The government’s special panel has delivered its report on the Kinder Morgan TransMountain Pipeline project and surprisingly, it posed six hard questions for the government to answer honestly. How does the project square with our Paris commitments? How can the project even be evaluated in the absence of a climate plan? How will the government balance, in a transparent way, the differing interests of Alberta and British Columbia? It was heartening to see in their findings the real questions that Living Oceans has been asking all along.

A decision on project approval is expected from the government in December, although widely rumoured to be coming sooner. All indications are that the project will be approved. We have only weeks to try to change the minds of Cabinet. We need your help to do that.

There are so many reasons why this project should not go ahead...

Of all the reasons, the one that presents the hardest obstacle to approval is the Killer Whale (SRKW).

We wrote about this two years ago in our report “Justified in the Circumstances: Whales or Supertankers” and the conundrum we exposed then is sitting squarely on the table at Cabinet now. That is, it’s illegal to expose listed, endangered species to additional risks. The NEB found that this project will expose the whales to “significant adverse effects that cannot be mitigated”. That’s noise—there’s no way to prevent the tankers and associated tugs from making more noise in the critical habitat of the SRKW. That should have been the end of the story.

The NEB fatuously observed that other ships make noise, too, and nobody’s asking them to stop. Not a good reason to add more noise, we said. They recommended approval of the project, anyway.

Our colleagues at Raincoast Conservation Foundation commissioned...cont. on page 2
a population viability assessment for the SRKW, that concluded that the whales are poised at a tipping point: they can recover, given time and care. Recent births give us great hope that this will be the case. But without attention to the main problems they face (habitat disruption and food shortages) they will slide into extinction.

Living Oceans is committed to continuing the challenge of this project but we need your help. Call your MP or email the Prime Minister today—there isn’t a moment to lose!

Living Oceans has been a leader in the challenge against increased tanker traffic on the B.C. coast. To be able to continue, we need your support today. If we’re going to mount another lawsuit, we need to know you’ve got our backs with donations that will keep us going next year. We can’t continue to commission expert evidence, prepare briefing documents and reach out to engage citizens without support for our campaigners. Will you help with a donation?

Call your MP or visit our website today to send an email to the Prime Minister, telling him to reject the Kinder Morgan Trans Mountain Pipeline Expansion project

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<th>Communities</th>
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<td>59 First Nations directly affected by the project have rejected it</td>
<td>Endangered Southern Resident Killer Whales could be driven to extinction - Dr. Paul Paquet et al</td>
<td>The industry doesn’t need more pipelines until at least 2025; maybe never - Dr. Tom Gunton, SFU - Jeff Rubin, former chief economist and chief strategist at CIBC World Markets - Robyn Allan, independent economist</td>
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<td>22 municipalities in B.C. rejected it</td>
<td>Human health risks have not been assessed - Dr. Stuart Batterman</td>
<td>Air quality will be impaired by ordinary operations at the Westridge Terminal, but no proper assessment has been done. - Dr. Isobel Simpson</td>
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<td>The Union of B.C. Municipalities and the Federation of Canadian Municipalities both passed resolutions decrying the substandard review process</td>
<td>Risk of spills has not been properly assessed - Dr. Jeffrey Short</td>
<td>Export pipelines won’t result in higher profits.</td>
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<td>210,000 people have signed petitions against the project</td>
<td>Emergency management plans are inadequate - City of Vancouver - City of North Vancouver - City of Burnaby</td>
<td>Tarsands bitumen products attract the highest price in the U.S., where refineries capable of processing it exist. - Jeff Rubin</td>
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<td>91% of the people who showed up for the special panel hearings over the summer reject the project</td>
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<td>Approval could result in net job loss in B.C. ~50 jobs created by project ~250 jobs threatened by project at Chevron’s Burnaby refinery Countless tourism and fishing jobs at risk from spills</td>
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It has been a long, hard road and it looks like we’re nearing the decision points we’ve all been working for, for over a decade. There may be, before the year is out, a ban on tankers on the North and Central coast of B.C. And there may be decisions on both of the pipeline and tanker projects currently threatening our coast.

Many are saying the Kinder Morgan pipeline is a done deal and that might be how Justin Trudeau saw it up to the point where Donald Trump won the U.S. election. In light of the Trump promise to approve the Keystone XL pipeline, the game has changed yet again!

We have some days yet to make our voices heard and I hope you will join me in trying to persuade the federal Cabinet that it is not in Canada’s best interest—nor the world’s best interest—to accelerate the development of the Tarsands with new pipeline infrastructure.

Teach a Vancouverite How to Fillet and You Support Your Local Fisherman

Our salmon filleting workshop with Chef Trevor Bird was sold out and a roaring success—participants learned not only how to fillet a fish, but how to cook it perfectly, make a proper stock and a salmon tartare. Better yet, they got to taste the work of Chef Bird who surprised us all by cooking up some of the fish on the spot.

Now, everyone who joined us can buy whole fish directly from local fishermen and prepare them like a pro! Read all about it in Claude Tremblay’s blog (http://livingoceanssociety.blogspot.ca) and stay tuned to Living Oceans’ Facebook page for upcoming workshops!

Our thanks to Chef Bird and the Miele Experience Centre for making this workshop possible.

Scaling Back, Gutting or Strengthening the Stock? The Fisheries Act and Canadian Environmental Assessment Act Amendments

Consultations continue on the amendment of these two critical pieces of environmental legislation, both of which were gutted by the Harper government. You can contribute to the online discussion on the Fisheries Act at http://www.letstalkfishhabitat.ca/ and on the Canadian Environmental Assessment Act at https://www.canada.ca/en/services/environment/conservation/assessments/environmental-reviews/share-your-views.html.

Enbridge: Will it Never End?

While in Ottawa, Karen learned that rumours of a new terminus for the proposed Northern Gateway Pipeline have some substance: it seems Enbridge is now looking to Prince Rupert and proposing that the oil tanker ban should…well, not ban oil tankers. It should contain a shipping route that would let them out of the port at Prince Rupert. More on this story if and when they file an amended project description!
Good news! The Prime Minister and his Cabinet remain committed to an oil tanker ban on B.C.’s north and central coast. Living Oceans’ Executive Director Karen Wristen accompanied a delegation representing a wide range of interests to Ottawa in October, to speak with ministers responsible for the government’s promise to formalize the longstanding ban on oil tankers. Ministers Carr, LeBlanc and Garneau all offered reassurance that an announcement will be forthcoming “soon”.

Our delegation included First Nations, labour, and community representatives, all of whom are committed to a ban that:

- Is enshrined in legislation that does not include a sunset clause;
- Covers all of Dixon Entrance, Hecate Strait and Queen Charlotte Sound;
- Bans the carriage of all oil—crude or refined-- in bulk in all kinds of vessels
- Exempts only shipments of 2000 gross tonnes or less, so that communities can continue to receive their regular shipments of fuel oils

The recent sinking of the tugboat Nathan E. Stewart in the waters near Bella Bella highlighted the need for the ban to cover all types of oil. That spill, of relatively light diesel oil, could not be contained with conventional spill response equipment and has fouled clam beds that the Heiltsuk Nation depends upon for food as well as income. Had this spill occurred in April, it would have undone the work of a decade of rebuilding herring stocks as well. There is far too much at risk from oil spills and response capacity is demonstrably unequal to the task of protecting coastal resources.

Karen contacted the Pacific Pilotage Authority after the tug grounded, to learn what their response to the incident meant for future shipments. The Pilotage Authority revoked a waiver that the tug’s owner, Kirby Corporation, has had for years, exempting it from the requirement to have a coastal pilot on board. But not all of the coast is within a pilotage area, raising a concern that Kirby might elect to take its barges through Hecate Strait to reduce pilotage costs. Hecate Strait is the 4th most dangerous body of water in the world, and no place for an oil barge!

The ban we described to the Ministers in Ottawa would prevent Kirby from transporting oil in bulk as it has been doing several times each month, to supply Ketchikan, Alaska. Alternative supply routes and methods include using small coastal tankers that would travel the outside waters, respecting the voluntary exclusion zone along our outer coast.
Clearn the Coast returned to Sea Otter Cove for a third year this August with a crew of volunteers eager to see what had happened to the beaches we cleared in 2014 and 2015. Sure enough, there was new debris on the stretches we’d cleared before, although we all felt it was less than last year and certainly contained fewer large, intact pieces of plastic flotsam. Roughly one-third of the debris was recognizably of Japanese origin; again, less than in prior years. The broken-down state of the items was a testament to the years spent at sea.

We ranged farther this year, from our base camp at Sea Otter Cove, exploring deeper into San Josef Bay and the Helen Islands at the mouth of the Cove. We also set up a second base camp at Guise Bay, immediately south of the Cape Scott lightstation, where a team of five found plenty to occupy them for a week between Guise Bay and Experiment Bight, to the north. Western Forest Products helped us place bags on beaches to the south, from Cape Palmerston to Grant Bay; these were filled by our own crews and beach users we never even met—thank you, whoever you are! And thanks to the Habitat Conservation Trust Fund and Canadian Wildlife Service, we were able to send crews out to the Scott Islands again for a full day’s work.

Our volunteers bagged an impressive 10 tonnes of debris, consolidating it into fifteen secured caches. We left the debris on the beach because this year, we had much larger plans for debris recovery and recycling.

Working with our colleagues in the Vancouver Island Marine Debris Working Group, we mapped everyone’s debris caches, and then collected all of them by helicopter, landing over 300 lift bags and innumerable strings of buoys on a barge. We estimated the weight conservatively at 40 tonnes, which, interestingly, happens to be about the weight of a sperm whale! In volume, the debris filled an area on the barge of about 40’ x 100’, three metres deep. And every one of those bags and strings was hooked up by hand by our lift crew, Living Oceans’ Rob O’Dea and from BC Marine Trails, Ron Perrier and Ted Oldham.

The barge began its pickups at Cape Scott and continued on down the West Coast of the Island to the last pickup site near Port Renfrew, then steamed to the Lower Mainland. We had determined that there was more recycling and repurposing potential there than on the Island.

We owe huge thanks to the service providers who worked with us to refine the plan and ensure our success. West Coast Helicopters, 49 North Helicopters and West Coast Tug and Barge all provided invaluable advice and helped us structure the plan and choose the equipment we needed. River Road Barge and Transfer donated the heavy equipment and labour needed to offload the barge, working well into the night; and also gave us the use of their property to sort the debris into various recycling streams. Sunbelt Rentals provided a forklift that saved our backs! FedEx also gets a major shout-out, for providing volunteers, trucks to move the debris to recycling and a generous grant.

We were honoured to be able to host the Consul General of Japan in Vancouver at the sorting event, attended by upwards of eighty volunteers. Members of the VIMDWG gave short presentations and thanks to the Government of Japan for funding this important work over the past 3 years.

Japan’s gift to assist with tsunami debris relief has now been fully spent out and it’s clear that there is more work to be done—although not so clear that this has much to do with the Tohoku tsunami. The
In a decision handed down in October, the Federal Court of Appeal rejected our challenge to the approval of genetically modified salmon egg manufacture. While the case was underway, Health Canada approved the fish for human consumption—without any requirement that it be labelled.

Consumers should be aware going forward that any Atlantic salmon sold in Canadian retail outlets will be either farmed and/or genetically modified, unless it is Kuterra brand sold by Canada Safeway. Kuterra is the land-based, closed containment operation owned by ‘Namgis First Nation on Vancouver Island.

**Local. Sustainable. Seafood. There’s a Map For That!**

Our Sea to Fork project went virtual this month with the launch of an online, interactive map that connects local fishermen to the sustainable seafood market in the Greater Vancouver area. Seatofork.org has many functions, but its primary intent is to keep local sustainable seafood here in BC and displace unsustainable imports. As we saw in the Taking Stock report, Canada imports almost as much seafood as it exports and here in B.C., up to 85% of the seafood retailers carry may be less sustainable than the seafood caught by fishermen right here at home.

Seatofork.org allows local fishermen to market directly to restaurants, retailers and the general public, helping them get a fair price and highlighting their good fishing practices.

Seatofork.org allows local fishermen to market directly to restaurants, retailers and the general public, helping them get a fair price and highlighting their good fishing practices.

In the coming months, we will add other functions to the website to enhance the educational experience for seafood buyers and members of the public. We expect to see more fishermen signing up for the site now that most of the fishing is done for the season and they can take a moment to explore how it works!
This summer, the SeaChoice program released the report Taking Stock: Sustainable Seafood in Canadian Markets. The report provides the most comprehensive look to date at the sustainability of seafood exported from and imported to Canada.

**Our country’s weak labelling laws make it challenging to know whether you are buying a Canadian or imported seafood product.**

In 2014, Canada produced just over one-million tonnes of seafood. Yet more than half of this (579,000 t) is exported. Ironically, we also import a lot of seafood (518,000 t). The report found the seafoods we export are generally more sustainable than the seafood we import. For a seafood customer, our country’s weak labelling laws make it challenging to know whether you are buying a Canadian or imported seafood product.

The report also found that a large percentage (<30%) of Canada’s imports are insufficiently labelled as “Fish NES” (not elsewhere specified). This simply makes it impossible to ascertain the species or where it came from. Knowing this information is not only critical in understanding if the source fishery or farm was sustainable, but is also essential in determining if it was caught legally, and not caught/farmed using forced labour or linked to any human rights abuses.

Seafood consumers in the European Union already have access to greater information on their seafood labelling. In December 2014, the EU enacted the Common Organisation of the Markets under the Common Fisheries Policy which requires specific information (species common name, scientific name, catch or farm origin and the fishing or farming method) accompany fishery and aquaculture products sold to consumers.

We believe Canadians should have the same rights to this information and we are calling on the federal government to follow suit. It’s time for Canadians to stop eating their seafood in the dark.

To read more about the findings in SeaChoice’s Taking Stock report, visit [www.seachoice.org/taking_stock/](http://www.seachoice.org/taking_stock/).
Ocean Exposures
Sea Hugger’s Choice Award Winner

Congratulations to Laura Burns for winning our Sea Hugger’s Choice Award in our Ocean Exposures 2016 Photo Contest with her photo “Beachcomber’s Dream”. Of this photo, Laura says “This picture was taken in October at Raft Cove. I am an avid beachcomber and love when there are big tide surges and waves because there are so many “treasures” left behind. Whenever I see rough seas, I feel excitement about what is getting stirred up from underneath and will eventually be deposited on the shoreline. We find amazing sea shells, discarded skate and shark egg sacs, and other evidence of sea life that we have to learn about in order to identify. This particular trip we noticed that there had been a huge beach cleanup of plastics and fishing debris and it had been all stacked and was ready for transport off the beach. Wonderful to see.”

Laura’s prize is a painting by Sointula-based artist Jan Rosgen, which we are sending to her today! We will also be posting guest judge Andrew Wright’s decisions for the rest of the contest winners on our website and Facebook page as soon as we get the results, which will be soon!

Ways to Donate

1. Donate directly to Living Oceans, if you do not require a tax receipt.

By cheque: Please make cheque payable to Living Oceans Society and mail to: Living Oceans Society Box 320 Sointula, BC V0N 3E0

2. Donate to the Canadian Coastal Research Society if you would like a tax receipt (minimum $25).

By cheque or credit card: please fill out this form. Cheques must be payable to CANADIAN COASTAL RESEARCH SOCIETY. Please note if you would like to make a one time or monthly donation. Monthly donors will receive annual tax receipts.

3. Online: You can donate directly to Living Oceans or to the Canadian Coastal Research Society using your credit card or Paypal on our web site.

Canadian Coastal Research Society is a registered Canadian charity, no. 82128 1433 RR0001. Canadian Coastal Research Society and Living Oceans collaborate on charitable projects. You will be directed to the Canadian Coastal Research Society web site if you want to make a charitable donation.

www.livingoceans.org/donate

Thanks for your support!

☐ I’m enclosing a cheque for $…………………………………. payable to Canadian Coastal Research Society.

☐ I’d like you to process my donation on my credit card. Please charge:

$………………… each month OR $………………… once.

Start date ________________________________

Charge my: ☐ Visa ☐ Mastercard ☐ Discover

Card number _____________________________ Expiry date ____________

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Thank you for supporting the work of Living Oceans Society. A charitable tax receipt will be sent to you for donations of $25 or more. Please return this form to: Living Oceans Society, PO Box 320, Sointula, BC V0N 3E0 Questions? Call Kerri at 250-973-6580 or info@livingoceans.org