COSBC Membership

180 members
- Ship owners
- Vessel agency companies
- Maritime law firms
- Brokerages
- Port authorities
- Terminals
- Pilotage authority & pilots
- BC Ferries
- Classification societies
- Marine surveyors
- Primary towing companies
- Repair & service companies
- Marine suppliers
TransMountain Capacity Expansion

- Facilities Application filed December 16 2012
- 15 months NEB review
- Operational 2018
- 3 new load berths

- 980 kms mostly along the existing right of way
- Increase capacity from 300,000 barrels/day to 890,000 barrels/day
- $5.4 billion project
Northern Gateway

- Pipeline length 1,177 kms
- 36” pipeline carrying 525,000 barrels/day of export oil
- 20” pipeline carrying 193,000 barrels/day of condensate
- 19 storage tanks
- 220 tankers/year – VLCC, Suezmax & Aframax
- Project cost $6.5 billion
Pipe Up Against Enbridge

Vote NO

April 12th
Understand what is really taking place

Nearly every environmental and First Nations group that opposes pipelines and oil tankers is funded as part of the Tar Sands Campaign, an international effort started by the Rockefeller Brothers Fund, the William and Flora Hewlett Foundation and the San Francisco-based, Tides Foundation, founded in 2008.

Since 2009, Tides has paid out $20 million to at least 70 aboriginal and green groups that oppose pipelines that would take Canadian oil to global markets, including the proposed Kinder Morgan expansion.

Meanwhile, oil production in Texas is up 60%
For more than 20 years, Tides has played a central role in campaigns to "reform" forestry, mining and salmon farming.

With boycotts and bad press, these campaigns have limited market access to Canadian exports of forestry and aquaculture products. The same thing is now happening with the campaign against Alberta oil.

By exaggerating the risks of pipelines and tankers, Mayor Robertson of Vancouver and others generate fear and opposition that stalls the construction of trade infrastructure for exporting Canadian energy to global markets.
• Mayor Gregor Robertson is no stranger to Tides Canada - in fact, he is a former Director

• Mayor Robertson is also a former Director of the Dogwood Initiative, the engine of the anti-pipeline and anti-tanker campaign on the B.C. coast. Since 2008, Tides has paid Dogwood US$1.2 million according to tax returns.

• Throughout his business life and his political career, Gregor Robertson has been backed by investment firms and public relations companies that are funded by Tides which also funds Renewal Partners which backed Happy Planet, his fruit juice company.

• In 2011 and 2012 alone, Tides invested $US-543,000 in Renewal Partners according to tax returns say.
So what can we do?
Government Commitments

- Pollution prevention and response at oil handling facilities
- New offences for contraventions of the Act
- Remove legal barriers to response
- Expand National Aerial Surveillance Program
- Canadian Coast Guard (CCG) to adopt Incident Command System
- Review of existing pilotage and tug escort requirements
- More ports will be designated for traffic control measures
- Conduct scientific research on non-conventional petroleum products
- CCG to develop options for enhancing Canada's current navigation system
Dover Straits:

- Carries 25% of world Seaborne trade
- 600 commercial vessels in transit or crossing daily
- 40m tons of heavy fuel oil in transit per annum

Rotterdam – 36,000 ships per year
Strait of Malacca

Annual traffic 64,000 ships includes:

- 21,000 container ships
- 23,000 tankers
- Supplied 43 million tons of bunkers in 2013

Singapore 130000 ships per year including 22,000 tankers
Singapore AIS Returns
More oil moving – Less Accidents

![Graph showing Seaborne Oil Trade (Billion Tonne-Miles) and No. of spills > 7 tonnes over years from 1970 to 2006. The graph indicates a trend where as more oil is moved, there are fewer accidents.](image)
Inconvenient Truths
Explain other environmental progress

- Energy Efficiency Design Index (new ships 2013)
- GHG reduction through Market Based Measures or new technologies (monitor/report/verify proposal)
- Marine Emission Inventories across Canada
- Hull paint systems
- Ballast water and bio-fouling standards
- PMV Eco-Action Program
- Prince Rupert – Green Wave Program
- Green Marine
- Renewable energy systems
- Marine mammal avoidance and noise reduction (ECHO)
Chamber of Shipping of BC

media engagement

• TV, radio and other media interviews
• Newspaper op-eds
• Social media
• Direct community engagement through Town Hall meetings, open houses & workshops
• Outreach to academic institutions & politicians
• Printed material
• Safe Shipping BC website  www.safeshippingbc.ca
• Letters to the editor – answer misperceptions and deliberate misinformation
• Be a go to person / organization for journalists
Thank you

Gaining the Social License

CO-OWNERSHIP

APPROVAL

CREDIBILITY

ACCEPTANCE

TRUST

LEGITIMACY

REJECTION

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