



WANT TO HELP STOP AN OIL SPILL?



WILL CANADA'S PACIFIC COAST BECOME THE TAR SANDS SHIPPING PORT?



Ben West
Communications
Coordinator
& Healthy Communities
Campaigner,
Wilderness Committee
@BenWest

When I was little I used to play on the beaches of Burrard Inlet in Vancouver. I remember being in awe of the giant trees in Stanley Park and being delighted to see the playful birds and seals. Like so many of us, our oceans and rivers have all been special places to me. This is a big reason why for so many of us the idea of converting the Pacific coast of Canada into a shipping port for dirty tar sands oil is such an ugly prospect.

Two years ago, as we all watched the BP Gulf coast oil spill in horror, the possibility of an oil spill on Canada's west coast really began to sink in. **Giant tankers carrying tar sands crude oil are already passing through Vancouver Harbour** on a regular basis, and there are plans to drastically increase these oil exports. Can you imagine walking along the seawall,

or along any beach in BC, and seeing birds and sea life covered in oil?

Not long after the BP disaster, we hosted a concert at Stanley Park's Second Beach to remind everyone what was at stake. When I spoke to the crowd at that event, and looked out at the tankers in the inlet, it really hit home to me that we are the last line of defense between the tar sands in Alberta, and new and expanding markets of the Asia Pacific region.

We in Canada also have an extra responsibility to the global community to stop the building of new pipelines that facilitate **the growth of tar sands exports which are a major contributor to global warming.**

The front lines of that fight are now right in Vancouver Harbour

where Kinder Morgan, a giant Texas energy corporation, has quietly been transforming our inlet into an export facility for dirty oil.

I have spent a lot of time recently with Rueben George and his family of the Tsleil-Waututh First Nation, the indigenous people of Burrard Inlet. From their reserve we have been watching the number of tankers steadily rise from Kinder Morgan's facility across the water. In 2005 there were only 22 tankers in the inlet, primarily sending oil to California refineries and then bringing it back for our consumption as fuel. Since Kinder Morgan bought the pipeline in 2005, we have seen the number of tankers rise to over 80 tankers a year. The Tsleil-Waututh are already

experiencing the oil spill threat posed by every tanker that passes their shores.

Make no mistake, this oil is not for our use in Canada; it's intended for export. That means billions of dollars in the pockets of Big Oil executives, while we take all the risks. If they think we will stand by and let this happen, then they have another thing coming. The Tsleil-Waututh are taking the lead in the Vancouver area saying that these tar sands exports represent "a risk too great to accept". Indigenous people from all across the west coast, ranging from Alaska to Washington, have now formed a historic, unbroken wall of opposition to oil exports through their lands.

I have been so inspired by the flood of people I meet who want to get involved in this campaign. This is a fight for all of us. It's time for us to pick sides. We can be with the orcas and everyone that wants to protect our coast, or we can be with Big Oil. We will all have to live with the decision that we make.

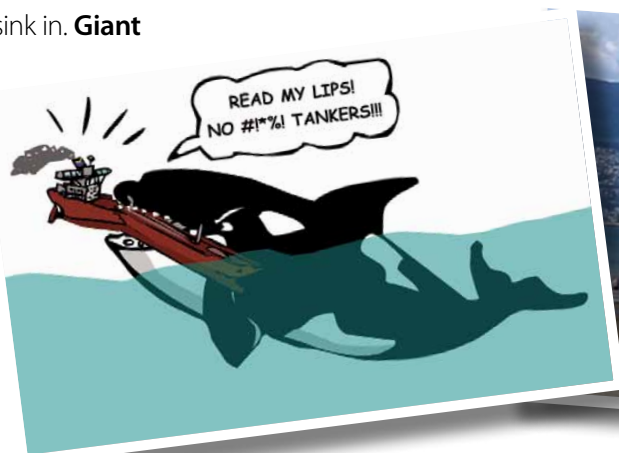


Photo top: **Orca, Port McNeill, BC** (All Canada Photos), **Oil Tanker** (Peter Laurence), left: **Kits Beach, Vancouver BC** (Creative commons, David Drucker).

1 THE ENBRIDGE 'GATEWAY TO GLOBAL WARMING' PIPELINE

The proposed Enbridge Northern Gateway pipeline from the tar sands to Kitimat, BC has become a huge issue as of late. Over 4,500 people have signed up to speak at the ongoing public hearings and the story is making front pages across the country.
 Activists sometimes refer to the pipeline project as the 'gateway to global warming'. All of the tar sands pipeline proposals could be called long fuses on the world's biggest carbon bomb. If we are ever going to kick our addiction to fossil fuels, we need to stop building the infrastructure that facilitates

the expansion of their use. Stopping this gateway to global warming would have a huge impact by reducing the global supply of the dirtiest oil.
 more info: WildernessCommittee.org/Enbridge



Photo: Kermode bear (Daryl Spencer).

2 KINDER MORGAN: TRYING TO STAY OUT OF THE SPOTLIGHT

While there has been a lot of noise about the proposed Enbridge Northern Gateway Pipeline and the Keystone XL pipeline, the proposed expansion of Kinder Morgan's Trans Mountain pipeline from the tar sands to Vancouver's Burrard Inlet has gone virtually unnoticed.
 Kinder Morgan, it seems, would like to keep it that way and who could blame them, given the strong public

opposition. A poll conducted in 2012 showed only 31 per cent of local residents support the existing pipeline and even less support Kinder Morgan's proposed expansion.* If completed, the capacity of the Kinder Morgan pipeline would go from 300,000 barrels a day to 700,000 barrels a day.† And that means a lot more tankers threatening Burrard Inlet.
 More info: WildernessCommittee.org/KinderMorgan



WHO IS KINDER MORGAN?

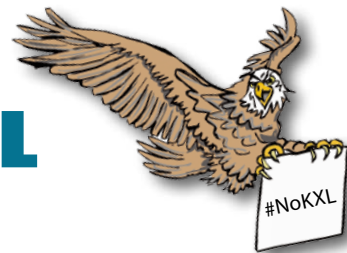
Richard Kinder and Bill Morgan are ex-Enron billionaires, who founded Kinder Morgan. Enron is the company that swindled their own shareholders, stealing some \$11 billion from their own company.
 Kinder Morgan purchased BC's Terasen Pipelines in 2005. This is now Kinder Morgan Canada, and they have plans to turn Vancouver into their shipping port to supply China & the Pacific region with tar sands crude oil.



4 WHAT ABOUT THE KEYSTONE XL PIPELINE?

The Keystone XL pipeline is a mega project aiming to ramp up exports of tar sands crude to heavy oil refineries in Texas. Faced with overwhelming public protest, the Obama administration has turned down the pipeline expansion – for now. When people in the United States rose up and took action to convince their president to back down from building the Keystone XL pipeline it empowered

us all. Strong links have been built across borders and all of us were reminded that massive oil companies with unlimited financial resources can be defeated. The lesson to be learned is that a mass grassroots mobilization can win important victories. This is still an ongoing fight but the movement against this project has inspired people worldwide to work together. For more information visit: 350.org



3 THE MOST DANGEROUS POINT IN VANCOUVER HARBOUR: THE SECOND NARROWS

All crude oil tankers servicing the Kinder Morgan terminal on Burrard Inlet must pass through these treacherous narrows.

- October 1979 - Freighter Japan Erica crashed into Second Narrows Bridge, North Shore bulk terminal closed for three months and railway traffic stopped for four and a half months.*
- Between 1998 and 2008, there were 17 reported marine accidents or other incidents.†
- Oceanographer Peter Baker has warned, "The Aframax tankers [which carry up to 700,000 barrels] have less than 1.5 meters clearance between ocean floor and ship's keel".‡
- Kinder Morgan now wants to dredge the Second Narrows, which could have serious ecological impacts, to make room for supertankers in the Vancouver Harbour.‡



Photo top: Oil tanker (WC files), right: Orca (Thomas Kitchin), above: Keystone XL pipeline protest (350.org).

6 SAVE THE WHALES

Southern resident orcas are an endangered species and oil tankers already pass right through what is sometimes called "Orca Pass", the Strait of Georgia and Juan de Fuca Strait. Parks Canada has called the southern Strait of Georgia "the most at-risk natural environment in Canada"¹⁰, and the proposed expansion of the oil exports from the Kinder Morgan terminal would only make things worse for the orcas and other species that pass through the region. Already one unique pod of orcas (the AT1 pod) was doomed by the Exxon Valdez disaster in Alaska. Of the 22 members of the pod, nine were killed, likely by ingesting oil and no new calves have been born into the pod since then.¹¹ We have a duty to protect this critical whale habitat from tankers.

7 ENBRIDGE IN ONTARIO AND QUEBEC?

Enbridge was quietly trying to sneak another pipeline route through Ontario and Quebec by reversing the flow of the Trailbreaker pipeline¹², but they seem to have backed down due to strong opposition. They intended to refine tar sands oil in Quebec and cut off the supply of light crude to Ontario.¹³ Enbridge justified the project by stating: "any potential adverse environmental or socio-economic effects are not likely significant, and are outweighed by the benefits."¹⁴
 It's still possible that this pipeline proposal could return. Hearings are still planned for a proposed reversal of Enbridge's pipeline route from Sarnia to Westover Ontario (close to Hamilton). Ultimately, if it proceeds, this pipeline proposal would take us further down the road of dependence on some of the world's dirtiest fossil fuels.

5 TAR SANDS: THE ELEPHANT IN THE ROOM

The tar sands – or, as industry public relations folks like to call it now, the 'oil sands' – is truly the elephant in the room in any discussion of pipelines and tankers. At the start of these proposed pipes is the biggest industrial project on Earth, and if big oil companies have their way this is only the beginning. Already, according to the Alberta government, studies

show that cancer rates in aboriginal communities around the tar sands are much higher than normal.¹⁵
 Tar sands are also one of the most carbon intensive sources of fuel on the planet. If we are ever going to turn the tide in the fight against climate change, stopping the expansion of the tar sands is critical.
 more info: WildernessCommittee.org/TarSands



Photo: Alberta tar sands (garthlenz.com).



TAR SANDS BAD FOR THE ECONOMY?

"The only reason the dollar is high, it's a petrodollar, driven by the global demand for oil and gas to be sourced in Western Canada. If I had my preferences as to whether we have a rapidly growing oil and gas sector in the West or a lower dollar benefiting Ontario, I stand with the lower dollar."

– Ontario Premier Dalton McGuinty¹⁶

OIL & WATER DON'T MIX

Crude oil is a thick, black sludge that contains sulfur, paraffins, asphaltics, naphthene, benzenes, and other compounds that have toxic effects on plants and animals. Some impacts from oil spills in a marine ecosystem include:

Persistence: evidence from the Ixtoc spill in the Gulf of Mexico and the Amoco Cadiz spill in France show that oil remains in the substrate after 30 years and will likely persist for a century with impacts on flora and fauna.

Death: Fish, birds, mammals, reptiles, shellfish, and plants are suffocated and poisoned. The Ixtoc spill in 1980 killed 50-80% of the bottom dwelling animals along some shorelines.

Disease: Oil causes cancer, liver decay, tumors, ulcers, respiratory failure, narcosis, and other diseases in animals and humans.

Erosion: Oil kills and stunts wetlands grasses and other plants, causing root structures to decay and soil to erode. This causes food chain disruption following the loss of phytoplankton, shellfish, fish, and birds.

Breeding habitats destroyed: The loss of plants and eroded soil destroy wetland nurseries for birds, fish, and other animals.

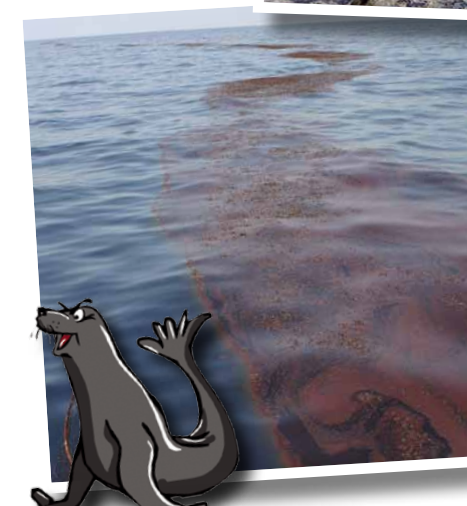


Photo top: Oiled bird, Black Sea Oil Spill (Creative commons, marinephotobank), above: BP oil spill, Gulf of Mexico (Creative commons, NOAA's National Ocean Service).

8 HISTORIC FIRST NATIONS OPPOSITION – THE SAVE THE FRASER DECLARATION

First Nations chiefs have united together to sign a historic declaration opposing the export of oil through their traditional territories. This declaration now has the signatures of 130 First Nations chiefs representing an unbroken wall of opposition all the way from Alaska to the US border.¹⁵

**“In upholding our ancestral laws, Title, Rights and responsibilities, we declare:
We will not allow the proposed Enbridge Northern Gateway Pipelines, or similar Tar Sands projects, to cross our lands, territories and watersheds, or the ocean migration routes of Fraser River salmon.”**

– Excerpt from the Save the Fraser Declaration.



Photo: (savethefraser.ca).

WHAT ARE THE ALTERNATIVES?

Changing the dominant energy infrastructure of planet Earth is no small thing and the solutions are not one size fits all. What is clear is that oil is a transportation fuel first and foremost. Oil is too expensive for most countries to use for electricity. We could put wind turbines all over the planet and it wouldn't reduce demand for tar sands oil, unless we convert our transportation system too. Land use and transportation planning is actually our best tool to reduce demand, along

with investment in public transit and light rail. This of course must be part of a multifaceted green jobs strategy that considers equity and ecology. For more on this topic visit:

WildernessCommittee.org/GreenJobs

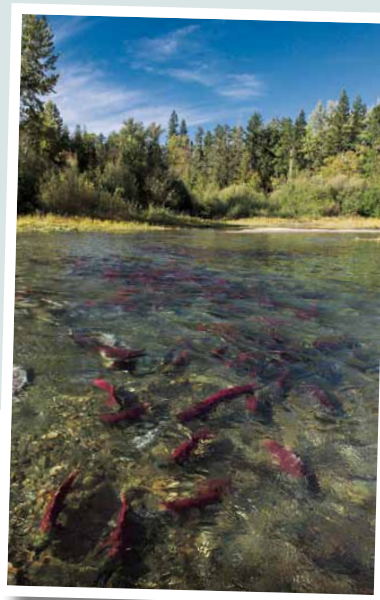


Photo: **Salmon in Adams River, BC** (All Canada Photos).



Photo: **Urban rail is lighter on the climate** (Creative commons, VeloBusDriver).

REFERENCES & CITATIONS

Oil and Water don't mix
Dr. Jeffrey W. Short, U.S. National Oceanic and Atmospheric Administration.
"Still Toxic After All These Years," Christopher Reddy, Marine Chemistry, Woods Hole Oceanographic Institution.
C. Michael Hogan (2008), "Magellanic Penguin", GlobalTwitcher.com, ed. N. Stromberg.
"Oil Pollution and Seabird Populations," Dunnet, G., et. al. (1982), Royal Society of London. B 297(1087): 413–427
"Untold Seabird Mortality due to Marine Oil Pollution," Elements Environmental Magazine; www.elements.nb.ca
"The Corrosive Legacy of Oil Spills," NY Times, July 18, 2010.
"Oil spill impact on the Ocean" waterencyclopedia.com
World Wildlife Fund, "Marine Problems: Shipping"
¹ D'Auria, Geoff. January 16, 2012. 'Canadian pipelines and oil sands by (some of) the numbers', The Tyee.
² Ward, Doug. October 11, 2011. 'Two-thirds don't want pipeline twinned, poll finds', Vancouver Sun.
³ Ibid.
⁴ Howell, Mike. July 23, 2010. 'Averting disaster', Vancouver Courier.
⁵ Vancouver Fraser Port Authority. 2008. 'Second Narrows Vessels Transit'. Pages 47-51.
⁶ Baker, Peter. September, 2010. "Oil Risks on the BC Coast," Vancouver Naturalist.
⁷ Anderson, Mitchell. June 2, 2011. 'Kinder Morgan's Grand Plan to Pipe Oil Sands Crude', TheTyee.ca.
⁸ Horner, Doug. April 3, 2010. 'First Nations concerned oil sands may be causing cancer', Calgary Journal.
⁹ February 27, 2012. 'McGuinty dismisses Redford's call to defend oil sands', Canadian Press.
¹⁰ Department of Fisheries and Oceans. 'A New Ecosystem Science Framework in Support of Integrated Management'. <http://www.dfo-mpo.gc.ca/science/publications/ecosystem/index-eng.htm>
¹¹ Keim, Brandon. March 24, 2009. 'Unique Killer-Whale Pod Doomed by Exxon Valdez', Wired Magazine
¹² Vanderklipped, Nathan. September 21, 2011. 'Enbridge pipeline plan sparks opposition', Globe and Mail.
¹³ Robertson, Glen. February 12, 2012. 'Landowners, groups concerned of western crude passing through local region', The Review.
¹⁴ Ibid.
¹⁵ Save the Fraser Declaration - <http://SavetheFraser.ca>

TAKE ACTION

- Please write to the Government of Canada and demand they stop tar sands exports.
c/o Prime Minister Harper – 80 Wellington Street, Ottawa ON, K1A 0A2 or tankers@WriteWild.ca
- Join our **action alert mailing list** to get updates on important forums, rallies and other actions. WildernessCommittee.org/ClimateAction
- We need volunteers like you to help these grassroots efforts. Also, if you would like copies of this paper to distribute, you can call 1-800-661-9453 (toll free) or (604) 683-8220 in BC's Lower Mainland or email us at tankers@WildernessCommittee.org



WildernessCommittee.org • 1-800-661-WILD (9453)

YES!

I WANT TO HELP THE WILDERNESS COMMITTEE STOP AN OIL SPILL!



clip

And return to the:
Wilderness Committee
P.O. Box 2205,
Station Terminal
Vancouver, BC V6B 3W2



call

(604) 683-8220 in the
Lower Mainland
1-800-661-9453 toll-free
elsewhere in Canada

Enclosed is: \$25 \$50 \$100 Other \$ _____
Fed. reg. charity #11929-3009-RR0001

I want to become a member! Enclosed is my annual fee for a:

\$52 Family Membership \$35 Individual Membership

NAME _____ PHONE _____

ADDRESS _____ CITY _____

PROVINCE _____ POSTAL CODE _____ EMAIL _____

The Wilderness Committee is Canada's largest membership-based wilderness preservation organization.

CREDITS

Writing and Editing: Ben West, Derrick O'Keefe, Rex Weyler.

Graphic Design and Layout: Perry Sky Jack, Sue Fox.
Mapping: Geoff Senichenko.

Cartoon illustrations: John Crossen.

Wilderness Committee, Vol. 31, No 2, 2012. Canadian Mail Product Sales Agreement No. 0900567. Posted in Vancouver for free distribution. Printed in Canada on recycled newsprint with vegetable-based inks.

Press Run 55,000 © Wilderness Committee 2012. All rights reserved. Written material may be used without permission when credit is given.

Published by

Wilderness Committee — National Office

P.O. Box 2205, Station Terminal
Vancouver, BC V6B 3W2

T: 604-683-8220 or 1-800-661-9453 F: 604-683-8229

facebook.com/WildernessCommittee

twitter.com/WilderNews



WILDERNESS COMMITTEE

