



VILLAGE OF BELCARRA

"Between Forest and Sea"

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July 8, 2014.

OH-001-2014
Trans Mountain Pipeline ULC (Trans Mountain)
Application for the Trans Mountain Expansion Project (Project)


NOTICE OF MOTION

Name of Intervenor Bringing Motion: Village of Belcarra ('Belcarra')

Decision or Order Requested: Belcarra requests an order that Trans Mountain:
(a) collect data on recreational boat traffic within Burrard Inlet east of the Second Narrows; and
(b) factor that data into its models, simulations and risk assessments of marine traffic, and re-calculate the potential for marine incidents that reduce recreational boating safety.

Date Submitted: July 8, 2014.

Signature:
Name & Position:


Ralph Drew, Mayor
Village of Belcarra

Attached:
Notice of Motion Organizational Chart

Hearing Order OH-001-2014
Trans Mountain Pipeline ULC ('Trans Mountain')
Application for the Trans Mountain Expansion Project
Procedural Direction No. 3 – Process for hearing motions to compel full and adequate responses to information requests (IRs)
Village of Belcarra ('Belcarra') Information Request (Round 1) to 'Trans Mountain'

IR #	IR Wording ¹	Trans Mountain's response to IR ²	Intervenor's explanation for claiming IR response to be inadequate ³
1.7	<p>Westridge Marine Terminal (WMT) Footprint: Impact on Vessel Traffic – <u>Please provide an assessment regarding the impact of the seven-fold increase in tanker traffic on the safety of other commercial and recreational vessel traffic within Central Burrard Inlet</u>, including an assessment of the impact on the safety of future increased commercial vessel traffic from expanded operations at the Imperial Oil Company, Suncor Energy Inc. and Pacific Coast Terminals facilities on Port Moody Arm.</p>	<p>A comprehensive risk assessment of the impact of the increase in tanker traffic resulting from the Trans Mountain Expansion Project (the Project) within the Central Harbour has been carried-out by Det Norske Veritas GL (DNV-GL) and is located in the Application, Volume 8C, TR8C-12, TERMPOL 3.15. ...</p> <p>The use of AIS is not mandatory for most recreational vessels; <u>therefore it is possible that the analysis has not accounted for a number of recreational and smaller vessels sailing in this area</u>. Should these vessels have been included in the total count of vessel movements, the percentage of Project tankers in the total count of vessel movements in the Central Harbour would be lower. All vessel traffic, recreational or otherwise, are subject to all maritime traffic regulatory requirements, which are designed to ensure the safety of all users of marine transportation lanes. As is the case today, it is expected that the operators of small vessels (mainly fishing and recreational vessels), as required by Transport Canada, would continue to follow boating safe practices and the collision regulations and apply good seamanship when operating within Burrard Inlet and as part of that, thereby these vessels will not impede the path...</p>	<p>There is significant recreational boat traffic in Central Burrard Inlet east of the Second Narrows (see preamble to IR 1.7), particularly in the immediate vicinity of Trans Mountain's Westridge Marine Terminal (WMT), and this <u>recreational boat use and its safety is highly valued</u> by the residents living in the communities surrounding Burrard Inlet. In its response to Belcarra's IR 1.7, <u>Trans Mountain acknowledges that its marine traffic models, simulations and risk assessments do not include data on recreational boat traffic</u>. Further, in the opinion of Belcarra, <u>Trans Mountain's response did not provide an acceptable rationale for the omission of data on recreational boat traffic which could have safety implications for recreational boaters who use Burrard Inlet east of the Second Narrows</u>. <u>Belcarra requests that the National Energy Board order Trans Mountain to collect data on recreational boat traffic within Burrard Inlet east of the Second Narrows</u>, to factor that data into its models, simulations and risk assessments of marine traffic, <u>and re-calculate the potential for marine incidents that reduce recreational boating safety</u> that could result from the proposed seven-fold increase in tanker traffic accessing and departing from an expanded WMT tanker loading facility that will extend a significant distance into Central Burrard Inlet.</p>

¹ In this column, insert the relevant text of the IR that was asked. If the entire question is relevant to your submission, insert the full text. The references and preambles can be omitted (removed), unless they are essential to your submission.

² In this column, insert the relevant text of Trans Mountain's response to the IR. If the entire response is relevant to your submission, insert the full text.

³ In this column, explain why you consider the IR response to be inadequate.