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CANADA MOVES TO PLUG OIL SPILL GAPS AS GATEWAY DECISION LOOMS

An oil barge sailing into Chatham Sound near the Canadian port of Prince Rupert, 30 miles south of Alaska, runs aground and spills heavy oil into the Pacific Ocean.

The tide begins to move a crude slick along a migration route for killer whales. Canadian response teams struggle to deploy enough resources to contain the spill of 18,325 barrels. The U.S. Coast Guard is called in. After 16 hours, the oil has spread north.

This incident hasn't actually occurred -- it's a scenario presented in documents obtained by Bloomberg News from the nation's transport department under access-to-information law. Shippers in Canada are legally required to be prepared for a spill four times as large.

Yet it could take at least 72 hours to respond to a spill that big in places such as Kitimat, British Columbia, end point of Enbridge Inc.'s proposed Northern Gateway pipeline, according to the documents.



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Some of the equipment needed would be anchored more than 500 miles southeast, off the coast of Vancouver, adding to the response time, according to the documents.

The details of the scenario highlight the challenges Canada faces as it prepares for an increase of oil

tankers off Canada's Pacific coast to ferry heavy crude to Asia. A panel of tanker-safety experts appointed by the government last year estimated as many as 600 more tankers a year may ply the coastal region, which includes ecosystems similar to Alaska's Prince William Sound, where the Exxon Valdez spilled

260,000 barrels of oil in 1989. Safety Concerns

Prime Minister Stephen Harper's government announced changes earlier this month designed to address the kinds of maritime safety concerns raised in the documents, which described the

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existing system as incoherent. The government's first step calls for the development of a region-specific plan for four areas including the southern coast of British Columbia.

The government said it's acting on recommendations made by the panel of tanker-safety experts who concluded the nation's spill-response regime, created about 20 years ago, hasn't adapted to the emergence of risk-based planning and alternative cleanup tools.

The new measures, released about a month before the cabinet is scheduled to decide on the C\$6.5-billion (\$6 billion) Northern Gateway proposal, would also make it easier for responders to use chemical dispersants, while making more money available to spill victims from an industry-financed fund. The changes, announced May 13,

don't explicitly require more on-the-water response resources.

The measures "are part of our government's commitment to achieve a world class tanker safety system," said Maryse Dureite, a spokeswoman with Transport Canada, by e-mail.

Paper Capability Gerald Graham, president of Worldocean Consulting Ltd., a Victoria, British Columbia-based company specializing in marine oil spill prevention, response and planning, said while new federal measures represent an improvement, they don't fully address the risks.

"You can have all the capability on paper, but what does it mean on the water?" said Graham, whose company is advising an environmental group and First

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Nations on Northern Gateway, according to its website. Six Hours

The Northern Gateway project won approval from a regulatory panel in December, subject to 209 conditions. One of those requires Enbridge to establish a response organization that could handle a spill more than three times the current legal limit. The company, which has said it is working to satisfy the conditions, would have to ensure recovery teams could be on the scene in as little as six hours.

Enbridge will have spill response equipment along the tanker route in the Douglas and Principe Channels, said Todd Nogier, a

spokesman for the company in a phone interview. In addition, the company is having special tugboats built that will be tethered and lead tankers in and out of the channels.

A "world leading" maritime safety system is one of five demands British Columbia's provincial government has put forward to secure its support for Gateway. Kinder Morgan Energy Partners LP has a separate proposal to expand the Trans Mountain pipeline to transport Alberta oil through Vancouver's port.

Provincial Report British Columbia last year commissioned its own spill response report, which highlighted

a lack of response vessels suitable for open water and a shortage of rescue tugs in the north.

"It's going to take a few years to get to a place where we've filled in the gaps," Mary Polak, British Columbia's environment minister, said in an interview. The federal government's moves "certainly shows that they're interested in achieving it. We are working with them to dive deeper into the detail."

Under Canadian law, shippers are responsible for cleaning up offshore spills. The Canadian Coast Guard would oversee the industry response, while Transport Canada is the lead regulator.

In the event a company can't or won't respond, the Coast Guard would take over, using its resources and those of other agencies. That also raises concerns from pipeline opponents because Canada's Auditor General said in a 2010 report the organization's emergency response plan that was out of date.

Industry Group

The Coast Guard didn't immediately provide answers to questions about its spill response capabilities.

Western Canada Marine Response Corp., based in British Columbia, is owned by Imperial Oil, the Canadian unit of Royal Dutch Shell Plc, Chevron Corp., Suncor Energy Inc. and Kinder Morgan's Trans Mountain pipeline unit. It's funded by over 2,000 members, including tanker companies, and is certified by the government to support cleanup operations.

The agency's head recommended the government at least triple the industry's capacity to respond to oil spills in British Columbia, according to the documents.

"There currently isn't a national plan that brings everything together," Kevin Gardner, president of the response corporation, told the tanker safety review panel at a June, 2013 meeting in Vancouver.

'Risk-based Model'

The response agency would like to see a "risk-based model where the capacity is based on the risk for any given area," spokesman Michael Lowry said in an e-mail this week. "Conversations are ongoing with government on how this new model will unfold."

No oil tankers currently call at Kitimat or Prince Rupert, Lowry said. If Northern Gateway is approved, Kitimat would probably be deemed a "designated port" by the government, which would require quicker response times and more equipment nearby, he said.

Lowry said the agency typically responds more quickly than required by law. He declined to provide past response times for Prince Rupert, the area identified in the scenario, saying it hasn't responded to many spills there.

According to Worldocean's Graham even the best clean-up efforts result in between 10 percent and 15 percent recovery of spilled oil. Aboriginal communities along the coast, which rely on the sea beds for food, "will continue to take

any actions that are necessary to stop oil tankers," the Coastal First Nations said in a May 13 statement.

FRACKING COMES TO THE WORLD'S GREENEST CITY

From a plane landing in Vancouver, the city shimmers below. Skyscrapers sheathed in glass reflect water that lies on three sides of downtown. Forested mountains serve as a backdrop that has made it easy for politicians to brand Vancouver the world's "greenest city."

There is more to that reputation than just PR. Vancouver's greenhouse gas (GHG) emissions are among the lowest of any urban center in North America. The city council has made bicycling infrastructure a priority. And in 2008, the government of British Columbia enacted a relatively steep carbon tax that has earned international praise for lowering the province's per capita consumption of fossil fuels to well below Canada's average.

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Right next door in Alberta are the Athabasca oil sands, a development vilified around the world as one of the most environmentally destructive industrial projects in human history.

B.C. Premier Christy Clark has promised that an emphasis on natural gas development would bring jobs and prosperity to the province. Province of British Columbia

But Canada's westernmost province might not stay so green. Its premier, Christy Clark, has begun a push to make B.C. a world leader in the production of liquefied natural gas (LNG).

Her government's plans are so ambitious that a number of studies predict that B.C.'s LNG emissions could nearly equal those of Alberta's oil sands by as early as 2020.

Those estimates range widely. If companies are required to use the cleanest technologies available, emissions can be reduced. There are also questions whether B.C.'s LNG sector will grow as large as the government is hoping it will.

But scientists and economists predict that a boom is on the way, with hydraulic fracturing (fracking) and horizontal drilling technologies unlocking shale deposits of natural gas previously deemed untappable. Fracked gas is not as clean as people think, environmentalists warn. In B.C.'s zeal to supply the world with LNG, Canada could add to the earth's atmosphere another oil sands' worth of GHG emissions every year.

The provincial government says it wants at least three LNG facilities

constructed by 2020 and is already basing future revenue and jobs estimates on the construction of as many as five to seven new terminals.

According to a February 2014 report by the Pembina Institute, a Canadian think tank that focuses on energy, the addition of those LNG plants would result in 73 million more tons of GHG emissions per year. The Alberta oil sands (also known as tar sands) release 101 million tons of GHG annually.

Matt Horne, B.C. regional director for the Pembina Institute, warns of growing emissions due to the booming natural gas industry. Travis Lupick

Matt Horne, B.C. regional director for the Pembina Institute and one of the report's co-authors, notes that the 73 million figure is in "the same ballpark" as estimates produced in similar research.

At his office in Vancouver, he points to the work of Tides Canada, another environmental nonprofit, which estimates that B.C. LNG emissions could hit 82 million tons per year by 2020.

And there's a government briefing note from June 2013, made public in response to a freedom of information request, that states, "Emissions increases in B.C. resulting from liquefied natural gas development could range from a 16 percent increase through to a doubling of B.C.'s total emissions ... At the high end of that range, B.C.'s natural gas sector emissions would be comparable to those from Alberta's oil sands."

Horne emphasizes that his numbers do not include pollution at end-use combustion, which would likely occur in Asia. They pertain only to GHGs released in B.C. at points of extraction, transport and processing. "And end use is going to be about 80 percent of the total," he adds.

A report Horne is working on that is expected out in early June will present an analysis of how a mature LNG sector in B.C. could affect global climate change models. While it's too early to offer numbers, he says, the additional GHG could be "significant."

FORT MCMURRAY'S NEW AIRPORT TERMINAL A GATEWAY TO ALBERTA'S OIL SANDS

Fort McMurray, Alta., is home to Canada's fastest-growing airport, but its small, three-decade-old terminal is bursting at the seams amid the oil industry's years of rapid expansion. Now it's about to get some much-needed breathing room.

On June 9, a brand new \$258-million terminal, five times larger than the



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current building, will open to serve as the gateway to the oil sands.

Oil sands workers heading back home will no longer be crowded into standing-room-only waiting lounges. Instead, they'll get valet parking, new sit-down restaurants, and convenient access to popular destinations such as Mexico, Hawaii and Las Vegas. Non-stop flights to Sin City will begin late next month. ("What happens in Fort McMurray stays in Vegas," reads one of the airport's new slogans.)

"People that are off somewhere right now and arrive here on the 9th of June are going to wonder what city they're in," said Scott Clements, president and chief executive officer of the Fort McMurray Airport Authority.

The northern Alberta energy industry long ago outgrew its current terminal. The building, designed to accommodate 250,000 passengers a year, now counts 1.3 million travellers.

While the rest of Canada's busiest airports have seen an average annual passenger traffic growth rate of about 3 per cent, Fort McMurray's airport growth hit an eye-popping 25 per cent in each of the past two years.

The old terminal built in 1985 will still be used for charter flights. The 15,000 square metres of new space will feature plenty of bells and whistles for airline travellers, including 16 new food and beverage operators, a garden in the arrivals area, and a 60-metre video wall in the arrivals hall.

Every seat in the building has a cup holder, USB port and power outlet, and exposed timber ceilings and

walls using reclaimed mountain pine beetle wood from British Columbia are incorporated into the terminal design. A focal point will be a painting by local artist Lucas Seaward – who uses oil sands bitumen for paint – of a float plane taking off over a Clearwater River tributary, a tribute to the history of the aviation industry in the area.

Like many buildings in labour-strapped Fort McMurray, located 435 kilometres northeast of Edmonton, the whole airport is prefabricated and was built from modules trucked in.

As oil sands production goes, so goes Fort McMurray and its airport. The population of the regional municipality that includes Fort McMurray is now 105,000, more than double what it was in 2000 – plus tens of thousands more who "couch-surf" or live in work camps, referred to as the "shadow population."

The growth is likely to continue. Oil sands production is expected to roughly double in the next 10 years, hitting 4.5 million barrels of oil a day by 2025 compared with 1.8 million barrels a day in 2012, according to the Canadian Association of Petroleum Producers.

Many airport travellers are coming in for work or are returning home after a shift rotation. While more than 60 per cent of the airport's traffic goes to and from destinations in Alberta or British Columbia, many workers also come from Ontario, the Atlantic provinces and further afield.

"It's the workers that we need to haul this oil out of the ground. There aren't enough that live in Fort

McMurray, and it's very expensive to live here," Mr. Clements said. "They come from all over Canada, and some from outside of Canada."

The gala opening ceremony party is Saturday, and will feature Canadian astronaut Chris Hadfield as master of ceremonies, and a performance by Canadian rockers Randy Bachman and Fred Turner.

But the airport itself cannot escape the Fort McMurray labour crunch. The deadline to hire 400 new food and service workers to staff the new terminal's eateries and

retail operations is ticking down. Mr. Clements said the federal government's decision in April to place a moratorium on new temporary foreign workers in the food service sector has hit Fort McMurray hard – and is hurting the chances of all airport restaurants, including the Famoso pizza franchise, from opening on time.

"Some may not be able to open at all, and others will have limited hours," Mr. Clements said.

The rate of passenger traffic growth so far this year hasn't been

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as furious as it was in 2012 and 2013. But it's still expected to be a robust 12 per cent, and he said another expansion isn't far away. "I'm predicting that we'll probably be [breaking] ground within five years."

BURNABY FIREFIGHTERS WORRY TANK FARM EXPANSION COULD ENDANGER LIVES

There are serious safety concerns being raised over Kinder Morgan's expansion plans for its tank storage facility on Burnaby Mountain.

The Burnaby Fire Department says increased capacity at the tank farm could increase the risk of an uncontrollable disaster.

The proposed expansion is part of Kinder Morgan's plan to twin the Trans Mountain pipeline.

Currently, there are 13 oil tanks on the south slope of Burnaby Mountain. The expansion would add 14 more.

But the Burnaby Fire Department says the risk of a catastrophe is far too high.

"We oppose the densification of the tank farm, especially with the position, where the tank farm sits elevated on Burnaby Mountain," says Deputy Fire Chief Chris Bowcock. "There is an elementary school in close proximity."

Bowcock worries the containers would be placed too close together, and if a fire starts in one,

it would easily spread to another. "The risk scenario that we are most worried about is a tank farm fire, that is uncontrolled or where the response from Kinder Morgan is not prompt enough, to be able to extinguish early."

Residents living nearby worry they could see a repeat of the oil spill that forced hundreds of people from their homes in 2007.

They are also worried something like the Lac Megantic disaster could occur.

The Kinder Morgan proposal calls for six new tanks to be built less than a kilometre from Forest Grove Elementary.

Kinder Morgan says it has operated safely in the neighbourhood for 60 years, and will consult with the Fire Department before finalizing plans.

"Plans are preliminary in nature and we will be doing everything we can in our final design to mitigate any risks," says Hugh Harden of Kinder Morgan. "The safety of the people of Burnaby is our number one concern."

Hearings into the proposal begin in August. If approved, construction could begin as early as next year.

POISONOUS GAS EXPOSURE SUSPECTED IN OILFIELD DEATH

Man, 38, dies at a remote oilfield east of Regina RCMP say a 38-year-old

man is dead after a possible exposure to a poisonous gas.

The Wawota man was working at a remote oilfield site in the RM of Hazelwood, around 150 kilometres east of Regina.

It's believed the man was exposed to Hydrogen Sulfide, a lethal gas that can be released from

the ground during the oil drilling process. The incident is suspected to have happened last Thursday.

An autopsy has been ordered.

Police do not consider the death suspicious.

Provincial Occupational Health and Safety is investigating.

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