



# VILLAGE OF BELCARRA

"Between Forest and Sea"

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January 16, 2014.

Hon. Gail Shea, Minister  
Fisheries and Oceans Canada  
200 Kent Street, 13<sup>th</sup> Floor, Station 13E228  
Ottawa, ON  
K1A 0N6

Hon. Lisa Raitt, Minister  
Transport Canada  
330 Sparks Street  
Ottawa, ON  
K1A 0E5

Dear Ministers Shea & Raitt,

## **Re: Canadian Coast Guard — Oil Spill Preparedness & Cleanup Liability**

We write to express our grave concerns regarding the following issues with respect to oil spills that may result due to current or future shipments from British Columbia ports:

1. Lack of appropriate emergency preparedness within British Columbia by federal government agencies, particularly the *Canadian Coast Guard*;
2. Lack of indemnification of British Columbia residents by the shippers of crude oil and bitumen, particularly pipeline companies and tanker vessel owners, against any and all financial losses associated with oil spills due to shipments from BC ports; and
3. Absence of guaranteed recovery funding for all parties that are affected by either terrestrial or marine oil spills within British Columbia.

### **1. Emergency Preparedness for BC**

Oil spill emergency response planning and response capability by the *Canadian Coast Guard* (CCG) for British Columbia is demonstrably inadequate, and overly reliant on third parties owned and operated by the oil companies such as the *Western Canada Marine Response Corporation* (WCMRC). The CCG needs to have a regional focus headquartered in BC that is adequately resourced to provide the oversight necessary to ensure that:

- Appropriate emergency response plans (ERPs) are developed by WCMRC, including a site-specific ERP for Central Burrard Inlet that is based on a rapid-response and containment strategy utilizing 'best available technology';
- WCMRC personnel are properly trained and qualified based on documented training standards and programs that include records of training received; and
- WCMRC demonstrates on an annual basis that its personnel can respond within a one-hour timeframe to an unscheduled call-out at any time of day or night to oil spills in Central Burrard Inlet.

Currently, CCG has neither the capacity nor the priority focus necessary to provide the oversight needed as a result of increased oil shipments from British Columbia ports.

## **2. Indemnification of BC Residents**

At present, British Columbia residents are not indemnified by the shippers of crude oil and bitumen, particularly pipeline companies and tanker vessel owners, against all financial losses associated with oil spills due to shipments from BC ports. *Transport Canada* needs to address this inappropriate situation and enact legislated requirements to ensure that BC residents are not at risk of experiencing financial loss in the unfortunate event of an oil spill resulting from the export of crude oil or bitumen.

## **3. Guaranteed Recovery Funding**

*Transport Canada* also needs to enact legislated requirements to ensure that pipeline companies and tanker vessel owners provide guaranteed recovery funding for all parties that are affected by either terrestrial or marine oil spills within British Columbia. Again, it is inappropriate that British Columbia taxpayers bear the financial risk associated with the provision of recovery funding in the unfortunate event of an oil spill resulting from the export of crude oil or bitumen.

The residents of British Columbia, and in particular the communities surrounding Burrard Inlet, would appreciate a fulsome response from both the *Canadian Coast Guard* and *Transport Canada* to these important issues.

Sincerely,



Ralph Drew, Mayor  
Village of Belcarra

RED/

cc: Hon. James Moore, MP, Port Moody–Westwood–Port Coquitlam  
Hon. Mary Polak, Minister, BC Ministry of Environment  
Hon. Linda Reimer, MLA, Port Moody–Coquitlam  
Union of British Columbia Municipalities  
Environment and Parks Committee, Metro Vancouver  
Burrard Inlet Mayors and Councils