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| MANAGER'S REPORT NO. | 50       |
| COUNCIL MEETING      | 90/08/13 |

TO: MUNICIPAL MANAGER 1990 AUGUST 08

FROM: DIRECTOR PLANNING & BUILDING INSPECTION Our File: 00.486

SUBJECT: FINAL REPORT OF THE STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

PURPOSE: To provide Council with information on the final report of the States/British Columbia Oil Spill Task Force.

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RECOMMENDATIONS:

1. THAT this report be received for information.

REPORT

1. BACKGROUND

At the regular Council meeting of 1990 April 09, Council received a report (Manager's Report No. 27, Item 6, pages 117-127) which summarized initiatives and expressions of concern related to tanker traffic in Burrard Inlet. In this report, staff indicated that they would keep Council posted on any future initiatives related to tanker traffic in Burrard Inlet and the risk of oil spills.

2. STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

Two major oil spills, the spill of the tanker barge Nestucca and the grounding of the Exxon Valdez, motivated the province and four states to assemble a task force to address the risks and problems associated with marine oil spills. The States/British Columbia Task Force was formed in January 1989 by British Columbia and Washington. Membership has since expanded to include Oregon, Alaska and California.

The Province of British Columbia and member States of the Task Force have signed an "Oil Spill Memorandum of Co-operation", a perpetual agreement addressing future transboundary environment and wildlife issues. The memorandum stresses the importance of cooperation and coordination between Canada and the United States in dealing with transboundary concerns.

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The mandate of the Task Force is:

- o to investigate ways and means of preventing oil spills;
- o to review oil spill response capability;
- o to document and assess the mechanisms for handling compensation claims; and
- o to develop a coordinated contingency plan for preventing and responding to oil spills in the future.

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Four subcommittees were established by the Task Force to address specific issues through in-house investigations and/or contracted studies. The findings of these investigations, summarized in the final report, were used to develop recommendations presented in the report.

### 3. FINAL REPORT OF THE STATES/BRITISH COLUMBIA OIL SPILL TASK FORCE

In 1990 July, the Task Force issued its draft Final Report. The report presents major findings and makes recommendations related to various aspects of spill prevention and spill response. Accompanying documentation on the source(s), authorizing agent, implementing agent and rationale for each recommendation and background information and analysis are presented. The Final Report is scheduled for submission to the Premier and Governors in mid September.

#### Major Findings

The major findings are:

1. Significant problems in oil transportation management have been revealed by recent marine oil spills. These problems include inadequately trained and qualified personnel; weaknesses in vessel design and integrity; insufficient traffic management; gaps in regulatory framework; and incomplete cost recovery for spill damages by states/provinces.
2. Recovery of a large fraction of oil released in a catastrophic spill is unlikely, notwithstanding extensive research in spill clean-up technology.
3. Prevention is the most effective approach to oil spill management because response efforts cannot effectively reduce the impacts of oil spills.
4. Comprehensive oil spill prevention requires participation by industry, citizens, environmental organizations, and all levels of government (local, provincial/state, federal, international).
5. The States/British Columbia Task Force on Oil Spills should continue to promote coordination of efforts in oil spill response and prevention on the west coast.

Recommendations Relevant to Burrard Inlet

The Task Force's recommendations related to vessel traffic reduction are of specific relevance to tanker traffic in Burrard Inlet. First, the Task Force recommends petroleum conservation as a means of reducing demand for petroleum products and, thus, the incidence of oil spills. Reduced consumption of petroleum products, development of alternative energy sources, increased standards for appliance and automobile efficiency, fuel taxes as an incentive for conservation, and effective mass transit are steps identified by the Task Force for reducing consumption.

Secondly, the development of alternatives to tankers for transporting oil is recommended, especially in areas with sensitive resources such as the Strait of Georgia, Rosario Strait and Puget Sound. A pipeline and new off-loading facilities at the entrance to the Strait of Juan de Fuca are identified as possible means of diverting tanker traffic away from more sensitive areas and reducing spill risk in Puget Sound and the Strait of Georgia. (On the same day that the Task Force recommendations were made public, Trans Mountain Pipe Line Company announced plans to apply for certification to construct and operate an offshore oil terminal and pipeline on the Olympic Peninsula near Low Point, Washington).

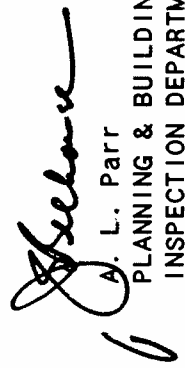
Other recommendations made by the Task Force focus on vessel traffic management, vessel design, personnel, enforcement and penalties, regulations, cargo/fuel transfer operations, spill response equipment and research would, if adopted, apply to Burrard Inlet as well as the West Coast in general.

4. AVAILABILITY OF ADDITIONAL INFORMATION

John Bones and Bill Wolferstan, Environmental Emergency and Coastal Protection Branch, Ministry of Environment, are provincial representatives to the Task Force. John Bones chaired the subcommittee on prevention alternatives. Messrs. Bones and Wolferstan are available to discuss the Task Force report in detail and to provide Council with additional information regarding the recommendation to establish an offshore terminal in the Strait of Juan de Fuca. Should Council be interested, a meeting can be arranged after 1990 September 04. After this meeting, Council may choose to endorse specific recommendations and communicate this to the Premier.

A copy of the Task Force's draft report is available in the Planning and Building Inspection Department.

 SG/mcb

  
A. L. Parr  
PLANNING & BUILDING  
INSPECTION DEPARTMENT

cc: Chief Public Health Inspector  
Director Engineering  
Director Administrative & Community Services

