



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

I remember playing on the beaches of Burrard Inlet in Vancouver as a child. I was in awe of the giant trees in Stanley Park and was delighted to see the playful birds and seals. Like many others, 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.

We all watched the BP Gulf coast oil spill in horror and 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** and critical

habitat for Orcas, wild salmon and migratory birds. 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?

The Wilderness Committee and our allies 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 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 from 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. Before 2005 we were 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 for the sake of tar sands exports. The Tsleil-Waututh are already experiencing the oil spill

threat posed by every tanker that passes their shores.

The Tsleil-Waututh are taking the lead in the Vancouver area saying that these tar sands exports represent "**a risk too great to accept**". They are joining Indigenous people from all across the west coast, ranging from Alaska to Washington who have now formed a historic, unbroken wall of opposition to oil exports through their lands.

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.

This is a fight to save the whales and stop global warming. This is a fight for all of us. Please join me and everyone who wants to protect our coast from Big Oil. Together we can and must succeed.



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.¹

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.



Photo: **The Kermode ("spirit") bear's habitat, The Great Bear Rainforest, is under threat due to the Enbridge Gateway pipeline** (Daryl Spencer).

By stopping this gateway to global warming we would reduce the global supply of the dirty oil.
[more info: WildernessCommittee.org/Enbridge](http://moreinfo:WildernessCommittee.org/Enbridge)

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 Kinder Morgan pipeline from the tar sands to Vancouver's Burrard Inlet along the Trans Mountain pipeline route 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.² If completed, the capacity of the Kinder Morgan pipeline would go from 300,000 barrels a day to 750,000 barrels a day, with the potential to reach 1.1 million barrels a day—and that means 300 to 400 tankers or more per year³ threatening Burrard Inlet.

[More info: WildernessCommittee.org/KinderMorgan](http://Moreinfo: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.

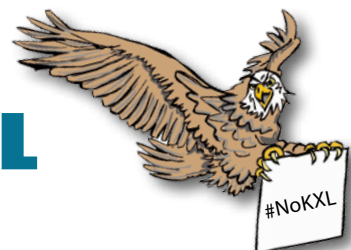
Bill Morgan is now retired but Richard Kinder has been called the luckiest ex-Enron employee. According to Forbes he is currently the 110th richest man in the world.⁴



4 WHAT ABOUT THE KEYSTONE XL PIPELINE?

The Keystone XL pipeline is a mega project aiming to export 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.

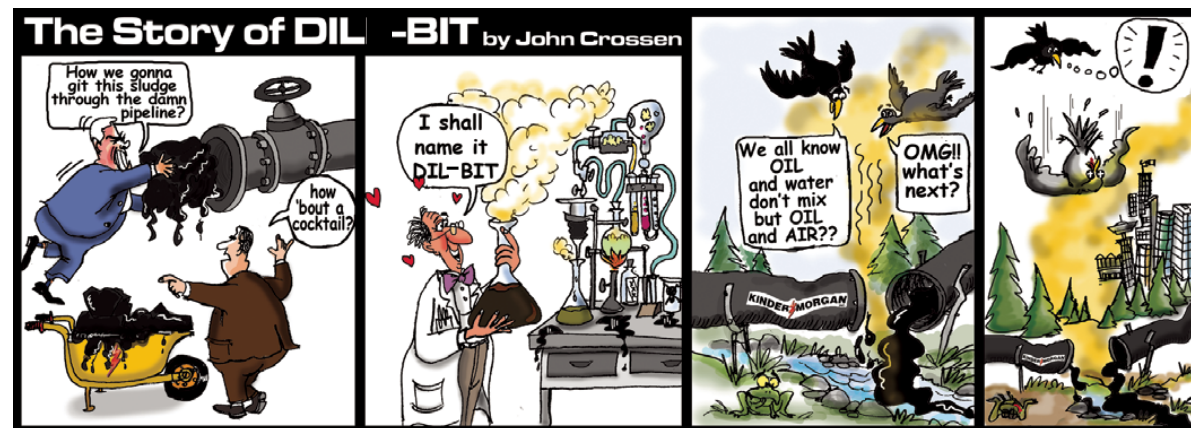
- In October 1979, Freighter Japan Erica crashed into Second Narrows Bridge. North Shore bulk terminal closed for three months and railway traffic stopped for four and a half months.⁵
- Between 1998 and 2008, there were 17 reported marine accidents or other incidents.⁶
- Oceanographer Peter Baker has 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".⁷
- Kinder Morgan now wants to dredge the Second Narrows, which could have serious ecological impacts, to make room for supertankers in the Vancouver Harbour.⁸



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



[HTTP://WWW.NRDC.ORG/INTERNATIONAL/PIPELINETROUBLE.ASP](http://WWW.NRDC.ORG/INTERNATIONAL/PIPELINETROUBLE.ASP)



WHY IS "DIL-BIT" SO DANGEROUS?

The "Oil Sands" in Alberta contain Bitumen, a tarry mix of sand, clay and oil. To enable the transport of this heavy crude oil, toxins are used to dilute the Bitumen. The industry calls this new dangerous concoction "Dil-Bit". When Dil-Bit spills occur not only is the oil itself a threat to human health and the environment, but the airborne toxins are also a serious danger.

Dil-Bit contains chemicals like

Benzene and other neuro toxins and cancer causing carcinogens.¹² If a spill the size of the Exxon Valdez were to take place in Vancouver Harbour it would create a **toxic cloud** that would be carried in the wind across the Lower Mainland.

This is a new problem to consider. Dil-Bit has only become the Alberta standard in the last decade as the world has run out of light crude. The Trans

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 this discussion of pipelines and tankers. Behind 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 cancer rates in aboriginal communities around the tar sands are much higher than normal.⁹

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](http://moreinfo: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 McGuinty¹⁰

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"¹¹, 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.¹²

We have a duty to protect this critical whale habitat from an oil spill.

TOXIC EFFECTS

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.

7 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 more than signatures of 130 First Nations chiefs representing an unbroken wall of opposition all the way from Alaska to the US border.¹⁴

**“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

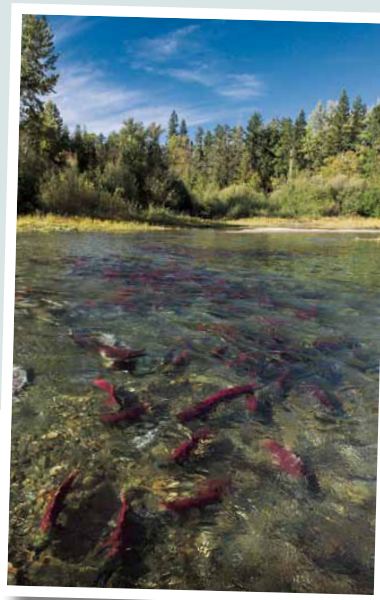


Photo: **Salmon in Adams River, BC** (All Canada Photos).



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

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TAKE ACTION

- Please write to the Government of Canada and demand they stop tar sands exports.
c/o Prime Minister of Canada – 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:
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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.

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

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