </ul>

<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Limit the size of vessels in the inside waters</li> <li>• Increase coast guard and oil spill response capacity and establish an authority to monitor and manage ship traffic</li> <li>• Improve navigation aids</li> <li>• Establish regulations that reflect the level of risk that is associated with the marine traffic</li> <li>• Need to study navigation through the narrows to develop improved capacity to prevent accidents</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• These actions would reduce the risk to the environment and associated economic activities</li> <li>• Local management marine activities would increase employment</li> <li>• More sustainable economic vision for the local communities</li> </ul>
<p><b>Fisheries (Commercial, Recreational and First Nations)</b></p>	
<p>What are the most significant fisheries issues in your community?</p>	<ul style="list-style-type: none"> <li>• Collapse of eulachon and sardine stocks which are forage fish as well as a food fish</li> <li>• Reduction of salmon and halibut stocks have had an impact on First Nations food fisheries and local food fishers as well as recreational fishing</li> <li>• Reduction in enhancement facilities</li> <li>• Poor enforcement and monitoring</li> <li>• Recreational fishing is too focussed on volume rather than quality of experience</li> <li>• Halibut quota distribution between recreational and commercial fishing is not fair</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Need to rebuild stocks to provide for future sustainability</li> <li>• Increase enhancement</li> <li>• Engage locals in enforcement and monitoring</li> <li>• Shift recreational/tourism promotion and marketing from catching fish to experiencing the area</li> <li>• Redistribute Halibut quota</li> <li>• Improve data gathering and monitoring</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Rehabilitating ecosystems and rebuilding fish stocks creates economic opportunity and increased sustainability for the communities</li> <li>• It also has benefits for other species such as whales</li> <li>• These interactions and outcomes are integral to EBM</li> </ul>

<b>Marine Protection</b>	
What are the most significant marine protection issues in your community?	<ul style="list-style-type: none"> <li>• Channel has a low flushing rate and is therefore sensitive to pollution</li> <li>• Protection of important feeding areas, rookeries, and Costy Rocks</li> <li>• Lack of recognition of the whole central and north coast as a globally significant marine area</li> </ul>
What do you feel should be done about them?	<ul style="list-style-type: none"> <li>• Establish MPAs in Douglas Channel – Costy Rocks</li> <li>• Enforce the rules that are in place</li> <li>• Designate the whole central and north coast as an area for marine protection with various types of protection integrated into it</li> </ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"> <li>• Managing for protection of the marine environment will result in an improved economy</li> </ul>

**Table 4 Prince Rupert**

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• Lots of local economic strategies that should be integrated into PNCIMA including for example:                             <ul style="list-style-type: none"> <li>○ Sustainable Marine Fisheries Community Alliance which includes a detailed plan for revitalizing the local fishing economy</li> <li>○ Expansion of the small craft harbour</li> <li>○ Ecotourism strategy</li> <li>○ Shellfish aquaculture strategy</li> <li>○ PR Economic development office cruise ship strategy</li> </ul> </li> <li>• Improve PSP testing to reduce closures on shellfish</li> <li>• Expand the small craft harbour</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Decommissioning of lighthouses</li> <li>• Decline in the resources available for emergency response – no salvage tug, helicopter is in Alaska, no radar tracking</li> <li>• Risks associated with Enbridge and big tankers – one spill could be much larger than Exxon Valdez</li> <li>• Invasive species, bilge and waste water dumping, and oil dumping</li> <li>• Increased liability concerns have undermined the willingness of docks to dispose of used oil</li> <li>• Recreational moorage buoy program has resulted in increased impacts</li> <li>• Noise from vessels affecting whales and other species</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Provide training in local communities to become a workforce for emergency response (e.g., Hartley Bay people saved many passengers from the ferry sinking)</li> <li>• Reverse the de-manning of lighthouses</li> <li>• Increase opportunities to establish waste management facilities and pump out facilities on docks by</li> </ul>

	<p>addressing the liability issues</p> <ul style="list-style-type: none"> <li>• Track the port of origin of incoming vessels to assess the level of risk for introduction of invasive species and respond accordingly</li> <li>• Increase the number of vessel inspectors</li> <li>• Collect more data for oceanographic planning</li> <li>• Establish a marine transportation and safety program at the local college</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Improved Marine Safety = Less environmental, economic and community risk</li> <li>• Framework for data collection and monitoring is essential for EBM implementation</li> </ul>
<p><b>Fisheries (Commercial, Recreational and First Nations)</b></p>	
<p>What are the most significant fisheries issues in your community?</p>	<ul style="list-style-type: none"> <li>• Collapse of the local fishing fleet</li> <li>• Lack of monitoring</li> <li>• Lack of protection for larger fish as brood stocks</li> <li>• Spatial conflicts between fisheries and other users</li> <li>• Halibut decline and quota issues between recreational and commercial fishers</li> <li>• Collapse of eulachon population</li> <li>• Impacts from draggers</li> <li>• Lack of data on habitats and populations</li> <li>• Uncertainty of impacts of finfish aquaculture on wild stocks</li> </ul>
<p><b>What do you feel should be done about them?</b></p>	<ul style="list-style-type: none"> <li>• Sustainable Marine Fisheries Community Alliance proposed strategy</li> <li>• Establish a marine research station in the north</li> <li>• Increase local capacity for monitoring, data collection and enforcement</li> <li>• Enable more local people to work on the water</li> <li>• Use an EBM-based stock assessment approach for all stocks</li> <li>• Undertake spatial planning to reduce conflicts between fisheries and different marine user groups</li> <li>• Invest license fees into management</li> <li>• Increase local area management decision making models as per the West Coast Management Board on Vancouver Island</li> </ul>

<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• These strategies recognize the interconnected nature of the marine economy and the marine environment including the various fisheries and recreational activities that are sustained by it</li> <li>• This understanding and approach is essential to EBM implementation</li> </ul>
<p>Marine Protection</p>	
<p><b>What are the most significant marine protection issues in your community?</b></p>	<ul style="list-style-type: none"> <li>• Major oil spill is the single biggest threat to the marine ecosystem and related economy</li> <li>• Insufficient monitoring and data collection – manning the lighthouses is part of this</li> <li>• Protection of the Sponge Reefs</li> <li>• Lack of First Nations involvement in protection planning</li> <li>• Lack of recognition of the values and sensitivities associated with the upper inlets</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Reduce all risk factors associated with oil spills</li> <li>• Establish Sponge Reef protected area</li> <li>• Engage First Nations in MPA planning more effectively</li> <li>• Focus on upper inlets in MPA planning</li> <li>• Increase monitoring and enforcement in MPAs</li> <li>• Ensure compatible uses are not excluded</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Effective marine protection is integral to EBM because protection enables rehabilitation and stock recovery, which increase various use opportunities</li> </ul>

Table 5 Skidegate

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• There are several local economic strategies that should be integrated into PNCIMA, including:                             <ul style="list-style-type: none"> <li>○ Misty Island Economic Development Plan</li> <li>○ Haida Gwaii Tourism Plan</li> <li>○ The Regional District Official Community Plan</li> </ul> </li> <li>• In addition to these formal plans the following sectors need to be addressed:                             <ul style="list-style-type: none"> <li>○ Shellfish aquaculture, including the current pilot projects</li> <li>○ Tidal and wind energy</li> <li>○ Terrestrial marine suppliers and processors</li> <li>○ Transportation, particularly the ferry service</li> <li>○ New Fisheries, such as a winter salmon fishery</li> </ul> </li> <li>• DFO economic development programs and enhancement projects should also be incorporated</li> <li>• Other factors that should be considered from an economic perspective include local food security, integration with terrestrial development plans (e.g., OCP), and capacity building to enable local people to increase their leadership role</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Increased marine traffic and associated risk of accidents and spills, particularly the tankers that would be associated with the Enbridge development</li> <li>• Ballast water, grey water and black water discharge from all types of vessels, including cruise ships</li> <li>• De-manning of the lighthouses reducing the quality of weather reports and response capabilities</li> <li>• Conflicts between vessel traffic and crab traps and shellfish aquaculture sites</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Increase capacity to manage vessel traffic, including radar tracking</li> <li>• Involve local guardians in enforcement and monitoring activities and build their capacity to respond</li> </ul>

	<p>effectively by providing resources, training and visibility</p> <ul style="list-style-type: none"> <li>• Tighten regulations associated with marine traffic (e.g., ballast water exchange, black and grey water dumping), shipping lanes, and vessel certification</li> <li>• Treatment before discharge should be the rule</li> <li>• Use pilots that are familiar with local waters to guide larger vessels in and out of local waters</li> <li>• Reject Enbridge proposal as posing too many risks and not enough benefits</li> <li>• Facilitate dialogue between conflicting user groups to develop solutions to conflicts on the water</li> </ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"> <li>• Preventing catastrophic spills and cumulative effects from multiple pollution sources supports a healthy marine ecosystem which is the basis for much of the marine and local economy</li> </ul>
<b>Fisheries (Commercial, Recreational and First Nations)</b>	
What are the most significant fisheries issues in your community?	<ul style="list-style-type: none"> <li>• Insufficient local involvement in fisheries and processing</li> <li>• Mortalities associated with all fisheries, including bi-catch and catch and release</li> <li>• Lack of data and basic research on marine ecosystem function to guide fisheries management</li> <li>• Lack of sufficient enforcement and monitoring</li> <li>• Fishing regulations are not age class specific so older/larger fish that are important for reproduction are not protected</li> </ul>
<b>What do you feel should be done about them?</b>	<ul style="list-style-type: none"> <li>• Move to co-management models, including revenue sharing protocols that create opportunities for increased local involvement in fisheries</li> <li>• Establish commercial recreation fishing guide accreditation</li> <li>• Terminate catch and release fisheries</li> <li>• Increase local enforcement capacity (as per transportation recommendations)</li> <li>• Manage commercial recreational fishery as a separate fishery</li> <li>• Invest in basic research and data collection to improve knowledge of marine ecosystems as a foundation for more sustainable management</li> <li>• Build local capacity to support this research and data gathering</li> <li>• Develop age/size class regulations to protect reproductive populations</li> </ul>
How would this action relate to the EBM	<ul style="list-style-type: none"> <li>• EBM requires sustainable environment and communities</li> </ul>



<p>definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Strengthening the relationship between fisheries and the local economy and improving the sustainability and resilience of local fish populations and ecosystems through more sophisticated management and information will help achieve EBM</li> <li>• This will only be meaningful if it is actually acted upon</li> <li>• Many of these ideas have been discussed for decades and now need to be implemented</li> </ul>
<p>Marine Protection</p>	
<p><b>What are the most significant marine protection issues in your community?</b></p>	<ul style="list-style-type: none"> <li>• Lots of sensitive areas have been identified around Haida Gwaii that need protection</li> <li>• All agencies need to be involved in protection for it to be effective (e.g., the National Energy Board should be concerned about protection)</li> <li>• Inadequacy of monitoring and enforcement</li> <li>• MPA can't protect from large scale shipping accidents</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Engage all agencies and local authorities (e.g., Band Councils, Council of the Haida Nation) in protection</li> <li>• Local DFO staff need to be involved as well to support implementation</li> <li>• Provide training and capacity building for local monitoring and enforcement</li> <li>• Enforcement team should be highly visible on the water</li> </ul>
<p>How would this action relate to the EBM definition, principles and goals?</p>	<ul style="list-style-type: none"> <li>• Need to remember how things were ( i.e., the quality of marine ecosystems and the abundance of fish populations)</li> <li>• This needs to be the baseline of EBM – defining what is possible and what should be strived for</li> <li>• Real protection will come from comprehensive management not just MPAs</li> </ul>

Table 6 Bella Coola

ISSUES AND SPECIFIC QUESTIONS	SUMMARY OF RESPONSES
<b>Integrated Economic Strategies</b>	
<p>Are you aware of any federal, provincial, or local economic strategies that affect your community or your interests that could be affected by PNCIMA or local Marine Planning? If so, how could these strategies be integrated into the planning work?</p>	<ul style="list-style-type: none"> <li>• Need to maintain opportunities for log salvage/beach combing</li> <li>• Communities depend on resources that are close at hand to sustain their local economies</li> <li>• Marine resource stocks need to be rebuilt – some suggest reducing the harvest levels in the short term for the purpose of long term gains</li> <li>• Ocean ranching would serve to enhance local opportunities</li> <li>• Reducing the pressure from outside fish harvesters, such as big fishing companies, would serve to strengthen local economies</li> <li>• Increase local benefits with regard to “policy barriers” (i.e., the rules that are in place now make it hard for locals to acquire proper licensing due to costly certificates and training; these policy barriers make it difficult for local fishers to do what they have always done)</li> <li>• Current licence policy allows for more corporate ownership, there is need for more local ownership and more local opportunities</li> <li>• Movement back to multi species fishing instead of single species</li> </ul>
<b>Marine Transportation and Vessel Safety</b>	
<p>What are the most significant transportation and Vessel Safety issues in your community?</p>	<ul style="list-style-type: none"> <li>• Maintaining standards for vessel safety is necessary but very costly as the inspection agencies are far away</li> <li>• Fishing fleet is deteriorating because owners are not earning enough to maintain their boats</li> <li>• Insufficient regulation to prevent against possible oil spills and bilge dumping damage to local community environments</li> <li>• Lack of coordination between DFO and MOE with regard to fishing practices upstream in rivers regarding seagoing fish</li> </ul>
<p>What do you feel should be done about them?</p>	<ul style="list-style-type: none"> <li>• Need to revitalize local fishing fleet by rebuilding stocks and providing access for community-based commercial fishing</li> </ul>

	<ul style="list-style-type: none"> <li>• Create local inspection agencies for vessel inspection to reduce transit costs</li> <li>• Create a structural compensation package to insure local communities against the loss of their potential income in the event of a spill</li> <li>• Keep tankers offshore and create no tanker zones</li> <li>• Zone channels and inlets in relation to their flushing characteristics (i.e., low flushing inlets such as South Bentic need to be treated more sensitively)</li> <li>• Stricter dumping regulations</li> <li>• Require bycatch to be retained and give excess food to local people in need</li> </ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"> <li>• Rebuild ecosystems in a way that stimulates the local economy</li> <li>• Maintain and protect local opportunities</li> <li>• Monitor implemented strategies and if necessary adjust them</li> <li>• Marine ecosystem and economy are directly linked, without fish there is no fishing opportunity</li> </ul>
<b>Fisheries (Commercial, Recreational and First Nations)</b>	
What are the most significant fisheries issues in your community?	<ul style="list-style-type: none"> <li>• There is not enough local decision-making</li> <li>• There is not enough local authority to enforce practices in the central coast</li> <li>• The current management doctrine is not working as effectively as it could</li> <li>• Salmon interception in other regions is limiting the migration of salmon into the central coast</li> <li>• Need for greater community involvement (e.g., in-stream stewardship)</li> <li>• Need for greater food fishing opportunities for First Nations</li> <li>• Too much corporate control and ownership of current fleets</li> <li>• Predation of salmon stocks by flourishing seal population</li> <li>• Over fishing in the sport fisheries sector</li> </ul>
<b>What do you feel should be done about them?</b>	<ul style="list-style-type: none"> <li>• Increase in authority in central coast management</li> <li>• More local decision making</li> <li>• Greater community involvement in stream stewardship</li> <li>• Coordination with other fishing locations is a priority in order to stop the interception of local salmon returns</li> <li>• Strengthen policies that provide incentives for local ownership of licenses</li> </ul>

	<ul style="list-style-type: none"> <li>• Need for an adjustment in the bag limits of sport fisheries with regard to the local return rates (i.e., bag limit should be dropped if there is a low return for communities in season)</li> </ul>
How would this action relate to the EBM definition, principles and goals?	No feedback provided for this question.
<b>Marine Protection</b>	
<b>What are the most significant marine protection issues in your community?</b>	<ul style="list-style-type: none"> <li>• The current conservation approach needs to be modified to prevent overfishing and oil spills and to protect key sensitive areas</li> <li>• Protection for fish and fish habitat (e.g., key spawning areas)</li> <li>• Groundfish trawlers in Hecate Strait and glass sponge reefs</li> <li>• Bycatch</li> </ul>
What do you feel should be done about them?	<ul style="list-style-type: none"> <li>• Apply the New Zealand model where there are no take zones in productive areas and fishers are only allowed to harvest spill over from these zones</li> <li>• Seasonal closures in Broughton to protect passing stocks and to prevent overfishing in some area</li> <li>• Keep bycatch onboard and give it to those who need it</li> <li>• Improving technology to prevent bycatch</li> <li>• Protect marine areas adjacent to terrestrial protected areas</li> <li>• Target key sensitive and productive areas such as sea mounts, shelves, and reefs</li> </ul>
How would this action relate to the EBM definition, principles and goals?	<ul style="list-style-type: none"> <li>• There must be a rebuilding of ecosystems so we can rebuild economies</li> <li>• Monitoring is needed to prevent abuse and to identify gaps and what's working, which are integral to the adaptive part of the EBM approach</li> </ul>