



Natural Resources
Canada

Ressources naturelles
Canada

Ottawa, Canada
K1A 0E4

ATIP Secretariat
580 Booth Street, Room 11B3
Ottawa, Ontario K1A 0E4
Facsimile: (613) 995-0693

Secrétariat de l'AIPRP
580, rue Booth, Pièce 11B3
Ottawa, (Ontario) K1A 0E4
Télécopieur: (613) 995-0693

Our file: DC 7040-07-121 / MD

November 1, 2007

Mr. Will Horter
Executive Director
Dogwood Initiative
PO Box 8701
Victoria, British Columbia
V8W 3S3

Dear Mr. Horter:

This is in response to your request made pursuant to the *Access to Information Act*, which was received in our Department on July 5, 2007. You were requesting:

“All documents created between the periods January 1st, 1972 and the December 31, 2005, touching on or relating to:

The creation, removal, status or amendment of the moratorium on oil tanker traffic in British Columbia’s Inside Passage (Hecate Strait, Queen Charlotte Sound, Dixon Entrance) put in place in 1972 by then Prime Minister Pierre Trudeau. This request also includes all internal documents touching on or relating to the above.”

Enclosed is the information which you have requested. You will notice when examining the documents, that information has been exempted in part under sections *19(1)*, *21(1)(a)*, of the *ATI Act*. A copy of these sections of the *Act* are enclosed for your reference.

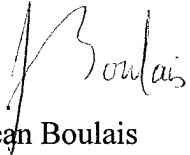
Please note that should you not be satisfied with the processing of your request, you are entitled to file a complaint to the Information Commissioner of Canada within sixty days of our response date. Notice of complaint should be addressed to:

The Information Commissioner of Canada
Place de Ville, 22nd Floor, Tower B
112 Kent Street, Ottawa, Ontario K1A 1H3
Tel: (613) 995-2410 Toll-free 1-800-267-0441
Fax: (613) 947-7294

Canada 

Should you have any questions, please do not hesitate to contact Michel Dumais at (613) 996-8541 or by e-mail at mdumais@nrcan-rncan.gc.ca.

Sincerely yours,

A handwritten signature in black ink that reads "Boulais". The signature is written in a cursive style with a large, stylized initial 'B'.

Jean Boulais
Director
Access to Information and Privacy

Enclosures

Access to Information Act

Exemptions and Exclusions

19(1) PERSONAL INFORMATION

19. (1) Subject to subsection (2), the head of a government institution shall refuse to disclose any record requested under this Act that contains personal information as defined in section 3 of the Privacy Act.

(2) The head of a government institution may disclose any record requested under this Act that contains personal information if

(A) the individual to whom it relates consents to the disclosure;

(B) the information is publicly available; or

(C) the disclosure is in accordance with section 8 of the Privacy Act, R.S. 1985, c. A-1, s.19

21(1) OPERATIONS OF GOVERNMENT

21. (1) The head of a government institution may refuse to disclose any record requested under this Act that contains

(A) advice or recommendations developed by or for a government institution or a minister of the Crown,

(B) an account of consultations or deliberations involving officers or employees of a government institution, a minister of the Crown or the staff of a minister of the Crown,

(C) positions or plans developed for the purpose of negotiations carried on or to be carried on by or on behalf of the Government of Canada and considerations relating thereto, or

(D) plans relating to the management of personnel or the administration of a government institution that have not yet been put into operation,



HOUSE OF COMMONS
CANADA

cc. Min

SI

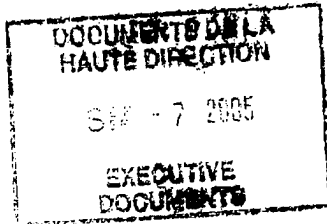
OTTAWA OFFICE

133 East Block
House of Commons
Ottawa, Ontario
K1A 0A6

CONSTITUENCY OFFICE

970 Blanshard Street
Victoria, British Columbia
V8W 2H3
(250) 363-3600

THE HONOURABLE DAVID ANDERSON, P.C.
MP for VICTORIA



August 31, 2005

cc. Jarrett

The Honourable John Efford, P.C., M.P.
Minister of Natural Resources Development
Room 707, Confederation Building
House of Commons

MINISTER OF INDUSTRY
To: <i>hon</i>
SEP 7 2005
Docket No. <i>6-9896</i>
File No. <i>14000-1</i>

Dear Minister:

Thank you for your letter of 26 August 2005, concerning the Enbridge Gateway Pipeline Proposal.

Unfortunately, your letter does not effectively deal with the problem. In the 4th paragraph, for example, a very restrictive interpretation is given to the Tanker Exclusion Zone. Further, there appears to be little understanding of its purpose, which is to keep laden tankers away from our Coast. I was closely involved at the time and can assure you that the interpretation in your letter simply does not make sense in the light of the debate leading up to the Exclusion Zone and the Moratorium on Offshore Hydrocarbon exploration. Can you honestly say that we need the protection of an exclusion zone from tankers on a North-South route, scores of miles off shore, while we do not for ships on an East-West route coming into the Coast? The logic of such a position escapes me. I recommend you inform your officials that a better appreciation of West Coast concerns and history is needed.

In your fifth paragraph you interpret away or ignore the clear recommendation of the Science Panel that the tanker ban stay in place. After spending so much money carrying out this work earlier in this decade, it seems to be strange that NRCan would be so dismissive of their conclusions. As a politician elected six times by two British Columbia coastal constituencies, I can assure you that your position is a guarantee for trouble.

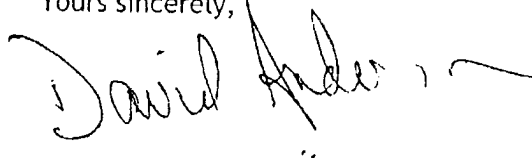
.../2

- 2 -

May I urge you to go back to the drawing board on this, and to examine the complications in more depth. The approach being promoted by NRCan and the Department of Transport with regards to the Enbridge proposal spells major difficulties in British Columbia.

With kind personal regards.

Yours sincerely,

A handwritten signature in black ink that reads "David Anderson" with a long horizontal flourish extending to the right.

The Honourable David Anderson, P.C.
M.P. for Victoria

cc: The Honourable David Emerson, P.C., M.P.
The Honourable Stephen Owen, P.C., M.P.
The Honourable Ujjal Dosanjh, P.C., M.P.
The Honourable Stéphane Dion, P.C., M.P.
The Honourable Geoff Regan, P.C., M.P.

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HORO-P.A
etc

H. Brown

DOCUMENTS DE LA
HAUTE DIRECTION
AUG 26 2005
EXECUTIVE
DOCUMENTS



BRITISH
COLUMBIA

INFO

AUG 10 2005

cc. Jarrett

Mr. Guy Jarvis
Vice President
Upstream Development
Enbridge Inc.
425 1st Street SW
Calgary, AB T2P 3L8

MINISTER'S REGISTRY
To: Len
AUG 25 2005
Docket No. 69638
File No. 14000-1

Dear Mr. Jarvis:

It was a pleasure to meet with you on July 11, 2005 regarding Enbridge Inc.'s (Enbridge) planned Gateway Oil Pipeline Project (Gateway).

The Government of British Columbia (Government) recognizes the importance of oil pipeline capacity keeping pace with increases in production from the Alberta oil sands. This not only prevents production from being stranded by transportation infrastructure capacity constraints, it also ensures that oil consumers have access to the energy they require. Clearly Gateway is an important element of Enbridge's continuing and increasing role in providing an important oil transportation system connecting producing regions with consuming markets.

The Government is supportive of the pipeline industry's efforts, through projects such as Gateway, to have oil transportation capacity keep pace with production efforts. While we understand Gateway will be regulated by the National Energy Board, we also understand that a number of Government agencies have permitting and similar responsibilities with respect to the portion of Gateway within British Columbia. The Ministry of Energy, Mines and Petroleum Resources and the Ministry of Economic Development will be taking a lead role in coordinating the Government agencies' review of Gateway, and will be pleased to offer their assistance to Enbridge with respect to any Government related issues that arise.

.../2

Ministry of
Energy, Mines and
Petroleum Resources

Office of the Minister

Mailing Address:
PO Box 9060 Stn Prov Govt
Victoria BC V8W 9E2
Telephone: 250 387-5896
Facsimile: 250 356-2965

Location:
Parliament Buildings
Victoria
website: www.empr.gov.bc.ca

With respect to Enbridge's concerns regarding a moratorium on oil tanker traffic off British Columbia's coast, we would like to set out the Government's views on this issue. In 1971, the Provincial Legislature passed a resolution expressing to the Federal Government concern over oil tanker traffic transporting oil from Alaska to American ports, off British Columbia's coast. In 1972, the Federal Government announced a moratorium on foreign oil tanker traffic transiting the Canadian coast through Dixon Entrance, Hecate Strait and Queen Charlotte Sound. This was a policy moratorium, and is not based upon legislation.

In British Columbia's view, a crucial aspect of the federal moratorium is that it remains solely directed at foreign oil tanker traffic transiting British Columbia's coast. The moratorium is not directed at, and has no application to, oil tankers sailing to or from British Columbia ports. British Columbia does not expect that the federal moratorium extends to include the movement of Canadian goods affecting domestic economic or trade issues, as long as the marine transport industry maintains sufficient protective measures and abides by all applicable federal and provincial regulations.

I trust this letter fully addresses your concerns. The Government looks forward to working with Enbridge as your work on the Gateway project continues.

Sincerely,

Sincerely,

Original signed by

Original signed by

Richard Neufeld
Minister of Energy, Mines
and Petroleum Resources

Colin Hansen
Minister of Economic Development

pc: The Honourable Geoff Regan, P.C., M.P.
Minister of Fisheries and Oceans

The Honourable David Emerson, P.C., M.P.
Minister of Industry

✓ The Honourable R. John Efford, P.C., M.P.
Minister of Natural Resources

The Honourable Jean Lapierre, P.C., M.P.
Minister of Transport

Honourable Clint Dunford
Minister of Economic Development
Province of Alberta

Honourable Greg Melchin
Minister of Energy
Province of Alberta

His Worship Herb Pond
Mayor of the City of Prince Rupert

His Worship Richard Wozney
Mayor of the District of Kitimat

Message

Page 1 of 4

H. Brown / Reply
cc - rep. min
S. Paquin Nov. 22/05

Paquin, Sylvie

From: Dunn, Sharon
Sent: Tuesday, November 22, 2005 12:48 PM
To: Paquin, Sylvie
Cc: Mohrmann-Watson, Bill; Simmons, Denise; ES.SE Ministerial Correspondence-Correspondance ministérielle; Salvail, Linda
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Sylvie: pls. log and assign to EPS for reply.

Denise: pls. note that these should be sent to EDU for processing. Thanks.

From: ES.SE Ministerial Correspondence-Correspondance ministérielle
Sent: Tuesday, November 22, 2005 12:42 PM
To: Proulx, Barb; Mohrmann-Watson, Bill; Dunn, Sharon; Edwards, Janine
Cc: ES.SE Ministerial Correspondence-Correspondance ministérielle; Marty, Teresa
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Hi Bill,

Further to my e-mail earlier on the above topic, see below. Denise Simmons asked Kristi Varangu directly to prepare a reply to [\[REDACTED\]](#)

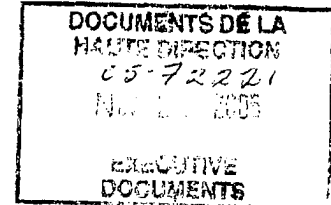
How should we proceed?

s.19(1)

Thanks,

Megan Ion

*Executive Correspondence Writer/Editor
Ministerial Correspondence Unit
Energy Policy Sector and Energy Technology
and Programs Sector
Natural Resources Canada
580 Booth Street, 16-D1
Ottawa, Ontario K1A 0E4
Tel: 613-992-5350
Fax: 613-996-6392
E-mail: megan.ion@nrca.gc.ca
mcu-ucm@nrca.gc.ca*



From: Fortin, Paulette **On Behalf Of** Jennings, Phillip
Sent: Tuesday, November 22, 2005 12:36 PM
To: Marty, Teresa
Cc: ES.SE Ministerial Correspondence-Correspondance ministérielle; McDonald, June; Flack, Graham
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

FYI

11/22/2005

000006

From: Varangu, Kristi
Sent: November 22, 2005 11:47 AM
To: Jennings, Philip
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

i guess i got this directly too. k

-----Original Message-----

From: Varangu, Kristi
Sent: Tuesday, November 22, 2005 11:37 AM
To: Simmons, Denise
Subject: RE: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

s.19(1)

Denise, this can be an endless cycle with responses. We have in the past with email responses done a second response then no further responses

-----Original Message-----

From: Simmons, Denise
Sent: Tuesday, November 22, 2005 8:09 AM
To: Varangu, Kristi
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Can you please prepare a reply

Denise Simmons,

From: [redacted]
Sent: Monday, November 21, 2005 8:32 PM ✓
To: 'Fadden, Richard'
Subject: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

s.19(1)

Dear Mr. Fadden:

As to whether a crude oil tanker moratorium exists in the Queen Charlotte Basin, the Government of Canada's most recently enunciated public pronouncement on the subject would appear to be contained in the 2003 Terms of Reference for the Public Review of the British Columbia Offshore Oil and Gas Moratorium - the so-called Priddle Panel.

These Terms of Reference confirm, in paragraph one, the existence of the decades-old crude oil tanker moratorium, which you, and many others, confuse with the much more recent WCTEZ. They also confirm, in paragraph five, that Cabinet approval would be required to change the moratorium policy.

Thus, my question to you would be: has Cabinet in fact lifted the crude oil tanker

11/22/2005

moratorium which, as I say, the Priddle panel terms of reference reaffirmed, and which the same panel concluded should be maintained?

I look forward to hearing from you once again.

Sincerely, **s.19(1)**

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-----Original Message-----

From: Fadden, Richard [mailto:rifadden@NRCan.gc.ca]

Sent: November 21, 2005 2:30 PM **s.19(1)**

To: [redacted]

Subject: QC Offshore Oil Moratorium be lifted

You are receiving this e-mail because you are listed as a contact for the sender. If you are not the intended recipient, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. Contact your system manager for more information. **s.19(1)**

Subject: QCB Offshore Oil Moratorium to Be Lifted?

You are receiving this e-mail because you are listed as a contact for the sender. If you are not the intended recipient, you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake. Contact your system manager for more information. **s.19(1)**

Thank you for your correspondence of September 21, 2005, regarding the proposal to import condensate to the Port of Kitimat.

First let me emphasize that any proposed interprovincial pipeline project is subject to the *Canadian Environmental Assessment Act*, the *National Energy Board Act* and other relevant federal and provincial laws and regulations. For the marine portion of the project, this will include further environmental assessments and safety reviews for marine transportation and port operation requirements, under relevant Transport Canada legislation.

With respect to your comments on a moratorium on oil tanker movements, I should clarify that the only tanker routing measure in place off the west coast of British Columbia (B.C.) is the Tanker Exclusion Zone (TEZ). The TEZ was developed and voluntarily adopted by the U.S. Coast Guard, the Canadian Coast Guard and representatives of the U.S. tanker industry user group. The TEZ relates specifically to laden TransAlaska Pipeline tankers transiting southbound between Alaska and the Strait of Juan de Fuca.

This TEZ keeps oil tankers transiting from Alaska to U.S. markets far enough offshore to minimize the likelihood and potential impacts of an oil spill on the coast. It does not prohibit movement of crude oil, condensate or LNG, in or out of any port along the B.C. coast within the TEZ.

I hope that this provides some clarity regarding the nature of the tanker restrictions offshore B.C. I am confident that the issues associated with the proposed pipelines will be addressed thoroughly and that decisions will be made prudently under relevant federal and provincial environmental assessment and regulatory processes.

Again, thank you for writing on this important issue.

Yours sincerely,

11/22/2005

Message

Page 4 of 4

Richard B. Fadden
Deputy Minister of Natural Resources

11/22/2005

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Natural Resources
Canada

Ressources naturelles
Canada

Deputy Minister

Sous-ministre

Ottawa, Canada
K1A 0E4

FOR SIGNATURE

AUG - 8 2005

D05-68626

MEMORANDUM TO THE MINISTER

SUBJECT: Restrictions on tanker traffic off the west coast

ISSUE

The Honourable David Anderson, P.C., M.P. has written to you and a number of your Cabinet colleagues regarding his interpretation of the implications of the tanker traffic "moratorium" offshore British Columbia on the proposed Gateway Pipeline and other proposed west coast port and pipeline projects.

BACKGROUND

Mr. Anderson cites that "*a West Coast Oil Port is a non-starter by reason of long standing federal policy*" which would not allow major tanker movements off the west coast. There is actually only one tanker routing measure in place off the west coast of B.C. called the "Tanker Exclusion Zone" (TEZ). The TEZ is a voluntarily adopted measure agreed to by the U.S. and Canada, and representatives of the U.S. tanker user group. The TEZ is directed specifically to laden Trans Alaska Pipeline (TAPS) tankers transiting southbound between Alaska and the Strait of Juan de Fuca. It is not applicable to tanker traffic originating from a port in B.C. within the zone, including Prince Rupert or Kitimat.

A restriction on the movement of tanker traffic was put in place due to environmental concerns over the tankers transporting crude oil from Valdez, Alaska to U.S. west coast ports upon the completion of the TAPS. In 1977, a routing system for TAPS tankers was established to keep the tankers in excess of 100 miles west of the Queen Charlotte Islands. The southern portion of the route was closer to shore.

In March, 1982, the U.S. Coast Guard cancelled the TAPS routes. They were unpopular with the tanker industry as they increased tanker operating expenses and there was concern by the U.S. Government that the northern portion of the routes was not surveyed. Although an attempt was made to revive similar routings in 1985, the U.S. shippers again objected to the costs of conforming to the routes which were also seen as too confining.

Canada

Recycled paper
Papier recyclé 

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As a result, the TEZ was developed by the Canadian and U.S. Coast Guards, with representatives of the American Institute of Merchant Shipping. All three parties accepted the TEZ in 1985, the terms were published in 1988, and it remains in place ever since. The zone was designed to keep the tankers at a sufficient distance from shore so that in the event that a laden tanker would become disabled, there would be enough time for a salvage tug to reach the tanker to prevent it from grounding on the B.C. coast. The zone is also meant to prevent potential collisions of tankers and fishing vessels. Again, it only applies to transit tanker traffic from Alaska to the U.S. west coast.

Transport Canada (TC) would be involved in any environmental assessment process for any proposed port. To address navigation safety and the risks associated with the location and operation of marine terminals for large oil tankers, TC has developed a Technical Review Process of Marine Terminal Systems and Transshipment Sites (TERMPOL Review Process – TRP). This is the recommended guide for applicants, as the TRP would, where necessary, propose measures to minimize any adverse effects and determine the need to develop or revise specific regulations or measures. Enbridge representatives requested in December 2004 that Transport Canada initiate a TRP for their proposed oil handling facility. TC is now awaiting further direction from the proponent before commencing the TRP.

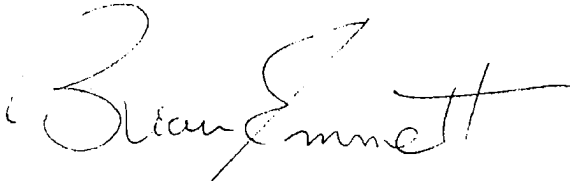
Mr. Anderson also references the recent Federal Review of the B.C. moratorium, specifically noting a recommendation of the “Priddle” report that the tanker moratorium be maintained. To clarify, it was actually the Royal Society of Canada (RSC) in its science report which concluded that the present restriction on tanker traffic in transit should be maintained for the time being. The RSC’s reference was beyond the scope of the Federal Review – the examination of the current moratorium on oil and gas activities in the Queen Charlotte Basin.

CONSIDERATIONS

The issue of the tanker moratorium has come to the fore with the recent unveiling of the Gateway (oil pipeline) and Kitimat (liquefied natural gas) proposals. Some environmental groups have referenced a tanker “moratorium” as a reason why these proposals could not proceed to regulatory approval. The only existing federal policy on tanker traffic off the west coast is the voluntary TEZ agreement, jointly developed by the Canadian and U.S. Coast Guards and the shipping industry, applicable only to tankers in transit from Alaska.

RECOMMENDATION

It is recommended that you sign the attached letter to Mr. Anderson.

A handwritten signature in black ink that reads "Brian Emmett". The signature is written in a cursive style with a large, sweeping initial "B".

A/Deputy Minister

Attachment: (1)

Contacts: Kristi Varangu, 992-4217
Annette Tobin, 944-6128
Petroleum Resources Branch, EPS

Attachment 1

Minister
of Natural Resources Canada



Ministre
des Ressources naturelles Canada

AUG 26 2005

Ottawa, Canada K1A 0E4

The Honourable David Anderson, P.C., M.P.
Victoria
House of Commons
Ottawa, Ontario K1A 0A6

Dear Mr. Anderson:

Thank you for your letter of July 5, 2005, in which you express your concern over the potential development of an oil port on British Columbia's (B.C.) coast from where crude oil would be shipped to U.S. and Asia-Pacific markets.

First, let me emphasize that any proposed interprovincial oil pipeline project is subject to the *Canadian Environmental Assessment Act*, the *National Energy Board Act* (NEB Act), and other relevant federal and provincial laws and regulations. As you are aware, an environmental assessment entails a thorough examination of a proposed project's impact on the environment, which identifies possible environmental effects and proposes measures to mitigate any adverse effects. Public participation is an important element of an environmental assessment process as it provides an opportunity for project proponents to better understand and respond to public concerns.

Under the NEB Act, the NEB review process includes a proposed pipeline's economic, technical and financial feasibility, and its environmental and socio-economic impacts.

As you may be aware, a voluntary agreement was instituted specifically to deal with transit tanker traffic from Alaska, and was first discussed when the Trans-Alaska Pipeline System (TAPS) was completed in the 1970s. Originally, the routing system for TAPS tankers was designed to keep tankers at a distance of at least 100 miles west of the Queen Charlotte Islands. However, the provisions of the agreement have been modified over time. At present, the only tanker routing measure off the B.C. coast is the Tanker Exclusion Zone, which was developed and voluntarily adopted by the U.S. Coast Guard, Canadian Coast Guard, and representatives of the U.S. tanker industry user group. This zone keeps tankers far enough offshore to minimize the likelihood and potential impacts of an oil spill on the coast, but close enough that a tug boat could readily respond to a disabled vessel. The zone is also meant to prevent potential collisions of tankers and fishing vessels.

Canada

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In your letter, you referenced the recommendation made in the Priddle report on west coast offshore oil development. To clarify, the three part federal review process, which was completed in late 2004, included an independent science review by the Royal Society of Canada (RSC), a public review by an arms-length panel that was chaired by Mr. Roland Priddle, and a First Nations engagement process that was conducted by Ms. Cheryl Brooks. While the RSC refers to the present restriction on transit tanker movement in its report, the scope of the federal review process was limited to an examination of the current moratorium on oil and gas activities in the Queen Charlotte Basin.

With respect to Enbridge's Gateway Pipeline proposal, the voluntary agreement on the Tanker Exclusion Zone does not prohibit the movement of crude oil in or out of any port along the B.C. coast within the zone. However, any oil terminal proposal on the B.C. coast would require an environmental assessment, which would review — among many environmental aspects — the impact of shipping routes and terminal operations on the environment.

While neither Enbridge nor Terasen has filed regulatory applications with the NEB for their proposed pipelines on the B.C. coast, I am confident that the issues associated with the proposed pipelines will be addressed thoroughly and that decisions will be made prudently under relevant federal and provincial environmental assessment and regulatory processes.

Again, thank you for expressing your concerns.

Yours sincerely,

Original Signed by
Originale signée par

The Honourable R. John Efford, P.C., M.P.

c.c.: The Honourable Jean Lapierre, P.C., M.P.

The Honourable Stéphane Dion, P.C., M.P.

The Honourable Pierre Pettigrew, P.C., M.P.

The Honourable Geoff Regan, P.C., M.P.



HOUSE OF COMMONS
CANADA

THE HONOURABLE DAVID ANDERSON, P.C.
MP for VICTORIA

cc Min.

OTTAWA OFFICE
133 East Block
House of Commons
Ottawa, Ontario
K1A 0A6

CONSTITUENCY OFFICE
970 Bianshard Street
Victoria, British Columbia
V8W 2H3
(250) 363-3600

July 5, 2005

The Honourable John Efford, P.C., M.P.
Minister of Natural Resources
Room 707, Confederation Building
House of Commons

cc Javett

MINISTER'S REGISTRY	
To:	<i>Low</i>
JUL 6 2005	
Docket No.	<i>68626</i>
File No.	<i>14000-1</i>

Dear Minister:

From time to time news reports appear stating that Enbridge is proceeding with a pipeline between Alberta and the BC North West Coast. These news reports appear to originate within Enbridge. An example, from the Prince George Citizen newspaper of 5 July 05 is attached. Such a pipeline, of course, would require an oil port on the Coast and tanker traffic to ship the crude to offshore markets.

May I suggest that before the company gets any further down the road on this proposal you and your Cabinet colleagues point out to Enbridge (and to Trans Mountain Pipeline Company, that has a similar proposal for Southern BC) that there has been a moratorium in place on major tanker movements in Canadian waters off the North East Pacific for 35 years; that the West Coast Oil Port Inquiry of Dr. Andrew Thompson looked into the matter of a West Coast Oil Port some 25 years ago and reported negatively; and that, less than a year ago, the Priddle Report on West Coast Offshore Oil Development recommended that the oil shipping moratorium on Canada's West Coast be maintained.

In short, a West Coast Oil Port is a non-starter by reason of long standing federal policy. The earlier the Federal Government makes this clear to industry promoters of such proposals the better.

With kind personal regards.

Yours sincerely,
David Anderson

DOCUMENTS DE LA HAUTE DIRECTION
JUL 6 - 2005
EXECUTIVE DOCUMENTS

The Honourable David Anderson, P.C.
M.P. for Victoria

- cc: The Honourable Jean Lapierre, P.C., M.P.
- The Honourable Stéphane Dion, P.C., M.P.
- The Honourable Pierre Pettigrew, P.C., M.P.
- The Honourable Geoff Regan, P.C., M.P.

Environmental Assessments/Evaluation environnementale

Northern pipeline moving forward *(Prince George Citizen)*

PUBLICATION: Prince George Citizen
DATE: 2005.07.05
EDITION: Final
SECTION: News
PAGE: 1 / Front
BYLINE: Gordon Hoekstra
SOURCE: The Citizen

Enbridge Inc. is set to announce this week it will start field work on its proposed \$2.5-billion pipeline from the Alberta oilsands to B.C.'s northwest coast, the latest step in pushing the mega-project forward by the end of the decade.

"We're initiating what we believe is significant environmental, engineering and land work to support the proposed development of the Enbridge Gateway project," said D'Arcy Levesque, vice-president of public and government affairs for Enbridge.

While the project is still in the planning stage, Enbridge announced earlier this year it has reached a memorandum of understanding with PetroChina International Company Ltd. to co-operate on the development of the Gateway pipeline.

Enbridge is continuing negotiations with producers in the Alberta oilsands, which it's hoping will lead to "commercial certainty" needed to allow the pipeline to be built, said Levesque.

Enbridge is competing with a rival proposal from Terasen Pipelines.

Both are meant to provide additional pipeline capacity, needed as crude production from Alberta's oilsands is expected to double by the end of the decade.

"We work very closely with the oilsands producers and we're very confident the Gateway is really the right expansion," said Levesque. "More than \$55 billion in announced capital investment projects are either underway or planned to produce bitumen and synthetic crude from the oilsands."

Enbridge hopes to have commercial arrangements complete this year, putting it in position to have the pipeline in place by 2009 to early 2010.

Enbridge's proposal is to build a 1,200-kilometre pipeline to carry Alberta oilsands crude from Edmonton to Prince Rupert or Kitimat, where it would be loaded onto supertankers to be shipped to markets in Asia or the U.S.

It's expected the pipeline will follow existing rights of way, possibly along the Yellowhead Highway corridor, including through the Prince George area.

The company has chosen a northwestern route over a southerly route terminating in the Lower Mainland because that route posed more technical and environmental difficulties. As well, the Port of Vancouver was not capable of handling the largest oil tankers that would be the most efficient to carry crude to Asia.

The new pipeline would also require regulatory approval from Canada's National Energy Board, which would trigger a comprehensive **environmental assessment** that would likely include public hearings.

Levesque said Enbridge is now also considering building a second pipeline next to the crude line, which would carry condensate, a product used to thin heavy oil for easier transport by pipeline. There's a shortage of condensate in Alberta, and the idea is for tankers to carry condensate from Asia and return with crude oil, explained Levesque.

The proposed pipeline would pass through the traditional territory of many First Nations in northern B.C.

Unlike Alberta, most B.C. bands have unresolved aboriginal land claims and are calling for more consultation and accommodation on industrial development and resource extraction.

Earlier this month, an aboriginal consultant for Enbridge delivered an overview of the project to the annual general assembly of the Northwest Treaty Tribal Nations in Terrace.

That community, 580 kilometres west of Prince George, is just inland from both Kitimat and Prince Rupert. The tribal group represents more than 50 First Nations in northern B.C.

Justa Monk, the tribal nation's eastern region executive chair, said aboriginal leaders were disappointed they didn't hear directly from Enbridge officials.

"Prove to us this is environmentally sound, prove to us what's going to happen if there's any spill with tankers and the line," said Monk, who is from the Tl'azt'en Nation, northwest of Prince George. "There also has to be a consultation and accommodation package," added Monk.

Levesque said Enbridge has already had considerable discussion with aboriginal stakeholders for the past two years in northern B.C. and Alberta. That work will continue and expand, he said.

Levesque said with the start of field work, Enbridge will be mailing out a preliminary introduction to the project to all stakeholders, including municipalities. The introduction will include a proposed route map.

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:44 PM
To: Beaulne, Jacques
Subject: 178 and 179

-----Original Message-----

From: Gowe, Bob
Sent: Tuesday, September 27, 2005 12:06 PM
To: Varangu, Kristi
Subject: RE: enbridge

The only thing I have that day is a teleconference from 10:30 - 12:00. Anytime other than that would be great. See you then.

-----Original Message-----

From: Varangu, Kristi
Sent: Wednesday, September 21, 2005 12:16 PM
To: Turner, Robert
Cc: Gowe, Bob
Subject: RE: enbridge

Robert, got a copy of Anderson letter to Lapierre dated August 30 through our system. Has it come down to yet, and do you want me to fax? I have not answered mine yet as have been too busy.

FYI. I am giving a speech next month at the Ocean Industries conference in Vancouver (Oct 19-21). Although the emphasis will be BC offshore oil and gas and other BC issues, I think it would be timely to put in a slide re: the moratoria in general and the restrictions on tanker specifically. I will pass it by you when I get around to writing the speech...

Bob, I will be scheduling some meetings in Vancouver on the 19th of October as it has been a couple of months since I have been there. Wondering if you would have time to meet and have a cup of coffee? Kristi

-----Original Message-----

From: Turner, Robert
Sent: Wednesday, August 31, 2005 10:05 AM
To: Varangu, Kristi
Cc: Gowe, Bob
Subject: RE: enbridge

Kristi,

You may wish to contact Bob Gowe of our Pacific regional office.

Rob

-----Original Message-----

From: Varangu, Kristi
Sent: Wednesday, August 31, 2005 9:51 AM
To: Turner, Robert
Subject: RE: enbridge

Thanks. Would be interested in a debrief (maybe we could exchange views on how our meetings went and the timing of Enbridge proposals). Should I contact him directly?

Kristi

-----Original Message-----

From: Turner, Robert
Sent: Tuesday, August 30, 2005 12:59 PM
To: Varangu, Kristi
Subject: RE: enbridge

I understand that our regional Marine Safety office has met with the proponent and its representatives on a couple of occasions already and there is a meeting this Thursday.

Rob

-----Original Message-----

From: Varangu, Kristi
Sent: Monday, August 29, 2005 2:52 PM
To: Turner, Robert
Subject: RE: enbridge

Thanks. Did TC meet with Enbridge as well? Kristi

-----Original Message-----

From: Turner, Robert
Sent: Monday, August 29, 2005 2:49 PM
To: Varangu, Kristi
Cc: Gowe, Bob; Donald, Michael; Lawson, James
Subject: RE: enbridge

Kristi

As requested, here is a copy of what was sent out.

Rob

-----Original Message-----

From: Varangu, Kristi
Sent: Tuesday, August 23, 2005 12:54 PM
To: Turner, Robert
Subject: enbridge

s.19(1)

Robert, and the west coast tanker issue seems to still be on the agenda (no surprise). We met with Enbridge this morning (officials and minister's chief of staff) on Gateway, and this was an issue up front in their minds. I simply restated the facts and emphasised that it is Transport Canada's lead. I understand they are also meeting with your folks today (are you aware?). Maybe we can touch base after that meeting.

I think the letter to Anderson is still with our Minister's office. Where does yours stand? Do you have a final version to send along? Thanks. Kristi

Senior Advisor
British Columbia Offshore
Petroleum Resources Branch
Natural Resources Canada
580 Booth St., 17th floor
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tele (613) 992-4217
fax (613) 943-2274

HO 20-P.A.
A/C



HOUSE OF COMMONS
CANADA

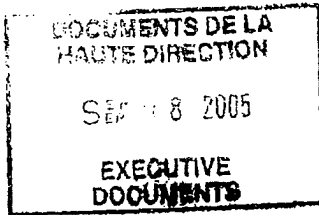
H. Brown

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(250) 363-3600

OTTAWA OFFICE

133 East Block
House of Commons
Ottawa, Ontario
K1A 0A6



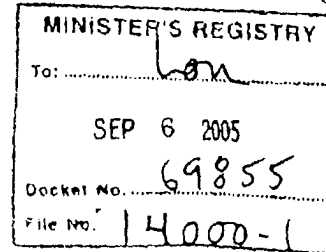
THE HONOURABLE DAVID ANDERSON, P.C.
MP for VICTORIA

August 30, 2005

INFO

cc. Janeth

The Honourable Jean Lapierre, P.C., M.P.
Minister of Transport
Room 105, East Block
House of Commons



Dear Minister:

Your letter of 24 August 2005 regarding the Enbridge terminal proposal for the North Coast is disquieting.

The third paragraph contains a narrow and technical interpretation of the tanker exclusion zone that is going to cause a great deal of concern on the Coast. Your interpretation is quite contradictory to the spirit and intention of the tanker exclusion zone.

Further, your letter ignores the contradiction of your intention of proceeding with a Review Process so soon after an NRCan panel recommend maintaining the exclusion of tankers.

This is a sensitive issue in British Columbia. Transport Canada should recognize that DFO, Environment and NRCan are all heavily involved. Your proposed course of action virtually guarantees difficulties.

Yours sincerely,

The Honourable David Anderson, P.C.
M.P. for Victoria

- Cc: The Honourable David Emerson, P.C., M.P.
- The Honourable Stephen Owen, P.C., M.P.
- The Honourable Ujjal Dosanjh, P.C., M.P.
- The Honourable Stephane Dion, P.C., M.P.
- The Honourable Geoff Regan, P.C., M.P.
- The Honourable John Efford, P.C., M.P. ✓

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

24 Aug 2005

The Honourable David Anderson, P.C., M.P.
House of Commons
Ottawa ON K1A 0A6

Dear Colleague:

I am writing in response to your correspondence of July 5, 2005, regarding Enbridge Inc.'s proposed construction of a pipeline between Alberta and the northwest coast of British Columbia.

As you know, Transport Canada is committed to ensuring a safe, efficient, and environmentally responsible transportation system for Canada and Canadians.

With respect to a moratorium on major tanker movements, I should clarify that the only tanker routing measure in place off the west coast of British Columbia is the Tanker Exclusion Zone (TEZ). The TEZ was voluntarily agreed to and established by the United States, Canada, and representatives of the U.S. tanker industry user group. The TEZ relates specifically to laden Trans Alaska Pipeline tankers transiting southbound between Alaska and the Strait of Juan de Fuca. This zone was designed to keep tankers at a sufficient distance from the shore so that if a laden tanker on this route were to become disabled, there would be enough time for a salvage tug to reach it and prevent it from grounding on the British Columbia coast. As such, the TEZ routing measure would not apply to tanker traffic originating from a port in British Columbia within the zone, including Prince Rupert or Kitimat.

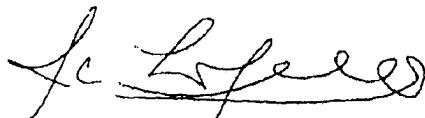
That being said, Transport Canada would be involved in the environmental assessment process for any proposed port. The department would review issues related to the safety of marine navigation and verify that the proposed port would meet all applicable marine transportation and port operation requirements under the *Canada Shipping Act*, the *Navigable Waters Protection Act*, and the *Marine Transportation Security Act*.

In order to examine all navigation safety issues associated with the location and operation of marine terminals for large oil tankers, Transport Canada has developed a Technical Review Process of Marine Terminal Systems and Transshipment Sites, commonly referred to as the "TERMPOL Review Process" (TRP). The department recommends that companies proposing new oil terminals use the TRP as a guide in preparing their proposal and in addressing issues related to navigation and port operations. Through the TRP, measures to help ensure and enhance the safety of tanker and marine terminal operations would be considered, along with the potential effects of increased shipping activity on existing regional shipping networks. The TRP would, where necessary, propose measures to minimize any adverse effects and determine the need to develop or revise specific regulations or implement special precautionary measures.

As you may know, in December 2004, Enbridge representatives requested that Transport Canada initiate a TRP for the company's proposed oil handling facility on the north coast of British Columbia. The department is now waiting for further information from Enbridge before commencing the TRP.

I trust that the foregoing has addressed your concerns. Thank you for writing.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jean-C. Lapierre". The signature is fluid and cursive, with a horizontal line underlining the name.

Hon. Jean-C. Lapierre, P.C., M.P.

c.c. The Honourable Stéphane Dion, P.C., M.P.
The Honourable John Efford, P.C., M.P.
The Honourable Pierre S. Pettigrew, P.C., M.P.
The Honourable Geoff Regan, P.C., M.P.

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:33 PM
To: Beaulne, Jacques
Subject: atip 179

-----Original Message-----
From: Buzzell, Michael
Sent: Thursday, July 21, 2005 9:44 AM
To: Varangu, Kristi
Subject: RE: media request

I did do that. Thanks

-----Original Message-----
From: Varangu, Kristi
Sent: 20 July, 2005 05:51 PM
To: Buzzell, Michael
Subject: Re: media request

s.19(1)

Suggest you send same response as I forwarded previously. Kristi

Sent from my BlackBerry Wireless Handheld

-----Original Message-----
From: Buzzell, Michael <MBuzzell@NRCan.gc.ca>
To: Varangu, Kristi <KVarangu@NRCan.gc.ca>
CC: Olson, Kathleen <kaolson@NRCan.gc.ca>; DMO.M CB Media Relations <DMO.MCBMediaRelations@NRCan.gc.ca>
Sent: Wed Jul 20 16:11:55 2005
Subject: media request

Kristi,
can you respond to this journalist. Very much the same media request you completed July 7 & 8th (see email below). Thanks
Michael

s.19(1)

The Prince Rupert Daily News

s.19(1)

deadline: Thursday 3PM (Ottawa)

Re moratorium on tanker traffic.
The moratorium was specifically put in place to restrict tanker traffic in the Strait. The proposed LNG projects at Kitimat and Prince Rupert will require tanker traffic, does this not contradict the moratorium? The Gateway Pipelines project will also require tanker traffic, does this not contradict the moratorium?

-----Original Message-----
From: Varangu, Kristi
Sent: 08 July, 2005 02:02 PM
To:
Cc: Buzzell, Michael; Olson, Kathleen; Jennings, Philip
Subject: offshore BC

s.19(1)

Dann, I understand you had a few questions related to the tanker moratorium offshore BC. Although NRCan is not the responsible department on this issue, as we have been undertaking the federal review of the offshore moratorium on oil and gas activities in the Queen Charlotte Basin, these issues are somewhat linked so I can provide you some basic information.

The federal review process for the BC offshore in which we are currently engaged, is not addressing tanker traffic, only activities related to potential oil and gas exploration, production and development.

Oil tanker traffic is governed by the Canada Shipping Act and the Vessel Traffic Services Zone Regulations (Transport Canada). It is further defined by a voluntary agreement monitored by the Canadian Coast Guard, which keeps tankers far enough offshore BC to prevent a major spill on the coast but close enough that a tug could readily respond to the disabled vessel. It was instituted specifically to deal with transit tanker traffic from Alaska and first discussed when the Trans Alaska Pipeline System (TAPS) was completed in the 1970s. Originally, the routing system for TAPS tankers was to keep tankers in excess of 100 miles west of the Queen Charlotte Islands.

Re: proposed new 'gateway' pipelines in Prince Rupert or Kitimat, while in the moratorium zone, there is no reason to believe that the current agreement precludes current or future shipments of crude from either port or LNG from the coast. As noted, the agreement between the Canadian and US Coast Guards, and the American Institute of Merchant Shipping (the US tanker industry user group) regarding the tanker exclusion zone along the BC coast, was established in an effort to protect the environment and shoreline in the event of a tanker becoming disabled while in transit from Alaska to US markets.

Although I would be happy to answer any further questions you may have to the best of my ability, I would also suggest that you contact the Regional Director, Transport Canada, Marine Safety in BC. The number I have for the DG Marine Safety in Ottawa is 613-998-0610. I am sure their office will be able to forward you to the appropriate contact in Vancouver, as I do not currently have those coordinates. Hope this is helpful. My coordinates are below if you want to reach me. Kristi Varangu

Senior Advisor
British Columbia Offshore
Petroleum Resources Branch
Natural Resources Canada
580 Booth St., 17th floor
Ottawa, K1A 0E 4
tele (613) 992-4217
fax (613) 943-2274

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:49 PM
To: Beaulne, Jacques
Subject: 179

-----Original Message----- **s.19(1)**

From: Varangu, Kristi
Sent: Thursday, November 17, 2005 3:00 PM
To: [REDACTED]
Cc: ES,SE Ministerial Correspondence-Correspondance ministérielle
Subject: RE: Enquiry regarding the Status of the Crude Oil Tanker Moratorium in the Queen Charlotte Basin
s.19(1)

I understand that you have also written to our Deputy Minister with your question and we apologize that we have not gotten back to you sooner. I know a response is coming to you very shortly. I would suggest that you wait to hear from him first, and then if you have follow up questions, I would be happy to respond to these.

I am going to be out of the office on a personal matter tomorrow and monday, but please get back to me next week if you have not heard from Mr. Fadden, and I will follow up for you.

Kristi Varangu

s.19(1)

-----Original Message-----

From: [REDACTED]
Sent: Monday, November 14, 2005 12:45 AM
To: Kristi.Varangu@nrcan-rncan.gc.ca
Subject: Enquiry regarding the Status of the Crude Oil Tanker Moratorium in the Queen Charlotte Basin

Dear Ms. Varangu:

I am writing to you in connection with the **longstanding crude oil tanker moratorium in the Queen Charlotte Basin**. Specifically, I wonder if you could inform me as to *whether the federal Cabinet has formally decided to lift this thirty-three year old ban*.

As you might expect, the reason I am asking is because of Enbridge's recently announced filing of a preliminary information package with federal authorities in respect of its so-called Gateway project, which includes, as you know, a tanker component out of Kitimat.

I admit to being somewhat confused by Enbridge's announcement, which appears to have been met by deafening silence from the Government of Canada. Given the terms of reference for the Priddle panel, I was led to believe that the lifting of said moratorium would require a decision by Cabinet. Thus, unless I have missed something, I am perplexed as to why Enbridge's package was not sent back to the 'proponent' with a message indicating that it would be premature at best for the authorities to consider any plans for a tanker terminal on the North Coast of British Columbia, so long as the moratorium remains in effect.

What is one to infer from the government's stunning silence vis a vis this nascent project? Is one to conclude that the Government of Canada has rejected one of the two conclusions of the Royal Society of Canada expert panel, which was, in effect, that the crude oil tanker moratorium should be maintained, for the time being at least? If this is indeed the case, is the Canadian public not owed an official statement to that effect, including an explanation for this important policy change? I would have thought so. Certainly when I was a policy analyst with the federal agency responsible for offshore oil and gas at the time, our

group would have taken great pains to ensure that our Minister was apprised of the ramifications of receiving an information package from a potential proponent for an area where a ban continued to be in effect..

I look forward to hearing from you.

Sincerely,

A block of redacted text, likely a signature, consisting of several lines of small, illegible characters.

s.19(1)

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:49 PM
To: Beaulne, Jacques
Subject: 179
Importance: High

-----Original Message-----

From: Carlson, Zoë
Sent: Thursday, November 24, 2005 7:01 PM
To: Tobin, Annette; Cliffe, Kevin; Bourassa, Paul M.; Lapierre, Debi; Varangu, Kristi; Landry, Eric
Subject: FW: Greenpeace media advisory re:Gateway pipeline
Importance: High

Hi there, and greetings from the west coast.

Greenpeace Canada media advisory http://action.web.ca/home/gpc/alerts.shtml?x=83207&AA_EX_Session=91a96495878caa16ad149505475d35a7

Media Advisory: Oil Tankers Are Coming to the BC Coast

Greenpeace Canada, Vancouver, 24 Nov 05

What: On the eve of the COP11 climate change meetings in Montreal and as a federal elections looms, Greenpeace will erect a mock oil pipeline and oil spill in downtown Vancouver while Canadian pipeline company Enbridge holds closed door meetings on its proposed Gateway Pipeline.

The pipeline will bring synthetic crude from the Alberta tar sands to Kitimat BC, endangering some of the provinces most pristine coastline.

Where: Morris J. Wosk Centre for Dialogue
580 West Hastings Street

Followed by... Robson Square

When: Friday November 25, 2005
11:00 am to 12:30 pm - Morris J. Wosk Centre for Dialogue
1:00 pm to 3:00 pm - Robson Square

For more information contact:

David Fields, Greenpeace Energy Campaigner,
Andrew Male, Communications Coordinator,

s.19(1)

2006-03-01

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MEDIA LINES

ENBRIDGE GATEWAY PROJECT

ISSUE

On October 14, 2005, Enbridge announced the intention to construct two pipelines from Edmonton, Alberta, at Kitimat, B.C. and a new marine terminal on the B.C. coast. One pipeline will carry crude oil from the Alberta oil sands to the B.C. coast for transport to markets in Asia and the U.S. and the other pipeline will transport condensate (a process to help the bitumen flow) from the marine terminal to Edmonton.

MEDIA LINES

- The Enbridge Gateway project is expected to generate new export routes to markets in Asia-Pacific region and the U.S. west coast.
- Any proposed interprovincial oil pipeline project is subject to the *Canadian Environmental Assessment Act*, the *National Energy Board Act*, and other relevant federal and provincial laws and regulations.

s.21(1)(a)

- The Tanker Exclusion Zone does not prohibit movement of crude oil in or out of any port along the B.C. coast within the zone.
- Any oil terminal proposal on the B.C. coast would require an environmental assessment, one that would review, among many environmental aspects, the impact of shipping routes and terminal operations on the environment.

Media Spokesperson: Ghyslain Charron (992-4447)
Sector Spokesperson: Kristi Varangu (992-4217)
Prepared by: Energy Communications
Date: November 2005

BACKGROUND

The Gateway Project is part of Enbridge's overall market access strategy, which is designed to ensure there is sufficient pipeline capacity in North America to transport the estimated 700,000 to 900,000 barrels per of additional oil sands production expected from Alberta by 2010 to current North American markets and to new markets in the United States and the Asia-Pacific region.

The Gateway Project will involve the construction of up to two pipelines along the same right-of-way. Construction of a new marine terminal, to be sited at Kitimat on the north central coast of British Columbia, is also included in the scope of the project. One pipeline would carry petroleum from Edmonton, Alberta, to the marine terminal, where it would be exported to market. The other pipeline would transport condensate from the marine terminal to Edmonton. The decision to proceed with one or both pipelines is subject to commercial considerations, completion of engineering and environmental planning, and public and Aboriginal consultations.

Media Spokesperson: Ghyslain Charron (992-4447)
Sector Spokesperson: Kristi Varangu (992-4217)
Prepared by: Energy Communications
Date: November 2005

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:42 PM
To: Beaulne, Jacques
Subject: 178 and 179

Attachments: A-68626 MP Anderson re Gateway Pipeline AT.wpd



A-68626 MP
Anderson re Gateway

-----Original Message-----

From: Tobin, Annette
Sent: Thursday, August 04, 2005 1:40 PM
To: 'Wood, Heather [PYR]'
Cc: 'Au, Vivian [PYR]'; Varangu, Kristi
Subject: RE: tanker moratorium

Hi Heather,

I have attached for your information a copy of our draft response, as well as the briefing note that accompanied it. I have not seen or heard anything on the draft since it left our branch so I am assuming that no substantial changes were made to the response. Unfortunately I have not seen Transport's or DFO's final responses. However, included in our briefing note is information we received from Transport that was to be included in their Minsiter's response. If I can track down their final response, I will provide you a copy.

Have a good day,

Annette
Oil division/ division du pétrole
atobin@NRCan.gc.ca, 613-944-6128
facsimile / télécopieur 613-992-0614
Natural Resources Canada/ Ressources naturelles Canada,
580 rue Booth Street, Ottawa (Ontario) K1A 0E4
Government of Canada / Gouvernement du Canada

-----Original Message-----

From: Wood, Heather [PYR]
Sent: Wednesday, August 03, 2005 4:26 PM
To: Tobin, Annette: NRCan
Cc: Au, Vivian [PYR]
Subject: FW: tanker moratorium

Hi Annette,

Following up on Kristi's email, could you please send me a copy of your response to the letter from David Anderson. We've just learned that our Minister is meeting with Patrick Dion of Enbridge sometime in the next week. We'd appreciate getting a better understanding of where your department stands on this. If you have a copy of the Transport Canada

response, we'd appreciate seeing that too.

Thanks very much,

Heather

-----Original Message-----

From: Varangu, Kristi
Sent: Thursday, July 28, 2005 11:52 AM
To: Wood, Heather [PYR]
Cc: Au, Vivian [PYR]; Niedzwiecka, Barbara [PYR]; Cripps, Randal [PYR];
Tobin, Annette
Subject: RE: tanker moratorium

Thanks Heather. The letter as it stands that EC has done is fine and focusses on areas of most concern to you (CEAA). It does not specifically address the tanker issue raised by Anderson which we and Transport will address directly. Anderson has the facts quite wrong in fact on that issue.

What I will do for your own background information as I am sure this issue will keep coming up, is provide you a copy of our draft briefing note and our draft letter, once it has been approved by Phil Jennings. Then all implicated departments will have the same background. We will ultimately get TC and DFO letters too (they are at the same stage we are in the approvals) and will also pass these along to you.

I have c.c. Annette Tobin on this who works in our oil group and we are working together on the issue. so it may not get approval until then although we are hoping to get it out the door by end of day tomorrow. You can or Vivian can follow up with Annette if need be.

s.19(1)

Cheers. Kristi

-----Original Message-----

From: Wood, Heather [PYR]
Sent: Thursday, July 28, 2005 2:37 PM
To: Varangu, Kristi
Cc: Au, Vivian [PYR]; Niedzwiecka, Barbara [PYR]; Cripps, Randal [PYR]
Subject: RE: tanker moratorium

Hi Kristi,

Yes the letter came to Vivian Au from PYR Environmental Protection Branch for a response. Let us know if you have any questions and if you have suggestions for addressing it a different way. The letter was approved by our RDG and is awaiting DM signature.

Thanks,

Heather

-----Original Message-----

From: Varangu, Kristi
Sent: Thursday, July 28, 2005 11:02 AM
To: Wood, Heather [PYR]
Subject: tanker moratorium
Importance: High

Heather, have you been involved in drafting the response to a David Anderson letter regarding this issue (and Gateway pipeline proposal?). I understand it went to the region to be drafted and has already gone

up. We have been coordinating our response with Transport Canada and DFO (Anderson wrote directly to all and c.c. everyone as well). Would be nice if all departments sent the same messages. Can you find a copy for me please or tell me who I should speak with? THanks. Kristi

Senior Advisor
British Columbia Offshore
Petroleum Resources Branch
Natural Resources Canada
580 Booth St., 17th floor
Ottawa, K1A 0E 4
tele (613) 992-4217
fax (613) 943-2274

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:38 PM
To: Beaulne, Jacques
Subject: 178 179

Attachments: Draft NRCan response to MP Anderson re Oil Port B.C Coast.wpd

Do we forward all drafts of the letter? kristi

-----Original Message-----

From: Tobin, Annette
Sent: Tuesday, July 26, 2005 12:49 PM
To: 'MAGEAUC@DFO-MPO.GC.CA'; 'Turner, Robert'; Varangu, Kristi
Cc: WalshN@DFO-MPO.GC.CA
Subject: NRCan's response to Mr. Anderson re Oil Port on B.C coast

In collaboration with my colleague Kristi Varangu in Frontier Lands, we have drafted our Minister's response to Mr. Anderson's July 5 letter regarding potential oil ports on B.C.'s coast that you may wish to draw on for your ministerial responses.

Robert, as discussed, I have attempted to amend the draft you've seen to reflect our discussion. Could you please bless or amend the section of the letter that overlaps with Transport Canada.

Kristi, do you have any additional comments?

I am hoping to have our Minister's response in the system by day's end, if possible. Feel free to contact me if you have any questions or comments.

Thank you

Annette



Draft NRCan
response to MP And.

Oil division/ division du pétrole
atobin@NRCan.gc.ca, 613-944-6128
facsimile / télécopieur 613-992-0614
Natural Resources Canada/ Ressources naturelles Canada,
580 rue Booth Street, Ottawa (Ontario) K1A 0E4
Government of Canada / Gouvernement du Canada

The Honourable David Anderson, P.C.
M.P. for Victoria
133 East Block
House of Commons
Ottawa, Ontario K1A 0A6

Dear Mr. Anderson:

Thank you for your letter of July 5, 2005, in which you express your concern over the potential development of an oil port on B.C.'s coast from where crude oil will be shipped to U.S. and Asia-Pacific markets.

Firstly, let me emphasize that before the construction of any interprovincial oil pipeline can commence approval from the National Energy Board is required. As part of the Board's application process, the company must meet the requirements of the National Energy Board Act, the Canadian Environmental Act, the Board's Filing Manual and other regulations or legislation. For most projects, the company is required to communicate with all individuals, groups and agencies that may be potentially affected by the project. In determining whether a pipeline project should proceed, the Board reviews, among other things, its economic, technical and financial feasibility, and the environmental and socio-economic impact of the project.

At present, the only tanker routing measure off the B.C Coast is the Tanker Exclusion Zone that was developed and voluntarily adopted by the U.S. Coast Guard, Canadian Coast Guard, and representatives of the U.S. tanker industry user group. This zone keeps tankers far enough offshore to prevent a major pollution spill on the coast but close enough that a tug could readily respond to a disabled vessel. The zone is also meant to prevent collisions of tankers and fishing vessels. The voluntary agreement was instituted specifically to deal with transit tanker traffic from Alaska and was first discussed when the Trans Alaska Pipeline System (TAPS) was completed in the 1970s. Originally, the routing system for TAPS tankers was to keep tankers in excess of 100 miles west of the Queen Charlotte Islands.

In your letter you referenced the recommendation made in the Priddle Report on West Coast Offshore Oil Development. To clarify, the three part federal review process completed in late 2004 included an independent science review by the Royal Society of Canada (RSC), a public review by an arms-length panel chaired by Mr. Roland Priddle, and a First Nations engagement process conducted by Ms. Cheryl Brooks. The scope of the review was to focus on the current moratorium on oil and gas activities in the Queen Charlotte Basin, not to address the question of transit tanker traffic from Alaska. The Priddle report makes this clear. There is some confusion raised since the RSC in its report concludes that the "*the present restriction on tanker traffic in transit along the West Coast of North America from entering the coastal zone should be maintained for the time being*", although this was not specifically in their mandate. The RSC in any event also makes it clear, correctly, that it is speaking of the restriction on tankers in transit.

With respect to Enbridge's Gateway Pipeline proposal, although its proposed deepwater oil terminals are located in the tanker exclusion zone, it is the understanding of my departmental officials that the voluntary agreement does not currently prohibit movement of crude oil in or out from any port along the B.C coast within the zone. However, any oil terminal proposal on the B.C. coast will require an Environmental Assessment which would review, among many environmental aspects, the impact of shipping routes and terminal operations on the environment.

While neither Enbridge nor Terasen has filed regulatory applications to the National Energy Board for their proposed pipelines to the B.C coast, I am confident that the issues associated with the proposed pipelines will be addressed thoroughly and decisions will be made prudently under the National Energy Board process.

Again, thank you for expressing your concerns.

Yours sincerely,

The Honourable R. John Efford, P.C., M.P.

Beaulne, Jacques

From: Varangu, Kristi
Sent: Tuesday, February 28, 2006 12:40 PM
To: Beaulne, Jacques
Subject: 178 and 179

Attachments: 72015 Anderson.doc



72015
Anderson.doc (34 KB)

-----Original Message-----

From: Wood, Heather [PYR]
Sent: Thursday, July 28, 2005 2:37 PM
To: Varangu, Kristi
Cc: Au, Vivian [PYR]; Niedzwiecka, Barbara [PYR]; Cripps, Randal [PYR]
Subject: RE: tanker moratorium

Hi Kristi,

Yes the letter came to Vivian Au from PYR Environmental Protection Branch for a response. Let us know if you have any questions and if you have suggestions for addressing it a different way. The letter was approved by our RDG and is awaiting DM signature.

Thanks,

Heather

-----Original Message-----

From: Varangu, Kristi
Sent: Thursday, July 28, 2005 11:02 AM
To: Wood, Heather [PYR]
Subject: tanker moratorium
Importance: High

Heather, have you been involved in drafting the response to a David Anderson letter regarding this issue (and Gateway pipeline proposal?). I understand it went to the region to be drafted and has already gone up. We have been coordinating our response with Transport Canada and DFO (Anderson wrote directly to all and c.c. everyone as well). Would be nice if all departments sent the same messages. Can you find a copy for me please or tell me who I should speak with? Thanks. Kristi

Senior Advisor
British Columbia Offshore
Petroleum Resources Branch
Natural Resources Canada
580 Booth St., 17th floor
Ottawa, K1A 0E 4
tele (613) 992-4217
fax (613) 943-2274

DRAFT

The Honourable David Anderson, P.C., M.P.
Victoria
House of Commons
Ottawa ON K1A 0A6

Dear Colleague:

Thank you for your letter of July 5, with which you enclosed an article from the Prince George Citizen on the proposed Enbridge Gateway Project.

I understand that the Enbridge Gateway Project, which calls for a petroleum export pipeline, condensate import pipeline and a marine terminal, is in its early planning stages.

As you know, projects of this nature are subject to an environmental assessment under the *Canadian Environmental Assessment Act*. At this time, the formal environmental assessment process has not yet begun, and the roles of federal departments have not been determined. If and when the environmental process is launched, Environment Canada will, at a minimum, provide comments on the information submitted by the proponent, as well as expert advice to the responsible authorities, to help determine whether the project is likely to result in significant adverse environmental effects.

I appreciate your comments with respect to the moratorium on major tanker movements in Canadian waters off the North East Pacific and the Priddle Report.

Please accept my best wishes.

Yours sincerely,

Stéphane Dion



Natural Resources
Canada

Ressources naturelles
Canada

Deputy Minister

Sous-ministre

Ottawa, Canada
K1A 0E4

DEC 12 2005

DM
EPS
EDU
2005-72221

s.19(1)

[REDACTED]

Subject: The Existence of Crude Oil Tanker Moratorium

Dear [REDACTED] **s.19(1)**

Thank you for your correspondence of November 21, 2005, regarding the decision-making process about the existing restrictions on tanker traffic in offshore British Columbia.

This issue falls under the authority of the Honourable Jean-C. Lapierre, Minister of Transport. However, as I previously indicated, the only restriction that exists on shipping in offshore British Columbia is on transit tanker traffic from Alaska to southern U.S. markets, which is referred to as the Tanker Exclusion Zone. This voluntary restriction on transit tanker traffic, instituted in the early 1970s, has evolved over time primarily as it relates to routing and distance from shore, and has been referred to as a "moratorium." In retrospect, this is not perhaps the best terminology and would more appropriately be considered a "restriction." To the best of my knowledge, no change to the existing arrangements is being contemplated.

The recent federal review process — including the Royal Society of Canada science review, the public review process chaired by Mr. Roland Priddle, and the First Nations engagement process — addressed the current policy of the Government of Canada regarding oil and gas exploration and development

Canada

000039

If you would like further clarification on the tanker issue, I suggest you contact Minister Lapierre by e-mail at Lapierre.J@parl.gc.ca.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'R. Fadden', written in a cursive style.

Richard B. Fadden
Deputy Minister of Natural Resources

Silversons, Denise

From: Fadden, Richard
Sent: Monday, December 12, 2005 1:42 PM **s.19(1)**
To:
Subject: The Existence of Crude Oil Tanker Moratorium

Dear **s.19(1)**

Thank you for your correspondence of November 21, 2005, regarding the decision-making process about the existing restrictions on tanker traffic in offshore British Columbia.

This issue falls under the authority of the Honourable Jean-C. Lapierre, Minister of Transport. However, as I previously indicated, the only restriction that exists on shipping in offshore British Columbia is on transit tanker traffic from Alaska to southern U.S. markets, which is referred to as the Tanker Exclusion Zone. This voluntary restriction on transit tanker traffic, instituted in the early 1970s, has evolved over time primarily as it relates to routing and distance from shore, and has been referred to as a "moratorium." In retrospect, this is not perhaps the best terminology and would more appropriately be considered a "restriction." To the best of my knowledge, no change to the existing arrangements is being contemplated.

The recent federal review process — including the Royal Society of Canada science review, the public review process chaired by Mr. Roland Priddle, and the First Nations engagement process — addressed the current policy of the Government of Canada regarding oil and gas exploration and development activities. The mandate of the review did not include the transit tanker restrictions referred to above.

If you would like further clarification on the tanker issue, I suggest you contact Minister Lapierre by e-mail at Lapierre.J@parl.gc.ca.

Yours sincerely,

Richard B. Fadden
Deputy Minister of Natural Resources

To / À: Mr. Richard B. Fadden
 Deputy Minister
 Natural Resources Canada

From / De: Assistant Deputy Minister
 Energy Policy Sector
 Howard Brown



Security Classification - Classification de sécurité
Our File - Notre référence FOR ACTION
Your File - Votre référence D05-72221
Date DEC 05 2005

s.19(1)

Subject / Objet: Second Response to [redacted] on west coast tanker restrictions

s.19(1)

PURPOSE

To provide you with some additional background and a proposed email response to [redacted] regarding his questions on the nature of restrictions on tanker traffic offshore BC.

BACKGROUND

s.19(1)

For your further information, the Terms of Reference for the federal review process did, as [redacted] cites, incorrectly refer to the "moratorium on crude oil tanker traffic".

Neither Transport Canada nor ourselves can find any reference to a policy decision to impose a "moratorium". In 1977, a routing system for Trans-Alaska Pipeline System (TAPS) tankers was established to keep the tankers in excess of 100 miles west of the Queen Charlottes on their way down to southern US markets. These have always been voluntary routing arrangements between US and Canadian Coast Guards, the terms of which have evolved over time.

Finally, we have been coordinating our position on this issue closely with Transport Canada, and have in fact shared briefing material with Environment Canada and the Department of Fisheries and Oceans to ensure a consistent Government of Canada understanding of the facts.

Attached for your information is a copy of earlier correspondence from our Minister and from the Minister of Transport to David Anderson on this issue. We are in the process of preparing a second reply to Mr. Anderson who wrote a follow up letter.

CONSIDERATIONS

s.19(1)

In the past, as we receive considerable email correspondence related to the BC offshore, we have limited our responses to two to a single author. If [REDACTED] writes a third time, I recommend that no response is given as this could result in a perpetual circle of email.

RECOMMENDATION

I recommend that you use the response in Annex 1 as your final email reply to [REDACTED]

s.19(1)

Howard Brown

Attachments: (3)

Attachment 1

Minister
of Natural Resources Canada



Ministre
des Ressources naturelles Canada

Ottawa, Canada K1A 0E4

AUG 26 2005

The Honourable David Anderson, P.C., M.P.
Victoria
House of Commons
Ottawa, Ontario K1A 0A6

Dear Mr. Anderson:

Thank you for your letter of July 5, 2005, in which you express your concern over the potential development of an oil port on British Columbia's (B.C.) coast from where crude oil would be shipped to U.S. and Asia-Pacific markets.

First, let me emphasize that any proposed interprovincial oil pipeline project is subject to the *Canadian Environmental Assessment Act*, the *National Energy Board Act* (NEB Act), and other relevant federal and provincial laws and regulations. As you are aware, an environmental assessment entails a thorough examination of a proposed project's impact on the environment, which identifies possible environmental effects and proposes measures to mitigate any adverse effects. Public participation is an important element of an environmental assessment process as it provides an opportunity for project proponents to better understand and respond to public concerns.

Under the NEB Act, the NEB review process includes a proposed pipeline's economic, technical and financial feasibility, and its environmental and socio-economic impacts.

As you may be aware, a voluntary agreement was instituted specifically to deal with transit tanker traffic from Alaska, and was first discussed when the Trans-Alaska Pipeline System (TAPS) was completed in the 1970s. Originally, the routing system for TAPS tankers was designed to keep tankers at a distance of at least 100 miles west of the Queen Charlotte Islands. However, the provisions of the agreement have been modified over time. At present, the only tanker routing measure off the B.C. coast is the Tanker Exclusion Zone, which was developed and voluntarily adopted by the U.S. Coast Guard, Canadian Coast Guard, and representatives of the U.S. tanker industry user group. This zone keeps tankers far enough offshore to minimize the likelihood and potential impacts of an oil spill on the coast, but close enough that a tug boat could readily respond to a disabled vessel. The zone is also meant to prevent potential collisions of tankers and fishing vessels.

Canada

000046

In your letter, you referenced the recommendation made in the Priddle report on west coast offshore oil development. To clarify, the three part federal review process, which was completed in late 2004, included an independent science review by the Royal Society of Canada (RSC), a public review by an arms-length panel that was chaired by Mr. Roland Priddle, and a First Nations engagement process that was conducted by Ms. Cheryl Brooks. While the RSC refers to the present restriction on transit tanker movement in its report, the scope of the federal review process was limited to an examination of the current moratorium on oil and gas activities in the Queen Charlotte Basin.

With respect to Enbridge's Gateway Pipeline proposal, the voluntary agreement on the Tanker Exclusion Zone does not prohibit the movement of crude oil in or out of any port along the B.C. coast within the zone. However, any oil terminal proposal on the B.C. coast would require an environmental assessment, which would review — among many environmental aspects — the impact of shipping routes and terminal operations on the environment.

While neither Enbridge nor Terasen has filed regulatory applications with the NEB for their proposed pipelines on the B.C. coast, I am confident that the issues associated with the proposed pipelines will be addressed thoroughly and that decisions will be made prudently under relevant federal and provincial environmental assessment and regulatory processes.

Again, thank you for expressing your concerns.

Yours sincerely,

**Original signed by
Original signé par**

The Honourable R. John Efford, P.C., M.P.

c.c.: The Honourable Jean Lapierre, P.C., M.P.

The Honourable Stéphane Dion, P.C., M.P.

The Honourable Pierre Pettigrew, P.C., M.P.

The Honourable Geoff Regan, P.C., M.P.

Attachment 2

Minister of Transport



Ministre des Transports

Ottawa, Canada K1A 0N5

24 August 2005

The Honourable David Anderson, P.C., M.P.
House of Commons
Ottawa ON K1A 0A6

Dear Colleague:

I am writing in response to your correspondence of July 5, 2005, regarding Enbridge Inc.'s proposed construction of a pipeline between Alberta and the northwest coast of British Columbia.

As you know, Transport Canada is committed to ensuring a safe, efficient, and environmentally responsible transportation system for Canada and Canadians.

With respect to a moratorium on major tanker movements, I should clarify that the only tanker routing measure in place off the west coast of British Columbia is the Tanker Exclusion Zone (TEZ). The TEZ was voluntarily agreed to and established by the United States, Canada, and representatives of the U.S. tanker industry user group. The TEZ relates specifically to laden Trans Alaska Pipeline tankers transiting southbound between Alaska and the Strait of Juan de Fuca. This zone was designed to keep tankers at a sufficient distance from the shore so that if a laden tanker on this route were to become disabled, there would be enough time for a salvage tug to reach it and prevent it from grounding on the British Columbia coast. As such, the TEZ routing measure would not apply to tanker traffic originating from a port in British Columbia within the zone, including Prince Rupert or Kitimat.

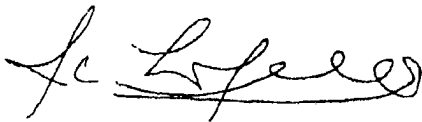
That being said, Transport Canada would be involved in the environmental assessment process for any proposed port. The department would review issues related to the safety of marine navigation and verify that the proposed port would meet all applicable marine transportation and port operation requirements under the *Canada Shipping Act*, the *Navigable Waters Protection Act*, and the *Marine Transportation Security Act*.

In order to examine all navigation safety issues associated with the location and operation of marine terminals for large oil tankers, Transport Canada has developed a Technical Review Process of Marine Terminal Systems and Transshipment Sites, commonly referred to as the "TERMPOL Review Process" (TRP). The department recommends that companies proposing new oil terminals use the TRP as a guide in preparing their proposal and in addressing issues related to navigation and port operations. Through the TRP, measures to help ensure and enhance the safety of tanker and marine terminal operations would be considered, along with the potential effects of increased shipping activity on existing regional shipping networks. The TRP would, where necessary, propose measures to minimize any adverse effects and determine the need to develop or revise specific regulations or implement special precautionary measures.

As you may know, in December 2004, Enbridge representatives requested that Transport Canada initiate a TRP for the company's proposed oil handling facility on the north coast of British Columbia. The department is now waiting for further information from Enbridge before commencing the TRP.

I trust that the foregoing has addressed your concerns. Thank you for writing.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jean-C. Lapierre". The signature is fluid and cursive, with a horizontal line underlining the name.

Hon. Jean-C. Lapierre, P.C., M.P.

c.c. The Honourable Stéphane Dion, P.C., M.P.
The Honourable John Efford, P.C., M.P.
The Honourable Pierre S. Pettigrew, P.C., M.P.
The Honourable Geoff Regan, P.C., M.P.

Message

Page 1 of 4

H. Braun / Reply
cc - rep. man
S. Paquin Nov. 22/05

Paquin, Sylvie


From: Dunn, Sharon
Sent: Tuesday, November 22, 2005 12:48 PM
To: Paquin, Sylvie
Cc: Mohrmann-Watson, Bill; Simmons, Denise; ES.SE Ministerial Correspondence-Correspondance ministérielle; Salvail, Linda
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Sylvie: pls. log and assign to EPS for reply.

Denise: pls. note that these should be sent to EDU for processing. Thanks.

From: ES.SE Ministerial Correspondence-Correspondance ministérielle
Sent: Tuesday, November 22, 2005 12:42 PM
To: Proulx, Barb; Mohrmann-Watson, Bill; Dunn, Sharon; Edwards, Janine
Cc: ES.SE Ministerial Correspondence-Correspondance ministérielle; Marty, Teresa
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Hi Bill,

Further to my e-mail earlier on the above topic, see below. Denise Simmons asked Kristi Varangu directly to prepare a reply to 

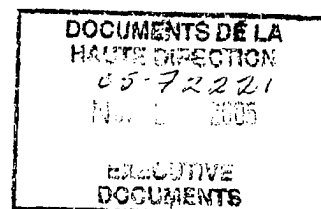
How should we proceed?

s.19(1)

Thanks,

Megan Ion

*Executive Correspondence Writer/Editor
Ministerial Correspondence Unit
Energy Policy Sector and Energy Technology
and Programs Sector
Natural Resources Canada
580 Booth Street, 16-D1
Ottawa, Ontario K1A 0E4
Tel: 613-992-5350
Fax: 613-996-6392
E-mail: megan.ion@nrcan.gc.ca
mcu-ucm@nrcan.gc.ca*



From: Fortin, Paulette **On Behalf Of** Jennings, Philip
Sent: Tuesday, November 22, 2005 12:36 PM
To: Marty, Teresa
Cc: ES.SE Ministerial Correspondence-Correspondance ministérielle; McDonald, June; Flack, Graham
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

FYI

11/22/2005

000051

From: Varangu, Kristi
Sent: November 22, 2005 11:47 AM
To: Jennings, Philip
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

i guess i got this directly too. k
 -----Original Message-----

From: Varangu, Kristi
Sent: Tuesday, November 22, 2005 11:37 AM
To: Simmons, Denise
Subject: RE: Confirmation of the Existence of Crude Oil Tanker Moratorium In the QCB

s.19(1)

Denise, this can be an endless cycle with responses. We have in the past with email responses done a second response, then no further responses.

-----Original Message-----

From: Simmons, Denise
Sent: Tuesday, November 22, 2005 8:09 AM
To: Varangu, Kristi
Subject: FW: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Can you please prepare a reply

Denise Simmons,

s.19(1)

From: [Redacted]
Sent: Monday, November 21, 2005 8:32 PM ✓
To: 'Fadden, Richard'
Subject: Confirmation of the Existence of Crude Oil Tanker Moratorium in the QCB

Dear Mr. Fadden:

As to whether a crude oil tanker moratorium exists in the Queen Charlotte Basin, the Government of Canada's most recently enunciated public pronouncement on the subject would appear to be contained in the 2003 Terms of Reference for the Public Review of the British Columbia Offshore Oil and Gas Moratorium - the so-called Priddle Panel.

These Terms of Reference confirm, in paragraph one, the existence of the decades-old crude oil tanker moratorium, which you, and many others, confuse with the much more recent WCTEZ. They also confirm, in paragraph five, that Cabinet approval would be required to change the moratorium policy.

Thus, my question to you would be: has Cabinet in fact lifted the crude oil tanker

11/22/2005

moratorium which, as I say, the Priddle panel terms of reference reaffirmed, and which the same panel concluded should be maintained?

I look forward to hearing from you once again.

Sincerely,

[Redacted]

s.19(1)

-----Original Message-----

From: Fadden, Richard [mailto:rifadden@NRCan.gc.ca]

Sent: November 21, 2005 2:30 PM

s.19(1)

To: [Redacted]

Subject: QC Offshore Oil Moratorium be lifted

[Redacted]

s.19(1)

Subject: QCB Offshore Oil Moratorium to Be Lifted?

Dear [Redacted]

s.19(1)

Thank you for your correspondence of September 21, 2005, regarding the proposal to import condensate to the Port of Kitimat.

First let me emphasize that any proposed interprovincial pipeline project is subject to the *Canadian Environmental Assessment Act*, the *National Energy Board Act* and other relevant federal and provincial laws and regulations. For the marine portion of the project, this will include further environmental assessments and safety reviews for marine transportation and port operation requirements, under relevant Transport Canada legislation.

With respect to your comments on a moratorium on oil tanker movements, I should clarify that the only tanker routing measure in place off the west coast of British Columbia (B.C.) is the Tanker Exclusion Zone (TEZ). The TEZ was developed and voluntarily adopted by the U.S. Coast Guard, the Canadian Coast Guard and representatives of the U.S. tanker industry user group. The TEZ relates specifically to laden TransAlaska Pipeline tankers transiting southbound between Alaska and the Strait of Juan de Fuca.

This TEZ keeps oil tankers transiting from Alaska to U.S. markets far enough offshore to minimize the likelihood and potential impacts of an oil spill on the coast. It does not prohibit movement of crude oil, condensate or LNG, in or out of any port along the B.C. coast within the TEZ.

I hope that this provides some clarity regarding the nature of the tanker restrictions offshore B.C. I am confident that the issues associated with the proposed pipelines will be addressed thoroughly and that decisions will be made prudently under relevant federal and provincial environmental assessment and regulatory processes.

Again, thank you for writing on this important issue.

Yours sincerely,

11/22/2005

Richard B. Fadden
Deputy Minister of Natural Resources

11/22/2005

000054

Hendriks, Adam

From: Tobin, Annette
Sent: Friday, March 10, 2006 5:11 PM
To: Hendriks, Adam
Subject: FW: offshore BC

here's an instance of correspondence with the media on the B.C offshore and the TEZ. I understand Kristi has done a fair bit of this in the past.

-----Original Message-----

From: Varangu, Kristi
Sent: Monday, July 18, 2005 2:46 PM
To: Tobin, Annette
Subject: FW: offshore BC

as discussed

-----Original Message-----

From: Varangu, Kristi
Sent: Friday, July 08, 2005 2:02 PM
To: [Tobin, Annette](#); [Hendriks, Adam](#)
Cc: [Buzzell, Michael](#); [Olson, Kathleen](#); [Jennings, Philip](#)
Subject: offshore BC

s.19(1)

s.19(1)

I understand you had a few questions related to the tanker moratorium offshore BC. Although NRCan is not the responsible department on this issue, as we have been undertaking the federal review of the offshore moratorium on oil and gas activities in the Queen Charlotte Basin, these issues are somewhat linked so I can provide you some basic information.

The federal review process for the BC offshore in which we are currently engaged, is not addressing tanker traffic, only activities related to potential oil and gas exploration, production and development.

Oil tanker traffic is governed by the Canada Shipping Act and the Vessel Traffic Services Zone Regulations (Transport Canada). It is further defined by a voluntary agreement monitored by the Canadian Coast Guard, which keeps tankers far enough offshore BC to prevent a major spill on the coast but close enough that a tug could readily respond to the disabled vessel. It was instituted specifically to deal with transit tanker traffic from Alaska and first discussed when the Trans Alaska Pipeline System (TAPS) was completed in the 1970s. Originally, the routing system for TAPS tankers was to keep tankers in excess of 100 miles west of the Queen Charlotte Islands.

Re: proposed new 'gateway' pipelines in Prince Rupert or Kitimat, while in the moratorium zone, there is no reason to believe that the current agreement precludes current or future shipments of crude from either port or LNG from the coast. As noted, the agreement between the Canadian and US Coast Guards, and the American Institute of Merchant Shipping (the US tanker industry user group) regarding the tanker exclusion zone along the BC coast, was established in an effort to protect the environment and shoreline in the event of a tanker becoming disabled while in transit from Alaska to US markets.

Although I would be happy to answer any further questions you may have to the best of my ability, I would also suggest that you contact the Regional Director, Transport Canada, Marine Safety in BC. The number I have for the DG Marine Safety in Ottawa is 613-998-0610. I am sure their office will be able to forward you to the appropriate contact in Vancouver, as I do not currently have those coordinates.

Hope this is helpful. My coordinates are below if you want to reach me. Kristi Varangu

Senior Advisor
British Columbia Offshore
Petroleum Resources Branch
Natural Resources Canada
580 Booth St., 17th floor
Ottawa, K1A 0E 4
tele (613) 992-4217
fax (613) 943-2274

Nov 15th

Dave Littlejohn - property tax on fee simple land very little TFI will call sometime later

NRCAN records - follow up actions and notes

- Find out more about Kristi Varangu, Petroleum Resources Branch, EPS
- Find copy of Kristi's speech to Ocean Industries conference in Vancouver (Oct 19-21 2005)
- File request for minutes of meeting with Enbridge on Aug 23rd, 2005 with officials and NRCAN minister's chief of staff present.

the limitations on the TEZ defies the spirit and intent of it

Lots of correspondence from DA spelling out how much trouble an oil port and tanker traffic will cause.

IF the TEZ really is the only policy (and ever has been), then get NRCAN to precisely explain the wording of the terms of reference of the RCS and Pridell panel.

Liberal gov't of 2005 (i.e. Minister of Transport) does not acknowledge tanker moratorium, only the TEZ, reads very similar to current Conservative position. Why would they not cite the ~~fact~~ fact that the liberals' position was the same?

Heuter Wood works for EC in Aug 2005?

IF so, is Dion minister at this time?

IF so, request records from the meeting.

Dion will have been aware of this exchange between Anderson and the departments

Check to see if RSC report uses 'tankers in transit' terminology

ADM Energy Policy Sector Howard Brown refers to 'the incorrect reference to "the moratorium on crude oil tanker traffic" in the Terms of Reference for the Federal review process.

Find author(s) of terms of reference, question as to whether they agree it was a mistake (whether they have other information).