

FACT SHEET

Province of BC Spill Preparedness and Response Reports

In early 2013, the BC government suspended the environmental review of the Vancouver Airport Fuel Delivery Project pending the outcome of work it was undertaking to develop a world-class spill response regime for BC.

- As part of its work, the government commissioned two studies to review the province's spill preparedness and response policies and capacity. The studies included:
 1. Review of Land Based Spill Preparedness and Response
 2. Nuka West Coast Spill Response (Marine Report)
- Once the reports were completed, the Ministry of Environment (MoE) subsequently prepared a separate Internal Interim Report specific to the findings of the Land Based Spill report as it related to the Vancouver Airport Fuel Delivery Project application for an Environmental Assessment Certificate.
- Together with the Internal Interim Report, the intention of the Marine Report was to inform the Minister of Environment and the Minister of Natural Gas Development (whose approvals are required for the Environmental Assessment Certificate) about MoE's policy development, and to highlight any areas specific to the ministers' decision making authority on the Vancouver Airport Fuel Delivery Project.
- In October 2013, the MoE completed its Internal Interim Report. It concluded that the proposed spill response conditions for the project either "...generally conform to current regulatory practice..." or "...go beyond current requirements and anticipate regulatory improvements captured in the recommended elements of a world leading regime as described in Volume 3 of the Nuka report."

Project Spill Response

- The Vancouver Airport Fuel Delivery Project's spill prevention and response strategies for the Fraser River are robust and go well beyond industry standards and best practices.
- The spill assessment work was recognized as being current with industry and academic best-practices for spill fate and behaviour models. It was described by Environment Canada as the current state-of-the-art for spill modelling and potential incident preparation.
- All vessels calling at the terminal will be double-hulled, and pre-screened and vetted through a comprehensive tanker acceptance program. These vessels will also be required to carry pollution liability insurance at the prevailing industry standards.
- Escort tugs, strategic pre-deployment of response equipment, and on-site presence of response organization will all contribute to safe operations.
- Vessels will connect using state of the art loading arms incorporating automated monitoring and emergency shutdown capability during unloading.
- The project will contribute to enhancing response capability that will benefit all other users on the lower Fraser River and in the Strait of Georgia.