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Withheld pursuant to/removed as

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Wilson, John MTIC:EX

From: Gleeson, Kelly T GCPE:EX
Sent: Friday, October 17, 2014 7:37 PM
To: Hofweber, Jim E ENV:EX; Leake, Greg EAO:EX; Mitschke, Matt ENV:EX
Cc: Standen, Jim ENV:EX; Fraser, John Paul GCPE:EX; Gordon, Matt GCPE:EX; Crebo, David GCPE:EX; Murphy, Bernadette GCPE:EX; Cotton, Brian GCPE:EX
Subject: Re: NGP JRP Final Submission

Thx Jim

Sent from my BlackBerry 10 smartphone on the TELUS network.

From: Hofweber, Jim E ENV:EX
Sent: Friday, October 17, 2014 6:22 PM
To: Gleeson, Kelly T GCPE:EX; Leake, Greg EAO:EX; Mitschke, Matt ENV:EX
Cc: Standen, Jim ENV:EX; Fraser, John Paul GCPE:EX; Gordon, Matt GCPE:EX; Crebo, David GCPE:EX; Murphy, Bernadette GCPE:EX; Cotton, Brian GCPE:EX
Subject: RE: NGP JRP Final Submission

In June, 2013 Wes, Graham and I presented verbally to the federal Tanker Safety Expert Panel and emphasized that rescue tugs and tow packages are necessary on the West coast, especially on the central and North coast (the US rescue tug sponsored by industry at Neah Bay, Wa. Is available for the Juan de Fuca Straight). Also, BC submitted to the Panel the Nuka report on West Coast Spill Response which covered this topic;

3.3.1 Emergency towing resources are available for rapid deployment

Emergency towing services may already be on hand if an escort system is in place. When the vessel is not already being escorted by a tug, then a dedicated rescue tug, tug of opportunity, or other towing-capable vessel of opportunity equipped with emergency towing equipment will need to respond quickly.

- *Dedicated rescue tugs typically provide a higher prevention benefit than general purpose vessels, in part due to the tug specifications and the training and focus of the crew on emergency operations (Berg et al., 2009).*

- *Tugs or other towing-capable vessels of opportunity may be able to assist if they happen to be in the area. The likelihood of appropriately powered vessels being on hand will vary depending on the nature of the marine activity and vessel traffic patterns. They may also be used with Emergency Towing Systems (ETS). These packages of equipment can be deployed to a ship that loses steering or propulsion to enable it to be towed (ADEC, 2012a). This service may include the use of CCG or Royal Canadian Navy vessels that would provide emergency services to a distressed vessel. Regardless of the vessel used, they must be able to be on-scene quickly in order to be effective (exact speed requires depends on the conditions, location, and size and other characteristics of the distressed vessel).*

Any tow vessel must have a high enough towing or pulling capacity to provide effective rescue services for the distressed ship; these requirements will vary according to the size of the distressed ship and the environmental conditions.

EXAMPLES. *Rescue tugs have been permanently stationed in several*

waterways, including Neah Bay in Washington, Hinchinbrook Entrance Alaska, and Placentia Bay in Newfoundland (TC, 2010). The State of Alaska places ETS strategically in coastal areas from which they can be deployed and has a training manual and exercise program for their use (ADEC, 2012a).

From: Gleeson, Kelly T GCPE:EX

Sent: Friday, October 17, 2014 5:56 PM

To: Leake, Greg EAO:EX; Mitschke, Matt ENV:EX; Hofweber, Jim E ENV:EX

Cc: Standen, Jim ENV:EX; Fraser, John Paul GCPE:EX; Gordon, Matt GCPE:EX; Crebo, David GCPE:EX

Subject: RE: NGP JRP Final Submission

Thx

No intention of utilizing at this time – just want to ensure we have back pocket

Kelly Gleeson

Communications and Media Relations

GCPE

(250) 356-8608

Kelly.gleeson@gov.bc.ca

From: Leake, Greg EAO:EX

Sent: Friday, October 17, 2014 5:48 PM

To: Mitschke, Matt ENV:EX; Hofweber, Jim E ENV:EX

Cc: Gleeson, Kelly T GCPE:EX; Standen, Jim ENV:EX

Subject: NGP JRP Final Submission

Matt and Jim:

Here is a link to our submission: http://www.env.gov.bc.ca/main/docs/2013/BC-Submission-to-NGP-JointReviewPanel_130531.pdf

I can't search in it.

Kelly was asking whether there was a reference in our submission to a recommendation that rescue tugs equipped with towing capacity be available for emergency response.

G.

Greg Leake

Director

Client Communications & Engagement

BC Environmental Assessment Office

(250) 387-2470

Wilson, John MTIC:EX

From: Knox, Graham G ENV:EX
Sent: Wednesday, February 5, 2014 10:57 AM
To: Hofweber, Jim E ENV:EX; Poss, Angie ENV:EX; Vander Steen, Benjamin ENV:EX; Murray, Kyle ENV:EX; Denis, Alexandra ENV:EX; Day, Kristin ENV:EX; Paquin, Lisa C ENV:EX; Pfeffer, Jessica ENV:EX
Subject: Draft U.S. VTRA & Contact Re: Coast Salish Sea Conference

Greetings,

Here is the link to the draft U.S. Vessel Traffic Risk Assessment that has been in the media recently:

http://www.seas.gwu.edu/~dorpir/tab4/publications_VTRA_Update_Reports.html

Re: An initial contact person for the VTRA in regards to a potential presentation at the Coast Salish Sea Conference is Todd Hass (Todd participated in our symposium last year!).

Todd Hass, PhD

Program Manager: Marine and Nearshore Special Projects

PUGETSOUNDPARTNERSHIP

c: 360.280.1588 | p: 360.464.1223

Thanks,

Graham Knox
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Wilson, John MTIC:EX

From: Vander Steen, Benjamin ENV:EX
Sent: Thursday, January 23, 2014 3:04 PM
To: Hofweber, Jim E ENV:EX; Knox, Graham G ENV:EX; Poss, Angie ENV:EX; Coccola, Carley ENV:EX
Subject: FW: KM PPT
Attachments: 2014 01 14 BC Parks_FINAL_E.pptx

You may find this interesting.

From: Danks, Anthony ENV:EX
Sent: Friday, January 17, 2014 12:45 PM
To: Vander Steen, Benjamin ENV:EX
Subject: FW: KM PPT

From: Bawtinheimer, Brian ENV:EX
Sent: Friday, January 17, 2014 12:44 PM
To: Danks, Anthony ENV:EX
Subject: KM PPT

Did you get this already?

Brian Bawtinheimer Executive Director
Parks Planning and Management Branch, BC Parks



Trans Mountain Expansion Project

January 14, 2014

BC Parks

Victoria, BC



NEB Facility Application



- Application filed with NEB December 16th, 2013
 - 8 Volumes, 3+ meters in length
 - Extensive documentation of Consultation, Environmental, Engineering studies
- Environmental and Socio-Economic assessment
- Socio-Economic Management Plan
- Environmental Protection Plan(s)
- Next Steps
 - NEB Regulatory Process (approx 18 months)
 - Ongoing Engagement (Jan 2014 – In service)



BC Parks Boundary Amendments



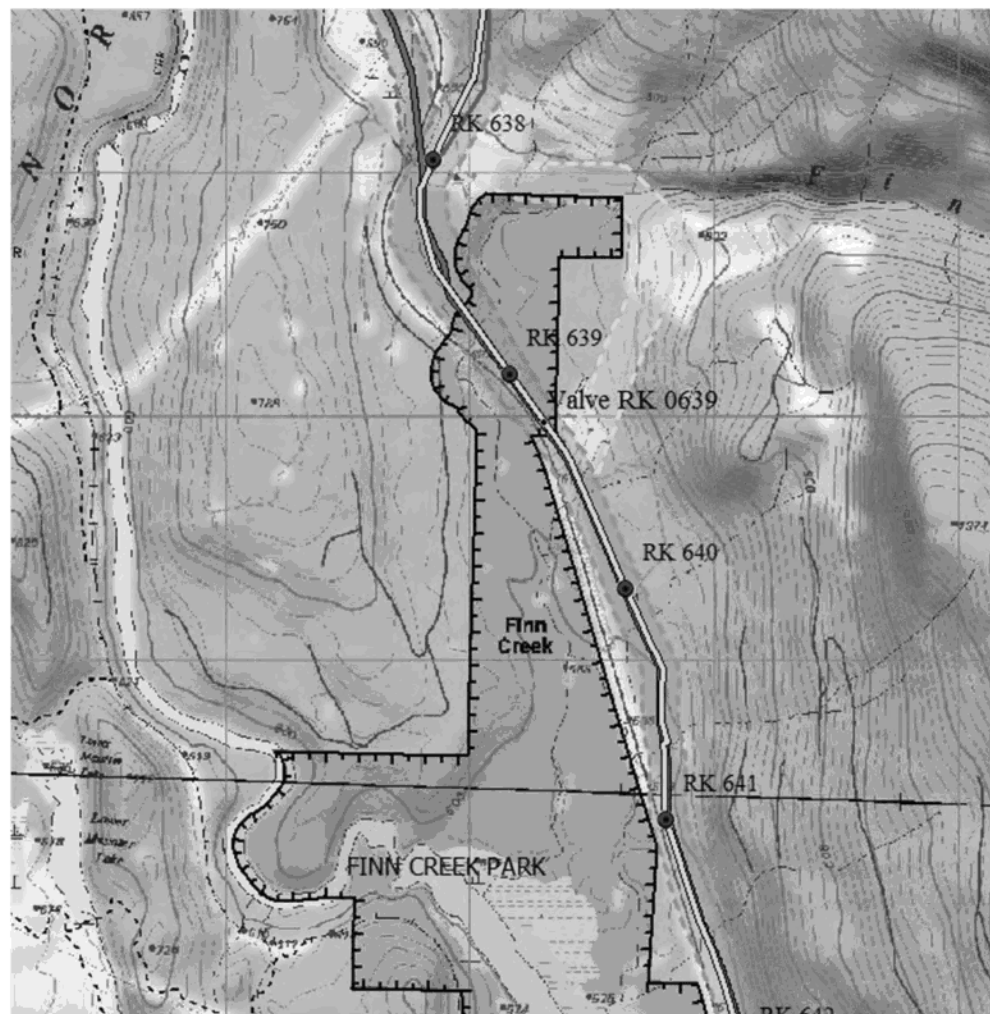
- Stage 1 Application for five BC Parks – approval received October, 2013
- Research and Education permit received November 2013
- Stage 2 Application – under development
 - Field Studies Underway
 - Community Consultation Underway
 - Preliminary List of Issues developed
 - Next Steps: Consultation re impact and mitigation
 - First Nations Consultation
 - Conversations underway with all impacted First Nations
 - Routing Studies
 - Park route and alternatives identified



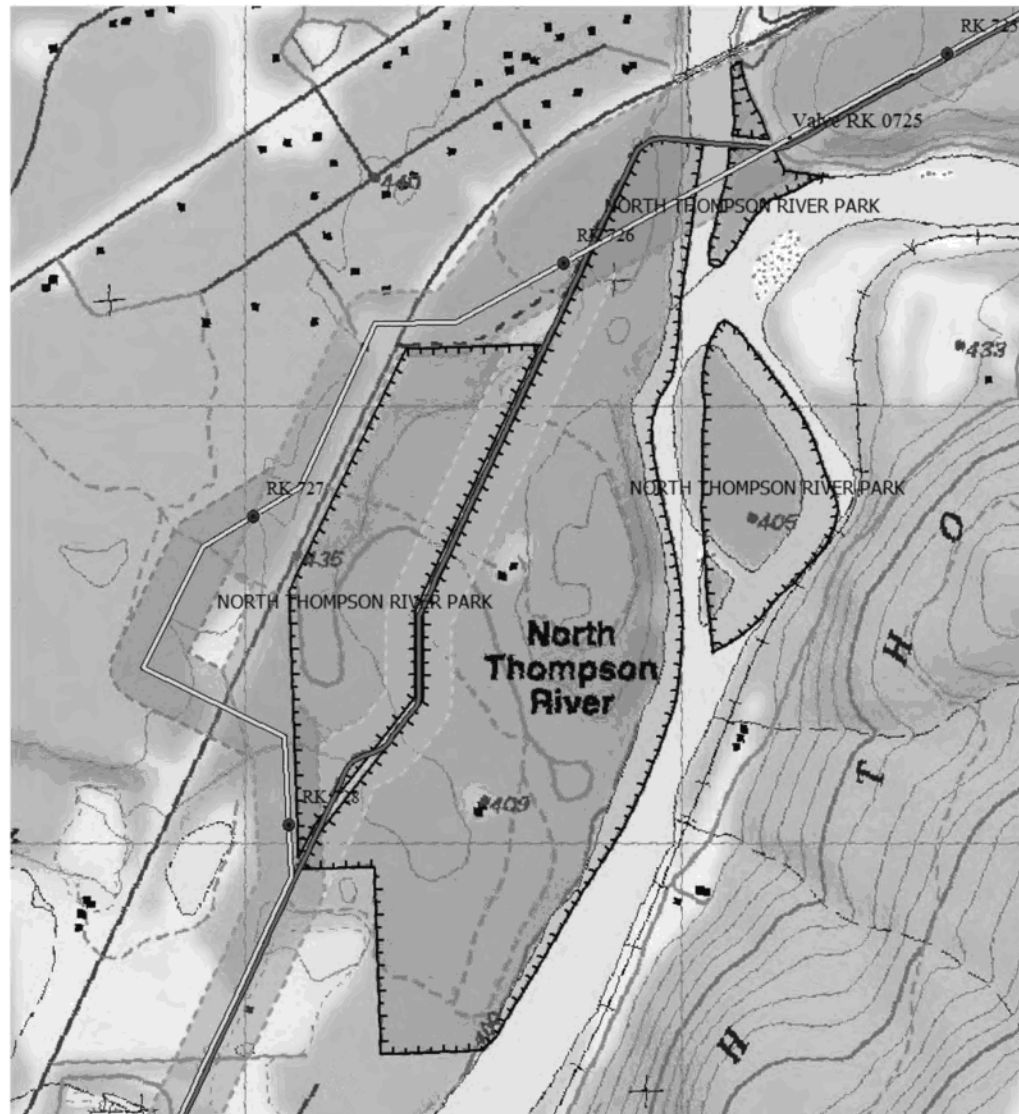
Topics for Discussion

- Application
 - Format
 - Completeness
 - Timing
- Concurrent decisions
- First Nations

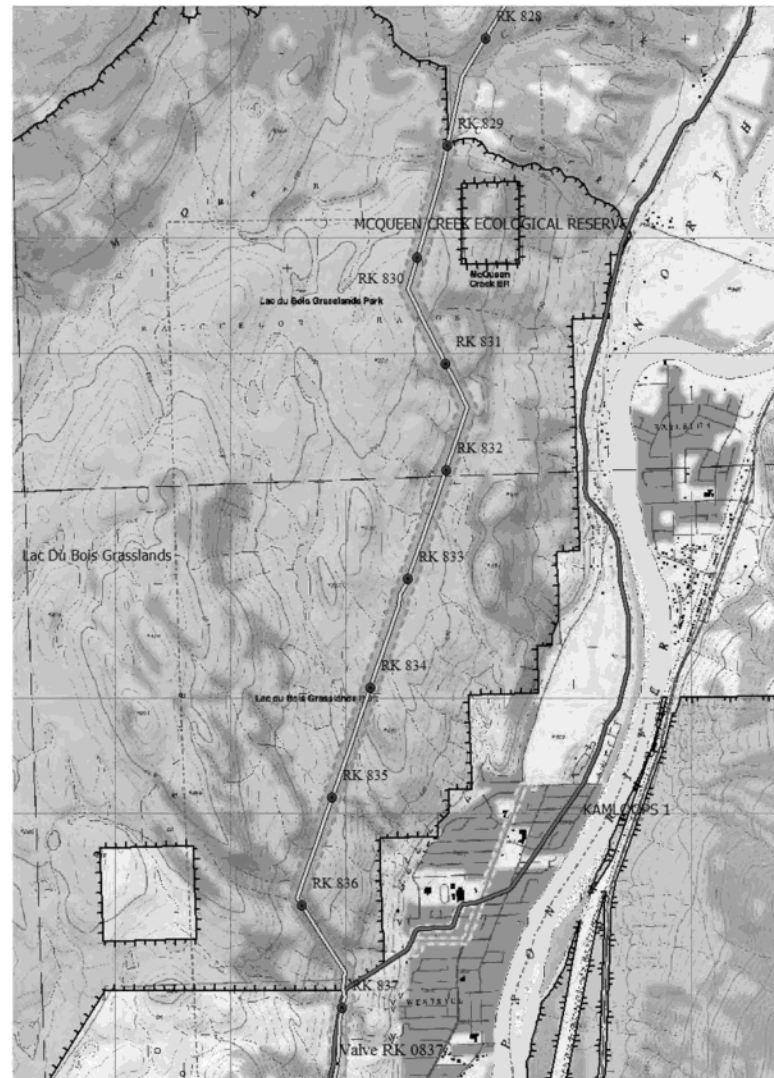
Finn Creek Park



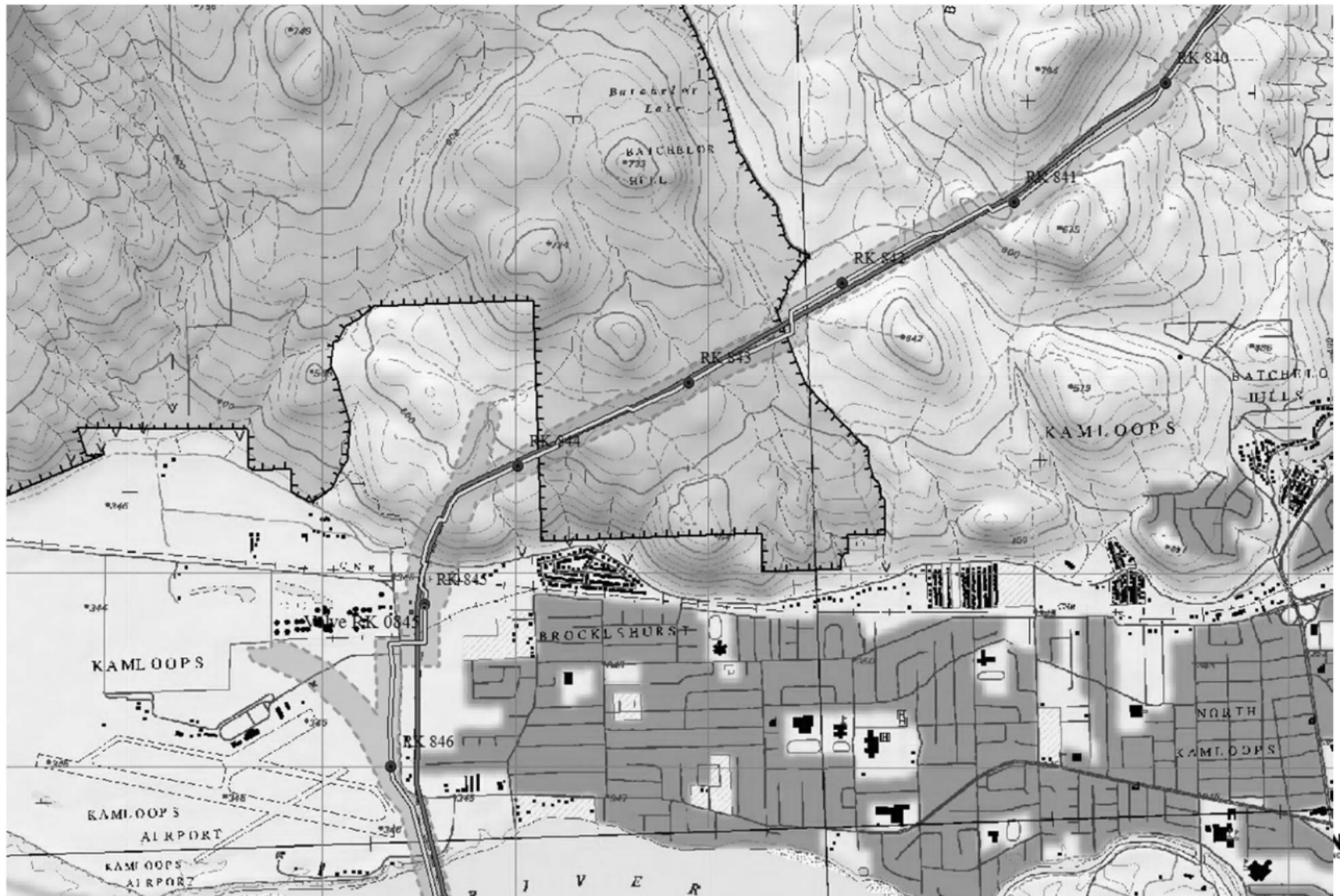
North Thompson Park



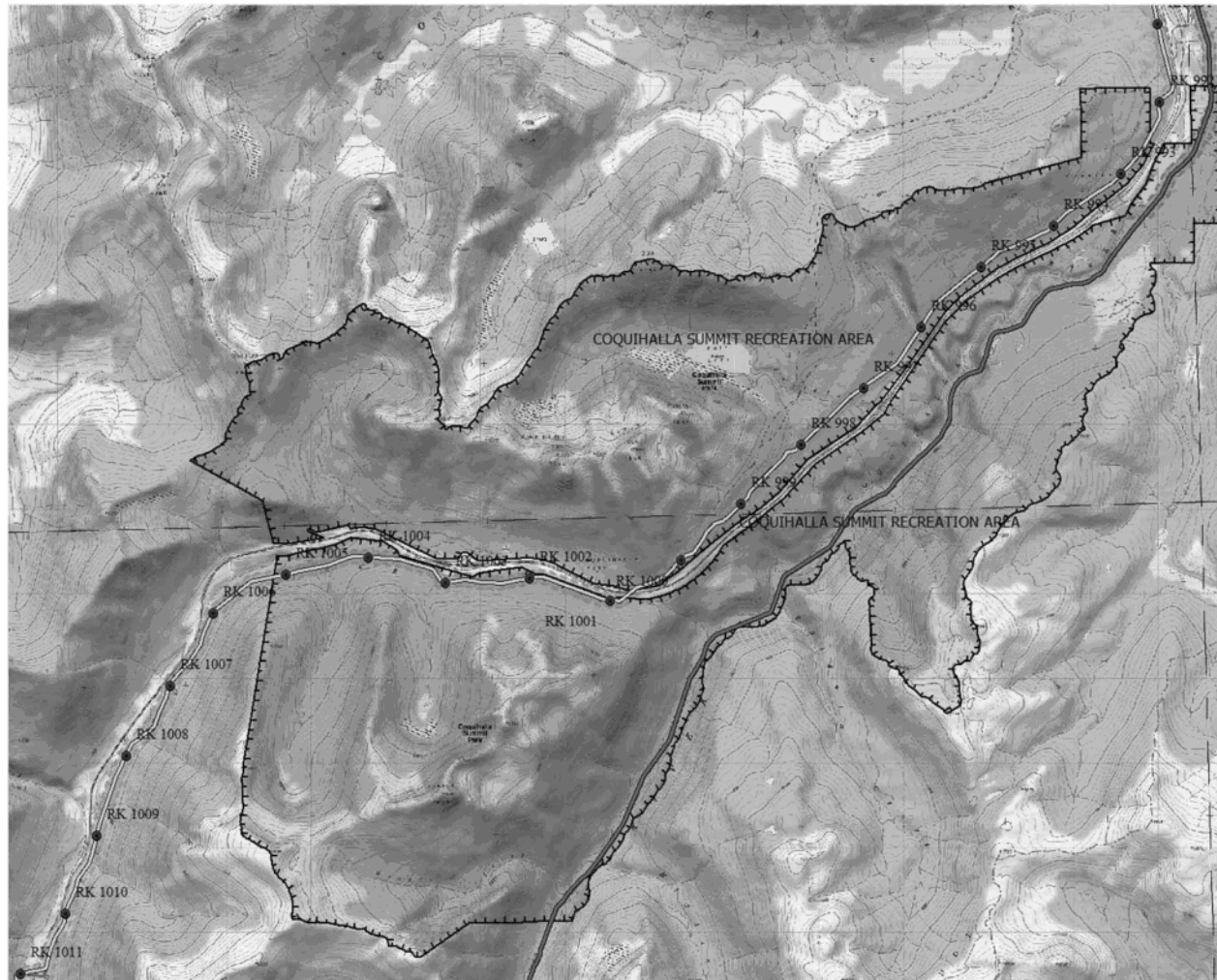
Lac du Bois Protected Area - North



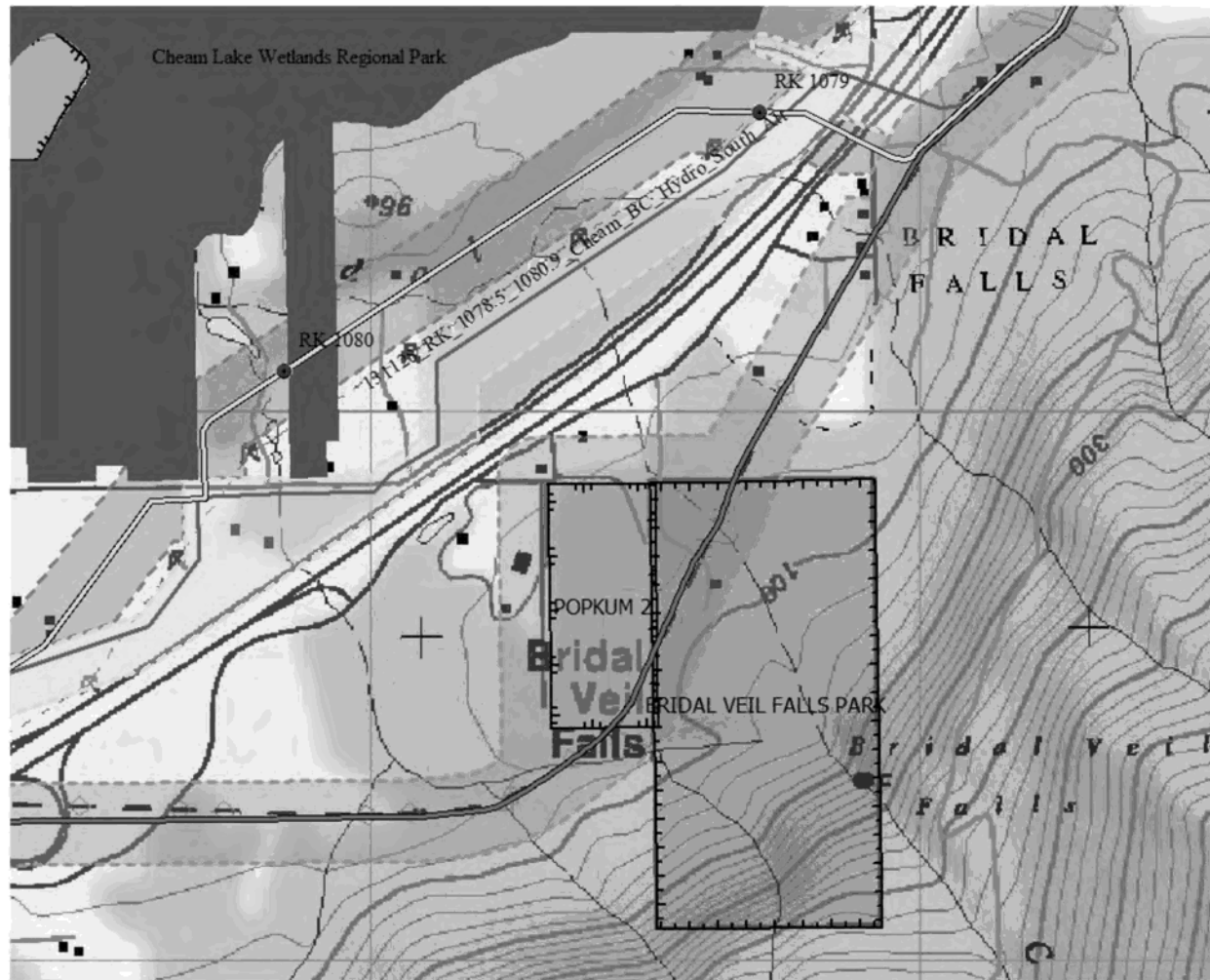
Lac du Bois Protected Area - South



Coquihalla Summit Recreation Area



Bridal Veil Falls Parks



Contact



CONTACT US:

Trans Mountain Expansion Project



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