

The BC Liberal five conditions

1. Successful completion of the environmental review process. In the case of Enbridge, that would mean a recommendation by the National Energy Board Joint Review Panel that the project proceed;
2. World-leading marine oil spill response, prevention & recovery systems for B.C.'s coastline & ocean to manage & mitigate the risks & costs of heavy oil pipelines & shipments;
3. World-leading practices for land oil spill prevention, response & recovery systems to manage & mitigate the risks & costs of heavy oil pipelines;
4. Legal requirements regarding Aboriginal & treaty rights are addressed, & First Nations are provided with the opportunities, information & resources necessary to participate in & benefit from a heavy-oil project;
5. BC receives a fair share of the fiscal & economic benefits of a proposed heavy oil project that reflects the level, degree & nature of the risk borne by the province, the environment & taxpayers.

Mandate Letter (June 10, 2013): Hon. Mary Polak, Minister of Environment

“To eliminate red-tape so that we can get to yes on economic development without needless delay”

“Complete the marine & land-based heavy oil spill response studies for our government’s five conditions for proposed heavy oil pipeline projects in BC”

Budget Estimates Thursday July 11, 2013

Andrew Weaver

“My question to the minister is: **does that raise some concerns that it's in some sense precluding an outcome of an environmental assessment if your mandate is to get to yes, as opposed to determining whether yes is the appropriate answer?**”

Hon. Mary Polak

“**It doesn't, because of the phrase ‘without needless delay.’** What we have seen in the past, at times, in government is process for the sake of process, rather than process that gets to an answer. I don't see that as indicating it requires a granting of a certificate or a permit. What it does require is that we get that answer without having, as the letter says, needless delay”

Vancouver Sun, August 7, 2013

Janet Holder, Enbridge, Executive Vice President, Western Access
Responsible for overall leadership of Northern Gateway Pipelines Project

Northern Gateway pipeline will protect B.C.'s environment

“I can assure British Columbians that we are working as hard as we can, day in and day out, to live up to the very high standard that’s been set.”

Northern Gateway Website

<http://www.northerngateway.ca/environmental-responsibility/marine-assessment-and-our-first-response-plan/>

“Spills are NOT inevitable and Northern Gateway has placed high priority on both the assessment of risks and the measures required to mitigate those risks, as well as response capabilities and the equipment and logistics support a rapid response would require.”

Submission from the Province of British Columbia to the Joint Review Panel, Enbridge Northern Gateway Project May 31, 2013

- Excellent and thorough analysis of the proposed Enbridge Northern Gateway Project
- Province did an outstanding job representing the interests of British Columbians

A Few Highlights

Paragraph 5: “‘Trust me’ is not good enough in this case.

Paragraph 52: “In short, what dilbit will do when it enters water remains unclear. NG recognizes this lack of clarity itself. As was stated by one of its witnesses, ‘It’s extremely difficult to predict the behaviour of this product’.”

Paragraph 53: “What does appear to be common ground is that dilbit will sink if it becomes heavier than water; one way that this may occur is if it comes into contact with suspended sediments. In fact, NG acknowledges that the fraction of the total oil volume that sinks can exceed 50% of the entrained oil.

Paragraph 113: “The Province submits that requiring NG to show now that it will in fact have the ability to respond effectively to a spill is particularly important because there will be no subsequent public process in which that ability can be probed and tested”

Paragraph 114: “and there is serious reason to question NG’s ability to respond effectively to a spill. ”

Paragraph 119: “a number of experts representing Environment Canada and the Department of Fisheries and Oceans have opined that the effects of an oil spill into the marine environment can persist for decades. ”

Paragraph 127: “Therefore, at this time the most reliable figures [13.5% in the confined channel and 68.5% open water areas] before the JRP indicate that in these seasons [Fall & Winter], there are significant periods during which spill response will be impossible or severely constrained.”

Paragraph 133: “the Province submits that NG has not shown that it will be able to establish a spill response regime capable of responding effectively to spills in the marine environment, let alone one that is ‘world class’”

Paragraph 139: “With this limited explanation, and in the absence of supporting facts concerning the means by which the scaling factors were arrived at, there is simply no way in which the JRP could rely on the conclusions made in the QRA [Quantitative Risk Assessment]. ”

Paragraph 141: “However, the factual basis for these figures is entirely absent from the QRA. ”

Paragraph 144: “For this reason, the Province is not able to support approval of the project, and submits that its concerns respecting NG’s ability to respond to a spill should be given serious consideration by the JRP”

April 15, 2013 Canadian National Committee for SCOR



CANADIAN OCEAN SCIENCE NEWSLETTER
LE BULLETIN CANADIEN DES SCIENCES DE L'OcéAN

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“A major initiative in planning is the Complementary Measures project for the area surrounding Kitimat, British Columbia to support planned oil tanker traffic”

Question Period: Thursday July 9, 2013

Andrew Weaver

“My question is to the Minister of Environment. **Is the government aware of this complementary measures project, and would the project meet the second of the government's five conditions for approval of the northern gateway pipeline** — namely, the need for world-leading marine oil spill prevention and recovery systems?”

Hon. Mary Polak

“**I have not read the report myself.** I certainly am pleased that the member has raised it, drawn to it my attention, and I will pursue with staff whether or not, in point of fact, they are including it in the work that is underway as we develop our world-class, world-leading marine spill response and preparedness plans.”

Question Period: Thursday July 9, 2013

Andrew Weaver

"I've come to understand that since the May 14 provincial election, in fact, federal funding has been approved for this project. Given our Premier's promises that any increases in oil tanker traffic on our coasts must be supported by B.C., how can the government say it has control over whether or not major pipeline projects go forward if the federal government is approving funding for major initiatives without consulting the British Columbia government?"

Hon. Mary Polak

"I can't respond with respect to the specific funding grant that the member speaks to. What I can say to this House, though, is that we have experienced very good cooperation from the federal government through not only Environment Canada but Natural Resources Canada and also Transport Canada with respect to their participation on our working group that is in the process of developing recommendations around our world-leading spill preparedness and response."

The Complementary Measures Project (now called World Class)

- 1) Fisheries and Oceans Canada
- 2) Environment Canada
- 3) Transport Canada
- 4) Natural Resources Canada

Phase 1a: Fiscal Year 2013:-14 \$78 million

Phase 1b: Fiscal Year 2014-15 \$42 million

“This initiative will help to improve our understanding of non-conventional oil and model its behaviour. Predicting the trajectory of spilled oil products is crucial for response planning and assessing environmental impacts.”

Behaviour models specific to dilbit spills do not exist, and existing commercial models for conventional oil do not allow parameter specific modifications. A response to an oil spill event can be seriously hampered by the lack of accuracy of models due to limited database of non-conventional oil products' chemical and physical properties, and by a lack of high resolution data for ocean circulation models. “

Source: Responsible Energy Development Treasury Board Submission
Annex G — CM2B3b - Fate and Behaviour modelling (DFO-EOS)

The Complementary Measures Project

Northern Gateway Project - May 2012 (2013-14)																			
Fiscal Year/Année financière 2013-14																			
Program Costs/Coûts du programme				Vote 1 - Operating/Crédit 1 - Fonctionnement						Vote 5 - Capital/Crédit 5 - Capital						Vote			
	FTE/TP	S&WS et T	EBP (20%)/RASE (20 %)	Total S&W/Set + EBP/RASE	One Time/Coût unique	Accommodation/Lo caux	O&M/F et E	Total Vote 1 / Total - Crédit 1	FTE/TP	S&WS et T	EBP (20%)/RASE (20 %)	Total Sal	One Time/Coût unique	Accommodation/Lo caux	Other Capital/Autres coûts d'imm.	Total Vote 5/Total - Crédit 5			
	Base Pay/Salaire de base(ETP)				Total Fit up costs/Coût total - Aménagements	13% of S&W/ % de S et T			Base Pay/Salaire de base				Total Fit up costs/Coût total - Aménagements	13% of S&W/ % de S et T					
Program Elements/Éléments du programme																			
1. Strengthening Tanker Safety - Navigation																			
Detailed Costs/ Coûts détaillés :																			
10																			
11	A. New & Modified Aids to Navigation (C-G)	4	\$225,600.00	\$45,120.00	\$270,720.00	\$0.00	\$0.00	\$105,460.24	\$376,200.24	1	\$101,894.00	\$20,378.80	\$122,272.80	\$0.00	\$13,246.22	\$1,100,000.00	\$1,235,519.02		
12	B. Update Current Hydrographic & Nav Products (SCHI-HYD)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
13	i) Multibeam surveys in critical navigational channels SCHI-HYD	4	\$208,000.00	\$41,600.00	\$249,600.00	\$0.00	\$0.00	\$290,696.00	\$540,296.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
14	ii) Purchase and install tide gauges and current meters	2	\$146,000.00	\$29,200.00	\$175,200.00	\$0.00	\$0.00	\$149,262.00	\$324,462.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
15	iii) Data Management and Production	4	\$292,000.00	\$58,400.00	\$350,400.00	\$0.00	\$0.00	\$47,403.00	\$397,803.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
16	Total Component 1/Total - Composante 1	14	\$871,600.00	\$174,320.00	\$1,045,920.00	\$0.00	\$0.00	\$592,841.24	\$1,638,761.24	1	\$101,894.00	\$20,378.80	\$122,272.80	\$0.00	\$13,246.22	\$1,100,000.00	\$1,235,519.02		
17	*needs verification																		
18	note: EC activities are presented for info- EC funding is not included																		
19	2. Strengthening Oil Spill Response Capacity																		
20	Detailed Costs/ Coûts détaillés :																		
21	A. Pollution Countermeasures equipment (CCG)																		
22	B. Marine Pollution Assessment, impact, remediation																		
23	i) laboratory research (EC)																		
24	ii) wave tank research - oil disbursements (SCI)	5	\$346,000.00	\$69,200.00	\$415,200.00	\$0.00	\$0.00	\$844,568.00	\$1,259,768.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
25	iii) fate and behaviour modeling (EC and DFO- SCI)	3.0	\$187,500.00	\$37,500.00	\$225,000.00	\$0.00	\$0.00	\$1,996,666.00	\$2,221,666.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
26	C. Managing impact on marine resources, habitats & ecosystem uses (DFO- SC)																		
27	i) Inventory of marine resources, habitats & ecosystem uses (DFO- SC)	3.0	\$187,500.00	\$37,500.00	\$225,000.00	\$0.00	\$0.00	\$48,737.00	\$273,737.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
28	ii) Mapping of near-shore habitats and benthic ecosystem (DFO- SC)	1	\$75,000.00	\$15,000.00	\$90,000.00	\$0.00	\$0.00	\$299,017.50	\$389,017.50		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
29	iii) Research and advice on interactions with ecosystem (DFO- SC)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
30	iv) Environmental regulatory review and guidance (DFO- SC)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
31	v) Guidance and support and monitoring (EC)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
32	D. Coordinated Identification of Environmental Priorities																		
33	i) Integrated Scientific & Geographic Information System (EC)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
34	ii) Coordinated Command Structure (EC and DFO- CCG mentioned i)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
35	iii) Federal Legislative Authorities and Oversight (TG, DFO, EC - no t)		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
36	Total Component 2/Total - Composante 2	12	\$796,000.00	\$159,200.00	\$955,200.00	\$0.00	\$0.00	\$3,188,988.50	\$4,144,188.50		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
37	Program Management Support/Soutien de gestion du programme																		
38	Detailed Costs/ Coûts détaillés :																		
39			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
40			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
41			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
42			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
43	Total Program Management Support/ Total Soutien de gestion du		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
44	Science Support/Soutien de science																		
45	Detailed Costs/ Coûts détaillés :																		
46			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
47			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
48			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
49			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
50	Total Science Support/ Total Soutien de science		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
51	Fleet Support/Soutien la flotte																		
52	Detailed Costs/ Coûts détaillés :																		
53			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
54			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
55			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
56	Total Fleet Support/ Total Soutien de la flotte		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
57	Direct Program Support-AUDIT/Soutien direct au programme -																		
58	VERIFICATION																		
59	Detailed Costs/ Coûts détaillés :																		
60	Task 1/Tâche 1		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
61			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
62	Total Direct Program Support - AUDIT/Total - Soutien direct au programme		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
63	Direct Program Support-EVALUATION/Soutien direct au programme -																		
64	EVALUATION																		
65	Detailed Costs/ Coûts détaillés :																		
66	Task 2/Tâche 2		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
67			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
68			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
69			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
70	Total Direct Program Support - EVALUATION/Total - Soutien direct au		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
71			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
72			\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00		
73	Total Program Cost/Total - Coûts du programme																		
		28	\$1,667,600.00	\$333,520.00	\$2,001,120.00	\$0.00	\$0.00	\$3,781,829.74	\$5,782,949.74	1	\$101,894.00	\$20,378.80	\$122,272.80	\$0.00	\$13,246.22	\$1,100,000.00	\$1,235,519.02		

Scope - Questions

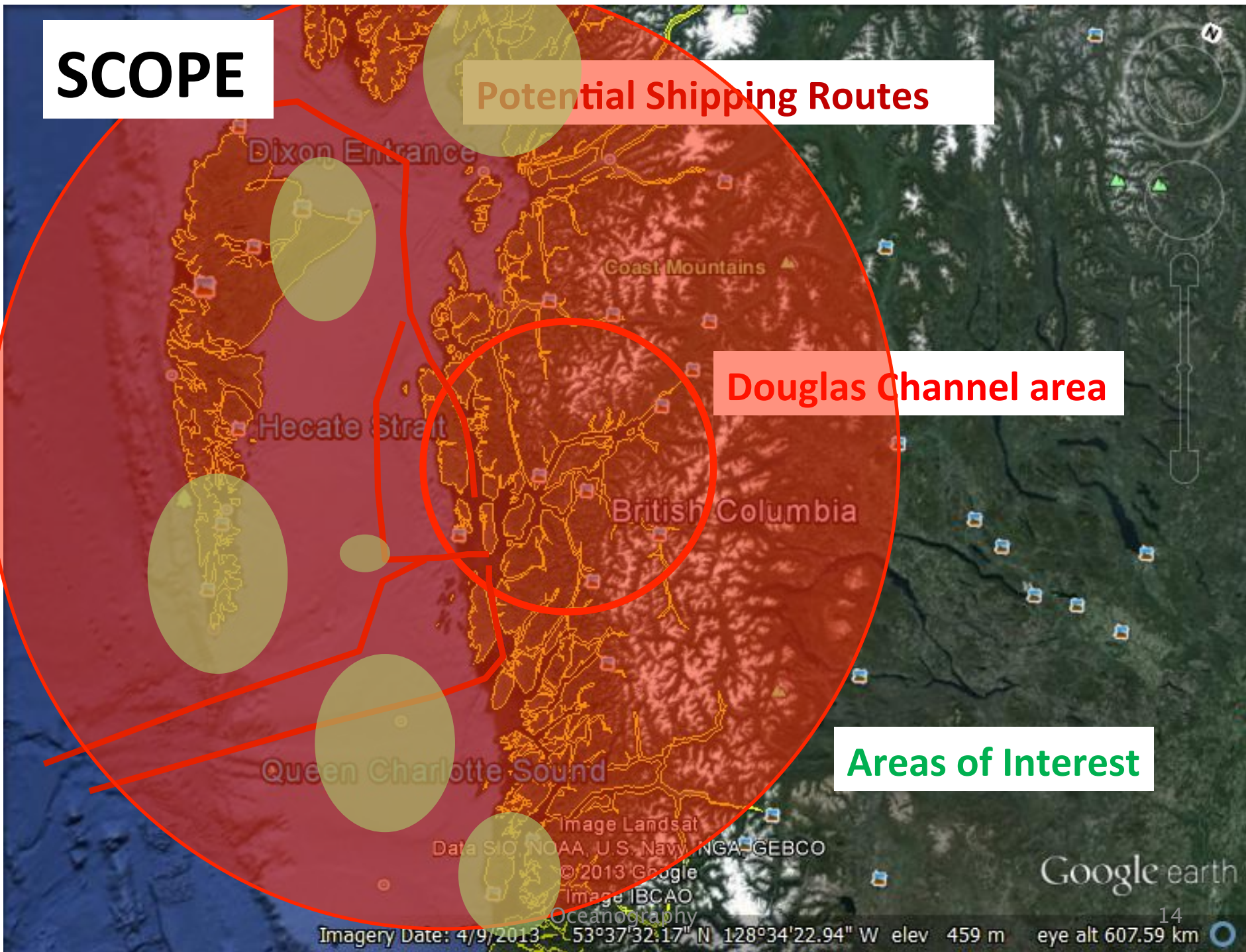
- Our BIG PICTURE questions for this meeting.
- Scope of Phase 1a versus Phase 1b
- Where are the key areas we need to be prepared to respond?
- **Which shipping routes will have the most traffic?**
- Which ones will be used in really bad weather?
- Do we need to include all of EEZ?
- Special areas
 - Haida Gwaii National Park, Hecate Strait Sponge Reefs
 - Other parks
 - Potential MPAs, EBSAs (?)

SCOPE

Potential Shipping Routes

Douglas Channel area

Areas of Interest



Plans for CM Project MSC/MRD and CONCEPTS

Operational atmosphere-land-hydrological-ocean-ice system

Summary

New models for atmospheric and ocean interactions. The overall objective of this contribution to the fate and behavior modeling portion of the Complementary Measures submission (under phase of the World Class TB Sub) is to be able to provide improved quality surface winds along the **complex waterways of interest from Kitimat to the Hecate Strait area** and support the work towards the provision of water currents. **These improved parameters are then used as key inputs in the execution of spill modeling tools for oil spill assessment purposes.**

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Environment
Canada

Environnement
Canada

Canada

To achieve that overall objective, the MSC/MRD portion of the Fate and Behaviour Modeling proposal involves three main areas of work :

- *Modeling improvements towards the provision of high resolution surface winds in the area of the waterways from Kitimat to the Hecate Strait area.*
- *Support in hydrological modeling and coupling towards the provision of water currents in the waterways from Kitimat to the Hecate Strait area*
- *Support to industry in the provision of surface monitoring data along the critical waterways of interest of this program with a MSC technician on questions related to standards and on station installation plans*



CBC News August 7, 2013

Harper defends independence of pipeline approval process

"Decisions on these kinds of projects are made through an independent evaluation conducted by scientists into the economic costs and risks that are associated with the project. And that's how we conduct our business," Harper said.

"The only way that governments can handle controversial projects of this manner is to ensure that things are evaluated on an independent basis scientifically and not simply on political criteria," the prime minister added.

"The government does not pick and choose particular projects," Harper said, "the projects have to be evaluated on their own merits."

Really?