

**ATTACHMENT: October 5, 2020****Federal Authority Advice Record****Response due by November 12, 2020.**Please submit the form to: [iaac.deltaport.aeic@canada.ca](mailto:iaac.deltaport.aeic@canada.ca)

GCT Deltaport Expansion, Berth Four Project – GCT Canada Limited Partnership

Agency File: 81010

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**1. Is it probable that your department or agency may be required to exercise a power or perform a duty or function related to the Project to enable it to proceed?****If yes, specify the Act of Parliament and that power, duty or function.**

The Canadian Coast Guard (CCG) is a special operating agency within DFO helping to meet its responsibility to ensure safe and accessible waterways for Canadians. CCG also plays a key role in ensuring the sustainable use and development of Canada's oceans and waterways.

Transport Canada (TC) is the lead for Canada's marine safety system, establishing the legislation and regulations that oversee the system. The Canadian Coast Guard (CCG), operating from within DFO, provides services to the system at the operational level. The CCG fleet supports Fisheries and Oceans Canada as they carry out science, hydrographic work and conservation and protection operations. It also supports commercial fishing, maritime transportation, shipping and tourism industries as well as recreational boating.

The Oceans Act gives the Minister of Fisheries and Oceans responsibility for providing the following in relation to the Project: aids to navigation; marine communications and traffic services; icebreaking and ice-management services; channel maintenance; marine search and rescue; marine pollution response; and support of other government departments, boards and agencies by providing ships, aircraft and other services.

The Canada Shipping Act gives the Minister powers, responsibilities and obligations concerning aids to navigation; search and rescue; pollution response; and vessel traffic services.

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**2. Is your department or agency in possession of specialist or expert information or knowledge that may be relevant to the conduct of an impact assessment of the Project?****Specify as appropriate.**

Canadian Coast Guard is in possession of specialist or expert information or knowledge for the following:

Marine Incident Prevention:

- Marine Communications and Traffic Services
- Aids to Navigation

Marine Incident Preparedness and Response:

- Marine Search and Rescue
- Environmental Response

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Marine Incident Prevention:

○ Marine Communications and Traffic Services (MCTS)

- The MCTS program ensures a reliable communication system is always available to contribute to the safety of life at sea, the protection of the marine environment, the safe and efficient navigation of shipping in Canadian waterways, and maritime domain awareness
- enhanced information on vessel transits including regulating vessel movements, identifying and monitoring vessels, providing navigational information and assistance to encourage safety, efficient navigation and environmental protection.

○ Aids to Navigation

- Canada's aids to navigation system is designed and operated to enhance marine safety, accessibility of waters, and efficiency of vessel movements.
- program uses aids to navigation to help mariners confirm their positions, stay inside navigable channels and avoid marine hazards. Design and review specialists analyse the mix of aids to navigation and consult with users to recommend improvements as needed.

Marine Incident Preparedness and Response:

○ Environmental Response

- Coast Guard is the operational arm of the Government of Canada responsible for ensuring an appropriate response to marine pollution incidents within 200 nautical miles off the coast of Canada. The objective of Coast Guard's Environmental Response program is to minimize the environmental, economic, and public safety impacts of marine pollution incidents.
- impacts of marine pollution on public safety, the economy, the environment
- emergency planning including local response plans
- response teams including systems for monitoring health and safety, mechanical sweep and recovery, containment deflection and protection
- response actions

○ Marine Search and Rescue

- Search and Rescue in Canada consists of a range of programs and services that are designed to save lives, to assist people and vessels in distress, and to prevent future incidents. Coast Guard leads the provision of maritime search and rescue services in Canada.
- maritime search and rescue services on federally controlled waterways including risk-based analysis of maritime search and rescue delivery, emergency towing, new lifeboats and lifeboat stations, increased opportunities for search and rescue for Indigenous organizations and coastal communities, training and exercising.

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**3. Has your department or agency considered the Project; exercised a power or performed a duty or function under any Act of Parliament in relation to the Project; or taken any course of action that would allow the Project to proceed in whole or in part?**

**Specify as appropriate.**

No.

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**4. Has your department or agency had previous contact or involvement with the proponent or other party in relation to the Project? (for example, enquiry about methodology, guidance, or data; introduction to the project)**

**Provide an overview of the information or advice exchanged.**

No.

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**5. Does your department or agency have additional information or knowledge not specified, above?**

**Specify as appropriate.**

No.

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**6. From the perspective of the mandate and area(s) of expertise of your department or agency, what are the issues that should be addressed in the impact assessment of the Project, should the Agency determine that an impact assessment is required?**

**For each issue discussed, provide a concise, plain-language summary that is appropriate for inclusion in the Summary of Issues and Engagement.**

- The proponent has signaled that the project will result in only a marginal increase in vessel transits, however, the typical size of vessels will increase with a mix of Post-Panamax and Ultra Large Container Vessels. In undertaking its impact assessment, the proponent should evaluate the impacts of the increase in these larger vessels on marine safety along the shipping route versus Panamax-size vessels.
  - The proponent has also indicated that it will conduct additional marine traffic studies that may include an assessment of marine activities associated with marine shipping, short sea shipping, the proposed Tsawwassen First Nation marina and vessel movements related to disposal-at-sea activities. These studies would complement any assessment of the impacts of more larger vessels in the region. Furthermore, there should be a detailed description of frequency, routing, speed, transit time of vessels, types and sizes of vessels presently operating in the region, density statistics, cargo types, ports of origin and destination, and identification of areas where close encounters or crossing traffic is likely.
  - The proponent should include in its assessment of marine shipping, the potential environmental effects of malfunctions or accidents and any cumulative environmental effects.
  - The proponent has indicated that consideration is being given to a short sea berth but at this time a decision is premature. The Coast Guard does not have any feedback on this, as yet, hypothetical, but would like to be apprised of developments. For consideration, the factoring of the potential short sea traffic in future marine traffic studies would offer a more complete picture of project-related shipping activities.
  - The proponent has described its existing comprehensive Emergency Response Plan and relationships with key partner organizations but it is unclear whether this is limited to the port facility. Although marine shipping is incidental to the project, the proponent should elaborate on existing emergency response mechanisms and arrangements with Response Organizations within the spatial extent of marine shipping associated with the Project. Further, we recommend that the proponent describe the role it would play in the event of a spill, collision, grounding or other accident or malfunction at or adjacent to the marine shipping area, including any emergency spill response training and exercise regimes.
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Lindsay Funk

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Name of Departmental / Agency Responder

Manager, Project Review Office

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Title of Responder

November 12, 2020

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Date