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Published By: NEWS COMMUNICATIONS since 1977

Saturday December 10th, 2016

BOARD OF TRADE PRESIDENT SAYS PIPELINES — NOT LATTÉS — BOOST ECONOMY

Iain Black says Canada needs broader access to international oil markets

The Greater Vancouver Board of Trade says opponents of the Kinder Morgan Trans Mountain pipeline expansion should consider the

economic benefits of the project.

Board president Iain Black said Canada needs access to the international oil market if it wants to stop losing money in the sector. "The only people who buy our oil from us are the Americans. They're doing so at a radically discounted rate relative to the rest of the prices in the world, and while they've been doing that, they've been developing

their own resources — which means they're not going to be dependent on us much longer," the former B.C. cabinet minister said. "If you're going to sustain the standard of living we've become accustomed to in this country — the hospitals, the schools and the roads — that [funding is] not coming off the tax revenues of lattes. Those are coming off the men and women working up north with hard hats," he said. "I think sometimes we forget that in the Lower Mainland because we see the end result in the harbour to be shipped off to foreign markets." Prime Minister Justin Trudeau announced the project's approval in Ottawa last week, saying the pipeline — which will run from Edmonton to Burnaby, B.C. — will "effectively triple" Canada's ability to ship crude oil to international buyers beyond the U.S. That will help boost federal and provincial government revenue by \$4.5 billion, Trudeau said. Greater Vancouver Board Of Trade President Iain Black applauded the federal government's decision to approve the Kinder Morgan pipeline. But many British Columbians started protesting the pipeline within hours of its approval — concerned over the risks it poses to the environment. The Tsleil-Waututh First Nation said it was prepared for a "long battle" against the project, and Vancouver Mayor Gregor Robertson said he was "profoundly disappointed" with the decision. In Alberta, where people are hungry for an economic boost, the approval was widely celebrated. Alberta Premier Rachel Notley — who described the expansion as a "light" during a dark economic slump — is travelling west to try and bring British Columbians on board.

to the sea floor eight months ago off Nova Scotia's coast. The riser had been used by the Stena IceMAX, a specialized ship hired by Shell Canada, to drill an exploratory well to search for oil. In bad weather and rough seas on March 5, the riser disconnected from the ship. Shell has been weighing its options for whether to retrieve its equipment ever since.

This latest report, analyzes the safety and feasibility of each option. Retrieving the riser would "present a considerable health and safety risk to offshore personnel related to the complexity and highly specialized nature of offshore recovery operations," the report says. Contrarily, leaving the riser in the ocean presents very little risk to offshore personnel. The report also says abandoning it "would not likely result in adverse environmental effects." Retrieving the riser would be challenging because of its size, weight and dimensions. The riser and "lower marine riser package" together weigh approximately 2,400 tonnes. Recovering the dropped equipment would be equivalent to lifting 250 school buses from the ocean floor. Shell Canada's 'lower marine riser package' is a 115-tonne piece of equipment that connected the riser to the well head on the sea floor. Although two reports have indicated that leaving the equipment on the bottom may be the better option, Shell has not said what it will do. Once Shell has a plan, it must then present its case to the Canada-Nova Scotia Offshore Petroleum Board (CNSOPB).

The board will work alongside the Department of Fisheries and Oceans and Environment Canada. Together, the agencies will decide what regulations govern abandoned equipment. There is no set timeline for when Shell will conclude its internal investigation, or when the CNSOPB will make a decision on the future of the riser.

SHELL REPORT HINTS GIANT PIPE ON SEA FLOOR OFF NOVA SCOTIA WILL BE ABANDONED

Riser crumpled to ocean floor eight months ago during drilling for exploratory oil well

A new report commissioned by Shell Canada shows it would be safer and easier for the company to abandon a multi-million-dollar two-kilometre pipe at the bottom of the ocean, instead of retrieving it. The huge pipe — called a "riser" — crumpled

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OIL AND GAS COMPANIES AMONG 60 GROUPS URGING LIBERALS TO STICK WITH CARBON PRICE PLAN

Head of mining association says carbon price is 'best way to send a market signal to reduce emissions'. More than 60 high-profile business, labour and environmental groups say Canada should not back away from plans to bring in a countrywide price on carbon. They've written a letter to Prime Minister Justin Trudeau and the premiers leading up to their crucial meeting next month to finalize the blueprint for a national climate strategy. "We applaud your initiative in developing the Pan-Canadian Framework for Clean Growth and Climate Change," said the letter that urges Canada's leaders to stay on course. "Putting a price on carbon, to reflect the real environmental costs, is the most cost-effective way to reduce emissions, stimulate innovation and drive energy efficiency." Co-ordinated Canada-wide carbon pricing, rising predictably over time, can do much of the heavy lifting towards meeting our climate targets," said the letter. The letter is signed by a long list of companies and associations that represent industries that could be affected by a carbon price. They include some oil and gas companies, as well as mining, cement, aluminum, forestry and manufacturing firms, along with banks and insurance companies. Together they represent 15 per cent of Canada's GDP with \$300

billion in sales and over one million employees. The initiative came from Smart Prosperity, an Ottawa think-tank focused on solutions for a clean economy. The idea was to give some momentum to the federal-provincial meeting where there is likely to be a lot of yelling behind closed doors over how to move forward to cut greenhouse gas emissions and grow the economy at the same time. "It's vital to hear from business leaders that a strong climate policy can also help the economy," said Smart Prosperity co-chair Stewart Elgie. Those leaders include Pierre Gratton, president of the Mining Association of Canada, which represents 39 mining companies as well as several oilsands companies including Suncor, Shell and Syncrude. "We think it's the best way to send a market signal to reduce emissions," said Gratton in an interview with CBC News. "This is something the industry believes. It's a generally held view that is the best way forward to fight climate change." The federal plan to gradually phase in a \$50 a tonne carbon price by 2022 is facing some strong political opposition, which only got stronger when Donald Trump was elected U.S. president. Saskatchewan Premier Brad Wall has been the most outspoken opponent to plans for a carbon price, arguing Canadian businesses won't be able to compete with U.S. companies that do not have to put a price on carbon. "We will continue to strongly oppose any attempt to impose a federal carbon tax on Saskatchewan and will not support any agreement at the December meeting unless

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the proposed federal carbon tax is withdrawn," said Wall in a statement Monday. Interim Conservative Leader Rona Ambrose has called sticking with a price on carbon "complete insanity" now that Trump is heading to the White House. But Lorraine Mitchelmore doesn't agree with that. She's a former president of Shell Canada and now serves as co-chair of Smart Prosperity. "Whenever your largest trading partner does something different you pay attention, but that doesn't mean you change your long-term goals. You adjust as you move forward," she said. Mitchelmore said a carbon price can work well if it's done along with policies that help companies stay competitive as they adjust to paying a price for pollution.

She said that's why the letter to the prime minister and premiers also urges them to spend money on research to help companies get a leg up on their competitors and to bring in policies that provide a predictable environment for investors. "You can't just have a knee jerk reaction," said Mitchelmore. "You have to think about the long term. This is a multi-decade business, and so how do you position it to compete today and tomorrow?"

In fact, some business people are hoping the first ministers emerge next month with a commitment to get on with it quickly. "We think definitely the challenge is not to slow down this process but to accelerate the transition," said Jean Simard, president of the Aluminum Association of Canada. His industry is a leader in cutting

its emissions, reducing them by 66 per cent from 1990 levels. Simard said other countries around the world are moving toward low-carbon economies and Canadian companies could have a real advantage if this country does it too. "There is a real value for Canada to be on top of this agenda internationally," said Simard in an interview. "The 'made in Canada' brand has a lot of potential if we do things the right way. So we invite the premiers and the government of Canada to have a coherent approach to this policy-making exercise that is going on right now."

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MODIFIED SAWDUST COULD BE KEY TO TACKLING OIL SPILLS, EXPERT SAYS

Research from Washington State University suggests treated sawdust can help soak up oil while repelling water. Sawdust is an abundant resource in B.C., and a researcher from Washington State University says it could help tackle off-shore oil spills. Many on British Columbia's South Coast have expressed concerns about the potential of an oil spill after the federal government's recent approval of Kinder Morgan's Trans Mountain pipeline expansion project. If the project goes through, tanker traffic could increase in the area from five tankers per month to 34. The federal government has committed

funding to a comprehensive marine spill response, but many project opponents have pointed out the ineffectiveness of current oil spill response techniques which include using booms and skimmers to remove oil from the water. For example, after the Nathan E. Stewart — a fuel-carrying tug — sunk off the coast of Bella Bella, oil recovery crews were hampered by bad weather and gale force winds which pushed booms out of place. That's where sawdust shows some promise. While sawdust can soak up oil, it also typically absorbs a lot of water. That's why George Bonheyo, a senior research scientist and professor at the university, chemically modified sawdust to be water repellent. "What this does is it renders the sawdust to be incredibly

buoyant, so it will float for about four months. It absorbs five times its weight in oil and rejects water. It also rejects the formation of ice," he explained. Bonheyo said the sawdust can keep oil closer to the surface, allowing it to be collected. It can also enable burning — a rapid way of removing oil from the environment. "For example, in the BP Deepwater Horizon spill in the Gulf of Mexico, burning was one of the more effective means of removing oil from the environment. A highly efficient burn can remove upwards of 90 per cent of the oil." Burning is not a perfect way of getting rid of the oil, Bonheyo pointed out, as it releases a lot of carbon into the atmosphere. "On the other hand, if a storm is coming and the oil is approaching an endangered or

sensitive habitat, sometimes burning is the best option to quickly get that oil out of there before it can coat a coastline." Otherwise, the sawdust can be skimmed and collected. The oil can then be separated, recovered and refined from the sawdust for normal use, he explained. But challenges remain. Bonheyo said his research has focused on Alaskan North Slope crude oil, and the properties of heavier Albertan bitumen might react differently. "It's [a type of oil] that we haven't focused on yet, but it's certainly of concern here in the U.S. as well," he said. The sawdust is still in the experimental stage. Bonheyo is currently studying whether the product will have any unwanted side effects. He expects the product could be ready for use within one to three years.



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