

Union of BC Municipalities Positions on Improving Marine Safety and Formalizing a Tanker Moratorium in Northern BC

President Al Richmond

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UBCM Role and Overview

The Union of BC Municipalities represents 100% of the local governments in British Columbia, and has advocated for policy and programs that support its membership's needs since 1905. UBCM has been actively engaged in supporting members' interests in improved marine safety and effective spill response through participation in consultations on Transport Canada's Area Response Planning pilot projects and involvement in an Offshore Oil and Gas Working Group.

We appreciate the opportunity to participate in this technical dialogue on improving marine safety and formalizing a moratorium on crude oil tanker traffic in BC. Our membership recognizes the importance of protecting critical marine resources that sustain the social, cultural, environmental and economic wealth of coastal communities. The following provides a summary of resolutions adopted by our membership that address questions posed in the agenda provided for this dialogue.

Improving Marine Safety

From your perspective, what are the most important issues to be addressed by the Government's commitment to enhance marine safety? From your perspective, what are the most important actions that could be taken to improve marine safety?

Since 1992, UBCM membership has endorsed resolutions calling for specific actions to improve marine safety, addressing several key issues, including: enhanced spill response and planning, oil tanker safety standards to protect the BC coast from environmental damage, and better resourcing and compensation of local governments for spill response.

Enhanced Spill Response and Planning

UBCM membership has consistently endorsed resolutions calling for enhanced spill planning and response that includes the following elements:

- *An industry-funded contingency fund to address spills response in a timely manner (2007-B173; 2008-B32; 2010-B87; 2012-B122, 2015-A4);*
- *Response plans for high-risk areas (2007-B6; 2008-B32; 2011-B149);*
- *A collaborative approach to spill response (2007-B173; 2008-B32; 2011-B149);*
- *A regional planning authority to oversee spill response (1992-B28; 2007-B173; 2008-B32);*
- *Wildlife and ecosystem restoration funded by industry (2007-B173; 2008-B32; 2015-B31); and,*
- *The development of comprehensive emergency response plans and procedures for crude oil and hazardous and noxious substances (HNS) (2015-A4, 2012-B122, 2011-B149, 2010-B87, 2008-B32, 2007-B6, 2003-B48).*

Oil Tanker Safety Standards

Recognizing the unique environmental characteristics and economic values of BC's coast, members have adopted several resolutions calling for improved oil tanker safety standards (2003-B23; 1993-B48; 1990-A19; 1989-B22).

Local Government Resourcing

Because local governments are often among the first parties on the scene when a spill occurs, our members have called for *better resourcing and compensation of local governments to ensure that they are in the best possible position to plan for and protect communities and the environment* in the event of a spill or other incident arising from the transportation of oil or HNS (2006-LR2; 2015-A4).

Other Considerations

With regards to shipping and marine safety more broadly, UBCM membership supports:

- *Restoration of the Coast Guard complement and safety measures on the coast* (2012-B122; 2012-A3); and,
- *Development and implementation of approaches to remove derelict vessels* that pose risks of environmental contamination and present safety hazards (2005-B112; 2010-B30; 2012-B23; 2013-B30; 2014-B23).

From 2006-2009, UBCM's Community Economic Development Committee worked intensively with the provincial government to explore offshore oil and gas issues through the UBCM Working Group on Offshore Oil and Gas. In 2009, the Working Group submitted its recommendations to the Ministry of Energy, Mines and Petroleum Resources, in a document entitled *Report from the UBCM Working Group on Offshore Oil and Gas*.

While focused on offshore oil and gas, this report contains many recommendations that are relevant to the discussion on marine safety and that further emphasize the positions adopted by UBCM membership:

- Working with coastal communities and First Nations to *identify sensitive sites that need to be protected in the event of an accident*.
- *Investment in the necessary infrastructure* to minimize risk of an oil spill and damage to surrounding areas in the event of an oil spill by:
 - Establishing deep-sea salvage tugs along the central and north coast to assist vessels in distress.
 - Implementing a vessel tracking system for the British Columbia coast.
- *Development of tight regulations that would delineate exact responsibilities in the event of an oil spill* to ensure timely cleanup.

Formalizing a Tanker Moratorium

From your perspective, what are the most important issues to be addressed by the Government's commitment to formalize a crude oil tanker moratorium? From your perspective, what approach could best ensure that the environment is protected while economic impacts on communities are minimized?

In recent years, UBCM membership has adopted resolutions that support limitations on tanker traffic along the BC coast. Most recently, members have called for *a stop to the expansion of tanker traffic through coastal waters* (2015- B29; 2012-A8; 2010-B139; 2010-B140; 2008-B143). Members also adopted a resolution indicating that *should there be an expansion in oil transport by tanker (or pipeline), it should be subject to the highest degree of environmental assessment and meaningful public consultation* (2011-LR6).

UBCM membership has called for *bans* on passage of crude oil and LNG through specific sections of coastal waters:

- *A ban on bulk crude oil tanker traffic through Dixon Entrance, Hecate Strait and Queen Charlotte Sound* (2010-B139); and,
- *A ban on the passage of LNG tankers in the waters of the Malaspina, Georgia, Juan de Fuca and Haro Straits, and Boundary Pass* (2008-B143).

1989 B22 OIL SPILLS

Cowichan Valley RD

WHEREAS the recent oil spill off the Washington coast has migrated to Vancouver Island resulting in damage to the marine environment;

AND WHEREAS the endeavours of both provincial and federal authorities to forecast damage, plan control measures and carry out clean-up have not been effectively administered:

THEREFORE BE IT RESOLVED that the Federal and Provincial Governments be requested to review the current practice with respect to oil spills within the marine environment in terms of policies and procedures; direction; responsibilities and public communication and that the findings and recommendations be made available within a one-year period from endorsement.

CONVENTION DECISION: AMENDED & ENDORSED

1990 A19 OIL SPILLS

Surrey

WHEREAS the risk of major oil spills resulting from bulk shipments of petroleum products through the Port of Vancouver and the Fraser Port is unacceptable;

AND WHEREAS there are limited resources in the Greater Vancouver Area to deal with oil spills:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities request the federal and provincial governments to decide jointly on a new shipping point for such products, one which does not jeopardize the Gulf of Georgia and the Straits of Juan de Fuca with ecological damage.

CONVENTION DECISION: WITHDRAWN

THEREFORE BE IT RESOLVED that the UBCM urge the provincial government to conduct an immediate and comprehensive review of legislation and policies affecting emergency preparedness to B.C. This review should focus on the adequacy of preparations for a major earthquake or other disaster that could seriously affect many neighbouring municipalities at the same time to include:

- a) delegation of regional emergency planning authority with post disaster decision making, coordination and communication and responsibility to conduct intermunicipal response;
- b) Creation of emergency radio communication systems which will function in the event of a prolonged telephone system failure;
- c) Clarify authorities for post disaster inspection of facilities and structures;
- d) Provide support for neighbourhood emergency preparedness programs such as Coquitlam Block Watch HEROS (Home Emergency Response Organization System) to improve our population ability to survive and recover the economy after a major disaster;
- e) Integrate Search and Rescue with all other aspects of Emergency Preparedness on a province wide basis.
- f) That the provincial government establish and equip a hazardous material team to deal with hazardous chemical spills around the province.

CONVENTION DECISION: **ENDORSED AS AMENDED**

WHEREAS marine oil spills pose a serious environmental threat to waterways;

AND WHEREAS the navigable waters in the area are regulated by the *Canada Shipping Act*, through the Canadian Coast Guard;

AND WHEREAS the *Canada Shipping Act* amendment process currently underway is addressing four initiatives, namely:

- conformity with international standards
- industry responsibility for response capability
- guidelines for emergency response by ships
- guidelines for shore based loading and unloading facilities:

THEREFORE BE IT RESOLVED that the UBCM request its members to write the federal minister responsible for the Canadian Coast Guard advising that they are encouraged by the *Canada Shipping Act* amendment process, and specifically request that the Act be amended to meet or exceed international requirements.

CONVENTION DECISION: ENDORSED & CONVEYED TO FCM

WHEREAS recent global ecological catastrophes such as the one caused by the sinking of the single-hull oil tanker "Prestige" off Spain's Northern Coast have occurred;

AND WHEREAS single-hulled tankers, which have no additional outer casing to protect against ruptures, enter waters off our coast frequently;

AND WHEREAS the United Nations ban on single-hulled tankers may not be fully operational until 2015;

AND WHEREAS the European Union has taken stringent actions to prohibit the use of these economically and ecologically disastrous vessels;

AND WHEREAS preventative measures are generally far less costly (financially, economically, socially and ecologically) than restorative or reactive activities;

AND WHEREAS the Pacific and Fraser River Salmon Fishery, one of the greatest in the world, is an economic driver in the Lower Mainland and the rest of British Columbia and is highly vulnerable to (single-hulled) oil tanker spills;

AND WHEREAS the Fraser River Estuary, a significant flyover for thousands of birds and Georgia Strait and Burrard Inlet, home to hundreds of unique marine species, are directly exposed to tanker traffic carrying dangerous goods:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities strongly encourage the Federation of Canadian Municipalities and the federal Minister of Environment to ensure the necessary steps are taken to protect our shorelines and fisheries, and encourage the federal government to consider the European stand and promote safe and clean shipping in Canadian waters.

CONVENTION DECISION: ENDORSED

2003 B48 **HAZARDOUS MATERIALS
EMERGENCY RESPONSE**

Cowichan Valley RD

WHEREAS hazardous materials are transported through communities in British Columbia by commercial and industrial vehicles on a daily basis;

AND WHEREAS local fire departments across the province, in particular on Vancouver Island, have little or no hazardous materials response training and equipment but are expected to respond to motor vehicle accidents and hazardous materials incidents in the community and on transportation corridors including those under the jurisdiction of the Province:

THEREFORE BE IT RESOLVED that:

1. The Province provide more frequent and more stringent commercial vehicle inspection and testing for commercial vehicles, and specifically those vehicles carrying hazardous material;
2. The Province require industry to fund and support regional HazMat Response Teams, to be located central to identified highway corridors, including Vancouver Island, on a 24/7/12 basis and also provide funding for fire department *HazMat Awareness* training;
3. The Province support regional governments in recovering costs associated with response to HazMat incidents that occur outside of municipal boundaries.

CONVENTION DECISION: **ENDORSED**

**2005 B112 HARBOUR PROTECTION - DERELICT
VESSELS**

Ladysmith

WHEREAS the Town of Ladysmith has made several appeals to the provincial and federal governments to remove derelict vessels from Ladysmith harbour;

AND WHEREAS there has been no action to date by either the provincial or federal governments to enforce removal of derelict vessels from Ladysmith harbour;

AND WHEREAS the risk of environmental contamination and the aesthetic blight posed by derelict vessels is of concern to all coastal communities affected by this issue:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities strongly recommend to the Province, the federal Department of Fisheries and Oceans and the Canadian Coast Guard that immediate action be taken by them to remove any derelict vessels that have been unoccupied for a period of six months or longer from the harbours of any communities requesting such action.

CONVENTION DECISION: ENDORSED AS AMENDED

2006 LR2 **LOCAL GOVERNMENT A**
STAKEHOLDER IN ENVIRONMENTAL
DISASTERS

Squamish

WHEREAS on August 5, 2005 a Canadian National Railway train derailed in Squamish, resulting in 40,000 litres of Sodium Hydroxide being spilled in the Cheakamus River and Squamish River systems, with the provincial Ministry of Environment responding as the government having jurisdiction;

AND WHEREAS on August 4, 2006 a ship (the Westwood Anette) became damaged while leaving port, resulting in 29,000 litres of bunker oil spilled in the Squamish Harbour, causing substantial environmental damage within the Squamish Estuary and land areas within the Squamish Harbour, with the provincial Ministry of Environment and the Canadian Coast Guard responding as the governments having jurisdiction;

AND WHEREAS although the governments having jurisdiction respond on the basis of their policies, pursuant to statute and regulation, with immediate cleanups and remediation, local governments remain the recipient of long-term socio-economic and environmental impacts of the incidents that occur within their areas:

THEREFORE BE IT RESOLVED that the UBCM and FCM petition the federal and provincial governments to recognize local governments within environmental emergency response protocols as active participants, where there is meaningful consultation with local governments and compensation for any local resources utilized during the response and restoration period.

CONVENTION DECISION: ENDORSED AS AMENDED

WHEREAS on June 22, 2006, local governments were notified that key transport development initiatives in northern British Columbia will potentially result in a high level of risk for uncontrollable major spills resulting from the transport of hazardous goods;

AND WHEREAS existing private hazardous material response resources are located far away from the North, causing actual deployment of qualified personnel to take days to reach the North in sufficient strength;

AND WHEREAS the initial burden to respond to hazardous spill incidents rests with the local communities and minimal agency resources:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities urge the provincial and federal governments to take measures to improve the rural community response capacity in light of the potential increase in hazardous goods traffic.

CONVENTION DECISION: ENDORSED

2007 B173 **WILDLIFE RESCUE & ECOSYSTEM
RECOVERY COST ACCOUNTABILITY**

Burnaby

WHEREAS financial accountability for wildlife rescue and ecosystem recovery during, and subsequent to, oil spill response procedures is not currently part of the required cost liability for standard spill response costs undertaken by the Responsible Party in Canadian waters;

AND WHEREAS the recovery and rehabilitation of the detrimental impacts to wildlife and ecosystems following oil spill events require adequate resources;

AND WHEREAS wildlife rescue and ecosystem recovery are not currently a requirement of the emergency spill response process;

AND WHEREAS government agency responsibilities for the management of oil spill events and their effects are fragmented;

AND WHEREAS the inclusion of financial accountability for wildlife rescue and ecosystem recovery along the US west coast would be familiar both in concept and in business practice to industry;

AND WHEREAS the US Environmental Protection Agency has an Oil Spill Liability Trust Fund which supplies adequate funding for wildlife rescue and ecosystem recovery costs in the event that a Responsible Party is either not identifiable or not able to be held accountable:

THEREFORE BE IT RESOLVED that:

1. The provincial and federal governments enact legislation to require that wildlife rescue and ecosystem recovery be part of standard oil spill response activities either on land or in water;
2. The provincial and federal governments explore appropriate measures to streamline governmental responsibilities in spill events;
3. The provincial and federal governments enact legislation to require payment of those costs attributable to wildlife rescue and ecosystem recovery caused by spill events to be borne by the Responsible Party;
4. The provincial and federal governments explore the feasibility of a Liability Trust Fund to provide funding for spill event remediation when the Responsible Party cannot be identified or held accountable.

CONVENTION DECISION: ENDORSED

2008 B32 **WILDLIFE RESCUE & ECOSYSTEM
RECOVERY COST ACCOUNTABILITY**

Burnaby

WHEREAS financial accountability for wildlife rescue and ecosystem recovery during and subsequent to oil spill response procedures is not currently part of the required cost liability for standard spill response costs undertaken by the responsible party in Canadian waters;

AND WHEREAS the recovery and rehabilitation of the detrimental impacts to wildlife and ecosystems following oil spill events require adequate resources;

AND WHEREAS wildlife rescue and ecosystem recovery are not currently a requirement of the emergency spill response process;

AND WHEREAS government agency responsibilities for the management of oil spill events and their effects are fragmented;

AND WHEREAS the inclusion of financial accountability for wildlife rescue and ecosystem recovery along the US west coast would be familiar both in concept and in business practice to industry;

AND WHEREAS the US Environmental Protection Agency has an Oil Spill Liability Trust Fund which supplies adequate funding for wildlife rescue and ecosystem recovery costs in the event that a responsible party is either not identifiable or not able to be held accountable:

THEREFORE BE IT RESOLVED that the provincial and federal governments be requested to:

1. enact legislation to require wildlife rescue and ecosystem recovery be part of standard oil spill response activities either on land or in water;
2. explore appropriate measures to streamline governmental responsibilities in spill events;
3. enact legislation to require payment of those costs attributable to wildlife rescue and ecosystem recovery caused by spill events to be borne by the Responsible Party;
4. explore the feasibility of a Liability Trust Fund to provide funding for spill event remediation when the Responsible Party cannot be identified or held accountable.

CONVENTION DECISION: **ENDORSED**

**2008 B143 LNG TANKER TRAFFIC BAN IN
GEORGIA STRAIT**

Powell River RD

WHEREAS the waters of Georgia and Malaspina Straits provide a vital habitat for diverse bird and fish species, a corridor for commercial and recreational marine traffic and an attraction for upland settlement;

AND WHEREAS WestPac LNG is soliciting interest to build an LNG import facility and associated 600MW gas-fired electricity generating plant on Texada Island, which will involve the passage of a significant number of LNG tankers in the Georgia Strait, which will interfere with existing marine traffic, put at risk these ecologically important and sensitive inland waters, and negatively impact upland development along this route:

THEREFORE BE IT RESOLVED that the UBCM urge the federal government to ban the passage of LNG tankers in the waters of the Malaspina, Georgia, Juan de Fuca and Haro Straits, and Boundary Pass.

CONVENTION DECISION: ENDORSED AS AMENDED

2010 B30 **DERELICT & ABANDONED VESSELS,
BARGES & DOCKS**

AVICC Executive

WHEREAS UBCM has previously endorsed a resolution on the topic of derelict vessels in 2005 and the issue of derelict and abandoned vessels, barges, and docks continues to be of significant concern and cost for local governments and harbour authorities in British Columbia;

AND WHEREAS there are many derelict and abandoned vessels, barges and docks that pose safety hazards, risks of environmental contamination and visual pollution:

THEREFORE BE IT RESOLVED that the UBCM petition the provincial and federal governments to develop a coordinated approach to the timely and adequate removal of all types of derelict and abandoned vessels, barges and docks in all situations and consider the following strategies:

- funding mechanisms such as a fee on vessel registrations or a surcharge on marine fuel to fund the removal of derelict and abandoned vessels, barges and docks;
- designated disposal areas where owners can take their unwanted boats and structures to provide an alternative to abandonment on public property; and
- education and vessel product stewardship programs, for example fibreglass boat recycling centres.

CONVENTION DECISION: **ENDORSED**

WHEREAS the provincial Environmental Management Branch has been responsible for a wide array of environmental management regulatory programs, including environmental emergency response and spill reporting, but is now limiting their spill response to local governments based on resources available and sensitivity of the spill;

AND WHEREAS local governments do not have the in-house expertise or financial resources necessary to respond to and evaluate the hazards associated with spills that occur on public or private property within the local government boundaries:

THEREFORE BE IT RESOLVED that the Province allocate adequate funding for the provincial Environmental Management Branch that will ensure that all spills that occur in the province can be evaluated for hazards and environmental impact by the Environmental Management Branch and be responded to by the trained professionals at the Environmental Management Branch including any remediation necessary, rather than relying on local governments to take the lead.

CONVENTION DECISION: **ENDORSED**

2010 B139 BULK CRUDE OIL TANKER TRAFFIC

Queen Charlotte

WHEREAS the Enbridge Northern Gateway Project will result in increased crude oil tanker traffic and risk of accidental oil spills in northern coastal waters in British Columbia;

AND WHEREAS a crude oil spill will have devastating and long lasting effects on the Pacific North Coast area that is recognized for its unique and diverse ocean ecosystems, which provide critical marine habitat and marine resources that sustain the social, cultural, environmental and economic health of coastal communities, including First Nations communities:

THEREFORE BE IT RESOLVED that the UBCM be opposed to any expansion of bulk crude oil tanker traffic in Dixon Entrance, Hecate Strait and Queen Charlotte Sound in British Columbia;

AND BE IT FURTHER RESOLVED that the UBCM petition the federal government to establish a legislated ban on bulk crude oil tanker traffic through Dixon Entrance, Hecate Strait and Queen Charlotte Sound in British Columbia.

CONVENTION DECISION: ENDORSED AS AMENDED

2010 B140 TAR SANDS OIL

Queen Charlotte

WHEREAS the Enbridge Northern Gateway Project proposes to deliver tar sands oil for loading onto crude oil tankers and delivery overseas via northern coastal waters;

AND WHEREAS mining of tar sands oil contributes unacceptably to climate change and to degradation of the environment and is contrary to the principles of the BC Climate Action Charter that has been signed by 177 BC local governments and the Islands Trust as a commitment to significantly cut greenhouse gas emissions by 2012:

THEREFORE BE IT RESOLVED that the Union of BC Municipalities oppose tar sands oil being shipped in pipelines across northern BC for loading onto crude oil tankers.

CONVENTION DECISION: ENDORSED

2011 B149 **TRANSPORTATION OF HAZARDOUS
MATERIALS**

Telkwa

WHEREAS the new Asia Pacific Gateway has, and will contribute to, increased freight transportation along the Highway 16 corridor, including hazardous materials;

AND WHEREAS the federal *Transportation of Dangerous Goods Act* regulates the transportation of hazardous materials including the emergency response support capabilities of shippers, carriers, and/or consignees:

THEREFORE BE IT RESOLVED that UBCM request that the federal and provincial governments conduct a review to determine whether the emergency response capabilities are appropriate for the quantities and class of hazardous materials now being transported along the new Asia Pacific Gateway corridor.

CONVENTION DECISION: ENDORSED AS AMENDED

2011 LR6 **OIL PIPELINES & TANKER TRAFFIC IN
BC**

**Victoria
Burnaby**

WHEREAS British Columbia's local governments are burdened with significant economic, cultural and environmental risk in the event of a large oil spill into their watershed(s) or the marine environment near their communities, and yet, British Columbia's local governments were not actively consulted regarding Kinder Morgan's historic or planned expansion of oil tanker traffic;

AND WHEREAS sixty-one of British Columbia's First Nations have signed the "Save the Fraser" declaration prohibiting Kinder Morgan's oil pipeline and tanker traffic expansion through their lands, territories and watersheds, or ocean migration routes of Fraser River salmon:

THEREFORE BE IT RESOLVED that UBCM request that the National Energy Board, Port Metro Vancouver, and all appropriate federal Ministers ensure that any applications to expand the amount of oil transported by pipeline or tanker in British Columbia undergo:

- a. the highest degree of environmental assessment; and
- b. meaningful public consultation, including direct engagement with affected municipalities, regional authorities and British Columbia First Nations.

CONVENTION DECISION: ENDORSED

2012 A3 **REDUCTIONS TO COAST GUARD
MARINE RADIO/TRAFFIC CONTROL
CENTRES**

**Gold River, Sayward,
Strathcona RD**

WHEREAS the Canadian Coast Guard has announced its intention to reduce the number of Canadian Coast Guard Marine Communication and Traffic Services (MCTS) Officers on watch at five strategically located centres in British Columbia, three of which are on Vancouver Island, possibly posing a serious threat to the safety of coastal communities, boaters, fishers, mariners, aviators and the environment;

AND WHEREAS the lives of many residents and visitors in these communities could be put at risk by the reduction of officers at MCTS centres:

THEREFORE BE IT RESOLVED that UBCM petition the federal government to maintain the current levels of staff on watch year round at all five MCTS centres on our coast;

AND BE IT FURTHER RESOLVED that UBCM urge the Ministry of Fisheries & Oceans to suspend the announced closure of Coast Guard facilities on the West Coast and that UBCM host a meeting of impacted communities and the Minister to discuss the impacts of these closures and possible alternatives to closures.

CONVENTION DECISION: ENDORSED AS AMENDED

2012 B23 **REMOVAL OF DERELICT &
ABANDONED VESSELS FROM
COASTAL WATERS**

Ladysmith

WHEREAS derelict and abandoned vessels in the waters of coastal British Columbia can pose a threat to the aesthetics, environment, health and safety of coastal communities;

AND WHEREAS the current regulatory regime for the removal of derelict and abandoned vessels from the waters of coastal British Columbia is not serving our communities with effective and timely removal of such vessels:

THEREFORE BE IT RESOLVED that UBCM call upon the federal and provincial governments to implement a Derelict Vessel Removal Program modelled after the Washington State program, and to designate the Canadian Coast Guard as the receiver of wreck in the case of every abandoned or derelict vessel in the waters of coastal British Columbia.

CONVENTION DECISION: **ENDORSED**

**2012 B122 SHIPPING OF DANGEROUS GOODS
LIABILITIES**

Prince Rupert

WHEREAS the amount of ocean traffic is increasing along the West Coast of British Columbia due to increased economic activity, which increases the risk of accidents and spills, particularly from ships carrying dangerous and/or toxic products;

AND WHEREAS current environmental measures are not able to adequately clean up damages caused by these types of large scale spills or disasters, and continual cuts are being made that undermine the ability of our Coast Guard to address such disasters in a timely and adequate manner:

THEREFORE BE IT RESOLVED that UBCM petition the provincial and federal governments to create legislation that requires that liability for cargo on a ship be the responsibility of both the carrier and the one who sold the cargo until such time as the cargo reaches its final destination, and/or is outside of Canadian waters;

AND BE IT FURTHER RESOLVED that UBCM petition the provincial and federal governments to create legislation that requires shippers of dangerous goods and cargo, as well as the manufacturers, be required to pay into an emergency fund designed for three purposes:

1. to clean up, and compensate for any and all damages, including capital devaluation, social, cultural, and ecological damage, caused by an accident involving said goods and cargo;
2. to fund research into improving clean-up methods to deal with the eventuality of such spills; and
3. to fund a sustained increase in provincial spill prevention, preparedness, mitigation and response resources;

AND BE IT FURTHER RESOLVED that UBCM petition the federal government to restore the Coast Guard complement and safety measures along our coast to a standard that protects our coastline from the dangers of such accidents, and mitigates the amount of damage that would occur from the result of any such incidents.

CONVENTION DECISION: ENDORSED AS AMENDED

WHEREAS a crude oil spill would have devastating and long lasting effects on British Columbia's unique and diverse coast, which provides critical marine habitat and marine resources that sustain the social, cultural, environmental and economic health of coastal and First Nations communities;

AND WHEREAS citizens of British Columbia, particularly those living in coastal communities, and First Nations communities and environmental groups have expressed well-founded concerns over the expansion of oil pipelines and oil tankers:

THEREFORE BE IT RESOLVED that UBCM oppose projects that would lead to the expansion of oil tanker traffic through BC's coastal waters;

AND BE IT FURTHER RESOLVED that UBCM urge the Premier of British Columbia, the Leader of the Official Opposition and members of the Legislative Assembly to use whatever legislative and administrative means that are available to stop the expansion of oil tanker traffic through BC's coastal waters.

CONVENTION DECISION: **ENDORSED**

2013 B30 DERELICT & ABANDONED VESSELS

**Islands Trust, Bowen
Island**

WHEREAS the UBCM previously endorsed resolutions in 2005, 2010, and 2012 proposing constructive solutions and encouraging the federal and provincial governments to take action on the issue of derelict and abandoned vessels;

AND WHEREAS the issue continues to be of significant concern to coastal communities for economic, aesthetic, environmental and safety reasons:

THEREFORE BE IT RESOLVED that UBCM again request the provincial and federal governments to increase their efforts to work together to create a permanent solution to the issue of abandoned and derelict vessels that includes sustainable funding sources.

CONVENTION DECISION: ENDORSED

2014 B23 DERELICT VESSELS

Squamish

WHEREAS in 2012 UBCM endorsed a resolution to call upon the federal and provincial governments to implement a derelict vessel removal program modeled after the Washington State program and to designate the Canadian Coast Guard as the receiver of wrecked vessels in the case of every abandoned or derelict vessel in the waters of coastal British Columbia;

AND WHEREAS the District of Squamish and other coastal communities continue to have issues with derelict vessels that are causing harm to the coastal marine environment:

THEREFORE BE IT RESOLVED that the Union of British Columbia Municipalities strongly encourage the federal and provincial governments to immediately implement a derelict vessel removal program modeled after the Washington State program, and to designate the Canadian Coast Guard as the receiver of wrecked vessels in the case of every abandoned or derelict vessel in the waters of coastal British Columbia.

CONVENTION DECISION: ENDORSED

2015 A4 **RESOURCING LOCAL GOVERNMENTS
FOR OIL AND HAZARDOUS AND
NOXIOUS SUBSTANCES EMERGENCY**

Vancouver

Whereas oil and hazardous and noxious substances (HNS) are being transported through or near communities in British Columbia, and proposals to increase the volume of these substances are currently being considered without adequate consideration for the risks to local communities;

And whereas the increased transport of these products translates to an increased risk to local communities from incidents such as fires, explosions and spills, with the potential to cause significant impacts to health and safety of citizens, first responders and the environment, and require the involvement of local governments to minimize the consequences to their communities;

And whereas despite their vital role in safeguarding their communities and identifying the local risks and consequences of potential incidents, local governments have not been adequately involved in risk assessment and response planning carried out by industry, project proponents and other tiers of government, and are not sufficiently resourced to participate in the risk assessment and planning process, let alone respond to the impacts of oil and HNS incidents on their communities:

Therefore be it resolved that UBCM call on the provincial and federal governments to expand the scope of oil and hazardous and noxious substances (HNS) risk assessment and response planning to include all impacts and consequences on local communities and governments, and introduce additional funding for the resources and locally-specific capacity building required to ensure that local governments are in the best possible position to plan for and protect communities and the environment in the event of fires, explosions, spills and related incidents as a result of increasing transportation of oil and HNS;

And be it further resolved that UBCM and the Federation of Canadian Municipalities call upon the federal government to develop a comprehensive emergency response plan and procedure for hazardous and noxious substance spill related emergencies that includes due recognition of and compensation for the role of local government emergency response services.

CONVENTION DECISION: **ENDORSED AS AMENDED**

**2015 B29 EXPANSION OF OIL TANKER TRAFFIC
IN COASTAL BC WATERS**

Sooke

WHEREAS the result of the District of Sooke assent voting opportunity (community opinion) on November 15, 2014 was in the affirmative that the District of Sooke should join other municipalities in renewing and restating its opposition to the expansion of oil tanker traffic through British Columbia's coastal waters:

Therefore be it resolved that UBCM and the Federation of Canadian Municipalities continue to petition the provincial and federal governments to stop the expansion of oil tanker traffic through British Columbia's coastal waters.

CONVENTION DECISION: ENDORSED

2015 B31 **OILED WILDLIFE PREPAREDNESS AND
RESPONSE**

Port Moody

WHEREAS an oil spill can harm wildlife and have a significant impact on the health and economy of our communities and the natural environment;

AND WHEREAS existing legislative and administrative frameworks do not provide for wildlife response preparedness or remediation, nor require professional wildlife response in the event of oil spills on land or in the marine environment;

AND WHEREAS there are no designated oiled wildlife response services or facilities in BC;

AND WHEREAS UBCM has already put forth resolutions on the need for improved spill response systems, including related to wildlife rescue, and funding mechanisms, but requested action has not been taken:

Therefore be it resolved that the Province of BC urge the federal government to establish adequate oiled wildlife response capacity and capability for marine spills;

And be it further resolved that the federal government and the Province of BC, in consultation with local governments, enact a mandated and coordinated regime that requires that wildlife response be included in oil spill response preparedness, that wildlife response and recovery, and remediation be part of standard response activities for marine and land-based oil spills and that funds to undertake these activities be collected from industry in accordance with the polluter pay principle.

CONVENTION DECISION: ENDORSED