

Who is responsible for responding to an oil spill?

Canada has a "polluter pays" principle. Under the Canadian [Marine Liability Act](#), the polluter is liable for oil pollution from ships, including all reasonable costs related to recovery and cleanup.

In event of a spill, the first point of contact is the Canadian Coast Guard emergency line, which is 1-800-889-8852. The Coast Guard then notifies the [Western Canada Marine Response Corporation \(WCMRC\)](#), the Transport Canada certified and industry funded organization mandated to respond to an oil spill anywhere on the BC coast.

Who pays for response to an oil spill? Do local municipalities have to bear the cost?

All vessels calling at a Canadian port must contract with a government-approved spill response organization. Under Canada's [Marine Liability Act](#) the owner of a ship is the responsible party in the event of ship related oil pollution. Currently a total of approximately \$1.37 billion is available through a combination of Canada's [Ship-Source Oil Pollution Fund](#), the [International Oil Pollution Compensation Fund](#) and the [Civil Liability Convention Fund](#). There are provisions within these funds to clean up oil spills even when the source cannot be identified.

How much oil spill response capacity does the Western Canada Marine Response Corporation have?

Transport Canada requires a certified oil spill responder to have adequate capacity to respond to a spill of up to 10,000 tons of oil. In fact, WCMRC has the physical capacity to respond to a spill of up to 26,000 tons.

What safeguards are currently in place to ensure tankers can safely navigate Burrard Inlet?

- All tankers calling on Vancouver are double hulled.
- All are pre-vetted for operating history and current condition.
- All tankers are manned by a [BC Coast Pilot](#) and all tankers with a combined length overall and breadth of greater than 265 metres, are manned by two senior BC Coast Pilots in addition to a fully trained ship's crew.
- All loaded tankers are assisted by tethered tugs in accordance with Port Metro Vancouver's Second Narrows Movement Restriction Area Procedures. For example, a fully laden tanker of 200 metres length or greater with a draft of over 12 metres, will require three tugs tethered, with one on her bow and two on her stern. The largest tankers that can call at Vancouver are Aframax sized tankers with an average length of 245 metres.

- A Second Narrows transit of loaded tankers with a length overall greater than 185 metres is restricted to daylight slack water (no movement in the tidal stream) in good visibility.
- Loaded tankers enjoy priority right of way when in transit. All vessels are required to be in compliance with the [International Safety Management](#) code.

How many tankers currently enter Burrard Inlet?

Between 2005 and 2013, oil tankers accounted for 1.5 per cent of all foreign vessel traffic. In 2013, 48 crude oil tankers called on Port Metro Vancouver or approximately 1.5 per cent of all foreign vessel traffic.

What is the role of Port Metro Vancouver in the Kinder Morgan proposal?

A portion of Kinder Morgan's TransMountain Expansion Project is located within Port Metro Vancouver's jurisdiction, specifically the marine terminal expansion and related shipping activities.

The Environmental Socio-Economic Assessment for the Kinder Morgan TransMountain Expansion Project review are being led by the [National Energy Board](#). Port Metro Vancouver will participate in the process by reviewing and providing comments to the National Energy Board on the marine terminal expansion and related shipping activities. Port Metro Vancouver has also been granted intervenor status in the National Energy Board hearing process for the project.

Will larger tankers be calling at Port Metro Vancouver as a result of the Kinder Morgan proposal?

There are no plans to exceed the current maximum size of tankers calling at Port Metro Vancouver. Due to depth and beam restrictions in the Second Narrows, the largest dimension of tanker that can be handled is the Aframax, a medium-sized tanker with a maximum capacity of 120,000 tonnes. Even then, these vessels can load to only around 80 per cent of capacity due to draft (depth) and beam restrictions.

How does the number of tankers in Vancouver compare to the number of tankers in other ports around the world?

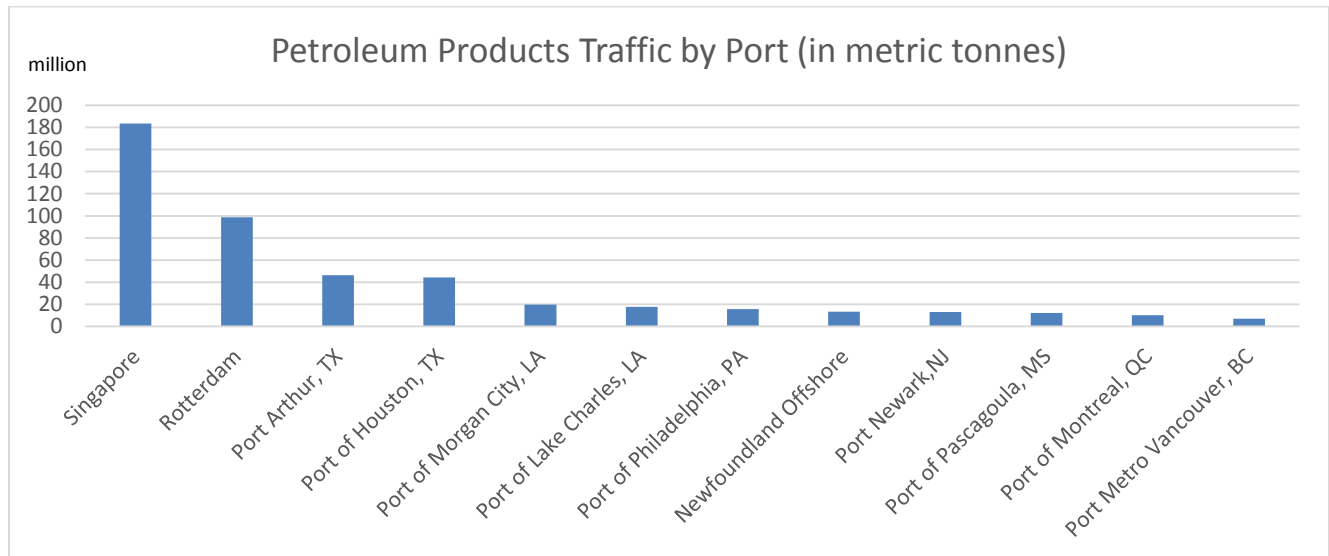
Vancouver is a relatively low-volume tanker port. Currently, there are about 100 crude oil and chemical tankers calling the port each year.

If the Kinder Morgan project receives approval, that number could increase to approximately 400 tankers a year. Other ports handle much more, such as the port of Rotterdam (8,206 tankers a year) and Singapore (22,280 tankers a year).

How does the quantity of petroleum product shipped through Port Metro Vancouver compare to other Canadian, US, and international ports?

Compared to other major ports in the world, including the eastern ports of Canada and the US, Port Metro Vancouver is a low-volume petroleum traffic port. The total quantity

of petroleum shipments through Port Metro Vancouver in 2013 was 7.1 million metric tonnes. By comparison, Port Arthur in Texas State handled 46.2 million metric tonnes and Port of Montreal handled 10.2 million metric tonnes.



Will more tankers in Vancouver result in increased air emissions?

Between 2005 and 2013, oil tankers accounted for 1.5 per cent of all foreign vessel traffic. A number of international and regional measures are in place to minimise emissions from all marine traffic, including Port Metro Vancouver's own [environmental programs](#).

- Through legislation from the [International Maritime Organization](#), the [North American Emissions Control Area](#) was recently implemented. Within 200 nautical miles of Canada's coastline, vessels are required to switch to cleaner, low-sulfur fuels. The fuel must have a maximum of one per cent sulphur content compared to the global limit of 3.5 per cent sulphur content. In 2015, the maximum allowable sulphur content for fuel consumed on our coastline will be reduced to 0.1 per cent.
- Also under international regulations, all new vessels are now required to be constructed and certified to a very high level of fuel consumption and low emission efficiency.
- Together with Seattle and Tacoma, Port Metro Vancouver is a member of the [North West Ports Clean Air Strategy](#) within which more stringent environmental objectives are under constant development.
- Port Metro Vancouver has also designed the [Blue Circle Awards](#) program, which provides financial incentives to vessels that exceed regulated environmental standards

What is being done to ensure tanker traffic along BC's coast is safe?

The lessons of the 1989 Exxon Valdes spill in Alaska resulted in significant regulatory changes. The result has been the implementation of considerably stricter regulations that ensure greater safety and a focus on incident prevention.

Measures taken include:

- Mandatory double hull construction.
- Intensive pre-vetting of the history and condition of tankers prior to charter.
- Separated tanks for ballast water and oil cargo, which means ballast water is not contaminated by residual oil before its disposal.
- Tanker Officers Training Scheme (TOTS) overseen by [Intertanko](#).
- Tug escorts in restricted waterways.

All tankers transiting BC's inland coastal waters must have at least one experienced BC Coast Pilot onboard. In addition to state of the art navigational aids on the ship's bridge, BC's pilots also carry a Personal Pilotage Unit (PPU) which consolidates all relevant navigational data on a single computer screen.