

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** July 29, 2019

**Audience:** Lisa Geddes, Executive Director – Boating BC  
Don Prittie – President – Boating BC

### I. Audience Backgrounder

- **Who**

- Lisa Geddes, Executive Director – Boating BC
- Don Prittie – President – Boating BC

- **What**

**From Lisa Geddes via e-mail:** Boating BC is the recreational boating industry association for the province. Our 300-plus members are businesses that operate in the recreational boating sector; boat dealers and brokers, marina and tourism operators, industry publications, boat yards and servicing centres etc.

- **Where**

They will be meeting MLA Sheila Malcolmson at Minister Heyman's office in Victoria

- **When**

July 29, 4 pm

- **Interests**

In 2018, they received federal funding of \$150,000 through the Abandoned Boats Program with the following project details: The not-for-profit organization will increase awareness of boat owners' responsibilities, from a boat's purchase to disposal, to help reduce the harmful dumping of abandoned boats in B.C. Details on the campaign can be found at the following website:

<https://www.boatingbc.ca/cpages/boatdisposal>

Their president, Don Prittie, MC'ed the Transport Canada funding announcement on July 25 at 10 am.

**From Lisa Geddes via e-mail** (underline added by staff for emphasis): Our interest in meeting MLA Malcolmson relates to abandoned and derelict vessels – an issue for which we have long-advocated for a solution. We work closely with the federal government on the national Abandoned Boats Program and have received funding from the program for an educational and awareness campaign to remind boaters to dispose of their vessel responsibly when the time comes. As part of the campaign, we have created a database of boat disposal resources in communities around the province.

Our work on this initiative to date has illustrated the lack of infrastructure for boat disposal services in BC. It is an area that needs investment in order to fully address the issue.

Recreational boating contributes \$2.2 billion in annual revenue to the province and we anticipate the sector will continue to thrive. In order to prevent boats from being abandoned, we need to establish affordable disposal options for boaters and sustained funding sources. We also need to educate boaters of their responsibilities and disposal options.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

Our association is the recreational boat industry. We own the Vancouver International Boat Show and have deep experience, expertise and reach across the sector. We are very interested in understanding the focus and scope of MLA Malcolmson in her advisory role and how we can collaborate and help.

Boating BC also wrote to Sheila following her announcement, see below (underline added by staff for emphasis):

Dear MLA Malcolmson:

On behalf of myself and our team at Boating BC Association, congratulations on your by-election victory in Nanaimo and recent appointment as special advisor on marine debris protection – it is in that capacity I am contacting you.

Boating BC is the recreational boating industry association for the province. We are comprised of over 300 member-businesses that represent all sectors of our industry. The issue of abandoned vessels is a real concern for us and one that we have long-advocated for. I know that you share this concern given our previous discussion and your proactive efforts as a Member of Parliament.

As you may be aware, our Association received funding under the federal Abandoned Boats Program through which we have launched an education and awareness campaign to make boaters aware of their responsibility to manage each vessel through the end of its life – and provide information on boat disposal options in different regions where the issue is most prevalent.

While most boaters are very responsible, this serves as an opportunity to educate recreational boaters and the recreational boating industry to ensure this issue is not a recurring one.

While these initiatives are very important, there are other issues contributing to abandoned and derelict vessels that we believe if dealt with, would help in preventing the continued abandonment of boats along our coast.

Our Association is very interested in working collaboratively with government to fully address the issue of wrecked and abandoned boats. We would very much welcome the opportunity to meet with you at your earliest convenience to discuss this matter in detail.

I look forward to your response.

Regards,

Don Prittie, President

**Leave behind:** Rack Cards

### II. Special Advisor's Terms of Reference:

- In April 2019 I was appointed by the Premier as Special Advisor to you, The Honourable George Heyman, Minister of Environment and Climate Change Strategy, to undertake this assignment, which has the following objectives:
  - Make recommendations for a provincial action plan, in co-ordination with the federal government, to eliminate the environmental threats caused by derelict vessels including but not limited to:
    - building on existing work and partnerships, collaborate with the federal government on potential development of a boat-licensing program to aid enforcement of regulations for the management of derelict boats;
    - the feasibility of an environmental stewardship program to manage the end-of-life recycling of boats and marine infrastructure, as well as fibreglass and other elements of derelict boats;
    - the feasibility of a “cash for clunkers” program for derelict vessels or those at the end of their useful life; and
    - what lessons can be learned from the Washington state program for this problem.

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

- Make recommendations for provincial action to curb the disposal of plastics in the marine environment.

### **III. Keys Messages**

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?
  - Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25th, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

### **IV. Keys Messages for Boating BC**

- Thank you to Boating BC for the work you are doing around education on boat disposal
- I agree that more can and should be done to prevent abandoned vessels before they end up in the environment.
- I look forward to hearing more from your educational campaign

### **V. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure or funding)**

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

**VI. When looking at Boat Recycling, what could the Province do to advance this and find new solutions?**

**VII. When thinking more broadly on marine debris, what kind of awareness campaigns do you think would be the most successful?**

**VIII. What success stories do you wish to share?**

**IX. What barriers do you see to finding solutions?**

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** In person on Wednesday July 31 at 1:30 pm

**Audience:** Bill Wilson, President, Council of BC Yacht Clubs and George Creek, President of BC Marine Parks Forever

### I. Audience Backgrounder

- **Who**

- Bill Wilson is the President of the Council of BC Yacht Clubs. Bill is also a founder and member of the, 21-year-old, Nanaimo Harbour Watch Society.
- George Creek is the president of the BC Marine Parks Forever Society.

- **What**

Council of BC Yacht Clubs represents over 50 member clubs in the province and are 'the voice of recreational boaters in British Columbia. From their website: The Council provides key input into the affairs influencing all British Columbia boaters including Canadian Coast Guard activities, debris control, water use license applications and parks research. When required, the Council can lobby regulators for changes that benefit the boating public. The council was instrumental in forming the [BC Marine Parks Forever Society](#) who's mandate is to help the Province of British Columbia create new marine parks and enhance existing parks.

Nanaimo Harbour Watch Society is a volunteer group that assists the RCMP and Nanaimo Port Authority by conducting regular citizens patrol of the harbour waters.

The BC Marine Parks Forever Society has the mandate to help the Province of British Columbia create new marine parks and enhance existing parks.

Ken Morrison from BC Parks provided the following synopsis of the BC Marine Parks Forever Society:

The Marine Parks Forever Society was established in 1989 by the Council of BC Yacht Clubs which represents over fifty BC yacht clubs. The Society receives funds from donations from recreational boaters. BC Parks has partnered with BC Marine Parks Forever Society on a number of projects over the years. These include private land acquisition initiatives, the stern tie program and providing a park host float at Todd Inlet.

The Society's mission is to raise funds to assist in the acquisition of properties for use as marine parks. Since 1989 the Society has raised nearly \$2 million and has assisted in acquiring land for Octopus Island, Alison Harbour, Squitty Bay, Jedediah Island, Wakes Cove, and Hardy Island marine parks. The most recent acquisition was in 2018 when the Society provided the full purchase price (approximately \$750,000) for the acquisition of a private inholding in Harmony Islands Marine Park.

Between 2015 and 2018, almost 200 pins, chains and plates (stern ties) were installed in marine parks in BC Parks South Coast Region. Over \$124,373 has been invested in the Stern Tie Stewardship Program funded cooperatively between the Society and BC Parks. The Society suspended the stern tie program for 2019 as it was concerned with the number of stern ties BC Parks was willing to support in 2019 and the length of time it was taking to get approval. BC Parks is undertaking some monitoring of the stern tie program in 2019 to determine amount and patterns of use. Both parties are hopeful of resuming the program in 2020.

The most recent partnership is the provision of a new park host float at Todd Inlet. The volunteer host program runs from May to September, and includes providing information to visiting mariners,

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encouraging mariners to practice marine stewardship when anchored in the inlet, monitoring and reporting on marine traffic and attendance statistics, and reporting compliance information to BC Parks for follow-up. Members of the Capital City Yacht Club (our volunteer hosts) contribute hundreds of hours as park hosts each year. Construction, delivery and installation is still in the works, but anticipated to cost approximately \$20,000. BC Parks and MPFS have agreed to share those costs 50/50. MPFS has also assisted BC Parks in the sourcing of materials and suppliers for this project.

- **Where**

The 50 member yacht clubs are located across the province. The list can be found at the following [website](#).

- **When**

MLA Malcolmson meeting with Bill Wilson and George Creek is scheduled for Wednesday July 31 at 1:30 pm.

- **Interests**

BC Council of Yacht Clubs: Bill Wilson wrote the following letter to MLA Malcolmson following her Op Ed on World Ocean's Day June 17, 2019 (underline added by staff for emphasis)

Ms. Malcolmson,

I read, with interest, your editorial in the June 11, 2019 issue of The Nanaimo News Bulletin. As a long-time boater, although now without a boat, and the current president of the Council of BC Yacht Clubs the issue of abandoned and derelict boats is one which I have been following closely. While the Council, and I, applaud the efforts of many groups to clean our shores, harbours and anchorages of these vessels it is only a reaction to a problem and not a solution. Removing one derelict boat just makes space for another one to take its place.

The problem has its roots in the inactivity of both the federal and provincial governments in not enforcing current regulations to reduce or prevent the problem from starting. Since navigation, and anchoring, fall under federal jurisdiction the lack of enforcement of the regulations about private mooring buoys has allowed for them to overwhelm a number of harbours and anchorages without any control. Although no permit is required there are regulations as to the size and shape of buoys used, the necessity to keep free channels for navigation and even the responsibility of the owner to check regularly. None of this is done except in very isolated instances. A starting point might be to simply fund some enforcement officers and a boat to use for checking private mooring buoys.

The provincial government is also at fault as private mooring buoys are rented contrary to the regulation requiring it to be within a leased area. It doesn't seem to take much time on Craig's List or Ebay to find buoys offered for rent or sale. I've even heard of one bay upcoast that has a large section of dock anchored with a sign offering moorage or even to sell the dock. When I did a regular review of lease applications on the Ministry of Forests, Lands and Natural Resource Operations website I never saw any applications for a lease for something like that.

While having harbours and waterways close to population centres is felt as an eyesore by those residents who home look over them there is a major safety issue it occurs in smaller, more remote bays and harbours. There are times in severe weather or boat problems when boaters need to seek out a safe anchorage. For boaters in such a situation and looking for a safe anchorage it is of little help to know of one then find it is clogged with derelict or abandoned vessels or other floating garbage leaving no room for anchoring.

As I said at the start, it is encouraging to see what is being done to reduce the numbers of derelict and abandoned vessels it is only a start. More needs to be done to prevent the problem. Some things that possibly would help might be more robust vessel licensing system, a permit being required for a mooring buoy or even stricter enforcement, at all levels, of current regulations.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

The Council of BC Yacht Clubs has a membership of approximately 50 yacht, or boating related, clubs and an total membership within the clubs of about 15,000 boaters. The Council works on behalf of, and promotes the interests of, all recreational boaters.

In 2017, the Council of BC Yacht Clubs provided highlights from the last year, the two that are related to this project are:

- Working on the derelict boat problem that plagues many ports and bays. Supporting derelict boat removal, but working on ways to achieve this without unreasonable taxes or licensing fees on boats.
- Continued monitoring of the Debris control program

### BC Marine Parks Forever Society:

Their President, George Creek wrote to the MLA following her appointment, mainly on debris from the aquaculture industry. In April 2018, he presented Minister Heyman with a short report on the problem of aquaculture debris on Denman Island and the adjacent area. He subsequently wrote the following to Minister Heyman:

When we met on April 24th. I gave you a short brief on Aquaculture Debris in Baynes Sound and on Denman Island.

It included some pictures of debris collected by volunteers and local residents.

On May 12th, I personally attended such an event as a guest of the Comox Valley Yacht Club.

About 22 vessels and 50 people travelled to Sandy Island Marine Park, anchored and used small dinghies to get to shore where a lunch was organized and the teams assigned areas to look for debris of any kind. Attached are some photos I took of the event that should be of interest to you.

Two of your Park Rangers also attended this annual event and spoke their appreciation for the efforts of the group.

Given your reaction to what I presented, I thought you might be interested in my experience and the pictures.

It is indeed a travesty that commercial shellfish operators continue to allow the debris from their operations to continue to foul the shore lines and our highly rated marine parks.

Are you interested in pursuing this further? At least a discussion with the minister of FLNRO?

Your early response would be appreciated.

ENV's BC Parks has a designated contact for George Creek and the BCMPFS as he is an active stakeholder. That contact is Ken Morrison who provided the synopsis on the BCMPFS in the 'what' section. He will continue to work with the BCMPFS on the Marine Recreation Action Plan which has recently established an internal working group which met in June and scheduled to meet again in September.

A request to FLNRRD for the following documents referenced in George Creek's e-mail was made:

- Crown Land Use Operational Policy - Aquaculture specifically including section 9 Tenure Administration.
- Decommissioning Instructions for aquaculture tenures

A hard copy of these documents is included for reference.

George provided the following article as background to the meeting:

<https://www.cbc.ca/news/canada/british-columbia/baynes-sound-cleanup-1.4312275>

The article is from 2017 about a clean-up on Denman Island which collected a large amount of marine debris from the shellfish industry. It states that 90% of the debris from the western side of the island is from the industry

**Leave behind:** Rack Cards

**II. Special Advisor's Terms of Reference:**

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  - Make recommendations for a provincial action plan, in co-ordination with the federal government, to eliminate the environmental threats caused by derelict vessels including but not limited to:
    - building on existing work and partnerships, collaborate with the federal government on potential development of a boat-licensing program to aid enforcement of regulations for the management of derelict boats;
    - the feasibility of an environmental stewardship program to manage the end-of-life recycling of boats and marine infrastructure, as well as fibreglass and other elements of derelict boats;
    - the feasibility of a “cash for clunkers” program for derelict vessels or those at the end of their useful life; and
    - what lessons can be learned from the Washington state program for this problem.
  - Make recommendations for provincial action to curb the disposal of plastics in the marine environment.
- On July 26, premier Horgan named me parliamentary secretary for environment, addressing abandoned vessels, marine debris and marine-sourced plastic will remain a key focus area for me.

**III. Keys Messages**

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?
  - Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

- The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the particular importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
- Comments and feedback to both initiatives are welcomed and will be jointly considered.
- On July 25<sup>th</sup>, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
- I will continue to work with Minister Heyman on BC's overall plastics strategy

### **IV. Keys messages for Council of BC Yacht Clubs and BC Marine Parks Forever**

- Thank you for the work you are doing with regards to abandoned vessels and marine debris
- I share your concerns that vessel licensing needs to be improved and I am looking into made in BC solutions
- I agree that removing abandoned vessels and marine debris is only one part of the solution and that more should be done at the prevention side which is why I am meeting with interested parties such as yourself to hear more about the challenges and successes in the field
- Specific to George Creek: I understand that debris from the aquaculture industry makes up a large portion of the coastal marine debris and I am working on solutions within the prevention and reuse side regarding the issue.
- Specific to Bill Wilson: Thank you for the work being done by the Nanaimo Harbour Watch Society, I enjoy hearing stories about the good work these volunteer groups do in the Province.

**V. For abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure, vessel turn-in program or funding)**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Enforcement of foreshore leases associated with all anchorages and mooring (not just Marinas)*
- *Expand Transport Canada vessel registration and licensing to >10 HP AND >5 m in length*
- *Use Land Act to apply to private mooring buoys which are allowed if installed and used by owner only. There are too many mooring buoys being leased or sold to others (see e-Bay)*
- *Protect pristine water and foreshore values for tourism and local enjoyment*
- *Coordination of agencies across BC Government and federal authorities*

**VI. On average, how much of your operational time is spent on abandoned vessels and marine debris?**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Not a huge percent of time: three primary tasks:*
  - *Monitor all applications for foreshore lease in BC*
  - *Advocacy: Transport Canada*
  - *Monitor news media stories*

**VII. When thinking more broadly on marine debris, what kind of awareness campaigns do you think would be the most successful?**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Obtain a copy of the Marine Parks Forever Society report provided to MGH (April 2018) regarding aquaculture debris along Denman Island.*

**VIII. What success stories do you wish to share?**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Collaboration with the Recreational Boat Association of Washington State*
- *Nanaimo Harbour Watch Society*
- *Weekly (Wednesday mornings) joint Port Authority and RCMP harbour patrols*
- *Removal of floating docks in Tod Inlet*

**IX. What barriers do you see to finding solutions?**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Time and effort required on the checking side*
- *Nanaimo Harbour Watch Society*
- *Make sure solutions is fair and equitable for ALL boaters (i.e., don't just apply to Marinas and Yacht Clubs)*

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

***From Chris' conversation with Bill Wilson (19-07-22)***

- *Enforce and improve foreshore regulation to keep anchorage areas free for refuge (e.g., boaters with motor troubles, safety from weather) and not have them cluttered with abandoned docks, unauthorized docks, and long-term mooring. e.g. floating barges and old docks coming out of Capital City Yacht Club*

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** July 29, 2019

**Audience:** Margaret McCullough and students from Kids for a Plastic Free Canada s.22 and s.22

### I. Audience Backgrounder

- **Who**

Margaret McCullough is:

- Surfrider Vancouver Island Schools Coordinator,
- Plastic Oceans Canada Advisor,
- UNEP Marine Litter certified expert,
- founder Fin Free Victoria,
- mentor Kids for a Plastic Free Canada

Margaret will be bringing two students with her s.22 which are leading campaigns to reduce single-use plastics: <https://www.saanichnews.com/news/students-make-push-to-phase-out-plastic-bags/>

s.22 wrote an Op-Ed on the topic and her background in December 2018: <https://www.timescolonist.com/opinion/op-ed/island-voices-don-t-dismiss-power-of-youth-in-stopping-plastic-pollution-1.23538751>

- **What**

Kids for a Plastic Free Canada has a Facebook page where they post articles and videos related to reducing the use of single-use plastics and promoting non-plastic alternatives. Their Facebook page links to Surfrider Vancouver Islands page titles: Single-use plastic free schools BC: <https://vancouverisland.surfrider.org/single-use-plastic-free-schools-bc/>

- **Where**

They will be meeting MLA Sheila Malcolmson at Minister Heyman's office in Victoria

- **When**

The meeting is scheduled for July 29<sup>th</sup>, at 2:30 pm

- **Interests**

Margaret and Kids for a Plastic Free Canada focus on the reduction of single-use plastics. Their role in MLA Malcolmson mandate would fit mostly under the marine debris category, looking at ways to educate and reduce plastics before they end up in the marine environment.

s.22 met Sheila in June and has met George Heyman previously.

**Leave behind:** Rack Cards

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## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

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  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25th, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

### IV. Keys Messages for Kids for a Plastic Free Canada

- Thank you for the work you are doing on education and awareness regarding reducing single-use plastics.
- Congratulations to the student of Glenlyon Norfolk Junior School on your recent Certification of Achievement from Surfrider Vancouver Island.
- I would like to share your story with the greater plastics team at the Ministry of Environment and Climate Change Strategy and would invite you to look at the new webpage on Engage BC: <https://cleanbc.gov.bc.ca/plastics>

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- It's these types of initiatives and engaged people that I am excited to meet and would like to profile on my webpage and in my public report.

### V. On the subject of marine debris, what kind of awareness campaigns do you think would be the most successful?

*CJJ - July 25, 2019*

- *Fishing industry issues: gear, nets, mooring lines*
- *Focus on scale of the problem*
- *Use visuals*
- *Surfrider video on Nigei Island (the cove):*  
<https://www.youtube.com/watch?v=RDMb5X82ef8>
- *World and local impacts*
- *Conversations with businesses*
  - *accurate information, potential solutions and provide alternatives*

### VI. You've done some great work over the last 4 years regarding awareness and reduction campaigns and engaging with students, are there any specific success stories do you wish to share?

*CJJ - July 25, 2019*

- *Plastic Ocean Canada campaign*
- *Students worked directly with Victoria City Council (now carrying on with Oak Bay and Esquimalt)*
- *Public events*
- *Tourism BC ads (e.g., grizzly bear)*

### VII. Can we feature the students or yourself under the success stories on our website and/or in our public findings report?

*CJJ - July 25, 2019*

- *Yes!*
- *Also students from Plastic Oceans Canada might be interested*
- *They participated in Oceans Day 2019*
- *Students – created pamphlet for all schools in Canada*
- *Green Business Victoria by Synergy Enterprises (November 2019): s.22 will be presenting there.*

**VIII. What barriers do you see to finding solutions?**

*CJJ - July 25, 2019*

- *Plastic industry investment in the status quo*
- *Greenwashing:*
  - *Compostable vs biodegradable*
  - *Recycling contamination*
- *Longer term strategies not just single use*

**IX. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

*CJJ - July 25, 2019*

- ***Create a Plan to phase out single use-plastics (what and by when)***
- *Show the vision and willingness to get there: jobs, economy, and environment*
- *Youth as ambassadors and leaders - future generation issue*

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** July 29, 2019

**Audience:** Sara Anghel, President - National Marine Manufacturers Association

### I. Audience Backgrounder

- **Who**

Sara Anghel, President of NMMA Canada based out of Ontario.

- **What**

From their website: NMMA is the leading association for the North American recreational boating industry. NMMA's member companies produce more than 80 percent of the boats, engines, trailers, accessories and gear used by boaters across North America. NMMA Canada members support the association's efforts for industry growth through programs in public policy advocacy, market statistics and research, product quality assurance and promotion of the boating lifestyle.

Mission: Earning our clients' trust through specialized vessel designs that meet the emerging challenges of marine operations.

- **Where**

Meeting will take place by conference call

- **When**

Meeting will take place Monday July 29, at 1pm

- **Interests**

Sara spoke regarding the Bill c-64 as follows ((underline added by staff for emphasis)

The National Marine Manufacturers Association, known as NMMA, is the leading association representing the recreational boating industry at the national level across Canada and the United States. Our member companies produce more than 80% of the boats, engines, trailers, accessories, and gear used by North American boaters.

NMMA, through regional efforts, also represents marina operators, dealers, and finance and insurance companies. In Canada, the recreational boating industry generates \$10 billion in revenues, contributes \$5.6 billion to the national GDP, and employs more than 75,000 people across the country. More than 4,000 businesses serve approximately 12.4 million adult Canadians who enjoy boating each year on our waters.

We place great importance on ensuring marine safety, preserving marine ecosystems, and promoting improvements to environmental stewardship. Therefore, NMMA is largely supportive of the proposed legislation and of the oceans protection plan.

As an indication of our commitments to these causes over the last 20 years, marine manufacturers across North America have invested billions of dollars to develop cleaner, quieter, more efficient engines that reduce emissions by 75% to 90% and increase fuel efficiency by more than 40%. In 2010, NMMA stepped up in a big way and worked on a voluntary basis with Environment Canada to develop new regulations requiring that engines sold in Canada meet U.S. EPA standards.

Each year, we publish statistics on the total number of boats sold, and for the committee's interest, in 2017 there were 39,000 new boats and 61,000 pre-owned boats sold across Canada. We estimate there are approximately 8.6 million recreational boats in use today, with over 50% of those being human powered with no engines.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

NMMA is committed to a strong and enforceable licensing program and welcomes the opportunity to see an expanded and enhanced registration process. Having accurate data will help address the abandoned vessels issue and safety, while also providing valuable data for the boating industry.

Should Transport Canada enlist provincial assistance to deliver a new licensing program, we recommend that every effort be made to ensure a seamless delivery framework that includes consistent pricing regardless of province or territory. As a side note, I believe there are representatives from the insurance industry who may have good insight into this topic, and I would be pleased to facilitate an opportunity to enlist their expertise.

While NMMA is supportive overall of the provisions of the bill, we do have one fundamental concern. We appreciate that the legislation was written to encompass all vessels, and we appreciate that many of the boats needing cleanup are recreational. I do stress the importance of ensuring that, as regulations are developed, commercial vessels are treated differently from recreational boats. Disposing of a commercial vessel is a more complicated and expensive task than it is for a recreational boat.

Our industry wants to ensure the burden of cost is not disproportionately placed on recreational boats.

Should any levies or taxes be imposed on recreational boats through licensing, these funds should be used to support disposal of recreational boats specifically.

Our association will continue helping identify solutions on this topic. We have applied for funding under Transport Canada's abandoned boats program, and our goal would be to reach across the nation to identify the size of the problem and then consider recycling options. Part of this solution may exist outside of Canada.

NMMA has taken a leadership role on the international stage on this and many other boating issues, much of this facilitated through the International Council of Marine Industry Associations, on whose executive committee I serve as Canada's representative. This global organization brings together recreational marine industry associations under one international umbrella, engaging proactively on the topic of end-of-life of boats and how best to expand recycling options by sharing best practices.

There are some sound recycling solutions in places like France, Sweden, the Netherlands, and Japan, just to name a few. I'd be pleased to share these learnings with Transport Canada and the committee, so that we don't work in a silo in Canada on this global topic.

We applaud the government for introducing Bill C-64, and we will continue to provide assistance and support as the bill moves forward.

Background from staff call with Sara Anghel:

- Licensing: when asked by TC, she has been in favour of a small yearly license fee but has said it would be best if it was set up fairly (i.e. small boat not paying for clean-up of commercial vessel) and if it was possible to take some of that fund to give back to boaters so that they had more incentive to pay. It could be used to partially fund boat launches for example, this way it wouldn't be viewed simply as a recycling tax and new boat owners wouldn't feel that they are paying only for the clean-up of older boats.
- Recycling: She has worked with an international group looking at what is being done in other countries, the most viable use is to use fibreglass in concrete. Other uses include using it in reinforced walls and in furniture. France is an industry leader on this front but there are also projects around the world that could be possible here in Canada. There was a boat dismantling company in Ontario for a while but is no longer. The recycling / clean-up area could be a good space that the province could occupy.
- Prevention of marine debris: what awareness campaigns would work for marine debris? Could produce educational campaigns / pamphlet specific to boaters, they could get rolled into the dealers package when they buy the boat. The majority of boaters are very environmentally focused. Could there be something like CAA/BCAA for boaters, something like a boating association which could spread this message?

**Leave behind:** offer to send Rack Cards

**II. Special Advisor's Terms of Reference:**

- In April 2019 I was appointed by the Premier as Special Advisor to you, The Honourable George Heyman, Minister of Environment and Climate Change Strategy, to undertake this assignment, which has the following objectives:
  - Make recommendations for a provincial action plan, in co-ordination with the federal government, to eliminate the environmental threats caused by derelict vessels including but not limited to:
    - building on existing work and partnerships, collaborate with the federal government on potential development of a boat-licensing program to aid enforcement of regulations for the management of derelict boats;
    - the feasibility of an environmental stewardship program to manage the end-of-life recycling of boats and marine infrastructure, as well as fibreglass and other elements of derelict boats;
    - the feasibility of a “cash for clunkers” program for derelict vessels or those at the end of their useful life; and
    - what lessons can be learned from the Washington state program for this problem.
  - Make recommendations for provincial action to curb the disposal of plastics in the marine environment.

**III. Keys Messages**

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?
  - Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25th, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

**IV. Keys messages for NMMA – Sara Anghel**

- Thank you for the advocacy and the work you have done and continue to do with regards to vessel licensing and boat recycling.
- I share your concerns that vessel licensing needs to be improved and I am looking into made in BC solutions
- I agree that there should be recycling solutions for boat owners who want to dispose of their boats which have reached the end of the life. I will continue to look into recycling solutions and would welcome any information you have on best practices occurring in other jurisdictions.
- Thank you for your thoughts and ideas regarding where the Province could provide the most benefit in this sector.

**V. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure or funding)**

**VI. When looking at Boat Recycling, what could the Province do to advance this and find new solutions?**

**VII. When thinking more broadly on marine debris, what other materials should be targeted in the prevention / reuse side?**

**VIII. What success stories do you wish to share?**

From staff meeting with Sara Anghel: Couldn't think of one at the moment but suggested we talk to Craig Norris from the Victoria International Marina. Staff will add to interested parties list.

**IX. What barriers do you see to finding solutions?**

From staff meeting with Sara Anghel: -Biggest barrier: finding money for recycling facilities

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

From staff meeting with Sara Anghel: Education is key on Marine debris



## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** July 31, 2019

**Audience:** Mike Davidson, Chief Operating Officer, Nanaimo Port Authority (NPA)  
Rodney Ground, Harbour Master, NPA

### I. Audience Backgrounder

- **Who**

- Mike Davidson has been with the Port of Nanaimo since 1985 and managing port properties since 1992. He was Co-CEO with Ian Marr for ~1 year and then took the job of COO.
- Rodney Grounds is the harbour master with NPA. Sheila will be speaking along with Rodney Grounds, Harbour Master with NPA at UBCM in September on a panel called: Ship-source Oil Pollution: Compensation 101.

- **What**

Nanaimo Port Authority vision and purpose from their website:

Vision

To be the Vancouver Island port connecting the island to the world via the Salish Sea, providing the safe and sustainable movement of people and goods while delivering economic growth that benefits Canada, British Columbia and the Island.

Purpose

With safety, security and sustainability top of mind our purpose is to build and maintain port resources. We will stimulate projects and initiatives, in cooperation with community partners and businesses that will create new jobs and increase economic development and opportunities.

On July 24, 2019, \$46.2 Million in federal funding was announced for the Port Authority to make substantial improvements and expansions to their Duke Point Facility.

- **Where**

Main physical address is: 100 Port Drive (also known as Port Way), Nanaimo BC, V9R 0C7. They also operate the Duke Point terminal and the Nanaimo Assembly Wharf among other cargo facilities. It is Vancouver Island's largest commercial port.

- **When**

MLA Malcolmson meeting with Mike Davidson and Rodney Grounds of the NPA on July 31

- **Interests**

The NPA is heavily involved with the subject of abandoned vessels and marine debris at their facilities. In 2018, they received \$20,000 in funding through the Abandoned Boats Program to remove 4 boats. Sheila mentioned the NPA in her comments regarding bill C-64 as a representative who was putting pressure to vote on the bill.

In 2014, they removed a sunken vessel where the owner was identified but uncooperative. It's an example of an abandoned vessel that took a lot of time and money to remove and cost them ~\$100K to remove. There were lots of steps to the removal. That same year, there was an article that said the NPA spends thousands of dollars disposing of abandoned boats and other debris. At the time, it was said they dealt with 12 abandoned boats in Nanaimo harbour annually, in addition to other marine debris.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

### From their website:

Debris management is contracted out. All floating debris is collected, removed and sorted on Port property. Under Part VI of the Canada Shipping Act, they remove abandoned vessels or other debris as 'receivers of the wreck'.

There is a requirement to give notice to the Port Authority if someone sees an abandoned ship  
The NPA can remove or sell any property abandoned in the harbour for more than 90 days

**Leave behind:** Rack Cards

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    - the feasibility of a "cash for clunkers" program for derelict vessels or those at the end of their useful life; and
    - what lessons can be learned from the Washington state program for this problem.
  - Make recommendations for provincial action to curb the disposal of plastics in the marine environment.
- On July 26, premier Horgan named me parliamentary secretary for environment, addressing abandoned vessels, marine debris and marine-sourced plastic will remain a key focus area for me.

### **III. Keys Messages**

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

- Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the particular importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25<sup>th</sup>, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

### **IV. Key messages for NPA**

- Thank you for the work you are doing with regards to abandoned vessels and marine debris
- I share your concerns regarding challenges with the transfer of ownership of vessels which is why I'm looking at ways to improve vessel licensing in BC.
- Thank you for sharing your stories about the vessels you have removed and the marine debris you encounter at your facilities.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**V. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure, vessel turn-in program or funding)**

*From pre-meeting with Mike and Rodney: Recycling program would assist responsible mariners in disposing of their vessel. What appears to be happening, is that they put it up for sale for a small amount of money instead of dealing with it properly. Someone can buy a boat for low price and they don't know how to deal with the boat.*

**VI. On average, how much of your operational time is spent on abandoned vessels and marine debris?**

*From pre-meeting with Mike and Rodney:*

*Abandoned vessels: Can't deal with them at the level they want to deal with them properly. They don't have any on their beaches at the moment but they are not being proactive. They have sometimes enlisted the RCMP to do patrols in the area. They clear the patrol area, move the problem from community to community*

*Marine-sourced plastics: it's everywhere, Ocean's Day clean-up to remove debris, had divers bringing stuff up. 1500 feet of rope recently ended up in the Port*

*Docks sometimes end up in the harbour. NPA has a debris contractor to remove logs etc. lots comes down the river. Protection Island beach clean-up was needed to remove log debris in order to allow access to the beach.*

**VII. When thinking more broadly on marine debris, what kind of awareness campaigns do you think would be the most successful?**

*From pre-meeting with Mike and Rodney: Communities that are impacted have heightened awareness of what is going on but others are not very aware. Give the average boat owner: a way to deal with their boat when it comes to its end of life.*

**VIII. What success stories do you wish to share?**

*From pre-meeting with Mike and Rodney:*

- *BC Parks buoys help to prevent some abandoned vessels. Prevents people from dropping anchor in the harbour.*
- *SM: spearheaded Canadian Coast Guard on changing the way they deal with abandoned vessels.*
- *NPA has removed a fair amount of abandoned vessels – divers re-float them up and then remove them. They get them off the beach quickly.*
- *Small-claims procedure for oil-spills – quick report to recover mystery spills from smaller vessels. Good news for Port Authorities out of that fund.*

**IX. What barriers do you see to finding solutions?**

*From pre-meeting with Mike and Rodney:*

- *Canada Marine Act definitions of vessels is different than Canada Shipping Act, difficult for Port to respond in that space. TC is dealing with that internally.*
- *Deal with the smaller boats receiver of wrecks: fundamentals, commercial owners*
- ***Better way to track changes of ownership.***

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

*From pre-meeting with Mike and Rodney:*

- ***Vessel ownership – fix on that. More documentation and life-transfer.***
- *Able to control vessels that ended up in the hands of irresponsible owners. Reached end of life and sold off.*
- *Licensing and registration: insurance is a big problem as well.*
- *Anything to make their job easier would be welcome.*

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Parliamentary Secretary for Environment

**Staff present:**

- Gala Milne
- Chris Jenkins

**Date:** August 27, 3pm

**Audience:** Alan Stewart, President of Pender Harbour and Area Residents Association (PHARA) (previously known as Pender Harbour Advisory Council)

### I. Audience Backgrounder

- **Who**

- Alan Stewart – President PHARA
- Peter Robson – Vice President, PHARA (not able to attend)
- Penny Harrison – Board member - worked on the application for the ABP funding
- Eliza Kinley – Board member - worked on the application for the ABP funding, also a diver, may provide insight on debris on the ocean floor
- Leonard Lee – Sunshine Coast Regional District representative for Area A: Egmont / Pendor Harbour
- Bob Fielding – will be touring MLA in his boat, has been involved with the Dock Management Plan working group, according to a news article, he's built about ¾ of the 300 docks in the area. He is the owner, Garden Bay Marine Service Ltd.

- **What**

From their website: PHARA has serving the residents and communities on the Sunshine Coast of BC from Middlepoint to Earls Cove/Egmont since 2013.

On February 4, 2019 a special meeting was held to vote on the community association name change from Pender Harbour Advisory Council (PHAC) to Pender Harbour and Area Residents Association (PHARA) to better reflect the focus, purpose and growth of the Association. PHARA is a volunteer organization which exists to support the vitality of the communities' of Pender Harbour and Egmont areas as excellent places to live, work and play for residents and visitors. The Association provides a structure that allows residents to identify issues of broad community concern and have them effectively addressed.

The Association draws its main funding from a \$10. membership per person per year, or \$100 for a lifetime membership fee. It saw a surge in growth as it moved into its expanded mandate but is looking to include more of the residents in the area.

PHARA is involved in the community in many ways, with committees dealing with derelict boats, cleaning local waters of debris, the annual trash bash, beach access signage, community volunteer awards, the installation of No Wake signs in the harbour and much more. We invite community input into other projects we should take on as an association. To do this join our discussion pages on the right-hand side of this page.

The Association recently added the Pender Harbour Dock Management Plan (DMP) Working Group as a committee. The purpose of this relationship is to give the DMP Working Group a parent organization

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

with a broader base of membership in the community, as they continue to focus on how to best deal with issues related to docks in the Harbour.

- **Where**

Meeting will take place at Millennium Park in Pender Harbour / Madeira Park. Located at: 12967 Madeira Park Rd, Madeira Park, BC

- **When**

August 27, at 3pm

- **Interests**

- Pender Harbour Advisory council (previous name of PHARA) received \$10,000 in funding from the ABP to clean up 2 boats in Madeira Park, BC.
- The announcement was made by their local MP, Liberal Pamela Goldsmith-Jones
- The Dock Management Plan Working group has had a number of conversations and meetings with their local MLA Nicholas Simons
- The group has issues with the current dock plan which was released by the Ministry of Forest, Lands, Resource and Rural Development (FLNRDD) in April 2018 titled: Replacement of Your Crown Foreshore Tenure in Pender Harbour. Specifically, the group has issues with the following: that it has: dock width criteria, light emission requirements and seeks to eliminate boathouses. From their website: The Pender Harbour dock management plan aims to address environmental stewardship and resource management concerns by minimizing impacts to marine resources, protecting archeological resources from disturbance, and advancing collaborative management between the shíshálh Nation and the Province.

*From pre-meeting with Alan Stewart on August 26, 2019*

- *Pender Harbour Dock Management Plan (DMP) Working Group has been a huge focus of residents in the area - Foreshore licensing: docks and morages have always been an issue and the topic will likely come up in the meeting while not being the focus of the meeting.*
- *Bill C-64– and how that's being implemented may also come up.*

**Leave behind:** rack cards

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## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

- the feasibility of an environmental stewardship program to manage the end-of-life recycling of boats and marine infrastructure, as well as fibreglass and other elements of abandoned boats;
  - the feasibility of a “cash for clunkers” program for abandoned vessels or those at the end of their useful life; and
  - what lessons can be learned from the Washington state program for this problem.
- Make recommendations for provincial action to curb the disposal of plastics in the marine environment.
- On July 26, premier Horgan named me parliamentary secretary for environment, addressing abandoned vessels, marine debris and marine-sourced plastic will remain a key focus area for me.

### III. Keys Messages

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?
  - Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the particular importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25<sup>th</sup>, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

- Key messages on BC boat dismantling and recycling industry:
  - People along the coast have talked to me about the possibility of recycling boats here in B.C. How to dispose of end-of-life vessels is an important issue for coastal communities.
  - I'm hearing a lot of interest in the idea of a made-in-B.C. boat dismantling and recycling industry. At this stage, I'm listening to people and gathering those ideas. It is too soon to say what role the provincial government could play in a future industry, if any.
  - I am taking the summer to meet with people along the coast, including communities, First Nations, industry and stakeholders. We're talking about multiple aspects of marine debris including this important issue.
  - I am gathering ideas and learning about successful programs and barriers communities have been facing. I welcome insights and recommendations communities may have.
  - I plan to send my summary of key findings and preliminary recommendations to Minister Heyman later this year.

### IV. Key messages for PHARA

- Thank you for the work you are doing with regards to abandoned vessels and marine debris
- I share your concerns regarding challenges with funding sources and liability for abandoned vessels.
- Thank you for sharing your stories about PODS and your success with the Abandoned Boats Program funding.

### V. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure, vessel turn-in program or funding)

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- *Yes, all these things. List of vessels that are abandoned*
- *Two that have been funded by TC, take ownership of these problem vessels. Where do you look for help. Limited insurance, liability. Divers wouldn't touch it without them taking liability for it.*
- *Assessment of ABP: interface with TC was good . Relatively smooth.*

**VI. On average, how much of your operational time is spent on abandoned vessels and marine debris?**

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- 15% on abandoned vessels from their meetings
- Equal amounts for marine debris.

**VII. When thinking more broadly on marine debris, what other materials should be targeted in the prevention / reuse side?**

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- PODS (Pender Harbour Ocean Discovery Station) coordinates small beach clean-ups in old historic wharf areas
- Peter Robson: gets divers lined up for ocean clean-ups
- Lots of old debris down in the bottom of the ocean.
- Nets, toilets, batteries, Eliza is a diver and she will know more.
- Is there a goal for the removal of the debris on the ocean floor? Eliza would know more.
- Practicality of the removal: it would be a role for the province.

**VIII. What success stories do you wish to share?**

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- *PODS is a success story: Michael Jackson is their Executive Director*
- *PHARA: their success is: finally getting the money to remove those two abandoned vessels.*

**IX. What barriers do you see to finding solutions?**

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- *Next steps of introduction with Bill C-64: next steps for vessels in the harbour, what to do next re: ownership*
- *Funding 15-20% of the cost is something they have to come up with leverage some of the funds*
- *Volunteer time from the board.*

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

*From pre-meeting with Alan Stewart – Aug 26, 2019*

- *From a practical standpoint: Government funds to remove the abandoned vessels, they don't have the funds to remove them. Some people are living on vessels that looks like are abandoned. Towed boats into harbour because they can take care of them cause they've done it before.*

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

**Chair:** Nanaimo MLA Sheila Malcolmson, Parliamentary Secretary for Environment

**Staff Present:**

- Gala Milne
- Chris Jenkins

**Date:** August 28, 2019

**Audience:** Sunshine Coast Regional District, Town of Gibsons, District of Sechelt and Sechelt Nation.

- Mark Brown, CAO SCRD
- Ian Hall, GM Planning & Community Development, SCRD
- Chair Lori Pratt, SCRD
- Director Leonard Lee, SCRD
- Remko Rosenboom, GM Infrastructure Services, SCRD (staff pre-call – Aug 21)
- Councillor David Croal, Town of Gibsons
- Sue Booth, Bylaw Officer, Town of Gibsons
- Councillor Alton Toth, District of Sechelt
- Councillor Eric Scott, District of Sechelt
- Mayor Darnelda Siegers, District of Sechelt
- Public Works Manager John Devison (John has been coordinating the abandoned vessel removal with the federal government over the past year or 2)
- Councillor Keith Julius, Sechelt Nation
- Sid Quinn, Director of Resource Management, Sechelt Nation

### **I. Audience Backgrounder**

- **What**
- SCRD has a population of ~30,000, it includes the District of Sechelt, Town of Gibsons, Sechelt Indian Government District and the following areas: Pender Harbour & Egmont, Halfmoon Bay, Roberts Creek, Elphinstone and West Howe Sound
- District of Sechelt has a population of 10,000
- Gibsons has a population of 4,600

- **Where**

Meeting will take place at the SCRD regional office, 1975 Field Road, Sechelt

- **When**

August 28, from 10am – 12 pm.

- **Interests**

- District of Sechelt (DoS) received funding through the Abandoned Boats program for 14 boats for a total funding of \$70,000. They used that funding to do an assessment of Porpoise Bay which had 17 vessels creating environment or navigational concerns that were identified.

## **Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics**

- PSSM mentioned the DoS, along with the District of Oak Bay and the District of Lunenburg as municipalities that decided not to pursue funding through the Abandoned Boats program. In Dec 2017, she also mentioned that the DoS had supported her bill which was defeated by the Liberals.
- In January 2019, there was an article on the progress of the removal of four vessels in Porpoise Bay, at the time, they stated they would be removing them in the spring. The article stated that beyond the 17 vessels that they received funding to remove, there are approximately 20 additional boats in Porpoise Bay that should be investigated.
- From meeting with Remko:
  - DoS has program around Abandoned vessels: Jon Devison who will be at the meeting is the primary contact for this program.
  - SCR D not doing anything around marine debris or abandoned vessels, at this time. John Roe of the Dead Boats Society presented to the board – they are investigating what legal tools they have around abandoned vessels. Currently, it is not within the mandate of their services. Unless they establish a new function through a referendum. Marine debris: to a certain degree the same thing. Not doing shoreline cleanups but they are accepting materials at their landfill and waiving fees. Their current mandate doesn't allow them to be involved in the collection
  - Are people concerned about AV, MD and MSP: marine debris is a big issue especially at Robert's Creek, lots of Environmentally sensible people here.
  - Abandoned vessels are a big issue, they have a lot of them.

**Leave behind:** rack cards

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## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

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  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
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  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25<sup>th</sup>, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy
- Key messages on BC boat dismantling and recycling industry:
  - People along the coast have talked to me about the possibility of recycling boats here in B.C. How to dispose of end-of-life vessels is an important issue for coastal communities.
  - I'm hearing a lot of interest in the idea of a made-in-B.C. boat dismantling and recycling industry. At this stage, I'm listening to people and gathering those ideas. It is too soon to say what role the provincial government could play in a future industry, if any.
  - I am taking the summer to meet with people along the coast, including communities, First Nations, industry and stakeholders. We're talking about multiple aspects of marine debris including this important issue.
  - I am gathering ideas and learning about successful programs and barriers communities have been facing. I welcome insights and recommendations communities may have.

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

- I plan to send my summary of key findings and preliminary recommendations to Minister Heyman later this year.

### IV. Key messages for SCRD / DoS, Gibsons and Sechelt FN

- Thank you for the work you are doing with regards to abandoned vessels
- I share your concerns regarding challenges with Styrofoam recycling and prevention which is why I'm looking at ways to improve this in BC.
- Thank you for sharing your stories about the abandoned vessels program and the work that your community associations are leading.

### V. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure, vessel turn-in program or funding)

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- *Help SCRD go from zero to something, what space/tools do they have?*
- *For the DoS: how can the province support them?*

### VI. On average, how much of your operational time is spent on abandoned vessels and marine debris?

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- *Significant amount of time explaining to residents and dealing with beach Styrofoam that is filling up the landfill.*
- *How much Styrofoam goes to their landfill: Remko can provide this number. Residents can collect things on the beach and they can take all residential stuff and bring it to the landfill.*

**VII. When thinking more broadly on marine debris, what other materials should be targeted in the prevention / reuse side?**

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- Preventing things from becoming marine debris
- Provincial role in cleaning up the shores
- Funding arrangements
- Nets, there are lots that they find on the beaches

**VIII. What success stories do you wish to share?**

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- Lots of active community associations. One of them collected 46 totes of marine debris, barge company backed out and now it's sitting on the beach, \$4000 to be removed (also a barrier).
- SCRD could play more of a coordinating role.

**IX. What barriers do you see to finding solutions?**

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- Transportation: some of the beaches are quite remote.
- No disposal options for vessels on the coast. They cannot accept them at their landfill. They need to go to the lower mainland. They have the situation where two boats go out, one comes back.
- People aren't paying to get them to the landfill on the mainland, instead these vessels / RVs being given away.

**X. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**

*From staff pre-meeting with Remko Rosenboom, August 21, 2019:*

- *Marine debris: there is nothing they can do with the Styrofoam, landfill only has 7 years left. They are burying it all, at the moment. Recycling option for that would be great. Volume of Styrofoam: a difference can be made by the province.*
- *Abandoned vessels: big issue with funding, federal issue, capacity of their organization, they are underfunded for the removal.*
- *Private docks in Pender Harbour: torn apart by storms, some commercial Styrofoam, on Sechelt inlet side, oyster fishers, the commercial fisheries are still small-scale so may not do foam encapsulation.*

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

**Chair:** Nanaimo MLA Sheila Malcolmson, Special Advisor

**Date:** August 1, 2019, 12:30-1:30pm

**Audience:** Mark Cook, Vard Marine

JTT: Francois Bertrand or staff member on his behalf.

### I. Audience Backgrounder

- **Who**

Mark Cook is the COO and Vice President of the Vancouver Office.

From the website: Mark's ability to transition between disciplines is one of his best attributes when it comes to managing the entire Vancouver office. He is constantly looking for opportunities to develop individuals to be more than a typical engineer, but to look at projects and challenges from a new perspective to find a reasonable solution.

Andrew Kendrick is the Vice President in the Ottawa office and was the corresponding author of the 2016 boat breaking/ recycling report for Transport Canada and gave testimony regarding Bill C-64.

Francois Bertrand, Executive Director of Sector and Regulatory Competitiveness with Jobs, Trade and technology will be calling in or will have a staff member from JTT call in on his behalf.

- **What**

From their website: Vard Marine's experienced naval architects and engineers deliver a wide range of design services – from advanced analysis systems to full scale sea trials. The result is our proven design portfolio – vessels with high mission effectiveness, efficient construction and superior operability. You'll find them safely plying rugged waters worldwide, proudly owned by satisfied Vard Marine clients.

Mission: Earning our clients' trust through specialized vessel designs that meet the emerging challenges of marine operations.

- **Where**

Meeting will take place over the phone on August 1, 2019

- **When**

MLA Malcolmson teleconference with Mark Cook, additional Vard staff have not been confirmed.

- **Interests**

In 2016, Vard Marine Inc. completed a report titled 'Analysis of Ship Breaking and Recycling Capacity in Canada' for Transport Canada.

- It went over the state of ship recycling, dismantling and opportunities that exist across the country
- It was a great starting point when we spoke to JTT about a Made in BC dismantling initiatives with JTT, the report was shared with JTT after our meeting in July.
- It provided specific data on capacity in BC with links to shipbuilding and recycling facilities
- It is now slightly out of date as most of the data presented is from 2012-2015 but the overall trends and ideas are still current

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

Vard Marine (Andrew Kendrick) gave a testimony regarding vessel licensing in Canada in relation to Bill c-64 (underline added by staff for emphasis):

In 2015, Vard undertook a project on behalf of Transport Canada, which was referenced, I noted, by the previous witnesses. We were supposed to be analyzing ship breaking and recycling capacity in Canada, but it actually became a much broader project, looking at advice on vessels of concern. What causes them? What are the potential means of dealing with them? This brought home to us the general legislative uncertainty surrounding the disposal of wrecked and abandoned vessels of various sizes, and best and worst practices in Canada and around the world for handling this.

Canada certainly needs a better framework to handle this problem. We consider that Bill C-64 is a valuable part of this. We do have some concerns with the bill because it's trying to address a very broad range of issues in a single package. While you may be able to gloss over this in the act itself, it will make it difficult, in our opinion, to formulate effective regulations for all the types of vessels that are under consideration. We're already seeing some signs of this in a recent DFO/PSPC request for information, which I'll talk a little more about in a minute.

The summary of the act refers explicitly to the Nairobi Convention and to requirements that will be imposed on vessels of 300 gross tonnes and above, but the general coverage of the act is to all Canadian vessels that are registered, listed, recorded, or licensed under the Canada Shipping Act.

There are only 1,500 Canadian vessels that are over the 300-gross-tonne limit. A thousand of those are barges and 200 are owned by the federal government, provincial governments, and crown corporations. On the other hand, there are roughly 40,000 vessels that are registered and several million that are either licensed or are supposed to be licensed. We followed in our work the NMMA study from 2012, which put the number of recreational vessels in Canada as 4.3 million.

Licensing applies to all vessels with more than 7.5 kilowatts, 10 horsepower, of engine power. That's a fairly low threshold. Bill C-64 lowers this still more by applying to all vessels other than unpowered vessels below 5.5 metres in length. Finally, I've been caught, because my 14-foot sailboat actually has an electric trolling motor. I'm not sure what the interpretation of the act will be in a condition like this

As the coverage expands, the quality of the databases available for monitoring and enforcement drops rapidly. There are three different databases for Canadian-registered vessels, and they are by no means current or accurate. We're doing a study of that at the moment on another project for Transport Canada, and the registry is full of errors. We don't have access to the record for licensed vessels, but our experience suggests that the records are incomplete and highly inaccurate, and the process of licensing is poorly understood even by some of the more reputable boaters. Licences have to be renewed every 10 years, but most recreational boaters are not aware of that. We strongly suspect the licensing database is sadly out of date and would be of very little use in tracking down owners in many cases.

Enforcement of the requirements is very inconsistent. I'm not aware of any fines having been levied recently on people who didn't have a licence but were supposed to.

Applying the act to large vessels should be relatively simple and uncontroversial, except in the case of orphaned vessels. There, hard cases make bad law. But generally the large vessels are few in number, highly visible, and relatively well documented.

**Leave behind:** Offer to send rack cards

### II. Special Advisor's Terms of Reference:

- In April 2019 I was appointed by the Premier as Special Advisor to you, The Honourable George Heyman, Minister of Environment and Climate Change Strategy, to undertake this assignment, which has the following objectives:
  - Make recommendations for a provincial action plan, in co-ordination with the federal government, to eliminate the environmental threats caused by derelict vessels including but not limited to:

## Addressing Abandoned Vessels, Marine Debris and Marine Sourced-Plastics

- building on existing work and partnerships, collaborate with the federal government on potential development of a boat-licensing program to aid enforcement of regulations for the management of derelict boats;
  - the feasibility of an environmental stewardship program to manage the end-of-life recycling of boats and marine infrastructure, as well as fibreglass and other elements of derelict boats;
  - the feasibility of a “cash for clunkers” program for derelict vessels or those at the end of their useful life; and
  - what lessons can be learned from the Washington state program for this problem.
- Make recommendations for provincial action to curb the disposal of plastics in the marine environment.
- On July 26, premier Horgan named me parliamentary secretary for environment, addressing abandoned vessels, marine debris and marine-sourced plastic will remain a key focus area for me.

### III. Keys Messages

- British Columbia is tackling the problem of abandoned vessels, marine debris and marine-sourced plastics.
- How can we:
  - Create solutions by working together?
  - Prevent problems in the first place?
  - Reduce plastics pollution in the marine environment?
  - Find alternatives to landfilling old boats?
  - Showcase innovative solutions that are already happening in BC?
- Broader plastics initiative messaging:
  - Minister Heyman has been actively working with ministry staff to explore options to further prevent, reduce and recycle plastic waste from all sources so we can better protect B.C.'s marine and land environments.
  - The work I am undertaking as Special Advisor on marine debris protection will be done in parallel with Minister Heyman's broader work on plastics as a key part of BC's strategy. It shows the particular importance of addressing ocean plastics and marine debris in B.C. given the sensitive marine environment of our coastline.
  - Comments and feedback to both initiatives are welcomed and will be jointly considered.
  - On July 25<sup>th</sup>, Minister Heyman announced the Province's consultation paper on plastics which can be accessed from the following link: [cleanbc.ca/plastics](https://cleanbc.ca/plastics)
  - I will continue to work with Minister Heyman on BC's overall plastics strategy

**IV. On the subject of abandoned vessels, what involvement would you like to see from the Province (e.g. vessel licensing, boat dismantling infrastructure, vessel turn-in program or funding)**

**V. When looking at Boat Recycling, what could the Province do to advance this and find new solutions?**

**VI. When thinking more broadly on marine debris, what other materials should be targeted in the prevention / reuse side?**

**VII. What success stories do you wish to share?**

**VIII. What barriers do you see to finding solutions?**

**IX. What is the single most important thing that you think the B.C. Government can do to improve the situation to create lasting solutions?**