

# Salish Sea Island Tides

Giving The Coast A Community Voice For 27 Years



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Photo: Toby Snelgrove.SNELGROVEimages.com

Winter surfing off Long Beach National Park, Tofino / Ucluelet.

## Agreement to protect BC's coastal forest - Patrick Brown

Twenty years. That's how long it has taken to reach agreement on protecting the Great Bear Rainforest—or, at least, most of it.

The Great Bear Rainforest is one of the largest remaining coastal temperate rainforests on earth. It is the size of the entirety of Vancouver Island. It comprises BC's mainland Pacific coast from the Discovery Islands (Campbell River) to the border of the Alaska panhandle (Stewart): 6.4 million hectares of land and water, of which 3.6 million hectares is forest, islands, inlets, mountains, valleys.

The Great Bear Conservation Agreement will ensure that 85% of the coastal temperate forests (3.1 million hectares) is permanently off-limits to industrial logging. The remaining 15% of the forests (some 550,000 hectares) will be subject to Ecosystem-Based Management rules, said to be the most stringent commercial logging standards in North America.

The fifteen-year negotiation to reach The Great Bear Conservation Agreement included at least five forest products companies (Interfor Corporation, Western Forest Products, BC Timber Sales, Catalyst Paper, and Howe Sound Pulp and Paper), three BC premiers, three major environmental organizations (ForestEthics, Greenpeace, and Sierra Club BC), and 26 First Nations. First Nations leader Dallas Smith says this involved 94 chiefs and about 180 different band councillors.

### Outstanding Agreement

Greenpeace hails the Great Bear Conservation Agreement as 'a ground-breaking model for other forest regions of the world' and says that the organization is hopeful that what was achieved in the Great Bear Rainforest can also happen for the Boreal Forest, particularly in Ontario and Quebec.

### Logging the Rainforest

Throughout the last century, it was the scene of active logging, clear cuts, and high-grading the old-growth—thousand-year-old western red cedars, ninety-metre Sitka spruce. Skyline logging with wheezing donkey engines, steam and then diesel; tractors, skidders, trucks; log-dumps; enormous log-booms, tugboats, self-dumping log-barges; sawmills, pulp mills, chip piles.

It wasn't until the nineties that the clear cuts started to become apparent, and the old growth started to become scarce. The public and the press became interested after the successful demonstrations against clear-cutting at Clayoquot Sound—they

saw that BC's ancient forests could be preserved.

### The Environmental Campaign

Ancient forest campaigners turned their attention to the mainland coast. Environmental groups rebranded the 'Mid Coast Timber Supply Area' as the 'Great Bear Rainforest' with the iconic white Kermode bear as its symbol.

The forest industry wasn't interested. It only became interested when, in the late nineties, the environmental groups talked to the industry's customers. It was pressure from the markets for lumber, pulp, and paper, that brought the companies to the negotiating table.

### Collaboration and Negotiation

Five years of confrontation; fifteen years of talk. And logging continued, though the boycott campaign stopped in 2001 when talks began. The Ecosystem-Based Management (EBM) handbook, developed in the mid-2000s, was accompanied by an agreement not to log some 100 sensitive valleys.

A 2009 agreement had already put 50% of the forest off-limits to logging, including creating sizeable fully protected areas. It also included a \$120 million fund for First Nations community wellbeing initiatives, and recognition of First Nations rights in their territories through shared decision-making arrangements.

### The Great Bear Conservation Agreement

While the full text of The Great Bear Conservation Agreement had not been released at press time, the 2016 map of the Great Bear Rainforest shows an incredible patchwork of protected areas, EBM areas with 30-50%, 50-70%, and 70-100% off limits to logging; 'Restoration Landscape Units' in which past logging has resulted in a 'significant deficit of old growth', where at least 30% of the forested area is in 'hard reserves' as a base for restoration.

First Nations oversight of their lands has been strengthened, and new community development opportunities negotiated under a government-to-government implementation process, according to a summary of the agreements.

ForestEthics says, 'The plan will prevent millions of tons of carbon pollution from logging.' Environmental associations conclude, '...the new model of conservation management is informed by science, First Nations rights over their lands, and stakeholder input.'

## News from the front lines of LNG - Patrick Brown

Pacific NorthWest LNG has proposed constructing an LNG plant on Lelu Island, less than a couple of miles from Port Edward. Ship loading facilities are to be built close to Flora Bank, where flourishing eelgrass beds nurture juvenile salmon for the Skeena River run.

The project has not received federal environmental approval. However, BC's environmental authorities have approved it, and Premier Christy Clark has been an enthusiastic booster, and engineered a special legislative session last summer to ratify an 'Agreement in Principle' with NorthWest. The project is backed by Malaysian government-owned Petronas.

On January 23, some 300 First Nations hereditary and elected chiefs, scientists, and fishermen from the headwaters of the Skeena river to the ocean finished off a two-day 'Salmon Nation Summit' by declaring Lelu Island, and the Flora and Agnew Banks 'off limits' to LNG development. The 'Lelu Declaration' also received the backing of Bulkley Valley MP Nathan Cullen, and three MLAs: Jennifer Rice (North Coast), Robin Austin (Skeena), and Doug Donaldson (Stikine).

Local First Nations set up a protest camp on Lelu Island last summer.

On January 28 it was reported that one of two crab-fishing boats, looking for crabs near Flora Bank, was rammed at high speed by a Northwest LNG contractor vessel, *Glacial Mist*, in an attempt to discourage them from fishing. *Glacial Mist* reportedly had three private security guards aboard.

Previous ramming incidents in the area were reported on October 28, 2015, and January 19, 2016.

On Monday, February 15, a new documentary film, *A Last Stand for Lelu*, will be shown as part of the Vancouver International Mountain Film Festival. The documentary *Fractured Land* played at the UNBC Weldwood Theatre in Prince George on January 27.

The All Native Basketball Tournament attracted LNG NEWS, please turn to page 6



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- Duncan - Cowichan Commons Mall
- Nanaimo - Corner Island Hwy @ Hammond Bay Rd
- Port Alberni - Shoppers Drug Mart Plaza, 10th Ave
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- Powell River - Pacific Point Market, Thunder Bay St
- Campbell River - The Village, Willow Point



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## Editorial: Funding The News

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Capital Regional District



### Notice of Public Open House

#### Magic Lake Estates Wastewater Infrastructure Projects

The Capital Regional District (CRD) is working with the Magic Lake Estates Water and Sewer Local Services Committee (MLE Committee) in preparing a new phased plan to address the issues facing the aging and failing wastewater infrastructure in the Magic Lake Estates Sewer Service Area.

The first phase of the plan addresses the highest priority items and requires borrowing up to \$1,530,000.

The CRD and MLE Committee invite all residents within the MLE Sewer Service Area to an Open House to obtain more information and ask questions about the phase 1 projects and Alternative Approval Process.

Date: Saturday, February 27, 2016

Time: 11am to 3pm

Location: St. Peter's Anglican Church, 4703 Canal Road,  
Pender Island

If you are unable to attend the open house or would like to receive updates, please visit the project website at [www.crd.bc.ca/magiclake-sewer](http://www.crd.bc.ca/magiclake-sewer).

For more information, please contact:  
Malcolm Cowley, P. Eng.  
Manager, Wastewater Engineering and Planning  
Tel: 250.360.3066 Mobile: 250.812.7773  
Email: [mcowley@crd.bc.ca](mailto:mcowley@crd.bc.ca)

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Excuse *Island Tides* brevity these last few editions. It's not from lack of news; there are pages more of it that we could print, and beautiful photos, too. It's that time of year when readers' annual voluntary subscriptions are vitally needed to pay for everything.

While I heartily thank all *Island Tides*'s advertisers for their invaluable support, advertising in print news is no longer what it was, with websites and the internet to promote businesses. So, dear readers, \$30 a year does not seem much for all the news that readers get and if everyone who appreciated *Island Tides* sent in that amount each year, I would not have to fret about all I have to leave out of each edition.

You will have read that the *Nanimo Daily News*, *Guelph Mercury*, *Burnaby NewsLeader*, *New Westminster*

*NewsLeader* and most recently *Kamloops Daily News* have all ceased publication recently. They are among dozens that have gone out of business in the last year.

*Island Tides* has great strengths in our model of informed contributors of all kinds from across the region, the respect *Island Tides* has gained which allows us to (re)print columns by prestigious writers, its combination of the very local and regional news, the gift of the extraordinary region in which we live, the people *Island Tides* serves, and our devoted readership.

Won't you pitch in to keep us going strong? Send your cheque to: Box 55, Pender Island, BC V0N 2M0 or call 250-216-2267 with your credit card (I'd love to talk to you). And thank you to those of you have already sent in since the NewYear—or in other years.

—Christa Grace-Warrick

## Readers' Letters

### LNG Still A Dirty Fuel

The following letter was sent to BC Premier Christy Clark on January 28.

Dear Christy Clark:

I would like you to ask our Climate Leadership Team to revise their Recommendations Report without the requirement to support 'BC's LNG Strategy'. LNG (fracked or not) is a carbon emitting fossil fuel with the same long-term future as tar sands oil and BC's southeast coal. LNG may have a short-term benefit to displace dirtier fossil fuels, but that window of opportunity will hopefully close quickly.

Any LNG plan must have a decommissioning date and cost included with the financial analysis, and don't forget the trade agreement lawsuits (ISDS).

Asking the Climate Leadership Team to create a plan that places LNG above the climate is flawed, and a short-sighted waste of tax dollars. There may be some salvage opportunity to ask the team to revise their recommendations without LNG while the research is still current.

Is the Site C dam sensible without LNG? Let's re-think that too.

The revenue-neutral Carbon Tax is admirable, but industry has a difficult time aiming for targets that change, as when this tax was frozen in 2013 for 5 years. The freeze hurt the responsible businesses that were striving for compliance, and benefits the climate laggards. It also casts doubts on the government's commitment to future climate programs.

I am grateful that Elizabeth May is my MP and, based on his actions so far, I feel the same way about Justin Trudeau as our PM. I would like to say the same about our premier.

Please encourage these necessary changes to our Climate Leadership Plan so that BC's early adopters/developers of renewable energy can lead the world in meeting our Paris Agreement obligations. Keep in mind that, on this planet, there is not 'somewhere else' that LNG can be burned.

Terry Hoffman, Galiano Island

### Monetary Reform

Dear Editor:

I agree with Joel Harvey of Mayne Island and the need for monetary reform in Canada. In fact, all the tools are already in place to achieve what he advocates.

There is no need to search off the continent to see what other countries are doing. On your web browser, type in, State Bank of North Dakota and see what is already being done in one state in the Union.

The Bank of Canada is authorized, by law, to be a lender and thus create money like the chartered banks. We would not only reduce the costs of servicing debt but those costs would go right back into the system therefore converting debt cost into a benefit. Is that too difficult?

William Walton, Denman Island

### Global Aid

Dear Editor:

Under the last ten years of Conservative rule, Canada's share of global aid became the lowest of all industrialized nations. In 2014, the only G7 country with a smaller aid budget than Canada was Italy, which had an unemployment rate of over 12% and whose economy was among the worst in Europe.

The usual argument for this parsimony is it's somehow better to help Canadians than foreigners, and yet I know of no recognized ethic, religion, or accepted system of morals that says only help those that live near you and forget everyone else.

If human life has value, if we believe that every human being has potential, the accident of one's location of birth shouldn't be relevant. Recognizing this, Canada has pledged to spend 0.7% of GDP on foreign assistance. We are now at less than half that, while our global partners have reached or are close to that goal.

The second usual argument is our weak economy, but despite a deficit of nearly \$200 billion, the UK still met their international obligations in 2014. At the height of the 2008 recession, Ireland increased its aid, exceeding Canada's. The difference between 0.24% and .07% is a rounding error in the federal budget, yet means life and death for millions.

The Conservatives and their tight-fisted policies are now gone, and it's time to fulfill your predecessor's oaths, Prime Minister Trudeau.

Nathaniel Poole, Victoria

### CRD Sea Level Rise Planning Inadequate—The Actual Picture

Dear Editor:

The CRD's planning for ocean rise reported on page 1 of *Island Tides*, January 28th edition, based on the so-conservative notion that we face only a few meters of ocean rise by 2100 is dangerous and not in keeping with what is happening at the poles.

SPORPORI (Strategic Planning for Ocean Rise and Peak Oil Resettlement) has been following the polar research for decades and, for instance, in planning exercises in 2005, the worst case projected for 2100 was 6m rise. That is now a most likely scenario if we maintain business as usual globally and we run a smaller risk of 60m due to icesheet collapse—not 2m, for which the CRD plans.

This discussion of global impacts on city and culture can be viewed on [www.plancanda.com](http://www.plancanda.com), starting with exercises in culture survival in Vancouver City Planning Commission in 2005 to 2007. A planning manual came out of that work which can be purchased on that site or downloaded for free on [www.vancouverpeakoil.org](http://www.vancouverpeakoil.org).

For a better, faster picture, go not just to polar station reports and IPCC (who have left out polar data), but also Abrupt Climate Change report from US government in 2009.

To plan based on 2m is folly but then again the wealthy need to unload their waterfront lands to the poor.

All civic investment at sealevel is a waste, in the ACC report and after the US Pentagon put a moratorium on capital projects below 60m above sea level. Insurance companies are cutting coverage on sealevel locales.

Projects of sewage treatment as in Victoria need to be planned on small scale not large scale projects so that as areas flood, adaptation can be made.

A policy of planned uphill migration in BC is a missing policy; as there will be no insurance coverage and land is lost, we need to give people options before this happens and at minimal cost to the remaining suffering public.

Projects like the Deas Bridge are truly wasteful, the tunnel will flood but the new bridge approaches will likely be underwater within a generation from the first ice sheet collapse.

The creeping acknowledgement of sea level rise slowly ratchets up, like frog in boiling water—and 'one must not scare the public'.

For a short form article see *Scientific American*, February 2009 on ice-sheet collapse.

Richard Balfour, Denman Island

## Chilliwacked

A knickknack? a kickback?

They sold the *Queen of Chilliwack*

Was anybody keeping track?

The deal is done, no turning back.

With a retrofit and a tank of fuel!

This deal would make the dragons drool.

If you believe in fairy tales,

Just watch our surplus ferry sales.

The strangest thing BC has seen

A ship's engineer who purchased a queen!

How much did he pay? well that's a big mystery,

He was well informed of her refurbished history.

Now the bill of sale must be concealed,

Lest some skulduggery be revealed.

Do we need to know the hidden details?

Which would compromise future ferry sales.

These covert corporate negotiations

Have jeopardized their public relations.

So farewell to the good *Queen of Chilliwack*

The taxpayers will not see their money back.

Our crown corporations have a wonderful knack

Of selling off assets and covering their tracks.

The books always show, they are never the losers.

They can just up the fares of the poor ferry users.

So, if you're thinking of buying a used ferry boat,

It takes a lot of hot air to make them float.

—Ann McLean

## No Bridge To Gabriola

Consultants CH2MHILL have completed their study of the possibility of a bridge from Vancouver Island to Gabriola Island. They conclude that the present value of the bridge's costs exceed the present value of its benefits.

The bridge option was compared with the existing Descanso Bay-Nanaimo Harbour ferry system.

The cost basis is that which would be assumed by the provincial government if a bridge were built; it was reckoned from the average of three construction alternatives. The user benefits would be mainly dollar savings from not paying ferry fare, and the calculated value of decreased travel time.

The consultants also rated a number of non-dollar factors. The only ones rated as substantially improved with a fixed link were goods movement and growth/development.

'Much worse' with the bridge were GHG emissions and air pollution, island identity, alignment with plans and policies, and property impact. Archaeological impacts also were rated as 'much worse'.

Transportation and Infrastructure Minister Todd Stone was quoted as saying, 'There is simply not enough compelling evidence to proceed on a fixed link to Gabriola Island.'

## Input for Environmental Priorities for Massey Tunnel Replacement

The proposed ten-lane bridge replacement for the George Massey tunnel under the Fraser River between Delta and Richmond has to obtain an environmental assessment certificate. The BC Environmental Assessment Office (BCEAO) is currently conducting a public consultation as a part of that review. Public comments may be submitted until February 15.

The BCEAO is asking for comment specifically on the application information requirements. The selected valued components (VCs) are presented in the project description and key areas of study document for the bridge proposal. VCs are selected in order to 'focus environmental assessment on those aspects of the human and natural environment that are of greatest importance to society'.

The invitation to comment to the BCEAO is, therefore, an opportunity to participate in their priority setting for the environmental assessment; what should they consider, and what is most important?

The project description for the bridge proposal is at <http://engage.gov.bc.ca/masseytunnel/files/2015/12/GMT-Project-Definition-Report-Dec-2015.pdf>

The guideline for the selection of VCs is at [http://www.eao.gov.bc.ca/pdf/EAO\\_Valued\\_Components\\_Guideline\\_2013\\_09\\_09.pdf](http://www.eao.gov.bc.ca/pdf/EAO_Valued_Components_Guideline_2013_09_09.pdf)

More information at: [masseytunnel.realhearings.org/](http://masseytunnel.realhearings.org/) and

[a100.gov.bc.ca/appsdata/epic/documents/p430/1452197306992\\_8Bs6WT2VsyLMLlpQ2D6JHpfWZ3gTHnCJoglp2fqoykQqpNpqGcXG!-1508492824!1452195541552.pdf](http://a100.gov.bc.ca/appsdata/epic/documents/p430/1452197306992_8Bs6WT2VsyLMLlpQ2D6JHpfWZ3gTHnCJoglp2fqoykQqpNpqGcXG!-1508492824!1452195541552.pdf)

## Search & Rescue Gets \$10 Million From Province

Across Canada, Search and Rescue (SAR) volunteers carry out some 2,000 missions each year. Notably, 1,300 of those missions are in BC, which must be why the province needs 80 Search and Rescue organizations involving some 2,500 volunteers. This province, with its rugged scenery and inviting backcountry, can be a dangerous place.

The provincial government covers 100% of the 'operational costs' for SAR, with an annual budget of \$6.3 million. Volunteers, of course, don't get paid for their total of 100,000 hours each year; they are the 'first responders' of the wilderness. This budget is clearly a bargain.

Now comes news that the government is making a \$10 million one-time grant to the BC Search and Rescue Association, to be used for additional technical training, updating equipment, and trying out new technologies. It will be put to good use.

## Artists Announced For Salish Class Ferries

BC Ferries, in partnership with the First People's Cultural Council, has selected three Coast Salish artists to create designs for the new Salish Class vessels. *Salish Orca* will feature designs by Darlene Gait from the Esquimalt Nation; *Salish Eagle* will showcase John Marston from Stz'uminus; and *Salish Raven* will have designs by Thomas Cannell from Musqueam.

These three artists came from a competition that attracted 27 concepts in Coast Salish artistic style. The chosen three will be developed into final designs over the next few months, and shared with the public.

*Salish Orca*, which will sail on the Comox-Powell River route, will be the first to arrive from its Polish builders, before the end of 2016. *Salish Eagle* and *Salish Raven* will arrive in 2017, for service in the Southern Gulf Islands.

## Shawnigan Lake Judicial Review

A request for a grant of stay of the provincial government's permit to dump toxic soil on Cowichan Lake's watershed begins on Monday, February 15 in Victoria Court House. The stay is being requested by the Shawnigan Residents Association.

On January 21, Malahat Chief and Council joined Shawnigan Residents Association by filing an application in the BC Supreme Court supporting the grant of a stay of Cobble Hill Holdings current permit to allow the dumping of contaminated soils.

'In reviewing the evidence presented in this matter to date, the Malahat Nation does not feel it was properly informed nor

consulted by the Crown on the project in a satisfactory way. Further, after failure of the Crown to respond to requests for information to this matter, the Nation has no choice but to take pause,' its press release says.

Shawnigan Lake Residents association is fundraising for its day in court; view #SaveShawnigan Video and visit <http://myemail.constantcontact.com/A-Day-in-Court---.html?soid=1102284600903&aid=mzwW9a8dvGo>.

## Soil Testing For Leachate In Shawnigan Watershed

An independent laboratory report confirms a toxic leachate is oozing off South Island Aggregates' Lot 21 and onto adjoining public and private lands, says Shawnigan Residents Association on February 4. Results from soil samples were taken from property adjoining SIA's Lot 21 by a Qualified Environment Professional (QEP). The leachate—water that has percolated through soil and released contaminants—has been tested according to strict protocols.

The laboratory reports have indicated 31 chemicals have been found in amounts exceeding both BC Contaminated Sites Regulations Soil Residential and BC Contaminated Sites Regulations Soil Agriculture guidelines. One chemical has been found in soil that is also in excess of provincial safety standards.

## Lower Mainland Byelection Results

Support for BC's opposition parties has been strengthening, if byelection results in Vancouver-Mount Pleasant and Coquitlam-Burke Mountain are anything to go by.

In both electoral areas BC New Democratic Party candidates were elected. 'Jodie Wickens is the first-ever NDP MLA to represent Burke Mountain and Melanie Mark is the first-ever First Nations woman elected to the BC Legislature,' said BC NDP Leader John Horgan.


BC NDP candidate Melanie Mark handily won her seat in Vancouver-Mount Pleasant, an NDP stronghold. Former BC NDP MLA Jenny Kwan held the seat until July 2015 when she resigned to run successfully as a Member of Parliament in October's federal election.

Coquitlam-Burke Mountain was formerly held by BCLiberal MLA Doug Horne who was an unsuccessful Conservative candidate in the federal election.

In Vancouver-Mount Pleasant's byelection, BC Green Pete Fry finished second—ahead of the BCLiberal candidate—with more than 26% of the vote. Fry more than doubled the BC Greens' support in the riding compared to the 2013 provincial election. In Coquitlam-Burke Mountain, 14% of voters chose BC Green Joe Keithley, representing an 8% vote increase over 2013.

However voter turn-out was only 20%; with 7,704 out of 38,099 registered voters casting ballots in Coquitlam-Burke

NEWS DIGEST please turn to page 5



### School District 64 (Gulf Islands)

#### REGISTRATION INFORMATION FOR 2016/2017

**Early Registration for all programs in School District 64 will take place from February 9 to March 15.**

**NEW REGISTRATIONS:**

**Kindergarten** - If your child will be five (5) years of age on or before December 31, 2016 (born in 2011), please register them at the school in your residential catchment area. Students currently enrolled in the district's Strong Start Programs are required to complete a Kindergarten registration form.

**Parents or Guardians:**  
Please bring the following documentation when you register:

- Verification of the child's birth date and citizenship status (birth certificate, passport or Landed Immigrant authorization)
- Care Card, and
- Immunization records.

**Grade 1 to 12** - Please register your child in the school in your residential catchment area. Expressions of interest in specific programs can be found on the registration form available at <http://sd64.bc.ca/student-registration.pdf>. Program placement is subject to the availability of space in specialized programs. Please note that additional application information is required for admission to French Immersion & MYSEEC at Saltspring Island Middle School and for the SEEC Program located on Saturna Island. Registration and water taxi transportation are subject to School District Policies/Procedures 530 and 700 available at <http://sd64.bc.ca/district/policies-and-procedures/>.

**Current Students:** If you wish to express interest in a specific program at your child's school please contact your school principal. Program placement is subject to the availability of space in specialized programs. Please note that additional application information is required for admission to French Immersion & MYSEEC at Saltspring Island Middle School and for the SEEC Program located on Saturna Island. Registration and water taxi transportation are subject to School District Policies/Procedures 530 and 700 available at <http://sd64.bc.ca/district/policies-and-procedures/>. For additional information about high school programs available through Gulf Islands Secondary School contact the school's principal.

**CROSS BOUNDARY TRANSFER REQUESTS** must be completed **annually** by parents/guardians who wish to transfer their child to a school out of their catchment area (reference: Policy and Procedure 530). The cross boundary transfer request form can be found at [http://sd64.bc.ca/wpcontent/uploads/2015/04/cross\\_boundary\\_request\\_2015\\_2.pdf](http://sd64.bc.ca/wpcontent/uploads/2015/04/cross_boundary_request_2015_2.pdf). Parents must first get signatures from both Principals before the form is submitted to the School Board Office for the Superintendent's approval. Upon receipt at the School Board Office the form will be time and date stamped. The deadline for accepting cross boundary request forms is **March 15**. Placement is subject to the availability of space.

**This does not apply for normal grade transitions to the next level at another school within the prescribed catchment area.**

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**SALT SPRING ISLAND**

**Call For New Applications**

ArtCraft 2016, BC's longest running, juried, arts and crafts show, representing the best of the Gulf Islands runs from June 10th to September 18th. Registration deadline for returning exhibitors is May 13th, and those new and to be juried is May 6th. This year all pottery will be juried as well as anyone not in ArtCraft 2015. Registration and information forms are available on the 'ArtCraft' page at [www.ssartscouncil.com/artcraft/](http://www.ssartscouncil.com/artcraft/) or please phone Richard Steel, ArtCraft manager on 250-537-0899 for more information.

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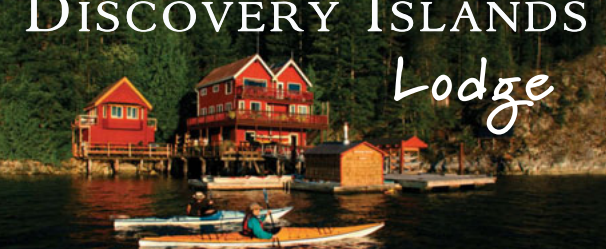
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# Electrify Your Garden, and Everything Else in BC

Peter Nix, Cowichan Carbon Buster

In my 'solar' garden, I grow food energy in the form of strawberries; but I also grow raw energy in the form of electricity. And then I sell that electrical energy, just like I might sell strawberries if I had time to attend farmers' markets.



Peter Nix's solar 'orchard'.

Photons of energy stream from the sun to create those strawberries, using the process of photosynthesis. This fantastic evolutionary leap eventually allowed agriculture to jumpstart our prosperous society. Then cheap solar energy from fossil plants powered our machines—another leap.

But energy from fossil fuels turns out to be the biggest Catch 22 in history. Because, while these fuels created prosperity, their use is now destroying our climate and threatening our society.

One big solution to minimize climate change damage is to use the sun's energy yet again. More solar energy falls on earth in a single hour than all the fossil fuel energy used globally in a year. On June 9, 2014, Germany produced a record 50% of its electricity from solar and yet it gets less sunshine than does Cowichan, where I live.

You and I could use the sun's abundant photons to electrify our entire lives: electric cars for transport, electric heat pumps for homes, and electric machines for industry. Vancouver Island citizens will spend over one billion dollars on energy over the next decade—that means exporting a lot of jobs. But if we go solar, we will create more local jobs than any other energy source.

So, I encourage you to take the next big step towards sustainability. Consider using your backyard garden, or rooftop, to transfer the sun's energy into renewable electricity using a proven and inexpensive technology—solar panels. Use that

invest in solar energy. The concept is simple; form a social enterprise group, perhaps a co-op, that allows members to invest as much as they can afford in solar panels on residential or commercial sites. This group would install solar panels installed on suitable property, collect money earned from the sale of electricity, and redistribute it to shareholders.

To test the economics of this concept and, frankly, to put my money where my mouth is, I utilized a bit of my garden as well as a slope on its south side to install 192 solar panels. It took about 35 x 25 metres or about 1/10 of a hectare. But it will produce about 50,000kWh of energy per year which is 3 to 5 times the amount most homes consume.

I contracted this project to a local company, Viridian Energy Co-op; as a personal investment I transferred about \$145,000 from my pension fund. The energy produced will give me a saving on my home's electric bill of about \$2,000/year as I will no longer pay BC Hydro's Tier 2 rate of about 12.4¢ per kWh. Hydro will also pay about \$3,500/year for my excess electricity at 9.9¢ per kWh.

So electricity flows from my solar panels into my home (my Tier 2 savings), or into Hydro's grid and their cheque flows back to me by mail (my cash revenue)—hey, a lot easier than selling strawberries.

Combining the savings and the revenue gets me to \$5,500, and because I save dollars already taxed, I project about a 4% return in the first year, increasing over time as BC Hydro rates increase.

It's a good deal considering the increasingly poor and volatile returns that my pension fund earned in the stock market this year, and better than investing in low interest GICs or bonds. And it may get even better since a similar project on Salt Spring Island produced 10% more energy than anticipated. As well, I have a 25-



A cart was made for transporting the panels to the yard.

electricity to replace your use of fossil fuels.

Unlike my strawberries, there is another benefit—BCHydro's net meter-in system allows you to sell any excess electricity and make a profit.

Not convinced yet? Well, BC has considerable hydroelectric power; but generally hydroelectricity has a higher carbon footprint than solar electricity, and higher distribution costs. In any case, we will need lots more renewable power to transform into a non-carbon economy; preferably, using citizen-owned, cheap and local energy. Right now, you and I can make solar energy cheaper than can the Site C dam project when, and if, it comes on stream.

Solar energy is compatible with BCHydro's electrical grid system, and will be needed as glacial waters and reservoirs run dry due to climate change. Solar may even replace existing imports of energy from coal-burning power stations (10% of BC's electricity comes from Alberta's coal).

However, many people cannot make solar electricity on their own; perhaps they have no suitable rooftop or backyard, or lack money to make that initial investment. So what to do?

We are forming a group called Solar Cowichan to help people

year warranty, again, nobody gets that growing strawberries.

So step up and invest in solar energy to provide the non-carbon renewable energy needed to replace fossil fuels, which all world governments agree must be done. Your positive action on climate change will visibly demonstrate to any hesitant politician, or citizen, that you support a non-carbon future.

Haven't got enough money? Live in a small house, apartment or condo? Then use someone else's garden or roof by investing in a citizen-owned solar co-op and get dividends, and thanks from future generations.

So produce strawberries from the soil for exercise and pleasure; produce electricity from solar panels for sustainability and profit. With photosynthesis, plants can give us food; with renewable energy, you and I can heal our climate.

Contact Peter Nix: [cowichancarbonbusters@shaw.ca](mailto:cowichancarbonbusters@shaw.ca).

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Waking up and then hitting the road may not seem like a big deal to some, but the RCMP warn it could be one of the worst decisions a driver ever makes. 'You cannot ingest marijuana and then drive safely,' says Corporal Darren Lagan of the Saltspring RCMP detachment. 'Pot affects both motor skills and one's ability to react, two very important factors in the safe operation of a motor vehicle.'

According to Lagan, RCMP officers are trained to spot drivers who are impaired by alcohol, marijuana, and other drugs, including prescription medications. Police look for any number of tell-tale driving behaviours, and, when they stop a vehicle, focus on impairment indicators such as smell, demeanour, eyes, and speech. They can also ask drivers to undergo a roadside physical coordination test known as a Standard Field Sobriety Test. 'We have the authority to issue an immediate driving prohibition and lay charges when appropriate,' he says.

In the event of a crash involving injury or death and where impairment is suspected, the RCMP can make legal demands to obtain bodily fluids for testing, with the assistance of health care professionals. This can lead to a criminal investigation and to legal proceedings with many potential outcomes, including jail time for the vehicle operator. And that's not to mention other possible unpleasantnesses such as onerous legal costs, loss of driver's licence, liability for damage and injuries inflicted, and sky-high insurance premiums.

To strengthen their case, RCMP in the Gulf Islands region have access to an officer who is specially trained to detect drug impairment. A Drug Recognition Expert follows a twelve-step procedure that can take up to two hours to complete. This may involve toxicology samples (urine, oral fluid or blood). No warrant is required to take such samples.

Staff Sergeant James Anderson of the CRD Integrated Road Safety Unit indicates it is no less dangerous to drive while

impaired by pot than by alcohol. 'Any substance that impairs a driver is dangerous,' he asserts.

While there is a set level for alcohol impairment (80 milligrams of alcohol per 100 millilitres of blood) no such legal limit exists for marijuana. Further complicating the matter is the fact that THC, the active ingredient in marijuana, can stay in the body for weeks. In other words, not everyone who tests positive for cannabis will be impaired.

To address this problem, Australia and some European countries have introduced a roadside saliva test that indicates if there has been recent ingestion of cannabis. Anyone who tests positive at the roadside can be taken to a lab for further testing.

Sergeant Anderson admits that uncertainties relating to THC levels can make it more difficult to obtain a conviction for drug-impaired driving. He adds, however, that 'each court case is different'.

Corporal Lagan points out that 'different people react differently to any given drug' and that a lab test is not always required to prove impairment. 'Marijuana causes impairment, but so do prescription drugs or even lack of sleep,' he explains. 'The courts can rely on the observations of police officers who are involved in each case.'

The fact that marijuana products are not standardized inserts another wild card in the deck. People who use pot can never be sure of the strength of the product they have bought and the way they will react to it. A personal friend who suffers from multiple sclerosis and regularly smokes medical marijuana to ease muscle cramps, recently decided to try an edible product called Phoenix Tears. He tested a bit on the end of a toothpick as recommended by the vendor. When he noticed no effect, he took a few drops and went to bed. At one in the morning he awoke in a panic, screaming for his wife to take him to the hospital, 'I felt like I was losing control,' he recalls.

Andrew Murie, CEO of MADD Canada, agrees that impairment varies from person to person. 'A first-time user of marijuana

will have a different tolerance level than someone who uses medical marijuana on a regular basis,' he says. 'We recommend that anyone who has ingested pot wait a minimum of four to six hours before getting behind the wheel of a car, and not drive at all if they feel the least bit intoxicated.'

In light of the various issues surrounding pot impairment, Murie believes it is important for the government to establish a legal 'per se' level for pot impairment and to approve a roadside testing device that can detect recent ingestion of marijuana. This would mean a two step process: saliva testing at the roadside followed by more reliable testing in a lab. The Driving Under Influence (DUI) standard for pot varies around the world, but is usually set from 1-5 nanograms of active THC per millilitre of blood.

According to Murie, pot impairment is a growing problem, especially among young drivers who often mix pot with alcohol. 'It's very concerning,' he says, 'They pose a huge risk to themselves and others.'

Alcohol impairment still accounts for the vast majority of DUI charges in Canada. In 2014, police laid 51,637 alcohol-related charges and only 1,355 charges related to marijuana and other drugs. Murie believes these numbers would change dramatically if the police were equipped with an approved saliva tester and a legal limit were set for pot impairment. 'A lot of drivers impaired by pot tend to get off if the only evidence is behavioural,' he contends. 'Most pot convictions are based on drivers actually having the physical drug in their possession.'

Murie says studies in Colorado, where pot is legal, have shown an alarming increase in the number of drug-impaired drivers. He indicates MADD is working closely with the RCMP in Ottawa to try to ensure there is both approval of a roadside testing device and a set legal limit for impairment before any attempt is made to legalize pot. 'Moving forward with legalization without first taking these steps would almost be criminal.'

## NEWS DIGEST from page 3

Mountain and 8,801 out of 40,000 registered voters casting ballots in Vancouver-Mount Pleasant.

### New Covenant Protects Mature Forest Ecosystems

The owners of Clam Bay Farms, on North Pender Island, have signed a conservation covenant with the Islands Trust Fund protecting more than eight hectares of endangered forest ecosystems adjacent to Clam Bay Road on North Pender Island.

The Clam Bay Conservation Covenant permanently protects mature mixed stands of Douglas-fir, Western redcedar, grand fir and bigleaf maple, including two exceptional veteran Douglas-fir trees estimated to be 500- and 800-years-old. The covenant protects important habitat for a wide diversity of native species, such as fairyslippers and coralroot orchids and Western Tanager, a forest songbird. 'We find peace and serenity in spending time in the forest,' said Dan and Tara Hodgins, the on-site managers of Clam Bay Farms. 'Knowing that the lush forest, mosses and veteran trees of the property will be permanently protected is a source of great pride for the owners and the Clam Bay Farms team.'

The Clam Bay Conservation Covenant extends the network of protected places on North Pender Island. Connected protected areas allow forest species to move freely and safely through a variety of habitats. To the west is the Found Road Ocean Access managed by the Pender Islands Parks and Recreation Commission and a 30-hectare covenant held by the North Pender Island Local Trust Committee restricting tree-cutting. To the east, a one-hectare conservation covenant held by the Islands Trust Fund follows the southern side of Clam Bay Road.

The Clam Bay Conservation Covenant was a requirement of a re-zoning application submitted to the Islands Trust. The landowner chose the Islands Trust Fund to hold the covenant and contributed to the Islands Trust Fund's Covenant Management and Defence Fund.

### Salt Spring Forum Turns 5

The organization, which brings world-class thinkers and leaders to Salt Spring, is celebrating its anniversary on February 13 by welcoming back its very first speaker, Globe & Mail columnist Lawrence Martin, to ArtSpring

NEWS DIGEST please turn to page 6

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## Saturna Notes - Priscilla Ewbank

February is the long stretch of winter for me—so much promise, and still a ways to go! I am delighted by the increasing bird presence. There is a small gang of robins that sits like a still life in the bare apple and fig trees in the late morning. Sort of a coffee break, I figure!

Potential mud everywhere—walk on it twice and you have made real mud. Doormats, muddy dog feet, and taking your shoes off the moment you open the front door are priorities.

I went out to East Point just as the recent warm and almost fragrant Pineapple Express was turning back to plain old winter cold and drizzle. East Point views were exotic with alternating black curtains of rain, dazzling sunlight and spindrift on the rolling seas. I felt almost tipsy as I walked the backbone ridge in the gusting gale.

I love East Point. The light is always powerful and uplifting and I have never—and I mean never—gone there and not seen some drama that lifts me out of my life. Sea Lions were pushed to a tiny tide remnant

of Boiling Reef and the waves were washing over their big, lanky bodies. There were 21 seals tightly packed in the leeside of Shell Beach; curious eyes keeping close watch on the dog and me. Hundreds of surf scoters were a tad further out than the seals outlining the tideline, flying up and coming down again, not far from where they erupted into the air. What a show—no tickets required!

### Wharves and Docks, Past & Present

We are currently having some discussions about dock usage on Saturna. Wharves and docks are a very important long-time feature of small island life.

In World War I, the Gulf Islands were the 'fruit basket' for the war effort and the province in general—54 stops were made around the Islands and there are still functioning and derelict

SATURNA NOTES, please turn to next page

### NEWS DIGEST from page 5

theatre. His talk and discussion, 'The Undoing of Harperland: Where Trudeau Will Lead Canada' will be followed by a wine and cheese reception in ArtSpring's gallery.

Since 2011, Salt Spring Forum has been presenting speakers at formal and informal venues. From Andrew Coyne's defence of free markets, to Amy Goodman's call for a more independent media, to Louise Arbour's pursuit of international justice, to Bill McKibben and George Monbiot's analyses of environmentalism, to Jeffrey Simpson and Chantal Hébert's perspectives on politics, the Forum hosts events in a participatory format that invites community members to truly engage with new ideas and perspectives.

The Forum brings together islanders from different walks of life and points of view, and makes an extra effort to include young people in discussion. The Forum partners with the student council at Gulf Islands Secondary School on all of its public events.

As a community-based organization the forum works with partners to support important local and global initiatives. In partnership with Salt Spring Grandmothers to Grandmothers, the Forum raised over \$11,000 for the Stephen Lewis Foundation. By collaborating with the Salt Spring Film Festival to host David Suzuki, it helped support the work of the Salt Spring Island Conservancy. Other key partners include Gays and Lesbians of Salt Spring Island (GLOSSI) and Transition Salt Spring.

For tickets for the February 13th event call ArtSpring's box office at 250-537-2102.

### Abandoned Vessels

On February 4, Sheila Malcolmson, NDP Member of Parliament for Nanaimo-Ladysmith, tabled a Private Member's Bill to reduce the environmental, economic and navigational hazards to Canadian waterways and coastlines posed by abandoned vessels.

'For too long, responsibility for abandoned vessels and the risks they represent has been shuffled from one government department to the next, with no senior government taking responsibility,' Malcolmson said. 'This bill continues the work done by former MP Jean Crowder so we can finally get to work dealing with these vessels and protecting our harbours and waterways from contamination and debris.'

The bill, seconded by Anne Minh-Thu Quach, the NDP MP for Salaberry-Suroît, designates the Coast Guard as the receiver of wrecks for the purposes of the *Canada Shipping Act*, allowing them to take action without ministry direction. It will also compel the government to create regulations for the removal, disposition or destruction of abandoned vessels or wrecks.

'Our waterways, coasts and harbours are economic drivers and part of the fabric of our country and yet it can currently take years to remove or destroy an abandoned vessel, comments Malcolmson. 'It is time for the Government to listen to people throughout Canada and take immediate action to protect waterways from environmental and safety concerns, and to tackle related issues such as Canada's aging fleet and the lack of recycling facilities for fiberglass.'

### LNG NEWS from page 1

financial contributions from a number of corporations involved in the gas production business. Because of this sponsorship, it also attracted criticism and boycott by First Nations families.

Meanwhile, back in Malaysia, a \$700 million scandal envelops the government and the Prime Minister, who appears to control Petronas. Business news organization Bloomberg called it 'The scandal that ate Malaysia'. It is being investigated by US authorities. The government relies on dividends from Petronas to balance the national budget. This could affect NorthWest's ability to finance its planned \$36 billion investment in BC's LNG.



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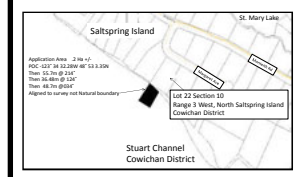
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Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142-2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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# Important recommendations in mental health report; next step to act boldly, says CMHA

The Canadian Mental Health Association's BC Division sees the February 27 release of 'Concrete Actions for Systemic Change' by the Select Standing Committee on Children and Youth as an important step toward a future of promoting, protecting, and improving the mental health and wellbeing of BC's children and young people. The report makes a number of positive and substantive recommendations that, if acted upon, could make a real difference, says the organization.

CMHA BC applauds other recommendations included in the report:

- a move towards multi-year funding models for existing

integrated service delivery models—this will strengthen systems of care;

- continued efforts to address systemic issues related to privacy, confidentiality, and information sharing—this will improve continuity of care while respecting privacy rights;
- the implementation of assessment and treatment wait time targets for children and young people experiencing symptoms—this will prevent problems becoming more serious; and
- resources for early intervention programs, partnering with non-profit organizations, especially in the area of parent training

programs—building upon existing capacity is a wise investment, says CMHA BC.

'We have long been concerned that children's and young people's mental health and wellbeing have not been given the attention needed,' says Bev Gutray, CEO, CMHA BC. 'The work of the Standing Committee has shone a light and made some timely recommendations, but we cannot stop here. The next steps are bold leadership and action, a commitment to staying the course with what we know works, and meeting the challenge of ensuring our system has the future of our young people in mind.'

## SATURNA from previous page

orchards everywhere on the Islands.

Many of the boats large and small that hauled logs, cargo, livestock and people were able to pull into almost anywhere, cove or headland, to pick up people and product or to fuel up with firewood. The CPR boats and various other companies came in once or twice a week and their arrival was an important social and commercial event bringing mail, icecream, and cargo. New people arrived on the island, while others left.

We are used to more organized infrastructure these days but the basic premise is the same: access and egress for human economies. Some of the wharves still have winches on them for hauling up gillnetter catches or cargo from the holds of the freighters. Most people had a boat of some kind, to catch a cod or just 'go round to the wharf. Just like we know whose cars are whose and wave reflexively, everybody knew each other's boats—and the one they had before.

Jon and I had *White Star* for years and used it for delivering Haggis Farm Bread around the Islands. *White Star* had an old diesel engine and planning the run, with the tide changes in mind, was crucial to the success of the delivery. In fact, my column, typed on an old Remington, used to travel over to Hope Bay on Pender with the bread for years.

We were familiar with many of the Southern Gulf Islands wharves: slippery and sodden or sunny and dry. Each was always a fun beehive of activity and said something about the island. Each Island is such a fascinating social and economic unit with widely differing dock configurations gauged to take advantage of tides, wind and adjacent land.

Maintaining and creating a public dock means that some government agency is involved to turn government-collected taxes into a common good. Jurisdiction for upkeep and

regulations was a mixture of federal jurisdiction of the Ministry of Transport, or Fisheries. This changed in 2000 when the federal government was divesting itself of docks. Most of the Ministry of Transport docks on the Southern Gulf Islands were taken over by the Capital Regional District and are on the tax rolls and managed by a harbour commission.

Presently, Saturna's only public wharf, at Lyall Harbour—snuggled right up to the 'new' BC Ferry dock, where the ferry comes in four times a day, is still owned by Fisheries and Oceans but the CRD has taken over its management.

There has been a long tradition of private docks for loading from sawmills and quarries and salteries. Nowadays, people can build their own docks for private moorage, for which they need a provincial license.

Initially, our public wharf was at Saturna Beach. In our archives is a federal requisition for the planks, made out to Warburton Pike.

Then, sometime during World War I, a wharf of huge timbers and planks, which so many of us still remember, was built. The *Mayne Queen* was a side-loader at that time, the only one of the *Queens* that was, and she threw big hawsers up to the stanchions on the dock to discharge passengers and cars—the fate of their mufflers depending on the tides!

When that wharf burned down in June 2003, people used an adjacent float for two years of inaction by the government. Passengers used a hybrid intermediate dock involving plywood and orange snowfencing for a gangway. Meanwhile, BC Ferries and Fisheries and Oceans fought over who had burnt the dock down and who would pay for the new dock.

Our Senator Pat Carney (now retired) was instrumental in getting the new dock built. Speaking with Prime Minister Paul Martin and Fisheries Minister Gerald Reagan at a gala in the

Hotel Laurier in Ottawa—in front of media—Pat demanded to know why Saturna Island was being ignored when we had such need. Promptly a letter followed, promising action, which indeed came.

Our wharfhead and its float has always had a multiplicity of uses. Saturna's dock is hopping in summer and regularly visited in winter. Saturna gets school water taxi landings twice-a-day, 4 days-a-week during the school year; the BHydro boat; Telus boat; mailboat 5 days-a-week; water taxi ambulance service; RCMP; Parks Canada boats; various fishing boats; 3 flights-a-day from Sea Air. Owners and visitors from King, Lizard, Samuel and Trevor Islands use the wharf to gain access to the ferry service, the floatplane, or their boats. Boats come in to fuel-up at the marine gas pump, and we have a wealth of pleasure boats (including rowboats and kayaks) depending on the time of year. Any of the above might be there for 5 minutes or for days, depending on their business.

Early on, when I first came to Saturna, I remember going around to the wharf in the *Anne Elizabeth* with Campbells and seeing rowboats and other homemade and commercial crafts gently rising and falling with the tides on their submerged ropes.

Up until about 1979, give or take a year or two, we had no wharfinger, so there was no regulation and no fees collected. Gloria Manzano was our first wharfinger and served the Island for 35 years. The present wharfinger is Katie Jones-Dentry.

Regulations—what a shock for the Saturna community! Fees and regulations came to bear for using the dock. Before the CRD took over the dock, fishboats paid much lower rates—now everyone pays the same. Boats that touch down for infrastructure purposes or basic services are not charged. Island life and our vital dock are ever-evolving, representing different needs for access; balanced with capacity.

### LAND ACT: NOTICE OF INTENTION TO APPLY FOR A DISPOSITION OF CROWN LAND

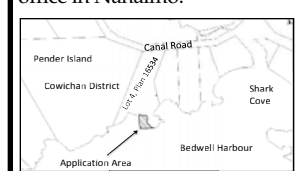
Take notice that **I, Douglas Brealey** from North Pender Island, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **North Pender Island/vicinity of Bedwell Harbour**.

The Lands File Number that has been established for this application is Crown Land File # **1414344**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

Please visit our website: <http://arfd.gov.bc.ca/ApplicationPosting/index.jsp> for more information.

Be advised that any response to this advertisement will be considered part of the public record. For information, contact the Freedom of Information Advisor at the Ministry of Forests, Lands and Natural Resource Operation's office in Nanaimo.



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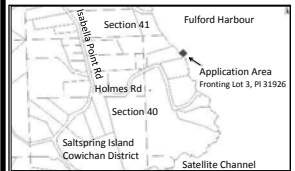
Take notice that **We, Donald Forrest and Veronica Lane** from Saltspring Island, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **Saltspring Island/vicinity of Fulford Harbour**.

The Lands File Number that has been established for this application is Crown Land File # **1414314**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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### LAND ACT: NOTICE OF INTENTION TO APPLY FOR A DISPOSITION OF CROWN LAND

Take notice that **We, David and Pixie Riddle** from North Pender Island, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **North Pender Island/vicinity of James Point**.

The Lands File Number that has been established for this application is Crown Land File # **1414434**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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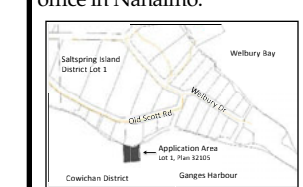
Take notice that **We, Gary and Cheryl Sheridan** from Ganges, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **Saltspring Island/vicinity of Ganges Harbour**.

The Lands File Number that has been established for this application is Crown Land File # **1414391**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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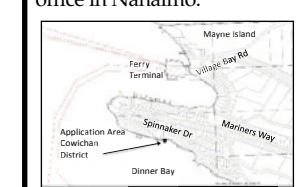
Take notice that **I, Andrew Talbot Storrs** from Mayne Island, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **Mayne Island/vicinity of Village Bay**.

The Lands File Number that has been established for this application is Crown Land File # **1414345**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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Take notice that **I, Gilean Proctor** from Ganges, BC have applied to the Ministry of Forests, Lands and Natural Resource Operations (FLNRO), West Coast Region for a **Specific Permission – Private Moorage** situated on Provincial Crown land located at **Saltspring Island/vicinity of Welbury Bay**.

The Lands File Number that has been established for this application is Crown Land File # **1414390**.

Written comments concerning this application should be directed to the Senior Land Officer, Ministry of Forests, Lands and Natural Resource Operations at 142–2080 Labieux Rd, Nanaimo, BC, V9T 6J9, or emailed to: **AuthorizingAgency.Nanaimo@gov.bc.ca**. Comments will be received by FLNRO up to **March 22, 2016**. FLNRO may not be able to consider comments received after this date.

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## Fighting the TPP - Elizabeth May, MP

The federal government has now committed to sign the Trans-Pacific Partnership Agreement. The signing is necessary, the Liberals say, in order to be able to fully debate the TPP. International Trade Minister Chrystia Freeland has compared signing the TPP to 'dating', while ratification is 'getting married'. The minister is prepared to start the consultation by signing, but has not committed to ratification.

Of course, Canada has a choice and should decide to reject the TPP. We shouldn't sign. In that, the new government would have a solid argument—the agreement was concluded in secret by the previous Conservative government in the midst of the election.

That was pretty shocking as, in a writ period, the tradition is that any government is limited to minimal and essential activities. The terminology is that any government during an election period is a 'caretaker government'. In the writ period, under the Conservative government, Canada skipped major United Nations meetings to negotiate the new Sustainable Development Goals, replacing the MDGs. But when it came to the TPP, Ed Fast, former Trade Minister, left the campaign trail to negotiate in Florida.

In the campaign, the Conservatives lauded the TPP as opening up the world's largest ever trade bloc, with a combined 'new' market of over \$27 trillion. Of course, the reality is that the vast majority of that 'new' market is found in the three members of the existing NAFTA. Canada, the US and Mexico make up \$21 trillion of the 'new' markets open to Canada.

The nine nations of the Pacific region joining NAFTA nations are Vietnam, Singapore, Peru, Chile, Japan, Malaysia, Brunei, New Zealand and Australia. For a Pacific regional deal, large economies like China and Indonesia are not included.

Meanwhile, the key elements of TPP are not in Canada's interest.

Provisions that protect pharmaceutical companies from competition and generic drugs will drive up the costs of Canadian medicines.

The dairy sections pose a threat to supply management and Canadian dairy producers. Despite the fact that TPP promoters deny this is true; former Prime Minister Stephen Harper announced billions of dollars in compensation to dairy farmers in the midst of the election campaign. In fact, this TPP compensation was never secured, but why was it put forward, if, as promoters claim, supply management is protected? The reality is that the Canadian milk supply will be open for the first time to competition. US milk, contaminated by the GMO Bovine Growth Hormone, will be allowed in Canada.

Prominent businessman and Blackberry founder, Jim Balsillie, has blasted TPP. He

argues that the Intellectual Property (IP) provisions of TPP are skewed structurally. The IP provisions will enrich those countries that already have significant IP ownership. Due to years of failed policies, Canada has fallen behind in innovation. No wonder the previous government worked to expand export opportunities for Canadian beef, seafood and canola, but has negotiated an agreement that will prevent Canada from ever establishing our economy as one benefitting from innovation and IP. As Balsillie wrote in a January 30, 2016 article in the *Globe and Mail*, 'Make no mistake about it: This is not your father's trade agreement. TPP clearly demarks a shift in global value creation from tangible to intangible goods by creating unprecedented advantages to current large holders and producers of IP.'

For all this, even with the lopsided benefits to the US, this is the first trade deal to face serious opposition in the US. Two prominent members of the Clinton administration now oppose Obama's TPP. Both Nobel prize winning economist Joseph Stiglitz and former Secretary of Labor Robert Reich oppose TPP. The major reason for their objection is the Investor State provisions. Their objections, and likely those of her surprisingly effective competitor Bernie Sanders, appear to have influenced Hilary Clinton who now opposes TPP. There is a compelling case for Canada to avoid any commitment to TPP when there is a strong chance it may never be ratified by the US.

The primary driver for US politicians (on the left and on the right) to denounce the TPP is the presence of an investor-state agreement.

The TPP will give corporations from nine new nations the right to bring multi-billion dollar arbitration claims against Canada. Based on the first of these pernicious agreements, Chapter 11 of NAFTA, the growing web of investor state agreements (also called Foreign Investor Protection and Promotion Agreements—FIPAs or FIPPAs) are a threat to the sovereignty of nations. Together they comprise the machinery of global corporate rule. That is why Joseph Stiglitz pointed out that TPP is not a trade agreement. It is an agreement to manage trade.

Canada has been the loser in case after case of NAFTA's Chapter 11 challenges to environmental laws and decisions. The US government and its corporations virtually always win, contributing to low public awareness of the threat of Chapter 11 in the US.

With the recent Chapter 11 challenge by Trans-Canada against the US government for its decision to reject the Keystone pipeline, more Americans are now noticing Chapter 11.

The size of Trans-Canada's claim—\$15 billion—gets their attention. Ironically, we may end up thanking Trans-Canada for the defeat of the TPP.

'...Joseph Stiglitz pointed out that TPP is not a trade agreement. It is an agreement to manage trade.'

'...following the NEB recommendations to cabinet, the NEB will also 'assess' direct and upstream greenhouse gas emissions linked to the project.'



Photo: Lois Yip  
On Saturday January 23, Galiano Islanders participated in a rally outside the Delta Hotel in Burnaby, venue of NEB Hearing on Trans Mountain Pipeline Expansion.

## CO2 Digest - Patrick Brown

### Federal government applies 'interim' fix to NEB process

On January 27, Federal Minister of the Environment Catherine McKenna and Minister of Natural Resources Jim Carr jointly announced an 'interim' fix for a National Energy Board Environmental Review process that has been widely criticized as 'broken'. Faced with on-going hearings for the Trans Mountain Pipeline Expansion Project, and imminent hearings for the proposed Energy East pipeline, the new Liberal government sought to make sufficient changes to create public confidence in the process and the cabinet decisions that would result.

The government chose not to require these two projects to start the NEB regulatory process all over again. Instead, it decided to add on to the processes:

- following the NEB recommendations to cabinet, the NEB will also 'assess' direct and upstream greenhouse gas emissions linked to the project, a ministerial advisor will ensure that 'indigenous peoples will be meaningfully consulted, and, where appropriate, impacts on their rights and interests will be accommodated';
- 'project reviews will continue within the current legislative framework and in accordance with treaty provisions, under the auspices of relevant responsible authorities and Northern regulatory boards';
- 'decisions will be based on science, traditional knowledge of Indigenous peoples and other relevant evidence';
- 'the views of the public and affected communities will be sought and considered'; and
- for Trans Mountain, an additional four months will be allowed prior to cabinet consideration; for Energy East, an additional six months will be added, along with three temporary staff.

Minister McKenna estimated that a long term revamping of the environmental assessment process would take 'years'. In the meantime, she indicated that similar interim arrangements would apply to NEB reviews of the proposed Pacific Northwest LNG terminal at Prince Rupert and other pipeline and mining projects.

'A healthy environment and a strong economy go hand in hand,' the Environment Minister said. Credible environmental assessment 'is the only way to get resources responsibly to market in the 21st century'.

### NEB fails to enforce pipeline rules

On the same day, Federal Environment Commissioner Julie Gelfand issued a report strongly criticizing the NEB's enforcement of the conditions it sets for approval of pipelines. (The Northern Gateway pipeline proposal, which has not yet indicated how it will meet NEB requirements, was approved subject to 209 conditions.) The systems for tracking compliance when pipelines are constructed or operated are 'outdated or inaccurate' said Gelfand.

She also said that the NEB needs to make a greater effort to inform the public about whether pipeline companies are meeting their approval conditions. The NEB supervises 73,000km of pipelines.

### Emission totals don't include downstream consumption

Simon Fraser University energy specialist Marc Jaccard noted that the upstream GHG emissions of the TMX project were only 9.6% of the total emissions resulting from the bitumen to be carried by the TMX project—an annual total of 7.7 million tonnes of carbon-dioxide-equivalent (CO2e). The operation of the pipeline, he estimated, would produce 1.4% of the emissions, or 1.1 million tonnes; downstream emissions, from refining, distributing, and consumption of the bitumen, outside Canada, would be 89% or 71.1 million tonnes of CO2e (but this would not be attributed to Canada in international calculations).

However, he anticipates that the cost of emissions reductions to hold global warming to under 2°C will reduce the demand for oil sands bitumen, and make many proposed pipelines uneconomic.

### Significance of emission totals from the TMX pipeline

An understanding of the significance of Trans Mountain Expansion's GHG emissions can be gained through a review of Catherine McKenna's Environment Canada briefing books. Released in response to Access to Information requests, they say that GHG emissions from the oil sands will increase from 64 million tonnes in 2010 to 115 million tonnes by 2030.

(These estimates do not take into account the latest Alberta government policy, that would see annual oil sands emissions capped at 100 million tonnes. The policy was announced by Alberta Premier Rachel Notley after the federal briefing books were prepared. It is also clear that even if the 100 million tonne limit was achieved, this would not be low enough to ensure Canadian compliance with international targets.)

However, it was clear that the increase in oil sands emissions would be a large portion of Canada's national emissions growth during the twenty year period, and would present difficulties in meeting the less than 2°C target, let alone a 1.5°C target, as embraced by McKenna at COP21 in Paris. A pipeline contributing 11 million tonnes of GHG to an annual 36 million tonne total increase is a very significant factor.

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