

ITEM	4
MANAGER'S REPORT NO.	8
COUNCIL MEETING	93/02/01

TO: CITY MANAGER 1993 JANUARY 26

FROM: ACTING CHIEF PUBLIC HEALTH INSPECTOR

SUBJECT: VESSEL TUG ESCORT FOR TANKER TRAFFIC MOVEMENTS IN BURREARD INLET

PURPOSE: TO INFORM COUNCIL REGARDING PROVISION OF VESSEL TUG ESCORT FOR TANKER TRAFFIC MOVEMENTS IN BURREARD INLET.

RECOMMENDATION:

1. THAT this report be received for information purposes.

REPORT

1.0 INTRODUCTION:

At the regular Council Meeting on 1992 December 14, Council received correspondence from the City of Port Moody to Vancouver Port Corporation which inquired about the status on provision of vessel escort for tanker traffic movements in Burrard Inlet.

Arising from the discussion of the letter, Council requested staff to prepare a report evaluating the information provided by the City of Port Moody.

2.0 VESSEL ESCORT FOR TANKER TRAFFIC MOVEMENT IN BURREARD INLET:

A June 1991 report authored by Sandwell Inc. and titled "A Risk Analysis of Tanker Traffic Movements Within The Port of Vancouver" included the following recommendation under Operations:

"All loaded tankers in excess of 10,000 Dead Weight Tons (DWT) moving into the port should have a tug escort through the port to the west of First Narrows."

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Environmental Health Services staff, in evaluating the information, have discussed the subject issue with officials of the City of Port Moody and Vancouver Port Corporation. The position of Vancouver Port Corporation on this issue is noted in the attached letter which states in part that:

"Tankers, whether they are loaded, light, single hulled or double hulled, are escorted through the Second Narrows by a minimum of two tugs and all crude oil carriers are also escorted through the First Narrows. In addition all tankers are provided with a "clear narrows", which means that no other vessel may be in the Narrows at the same time."

3.0 CONCLUSION:

Environmental Health Services staff have evaluated information regarding status of vessel tug escort tanker traffic movements in Burrard Inlet. In discussing the issue with Vancouver Port Corporation and reviewing their response to City of Port Moody, it is presently staff's understanding that tankers are escorted through the Second Narrows by a minimum of two tugs and all crude oil carriers are also escorted through the First Narrows.



K.C. Johnston, C.P.H.I.(C)
ACTING CHIEF PUBLIC HEALTH INSPECTOR

DD/KCJ/gl

Attachment

cc: Medical Health Officer
Director Administrative &
Community Services
Director Planning & Building

25-1993 13:43
VANCOUVER
PORT CORPORATION

6049369830

PORT MOODY CITY HALL

P.02
SOCIETE DU PORT
DE VANCOUVER

1900 Granville Square
200 Granville Street
Vancouver, B.C. V6C 2P9
Tel. (604) 666-3226

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1900 Granville Square
200, rue Granville
Vancouver, C.-B. V6C 2P9
Fax (604) 666-1207

January 21, 1993

File # 3850-30

*Copy to Mayor & Council
City Administrator*

C.A. Penney
City Clerk
City of Port Moody
P.O. Box 36
Port Moody, B.C.
V3H 3E1

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JAN 25 1993

JKS
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Dear Ms. Penney:

Environmental Health Services

Environmental Health Services

Re: Tanker Traffic Movements - Vessel Escort Recommendation

Thank you for your letter outlining City Council's concerns about the movement of tanker traffic within the Port. The United States Coast Guard issued a "Notice of Proposed Rule Making" in July 1992 that would, amongst other things, require all laden single hulled oil tankers, larger than 5000 gross tons, to be provided with a tug escort in Washington State waters east of Port Angeles. The ruling would not apply to double hulled tankers. The NPRM was put out for comment and forty one were received. The comment period ended in September. These comments are now being analyzed by the USCG and it is not yet known if any changes will be made to the original text nor when they will be issued and implemented. These rules, which will eventually have the same weight as regulations, are being made under the American Oil Pollution Act 1990 and will also cover Prince William Sound in Alaska.

Tankers, whether they are loaded, light, single hulled or double hulled, are escorted through the Second Narrows by a minimum of two tugs and all crude oil carriers are also escorted through the First Narrows. In addition all tankers are provided with a "clear narrows", which means that no other vessel may be in the Narrows at the same time.

I would like to assure the Council of the City of Port Moody that we do not consider our harbour to be "less important" than American waters and we will always take whatever protective measures are required to prevent pollution.

Yours truly

N.C. Stark
N.C. Stark
President

CITY OF PORT MOODY
RECEIVED
JAN 25 1993

CC D. DATTANI
CITY OF BURNABY JAN 25 1993

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