

Peiris, Taylor EMPR:EX

From: Beltrano, Linda MNGD:EX
Sent: Thursday, November 24, 2016 10:49 AM
To: Peiris, Taylor MNGD:EX
Subject: FW: Proposal For Consideration - Confidential
Attachments: s.13

We can discuss how to incorporate this.

From: Mihlar, Fazil ENV:EX
Sent: Thursday, November 24, 2016 10:37 AM
To: Beltrano, Linda MNGD:EX
Subject: FW: Proposal For Consideration - Confidential

We need to get this into our mix for asks of the feds. More detail here.

From: Pat Quealey s.22
Sent: Wednesday, November 23, 2016 5:08 PM
To: Mihlar, Fazil ENV:EX
Subject: Proposal For Consideration - Confidential

Fazil,

As requested, please find attached:

s.13

- An overview of the Transport Canada approved courses that RCM-SAR currently offers.

I hope this helps. By the way, your Parliamentary Secretary, Jordan Sturdy has a good understanding of our organization should you wish to confer.

I look forward to hearing from you.

Kindly,

Pat

Pat Quealey
Chief Executive Officer
Office: 778-352-1780
Cell: s.22

Peiris, Taylor EMPR:EX

From: Peiris, Taylor MNGD:EX
Sent: Tuesday, November 15, 2016 11:44 AM
To: Zahynacz, Matt MNGD:EX
Subject: Tug Bullets

Hey Matt,

Going through this report by Robert Allan, I've got some background info which may be useful:

- Analysis by Robert Allan indicates that a suitable rescue tug on the west coast must possess at minimum 70 tonnes of Bollard Pull (BP) to attain a rescue rate in the 93rd percentile under winter conditions. This value represents the minimum required towing capacity to hold against environmental forces, and analysis indicates 80 tonnes BP would be necessary to make headway against these forces.
- To achieve a response rate in the 99th percentile in winter conditions, 110 BP in one vessel or two vessels at a minimum of 70 BP would be required.

From "An Evaluation of Local Escort and Rescue Tug Capabilities in Juan de Fuca Strait" by Robert Allan Ltd. (2013)

Klimko, Olga EMPR:EX

From: Beltrano, Linda MNGD:EX
Sent: Wednesday, November 9, 2016 9:31 AM
To: Klimko, Olga MNGD:EX
Subject: FW: Marine Response Summary.docx
Attachments: Marine Response Summary.docx; Canada's Ocean Protection Plan.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Blue Category

From: Danks, Anthony ENV:EX
Sent: Tuesday, November 8, 2016 3:03 PM
To: Mihlar, Fazil ENV:EX
Cc: Shoemaker, Wes ENV:EX; Zacharias, Mark ENV:EX; Gaber, Leon ENV:EX; Beltrano, Linda MNGD:EX
Subject: Marine Response Summary.docx

Fasil:

Mark, Leon and I met with Transport Canada staff this morning and went through BC's 11 gaps paper. It is attached with comments in red. I have also included an Ocean Protection Plan document they shared with us that answers more questions.

Anthony

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CANADA'S OCEANS PROTECTION PLAN

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MINISTRY OF NATURAL GAS DEVELOPMENT

BRIEFING NOTE FOR INFORMATION

- I PREPARED FOR:** Kim Henderson, Deputy Minister to the Premier, Cabinet Secretary and Head of the Public Service
- II ISSUE:** World-leading marine preparedness and response regime in B.C.
- III BACKGROUND:**

On July 23, 2012, the Province of British Columbia (B.C.) outlined five conditions which must be satisfied before it will consider implementing any proposed heavy oil pipeline project. These five requirements set the framework by which the Province aims to utilize its resources in a matter which maximizes the benefit to its residents while minimizing the risk to its environment. Of these five conditions, the second stipulates that there must be in place:

World-leading marine oil spill response, prevention and recovery systems for B.C.'s coastline and ocean to manage and mitigate the risks and costs of heavy oil pipelines and shipments.

Given the projected growth in marine shipping activity in the Province, which is further pressured by the potential for large scale projects along B.C.'s coast including proposed oil and gas pipelines, refineries and liquefied natural gas (LNG) export terminals, it is imperative that the Provincial and Federal governments establish a world-leading regime to protect B.C.'s coastal waters. Several high profile incidents in recent years have brought this issue into sharp focus:

- i) On October 16, 2014, the container ship *Simushir* lost power off of B.C.'s north coast near Haida Gwaii and remained adrift for two days while salvage resources from the United States were called in to assist;
- ii) On April 6, 2015, around 2,700 litres of bunker fuel leaked from the cargo ship *M/V Marathassa* into English Bay. Issues in communication between authorities, responders and stakeholders as well as difficulties in identifying the responsible party led to an almost two hour delay in responding to the spill; and
- iii) Efforts are ongoing to clean up oil spilled from the tugboat *Nathan E. Stewart* which ran aground along with the cargo barge *DBL 55* near Bella Bella on October 10, 2016.

These incidents highlight the reality that while there is a functioning preparedness and response regime in place on Canada's west coast, work remains to be done in achieving world-leading status. While B.C. is committed to continuously pursuing and achieving this ideal of a world-leading marine spill prevention and response regime, it is recognized that this is a responsibility which is shared with the Federal Government, who maintains

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jurisdiction over marine shipping operations and spillage. With the cooperation of the Federal Government, as well as key stakeholders including industry, response organizations, subject experts and Provincial regulators, B.C. has identified eleven aspects which must be improved in order for B.C. to achieve world-leading status.

IV DISCUSSION:
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Klimko, Olga EMPR:EX

From: Klimko, Olga MNGD:EX
Sent: Wednesday, August 31, 2016 3:50 PM
To: Beltrano, Linda MNGD:EX
Subject: RE: FOR ACTION: Please Provide Comments by 10am Thursday Sept 1st
Attachments: follow up to TC (dr 6) MNGD comments.docx; RDIMS-#12103957-v15-INFO-_FPT_AREAS_OF_COLLABORATION_MNGD Comments.doc

Importance: High

Follow Up Flag: Follow up
Flag Status: Completed

Hi Bob

Thank you for the opportunity to comment on the attached documents which reflect a lot of good work by your group. We used track changes to indicate our comments/changes. Regarding the table, we are interested in the areas of: (1) Strategic Marine Corridors; (2) Trade/Market Access, and (3) Infrastructure. We would appreciate being kept informed on those topics.

From: Steele, Bob D TRAN:EX
Sent: Tuesday, August 30, 2016 5:11 PM
To: Gow, Lisa A TRAN:EX; Prpich, Danielle TRAN:EX; Bachynski, Dave TRAN:EX; Faubert, Reg P TRAN:EX; Rockerbie, Kirk TRAN:EX; Haney, Donald IGRS:EX; Duggan, Sarah TRAN:EX; Smith, Grant H IGRS:EX; Miska, Ed TRAN:EX; Nyland, Dirk TRAN:EX; Beltrano, Linda MNGD:EX; Wieringa, Paul MEM:EX; Haywood, Steven TRAN:EX; Marr, David TRAN:EX; Petruzzelli, Lynda TRAN:EX; Roberts, Steven PSSG:EX; Anderson, Lisa R PSSG:EX; Finkelstein, Ben ENV:EX; Paquin, Lisa C ENV:EX; Dufresne, Guillaume SDSI:EX
Cc: Filmer, Cam A TRAN:EX
Subject: RE: FOR ACTION: Please Provide Comments by 10am Thursday Sept 1st
Importance: High

All

Further to my e-mail and attachment of yesterday, please find attached our draft final summary comments to Transport Canada for your review and comment.

The intent of our final summary comments (attached) to Transport Canada is to:

- Reinforce B.C.'s four main priorities as identified in its CTA Submission (Asia-Pacific Gateway, Aviation, Ports, and Ferry Services);
- Note some of the key additional points BC identified in preparation for / raised at the specific thematic F/P/T meetings with TC over the summer; and,
- Provide any further comments on the "Federal/Provincial/Territorial Areas of Collaboration" Table and summary matrix that I sent to you yesterday, which should be included in the attached draft document.

It would be much appreciated if you could review the attached, and provide comments in track changes to me by no later than 10am on Thursday.

Many thanks for your continued support. Please do not hesitate to call if you have any questions.

Thx.

Bob

R. D. (Bob) Steele, B.A. (Econ), MBA
Director, Inter-Jurisdictional Programs &
Co-Chair, BC/WA Joint Transportation Executive Council WG
Transportation Policy and Programs Department
BC Ministry of Transportation and Infrastructure
5A-940 Blanshard St.
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Tel: (250) 356-2051

From: Steele, Bob D TRAN:EX

Sent: Monday, August 29, 2016 4:39 PM

To: Gow, Lisa A TRAN:EX; Prpich, Danielle TRAN:EX; Bachynski, Dave TRAN:EX; Faubert, Reg P TRAN:EX; Rockerbie, Kirk TRAN:EX; Haney, Donald IGRS:EX; Duggan, Sarah TRAN:EX; Smith, Grant H IGRS:EX; Miska, Ed TRAN:EX; Nyland, Dirk TRAN:EX; Beltrano, Linda MNGD:EX; Wieringa, Paul MEM:EX; Haywood, Steven TRAN:EX; Marr, David TRAN:EX; Petruzzelli, Lynda TRAN:EX; Roberts, Steven PSSG:EX; Anderson, Lisa R PSSG:EX; Finkelstein, Ben ENV:EX; Paquin, Lisa C ENV:EX; Dufresne, Guillaume SDSI:EX

Cc: Filmer, Cam A TRAN:EX

Subject: FOR ACTION: Please Provide Comments by 10am Thursday Sept 1st

Importance: High

Good Day All

It is a very busy time of year, and many people are also taking well deserved annual leave, so many thanks to those that were able to respond to my August 16th e-mail/attachment on this matter, and to those that will be able to respond to this e-mail.

As you are aware, Federal Transport Minister Garneau will be meeting with his provincial and territorial counterparts in late September at the Council of Ministers meeting, and the agenda will include discussions on the CTA Review (Minister Garneau will likely identify key priorities that could be part of the federal government's long-term transportation agenda, and the associated priority areas of F/P/T collaboration, for dialogue with P/T Ministers).

s.13,s.16

Please provide any feedback to me by no later than Thursday Sept 1st at 10am on the attached.

If you have any questions, please do not hesitate to contact me.

Many thanks,
Bob

R. D. (Bob) Steele, B.A. (Econ), MBA
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MINISTRY OF NATURAL GAS DEVELOPMENT

INFORMATION NOTE

I PREPARED FOR: Deputy Minister, Dave Nikolejsin

II ISSUE: Attaining World-Leading Marine Spill Prevention, Response, and Recovery Systems.

III BACKGROUND:

In 2012 British Columbia (B.C.) published its *Requirements for British Columbia to Consider Support for Heavy Oil Pipeline*. Requirement 2 addresses world-leading marine oil spill response, prevention and recovery systems for B.C.'s coastline and ocean to manage and mitigate the risks and costs of heavy oil pipelines and shipments.

From a legislative perspective, Canada has the lead responsibility to protect B.C.'s marine environment and make it world-leading through legislation and regulations. B.C. takes an active leadership and participatory role in identifying provincial resources that would be impacted by a spill, such as the protection and cleanup of the intertidal shoreline and seabed.

Proponents such as Trans Mountain Pipeline ULC (TMP) are not legally responsible for the transport of products once the product leaves the pipeline and is loaded onto a tanker. When loaded, the vessel falls under the *Canada Shipping Act (2001)* and the *Pacific Pilotage Act*, as well as Port Metro Vancouver's (PMV) rules. TMP bears responsibilities for marine in that it is responsible for the quality of vessels that call at Westridge Marine Terminal even though TMP is not an operator of marine vessels.

IV DISCUSSION:

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¹ Based on consultation with Kinder Morgan

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