

Page 01 to/à Page 04

Withheld pursuant to/removed as

s.12;s.13;s.17

Page 05 to/à Page 06

Withheld pursuant to/removed as

s.16;s.13;s.17

**MINISTRY OF ENVIRONMENT
MEETING INFORMATION NOTE**

Date: February 13, 2017
File: 32908-01
CLIFF/tracking #: 308054

PREPARED FOR: Hon. Mary Polak, Minister of Environment

DATE AND TIME OF MEETING: February 14, 2017 4:30 PM

ATTENDEES:

- Hon. S. Bond, Minister of Jobs Tourism and Labour
- Hon. T. Stone, Minister of Transport and Infrastructure
- Hon. R. Coleman, Minister of Natural Gas Development; Responsible for Housing; Deputy Premier
- Hon. C. Oakes, Minister of Small Business and Red Tape Reduction
- Hon. D. Barnett, Minister of State for Rural Economic Development

ISSUE(S): Spill Regulations Briefing – stakeholder perspectives

BACKGROUND:

In 2015, the Province announced development and implementation of a world-leading Spill Preparedness and Response Regime for British Columbia (the Regime). The Regime will enhance preparedness, response, and recovery actions taken for all types of spills that cause pollution, harm the environment, or threaten public safety, regardless of their source. The Regime will be implemented over time by introducing different elements in a stepwise fashion.

s.12,s.13,s.17

Preparedness requirements are intended to ensure that persons with possession, charge or control of large volumes of dangerous substances moving through BC prepare for a spill. The regulations place preparedness requirements on regulated persons (e.g. the transporters/carriers of regulated substances). Regulated substances included in the first phase include liquid petroleum products. They do not include natural gas or liquefied natural gas.

The regulation also places reporting requirements on responsible persons (e.g. spillers) of any substance that spills to the environment.

The ministry has undertaken engagement over the past few years with regulators, stakeholders, local and First Nation governments and the public. Following a year of extensive engagement, a policy update was released in January, 2017, to communicate final policy decisions for the first phase of regulations.

This note outlines the key concerns raised by key stakeholders respecting the requirements presented in the recently released policy update. The subsequent bullets provide the ministry perspective on those concerns. A table summarizing key comments and the associations that commented is also attached as Appendix 1.

DISCUSSION:

s.12,s.13,s.17

Reviewed by	Initials	Date
DM	CS for WS	02/14/17
DMO		

ADM	MZ	02/14/17
Dir./Mgr.	AD	02/12/17
Author	DD	02/12/17

Page 11 to/à Page 15

Withheld pursuant to/removed as

s.12;s.13;s.17

**MINISTRY OF ENVIRONMENT
MEETING INFORMATION NOTE**

Date: February 20, 2017
File: 32910-30
CLIFF/tracking #: 305946

PREPARED FOR: Honourable Mary Polak, Minister of Environment

DATE AND TIME OF MEETING: March 13, 2017 at 3:00 pm

ATTENDEES: Chamber of Shipping of British Columbia - the Secretariat President Robert Lewis-Manning and Vice President Bonnie Gee.

ISSUE: Introduce the new president and provide an update on the organization.

BACKGROUND:

- The Chamber of Shipping (the Chamber) represents the interests of carriers, agents, shippers and service providers responsible for over 60% of Canadian international and domestic trade and since 1923 has represented the marine industry on the west coast.
- The Secretariat reports to the Chamber's Board of Directors and reports on wider national and international issues which impact, or could impact, the marine industry in British Columbia.
- The marine industry is a critical partner in international trade, carrying more than 90 per cent of all cargos destined for global trade.
- The Chamber provides input in marine policy-making and is affiliated with the International Chamber of Shipping and Intertanko and works with a number of Canadian and U.S. associations.
- Improving safety is one of the Chamber's 2016 policy objectives as well as continuing to work with Environment Canada and Port Metro Vancouver on air quality issues relating to vessel emissions.
- Although seaborne oil trade has increased over the past 30 years, the industry's increased spill preparedness and response capacity along with stronger vessel regulations has resulted in a significant decrease in number of vessel spills.
- The Chamber plans to support the federal government's Oceans Protection Plan.

Federal

- Vessels transiting through the Strait of Juan de Fuca and destined for a Canadian port must have in place a Ship Membership Agreement with Western Canada Marine Response Corporation prior to entering Canadian waters. For the inbound transit portion in US waters, vessels can choose to have a response arrangement with one of the two designated Primary Response Contractors in Washington State.
- On November 7, 2016 the Prime Minister launched a \$1.5 billion national Oceans Protection Plan aimed at improving marine safety and responsible shipping, protecting the marine environment, and is designed to increase the Government of Canada's capacity to prevent and improve response to marine pollution incidents. Select details are in Appendix 1.

DISCUSSION:

- The province has an interest in marine shipping safety as provincial resources (water, species, the ocean floor or the shoreline), economy and socio-cultural values may be impacted during a marine pollution incident.
- There is a common understanding by all levels of government that the public expects more from their government to prevent, prepare for, respond, and recover from marine pollution incidents.
- Over the last few years, the provincial and federal governments have created closer coordination, stronger communication protocols and tighter relationships to enhance marine pollution incident preparedness and response.
- The ministry has been working closely with its federal partners on various projects including: Marine Area Response Plan Pilot Project, Vessel of Refuge Appendix and Transportation of Dangerous Goods program. These integrated projects will continue to enhance marine pollution safety.
- BC is working toward new spill preparedness, response and recovery regulations targeted for release in spring of 2017.
- New preparedness requirements, apply to transporters of large volumes of petroleum substances. These apply to land-based operations and would not impact the marine industry.
- New spill reporting and recovery requirements may apply to the marine industry in cases that spill incidents occur in and impact the BC environment. There are also federal requirements related to spills in the marine environment.
- The province is working towards development of geographic response plans including coastal GRPs. The marine industry could be impacted by this policy and could be a stakeholder in the development of these plans.

SUGGESTED RESPONSE:

s.13

Attachments: Appendix A - Excerpts from the national Oceans Protection Plan that are of interest to BC's spill program

Contact:

*Mark Zacharias
Environmental Protection
250.356.0121*

Alternate Contact:

*Anthony Danks
Spills Regime/ HQ
250.387.8483*

Prepared by:

*Jenn Wilson
Spills Regime/ HQ
250.356.8682*

Reviewed by	Initials	Date
DM	CS for WS	03/07/17
DMO		
ADM	MZ	03/07/17
Exec Director	AD	03/03/17
Director	GK	02/24/17
Author	JW	02/21/17

Appendix A

Excerpts from the national Oceans Protection Plan that are of interest to BC's spill program:

- New requirement for industry to develop stronger regional response plans in collaboration with coastal and Indigenous communities. Part of the planning process is the mapping of regions with high ecological sensitivity and areas of cultural, social, and economic importance.
- Work with coastal Indigenous communities and British Columbia to develop a new emergency response plan in northern British Columbia.
- Amend the Canadian Ship-Source Oil Pollution Fund to ensure adequate industry-funded compensation is available for those affected by oil spills.
- Coast Guard's increased power to intervene directly to prevent marine incidents such as where ship operators have been reluctant to act.
- Increase Coast Guards vessels and towing capacity on the East and West Coasts. The federal government wishes to work with provincial and Indigenous partners to develop a plan for the best location and most effective use of these new vessels and resources. Resources include the addition of modern response equipment, new logistics depot, increase on-scene environmental response, the expansion of duties and training of Canadian Coast Guard Auxiliary, and increased search and rescue capacity.
- Work with partners to build a seamless response system.
- Federal environmental monitoring plans, which will include environmental indicators, monitoring protocols and strategies. This will detect changes in the ecosystem and improve our understanding of the cumulative effects of shipping.
- Improve indigenous capacity in design and delivery of marine safety and the establishment of Indigenous community response teams.
- Improve our knowledge of ocean circulation to inform oil spill trajectories modelling.
- Enhance current knowledge of oil spill trajectories to better understand how different petroleum products behave in Canada's water and specific environmental conditions.

**MINISTRY OF ENVIRONMENT
MEETING INFORMATION NOTE**

Date: February 27, 2017
File:
CLIFF/tracking #: 308358

PREPARED FOR: Hon. Mary Polak, Minister of Environment

DATE AND TIME OF MEETING: February 28, 2017 6:00 PM

ATTENDEES:

- Hon. S. Bond, Minister of Jobs Tourism and Labour
- Hon. C. Oakes, Minister of Small Business and Red Tape Reduction

ISSUE(S): Spill Regulations Briefing – stakeholder perspectives (trucking)

BACKGROUND:

In 2015, the Province announced development and implementation of a world-leading Spill Preparedness and Response Regime for British Columbia (the Regime). The Regime will enhance preparedness, response, and recovery actions taken for all types of spills that cause pollution, harm the environment, or threaten public safety, regardless of their source. The Regime will be implemented over time by introducing different elements in a stepwise fashion.

s.12,s.13

Preparedness requirements are intended to ensure that persons with possession, charge or control of large volumes of dangerous substances moving through BC prepare for a spill. The regulations place preparedness requirements on regulated persons (e.g. the transporters/carriers of regulated substances). Regulated substances included in the first phase include liquid petroleum products. They do not include natural gas or liquefied natural gas.

Trucking companies that transport 10,000L or more (e.g. a full Columbia Fuels type truck) of liquid petroleum will be considered a regulated person and will be required to plan for a worst-case spill from their operations.

The ministry has undertaken engagement over the past few years with regulators, stakeholders, local and First Nation governments and the public. Following a year of extensive engagement, a policy update was released in January, 2017, to communicate final policy decisions for the first phase of regulations.

This note outlines the key concerns raised by the trucking sector respecting the requirements presented in the recently released policy update. The subsequent bullets provide the ministry perspective on those concerns.

s.12,s.13

Reviewed by	Initials	Date
DM	CS for WS	02/27/17
DMO		
ADM	MZ	02/27/17
Dir./Mgr.	LG	02/27/17
Author	DD	02/12/17

Page 22 to/à Page 24

Withheld pursuant to/removed as

s.12;s.13