



Resource Works
JOBS FOR BC. INNOVATION FOR THE WORLD.

UBCM 2015

Briefing Book

Introduction

When Resource Works set out in 2014 to help British Columbians recognize the significance of natural resources in their daily lives, we felt certain that we could make our case. We strive to be a leading voice in a debate, sometimes contentious and occasionally disruptive, about prudent and sustainable use of natural resources in BC. Whether we choose to focus on jobs, economic development, innovation, taxes or the essential role that resources play every day in our lives, there is ample evidence to support our perception that thoughtful and moderate debate is a key to this province's prosperity.



Today, less than two years after our launch, we are among Canada's most influential public policy organizations in social media terms. In this time we have learned that the overwhelming majority of British Columbians share our understanding.

We hope that by distributing this booklet to delegates of this week's annual convention of the Union of British Columbia Municipalities, we can contribute to the important work that local government representatives carry out every day on behalf of their residents and stakeholders. We want to make sure that you have easy access to key information about some of the resource-related resolutions on the agenda.

Resources: Foundation of the economy

Federal statisticians have been tracking the performance of Canada's economy for almost a century. Here's what we know for certain: Canada became one of the world's wealthiest and healthiest countries because it has resource commodities that the world needs. Today, resource industries such as forestry and mining remain at the foundation of our economy and they're becoming more important with each passing year.

At least 75 per cent of Canadian exports (not including chemicals and manufactured items) are raw or intermediate resource products such as energy, metals, minerals and food. For BC, it's closer to 80 per cent.

An Ipsos poll in 2014 found that 72 per cent of British Columbians agree that natural resource development is good for BC. That statement gets its broadest support in Metro Vancouver and Vancouver Island (74 per cent).

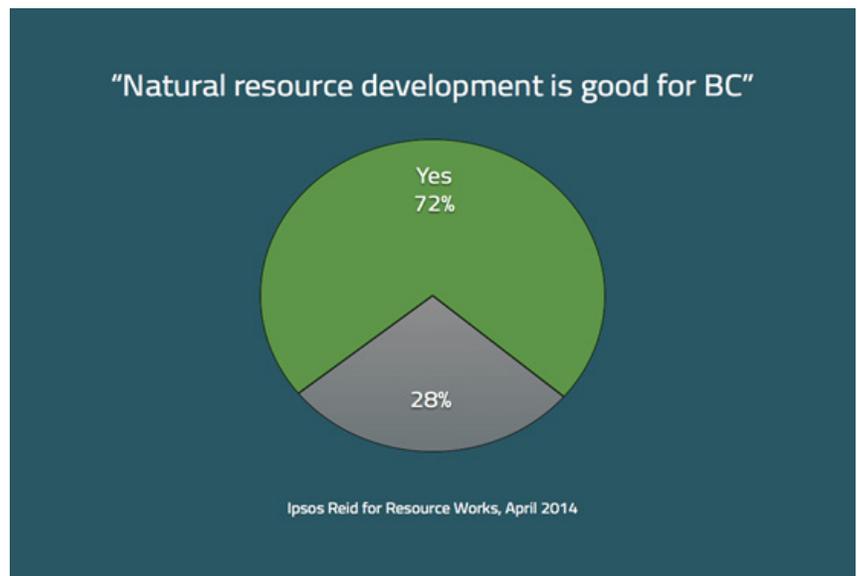
Across Canada some \$700 billion worth of resource development projects are currently under consideration. Already, the sector accounts for more than half of Canada's top companies – 126 out of 237 companies according to a recent study by Simon Fraser

University. Meanwhile, sectors such as technology and consumer goods are in relative decline.

Telling an authentic story of responsible resource use

There's ample room for BC to take advantage of this trend, to everyone's benefit. Our inaugural Resource Works report in April 2014 by a former Statistics Canada chief economic analyst showed that a 10 per cent boost in BC's natural resource economy would boost provincial GDP by \$2.13 billion and create nearly 40,000 new jobs for British Columbians.

Already, natural resources are the second largest sector in the provincial economy by GDP. Nearly one in 10 British Columbia workers is employed via the resource sector, perhaps in forestry, mining or energy, holding a family-supporting job. Then there are support jobs — a skilled tradesperson working as a contractor at a refinery or a mill. Many jobs in sectors as diverse as retail and hospitality exist because well-paid resource sector workers are spending money on food, clothing, entertainment and travel.



In British Columbia, connections between natural resource production and sectors such as manufacturing are acute. A recent study by BC Stats shows that 70 per cent of manufacturing jobs in BC are directly dependent on natural resource products (such as copper and pulp). By contrast, only 40 per cent of Ontario manufacturing jobs flow directly from natural resources — although even a sector such as auto manufacturing would shut down without a steady supply of resource-derived products such as steel.

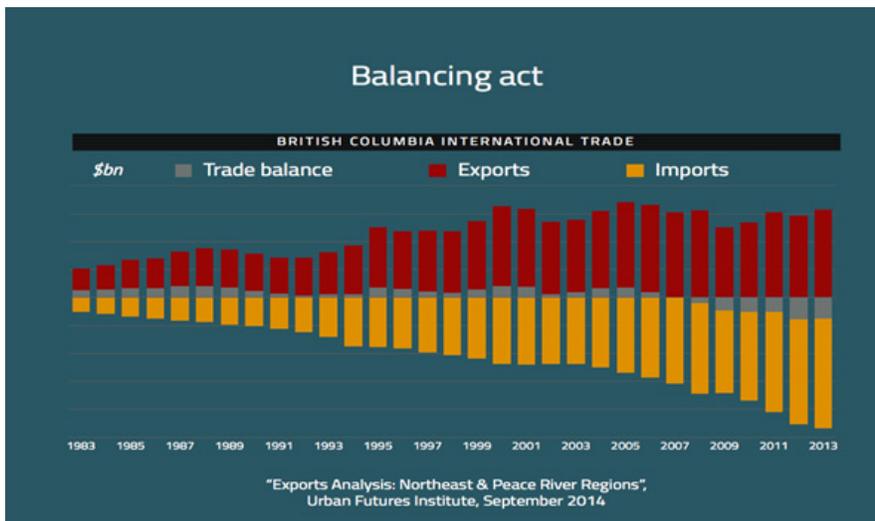
It may not seem obvious to a worker at an Internet start-up or other high tech enterprise, but his or her job relies on natural resources too — hydroelectricity powers tablets and mobile devices, and copper and gold circuitry allow them to operate.

Why resources matter – a lot – to governments

More broadly, high tech workers depend like the rest of us on the royalties that natural resource activity delivers to government to pay for essential services such as health care and education. In BC, those royalties can push the province’s annual budget into the black regardless of how the rest of the economy is doing

At the municipal level, tax dollars from resource-based industries (such as a mill or a pipeline) may add millions of dollars in property tax payments — relieving families of an additional tax burden. This is no small contribution at a time when the price of housing is moving out of the reach of many young people.

For communities across the province, the value of resource-derived industries to local government adds up very quickly. A single resource-driven enterprise, such as the Trans Mountain Expansion Project, has the potential to boost municipal revenue by about \$25 million a year — on top of approximately \$25 million the operators of the existing pipeline are paying to local governments across BC and Alberta. The Woodfibre LNG plant, alone, could add about \$7 million per year to the tax base in Squamish. In Port Moody, a new potash export operation at an existing terminal is projected to add \$1.5 million per year to that city’s revenue, and 100 new local jobs.



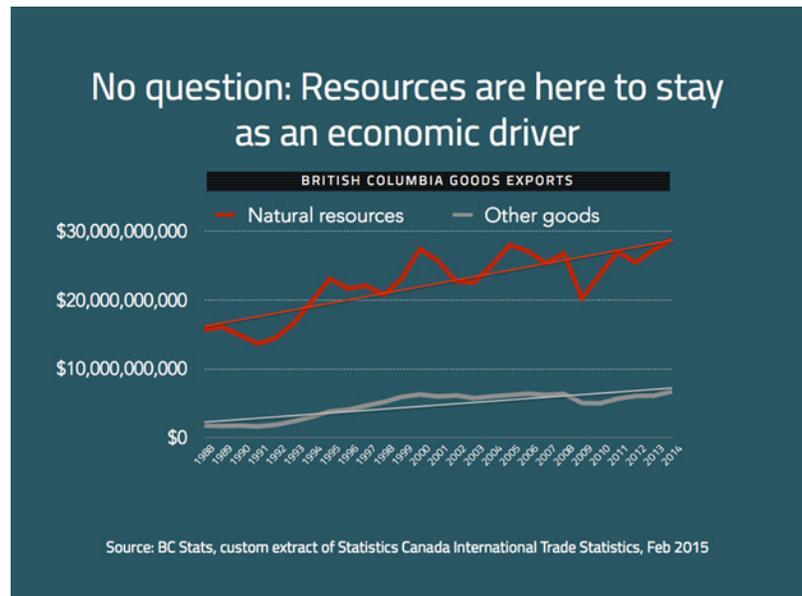
In short, we all depend on natural resources for our prosperity. A well-balanced and diversified local economy is a community’s best guarantee of economic stability. Over the long haul, natural resources are a stable economic driver that outperform other exports. I can’t imagine what BC would be like if we gave up on our resource economy as some voices want to see. One trend that really worries

me is that our appetite for imported goods has recently been outstripping what we are able to export. Failing to develop new markets for our resource commodities means that the hole we are digging is just going to get deeper.

I think everyone agrees that where British Columbia is involved in the extraction of non-renewable resources, such as in mining or oil and gas, it’s imperative to extract the maximum potential value of those commodities when we take them to market.

Commodity prices go up and down, that’s true. But even when prices are low, as they are right now across the energy sector, Canadians should make sure they get the best possible price by facilitating the safest and most cost-efficient ways to get products to markets. That means developing infrastructure in or through municipalities and regional districts, whether it’s a high voltage transmission line, a highway, a bridge, a pipeline or a port, that best serves Canada’s interests while ensuring that local concerns are addressed. And of course when commodity prices go back up, as they always do, resource-driven communities in British Columbia will be well-positioned to take advantage.

I think British Columbians would also agree that when a resource development proposal such as a mine or a pipeline comes forward, it should be the subject of a thorough review that puts the burden of proof upon the proponent and the burden for scrutiny upon government regulators — without unnecessary delay. At the local level, developers of commercial retail properties — as well as homebuilders — expect timely and transparent review of their plans; it’s reasonable to expect senior governments to reflect the same approach with the projects that fall under their mandates.



Are we concerned about climate change? You bet we are. The reason we don’t have to choose between the environment and the economy is that achievable short-term goals like water-free fracking, enhanced marine safety and spill response, climate-change-friendly natural-gas infrastructure, and high-efficiency coal plants will have a much bigger impact in the short term than renewable energy solutions (even if sources like solar and wind can be made as cheap and reliable as they need to be to reach their long-term potential). In BC, research and development in oil and gas and mining alone is worth \$210 million annually – more than the combined spend on pharmaceuticals and medical equipment, computers, communications equipment and aerospace products. Canadian resources are needed in parts of the world that lack for cleaner, reliable and affordable forms of energy. Of the oil-exporting nations, Canada matches or outscores others across a broad range of measures.

We’re grateful for the interest of municipal politicians who have taken the time to enhance their understanding of these important issues. All local residents should be pleased to know their interests are directly represented in this week’s UBCM policy debates when resource

issues are on the floor. We anticipate that discussions around topics such as forestry, energy and resource project assessments will spark some spirited discussions.



As UBCM carries out its work, we'd like to note some important takeaways from our own interactions with local government leaders.

Our December 2014 report, *Community Conversations on Natural Resources: Using open dialogue to find common ground*, was a landmark in BC's dialogue on the topic. We

hosted roundtable conversations among community members, including 38 elected and aspiring local government leaders in eight Lower Mainland cities. We wanted to explore what common ground might look like.

We learned through these sessions that the overwhelming majority of people, especially when they sit face to face, want to engage in an open-minded, fact-based dialogue about responsible resource development and they want balance among environmental, social and economic interests. As you gather your own thoughts, please take some time to review our booklet. We believe it will provide you with clarity and certainty about these matters, which are fundamental to the economic health of the province, and to communities like yours.

I'll be on hand myself all through UBCM and one of my goals is to work with municipal leaders in 2016 to ensure credible, non-partisan, balanced information is available to all those who need it.

Sincerely,



Stewart Muir
Executive Director, Resource Works
Email: stewart@resourceworks.com
Mobile: 250-589-6747

PS: Could Resource Works help in your community? Please don't hesitate to give me a call to talk about the ongoing Resource Works project. We are happy to share information, take your ideas, or talk about ways to bring citizens together in local communities for informed and values-driven conversations.

How to Use this Briefing Book

Resource Works has discussed the resource sector with many municipal leaders, and one of the key gaps we have identified is a shortage of information to help mayors and councillors better understand the activities of the sector in and around their jurisdictions. We are here to help replace myth with fact and encourage an informed debate.

The Resource Works UBCM 2015 Briefing Book has been developed to help guide elected officials and stakeholders through a number of important issues that relate to BC's natural resource sector. To that end, we have gathered background information on key resolutions on UBCM's 2015 policy agenda – information that should be considered as these resolutions are debated.

Resource Works encourages you to use this briefing book as you navigate issues and discuss ideas, whether during debate on resolutions or over coffee with fellow municipal leaders in the conference hallways.

Your vote is your choice on behalf of your constituents – but we hope this briefing book helps you to cast an informed vote.

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Resolution

A4 RESOURCING LOCAL GOVERNMENTS FOR OIL AND HAZARDOUS AND NOXIOUS SUBSTANCES EMERGENCY PLANNING RESPONSE – 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.

*ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Endorse with Proposed***

Amendment

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.

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution requesting specifically that the provincial and federal governments “expand the scope of oil and hazardous and noxious substances (HNS) risk assessment and response planning” to include all impacts on local communities and local governments.

The Committee notes that members have, however, endorsed resolutions that requested funding to build capacity for local emergency response in the case of oil or hazardous material spills (2012- B122, 2011-B149, 2010-B87, 2008-B32, 2007-B6, 2003-B48).

An amendment is proposed to ensure that the issue of compensation is addressed in cases where local governments provide HNS related emergency response services. See also resolutions B30, B31, C21, C22 and C23.

Background

A4 RESOURCING LOCAL GOVERNMENTS FOR OIL AND HAZARDOUS AND NOXIOUS SUBSTANCES EMERGENCY PLANNING

Industry across British Columbia plays an important role in the planning of Emergency Response procedures in British Columbia. Throughout the history of BC, industry has worked with municipalities to improve emergency response preparedness through various initiatives focused on both terrestrial and marine environments. Continued partnership between industry and local governments can help ensure the effective handling of emergency response scenarios.

- Emergency Management BC (EMBC) was formed to be the lead coordinating agency in the provincial government for all emergency management activities.
- The Ministry's Environmental Emergency Program is responsible for responding to spills of hazardous materials and harmful substances. The program develops and implements tools to prevent, prepare for and respond to oil spills, chemical spills, and spills of any substance (e.g., salt, canola oil) that could disturb or harm the natural environment.
- In 1995 Burrard Clean Operations (now Western Canadian Marine Response Corporation) was formed to respond to spills in British Columbia's navigable waters. WCMRC is fully funded by its customers and members.

- The further expansion of industry in British Columbia also benefits the funding and capabilities of emergency response organizations to respond to all kinds of issues.
- For example, if the proposed Trans Mountain Expansion Project is approved, Kinder Morgan Canada has said it is committed to investing an additional \$100 million in WCMRC, which would be used to fund 100 new emergency response jobs, equipment, vessels, and additional spill response bases which would cut potential response times in half.

Resolution

A5 ENVIRONMENTAL BILL OF RIGHTS – Richmond

WHEREAS municipalities and regional districts are the government nearest to people and the natural environment, and therefore share a deep concern for the welfare of the natural environment and understand that a healthy environment is inextricably linked to the health of individuals, families, future generations and communities;

AND WHEREAS fostering the environmental well-being of the community is a municipal purpose under section 7(d) of the *Community Charter* and regional district purpose under section 2(d) of the *Local Government Act*:

THEREFORE BE IT RESOLVED that UBCM request that the Province of British Columbia enact a provincial environmental bill of rights that:

- Recognizes the right of every resident to live in a healthy environment, including the right to clean air, clean water, clean food and vibrant ecosystems
- Provides for public participation in decision-making respecting the environment and access to environmental information
- Provides access to justice when environmental rights are infringed
- Has whistle-blower protection

ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *Endorse*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution requesting the provincial government to enact an environmental bill of rights.

See also resolutions C16, C17, C18 and C19

Background

A5 – Environmental Bill of Rights Notes

Motions A5, C16, C17, C18 and C19 are closely related. They call on various levels of government to guarantee a standard of environmental stewardship for the overall benefit of people and communities. These motions represent a consistent organized push to have a particular resolution pass at UBCM.

- The strength of the natural resource industry is not mutually exclusive to the protection of communities, human health and the environment.
- It is counterproductive to create a false choice between economy and environment. People who work in the resource sector care deeply about Canada's environment too.
- Major natural resource projects are strictly regulated through industry regulators such as the National Energy Board, Major Projects Management Office and BC's Environmental Assessment Office, depending on the scope of the project.
- These regulators ensure that proposed projects are adequately considering the environment, communities and Aboriginal concerns.
- At the same time, the natural resource industry is continuously employing new technologies and practices to minimize or mitigate environmental concerns.
- Delegates at UBCM need to ensure that British Columbia can develop its resources to their full potential through balanced policies that make British Columbia attractive to investment.
- Canada's world-leading environmental stewardship is possible because of our prosperity, not in spite of it.

Resolution

B6 SUSTAINABLE DREDGING OF SECONDARY CHANNELS OF THE LOWER FRASER RIVER – Delta

WHEREAS there is currently no government agency that has mandated responsibility for dredging the secondary channels of the Fraser River;

AND WHEREAS many businesses and communities along the Lower Fraser River experience economic losses from the on-going accumulation of sediment in local waterways;

AND WHEREAS the foreshore areas and bed of the Fraser River are under provincial jurisdiction:

THEREFORE BE IT RESOLVED that the provincial government be requested to develop, fund and implement a long-term, sustainable dredging program for the secondary channels of the Lower Fraser River.

ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *Endorse*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the UBCM membership has consistently endorsed resolutions calling for long-term sustainable funding for dredging, debris traps and flood hazard management, including measures applying to the Fraser River (2013-A2; 2011-B11; 2011-B79; 2010-B8; 2009-B3; 2009-B8; 2008-B12; 2008-B69; 2007-A1; 2006-B18; 2006-B19; 2005-B26; 2004-B18; 2003-B21; 2002-B16).

In response to resolution 2013-A2 the provincial government expressed agreement with the stated need for a regional flood management strategy for the lower Fraser River and indicated that it was prepared to “contribute technical staff time, use of the Ministry of Forests, Lands and Natural Resource Operations’ (Ministry) Fraser River hydraulic model” and would “consider cost-share funding of priority projects subject to budget availability.”

The Province also indicated that it was working with local stakeholders to develop a strategy integrating “floodplain management (hazard mapping and development planning), structural mitigation (diking and river channel management) and flood emergency planning, response and recovery,” and suggested that other areas of the province might benefit from a similar regional approach.

Background

B6 SUSTAINABLE DREDGING OF SECONDARY CHANNELS OF THE LOWER FRASER RIVER

Port Metro Vancouver is responsible for the stewardship of federal port lands in and around Vancouver, BC. Port Metro Vancouver is accountable to the federal Minister of Transport and was established by the Government of Canada pursuant to the [Canada Marine Act](#) to facilitate Canada's trade objectives, ensuring goods are moved safely, while protecting the environment and considering local communities.

- Dredging to establish and maintain channels for safe navigation has been ongoing in the lower Fraser River for a century.
- In 2014, Port Metro Vancouver spent \$20 million on dredging to maintain the shipping channel. About half of this cost is recovered through tenant leases.
- In 2012, collaboration between Port Metro Vancouver and all three levels of government led to a \$10 million dredging program in Steveston (Richmond) and Ladner to ensure safe access for smaller vessels and harbours.
- The initiative was successful and highlighted collaboration between all levels of government.
- We understand that Port Metro Vancouver supports the spirit of UBCM resolution B6 and concurs with the need for a long-term sustainable program to manage a dredging program on the lower Fraser River.

Resolution

B28 INDEPENDENT BC REVIEW OF TRANS MOUNTAIN EXPANSION PROJECT – Vancouver

WHEREAS the current National Energy Board (NEB) assessment of the Trans Mountain Expansion Project has proven to be deeply flawed and undemocratic;

AND WHEREAS the Union of BC Municipalities endorsed the City of Victoria’s emergency resolution LR2 in September 2014 calling on the Environmental Assessment Office of the Province of British Columbia to undertake its own environmental assessment process of the Trans Mountain Expansion Project and withdraw from the 2010 Equivalency Agreement with the NEB, but no response has been received to date from the Province;

THEREFORE BE IT RESOLVED that in response to 2014 UBCM resolution LR2, the Province of British Columbia withdraw from the 2010 Equivalency Agreement with the National Energy Board and undertake its own environmental assessment process of the Trans Mountain Expansion Project, with meaningful participation by First Nations, local governments and all interested British Columbians.

ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *Endorse*

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee acknowledges that as stated by the sponsor, the UBCM membership endorsed resolution 2014-LR2, calling for the BC Environmental Assessment Office to withdraw from the 2010 Equivalency Agreement with the National Energy Board and instead undertake its own environmental assessment of the Trans Mountain Expansion Project

In response to resolution 2014-LR2, the provincial Environmental Assessment Office emphasized BC’s five conditions for any heavy oil pipeline:

- *Successful completion of an environmental assessment*
- *Establishment of world-leading marine oil spill response, prevention and recovery systems for BC’s coastline and ocean*
- *Establishment of world-leading land oil spill prevention, response and recovery systems*
- *Legal requirements regarding Aboriginal and treaty rights are addressed and First Nations are provided with the opportunities, information and resources to participate and benefit from the Project*
- *BC receives a fair share of the fiscal and economic benefits*

The Province also referenced its role as intervenor in the NEB's review of the Project, filing information requests and meeting with Kinder Morgan. The Province pointed out that the National Energy Board sets the process for the reviews it conducts.

In April 2015, UBCM met with the National Energy Board to discuss local government concerns regarding pipeline safety, environmental protection and related infrastructure. At the time, the Chair of the NEB expressed interest in participating in the 2015 UBCM Convention in order to consult with BC local governments regarding concerns with the National Energy Board and equivalency agreements.

See also resolutions C14 and C15.

Background

B28 – Independent Review of Trans Mountain Expansion Project

Both the existing Trans Mountain Pipeline and the proposed Trans Mountain Expansion Project are regulated by the National Energy Board (NEB), which has responsibility for multi-jurisdiction pipeline projects. The NEB is an independent federal regulatory agency that was established in 1959 with the mandate to regulate aspects of the energy industry under federal jurisdiction, and to inform the government and public about energy matters. Trans Mountain filed its Facilities Application in December 2013 and has since been engaging with many stakeholders both inside and outside the regulatory process.

- The purpose of the NEB/EAO equivalency agreement is to promote a coordinated and efficient approach to project evaluation. The agreement does not fetter or limit the applicability of all BC provincial permits or authorizations.
- The National Energy Board reviews consider the same potential environmental, social, economic, health and heritage effects as EAOs assessments and include Aboriginal and community consultation with technical experts.
- The scrutiny and rigour of the review that the Trans Mountain Expansion Project has undergone has been one of the most extensive in NEB history.
- There are 403 Intervenor and more than 1,200 Commenters involved in the National Energy Board process ranging from parties such as the City of Burnaby, environmental organizations and Aboriginal groups.
- The 400+ Intervenor have multiple opportunities to submit and test evidence through two rounds of Information Request submissions. There is no limit to the volume of questions.

- Columnist Gary Mason, in his August 28, 2015 Globe and Mail article notes that from the roughly 1,300 people approved to submit Letters of Comment NEB process, only 375 chose to do so.
- There is nothing wrong with constructively criticizing regulatory processes, but some opponents have gotten into the habit of using criticism of the regulatory process as a proxy for political attacks on projects and governments they don't like.
- Canada has strong regulatory institutions and processes that are the envy of the world – and we should not let a vocal minority of resource opponents undermine the rule of law.

Resolution

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.

*ENDORSED BY THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Endorse***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the UBCM membership has consistently endorsed resolutions opposing expansion of oil tanker traffic on the BC coast (2012-A8, 2010-B139, 2010-B140, 2008- B143).

In response to resolution 2012-A8 the provincial government referenced its technical analysis "Requirements for British Columbia to Consider Support for Heavy Oil Pipelines," the "key condition" of "world leading marine spill preparedness and response systems," and 11 recommendations for BC to achieve that standard.

Background

B29 Expansion of Oil Tanker Traffic in Coastal BC Waters Notes

Ports and goods movement are essential parts of BC's modern history. Tankers have been safely travelling through the Burrard Inlet for more than 60 years – in fact, there are historical records of inbound tankers more than a century ago. In that time, safety standards have been continually strengthened. In addition to strict requirements on vessels calling within the Port of Metro Vancouver, organizations such as the Western Canadian Response Marine Response Corporation (WCMRC) ensure response capabilities in case of an incident where emergency response is required.

- Multiple facilities that handle oil products operate safely in BC's Coastal waters every day and have done so for decades.
- Canada has a "polluter pays" principle. Under the Canadian Marine Liability Act, the polluter is liable for oil pollution from ships, including all reasonable costs related to recovery and cleanup. Similar principals apply to pipelines on land.
- Currently a total of approximately \$1.37 billion is available through a combination of Canada's Ship-Source Oil Pollution Fund, the International Oil Pollution Compensation Fund and the Civil Liability Convention Fund. There are provisions within these funds to clean up oil spills even when the source cannot be identified.
- Between 2005 and 2013, oil tankers accounted for 1.5 per cent of all foreign vessel traffic. In 2013, 48 crude oil tankers called on Port Metro Vancouver or approximately 1.5 per cent of all foreign vessel traffic.
- Compared to other major ports in the world, including the eastern ports of Canada and the US, Port Metro Vancouver is a low-volume petroleum traffic port. The total quantity of petroleum shipments through Port Metro Vancouver in 2013 was 7.1 million metric tonnes. By comparison, Port Arthur in Texas State handled 46.2 million metric tonnes and Port of Montreal handled 10.2 million metric tonnes.
- We need to increase safeguards and manage risk in our coastal waters, but the only way to completely eliminate risk is to ban all commercial and recreational vehicles – and few people would agree with that approach.

Resolution

B30 OIL SPILL PREPAREDNESS – Sechelt District

WHEREAS the oil spill event of April 8, 2015, into English Bay and the Salish Sea, demonstrated a clear lack of capacity to respond to oil spill events in British Columbia;

AND WHEREAS the long-term viability and economies of BC coastal communities are dependent, in part, upon the protection and preservation of the local marine environment:

THEREFORE BE IT RESOLVED that UBCM request that the Province of British Columbia order an independent audit of the current state of oil spill preparedness in BC.

*ENDORSED BY THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Endorse***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the degree of preparedness for oil spills in BC is a long-standing concern of UBCM members, with the membership endorsing resolutions 2014-LR3, 2000-LR2, 1989-B22 on the topic.

Resolution 2014-LR3 in part called on the provincial government to “conduct a full assessment of the response plans, tactics, equipment and capacity currently available within the Province of BC to respond to sunken or submerged oil.”

In response to the 2014 resolution the Province highlighted a recent intentions paper outlining a proposed strengthened spill response regime, and indicated that a public consultation process had accompanied release of the intentions paper.

See also related resolutions A4 and B31.

Background

B30 – Oil Spill Preparedness

On April 8, 2015, there was a release of bunker fuel from the grain ship MV *Marrathassa*, which accidentally and unknowingly discharged 2,700 litres (about three cubic metres or 15 barrels) of bunker fuel into English Bay in Vancouver. There was a coordinated response including the Canadian Coast Guard, Port of Metro Vancouver and Western Canada Marine Response Corporation. The Canadian Coast Guard has completed an independent review of the *Marrathassa* emergency response. While the spill was ultimately cleaned up effectively, questions were raised about the response time and communication effectiveness.

- On April 8, 2015, the Port of Metro Vancouver, the Canadian Coast Guard and the Western Canada Marine Response Corporation responded to a release of bunker fuel from the *MV Marrathassa*.
- The Emergency Response was completed successfully and continued monitoring will continue in the area affected.
- The Canadian Coast Guard completed an independent study on the Emergency Response conducted by the coordinated response and released a number of recommendations to further improve the emergency preparedness in British Columbia's navigable waters.
- The further expansion of industry in British Columbia also benefits the funding and capabilities of emergency response organizations to respond to all kinds of issues.
- For example, if the proposed Trans Mountain Expansion Project is approved, Kinder Morgan Canada has said it is committed to investing an additional \$100 million in WCMRC, which would be used to fund 100 new emergency response jobs, equipment, vessels, and additional spill response bases which would cut potential response times in half.

Resolution

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.

*NOT PRESENTED TO THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Endorse***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the UBCM membership endorsed resolutions 2008-B32 and 2007-B173, which called on the provincial and federal governments 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.*

In response to the 2008 resolution the provincial government referenced amendments to the Environmental Management Act, consideration of the creation of a Contingency Fund for spill response in cases where the polluter cannot pay, and development of an oiled wildlife response plan in consultation with the Canadian Wildlife Service and other stakeholders.

The federal Minister of Transport, Infrastructure and Communities in response to the 2008 resolution highlighted the Ship-Source Oil Pollution Fund, an independent domestic compensation fund established under the Marine Liability Act.

See also related resolutions A4 and B30.

Background

B31 Oiled Wildlife Preparedness and Response

As Canada's largest port, the Port of Metro Vancouver has safely shipped petroleum products through the Burrard Inlet for more than 60 years. The Port and its partner industries, Coast Guard and Response Organizations work to ensure the safety of communities, people and wildlife under the Port's jurisdiction.

- Petroleum products have been safely shipped through the Burrard Inlet for more than 60 years.
- Safety and the well-being of communities and the people and animals within those communities are the first priority of the people and organizations responding to emergency situations.
- The Port of Metro Vancouver is mandated under the Canada Marine Act to protect the environment while products are shipped safely.
- The safety and environmental protection of our waterways is of paramount importance to Port Metro Vancouver. As a port authority, they hold their terminals and tenants accountable to a high standard of operations.
- The Western Canada Marine Response Corporation is founding member and sponsor of the Oiled Wildlife Society of British Columbia.
- WCMRC is in possession of two oiled bird response trailers that contain equipment owned and maintained by the Society.
- If a large wildlife response is required in the case of an incident, WCMRC and the Responsible Party may choose to hire a professional organization such as Focus Wildlife to work within the Incident Command System.

Resolution

B36 RE-EXAMINE LOG EXPORT POLICY – Alberni-Clayoquot RD

WHEREAS coastal log exports increased 65 per cent by volume from 2010 levels to 6,348,674 m³ in 2013 and the coast represents 90.6 per cent of total log export volume in the province of BC;

AND WHEREAS the coastal forest industry has grown dependent upon log exports with unintended consequences to the manufacturing sector:

THEREFORE BE IT RESOLVED that UBCM request that the provincial government re-examine the Log Export Policy and the impact this policy has on the coastal forest industry, and that the provincial government investigate options for modifying the Log Export Policy in light of the increased coastal log exports over the last several years.

ENDORSED BY THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES

UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: Endorse

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee notes that the UBCM membership has consistently endorsed resolutions opposing expansion of raw log exports (2012-B33, 2007-B44, 2007-B45, 2007-B179, 2003-B27, 2001-B31, 1992-B33).

In its response to resolution 2012-B33 the provincial government indicated that it was at the time engaged in a review of log export policy and would “take measures as necessary to ensure that domestic mills continue to have access to wood advertised for export prior to exports being approved.”

Background

B36 RE-EXAMINE LOG EXPORT POLICY

Access to global log markets sustains local jobs. These exports support 67,000 forestry jobs in BC.

- Before being exported, all logs are first offered to BC companies for purchase. Provincial and federal export restrictions ensure no wood can be exported outside of Canada if a Canadian company makes an offer to purchase the logs.
- The provincial government received \$30 million in fees from log exports in 2014. Log exports are part of the broad forest products industry, which also includes softwood lumber, a variety of pulp and paper products and other wood products like plywood and veneer.
- A healthy forest sector requires a sustainable balance between meeting domestic manufacturing requirements and logs being exported to higher value markets around the world.

Resolution

B61 HEALTH IMPACT ASSESSMENTS – LMLGA Executive

WHEREAS the BC Health Officers Council is calling for Health Impact Assessments to be carried out as part of all Environmental Assessments conducted in the province:

THEREFORE BE IT RESOLVED that a Health Impact Assessment must be considered for all reviewable projects under the BC *Environmental Assessment Act*, and that a complete HIA be performed and provincially funded as part of the project review process;

AND BE IT FURTHER RESOLVED that the Ministry of Environment and the Environmental Assessment Office work with the Health Officers Council and UBCM to develop the necessary guidance documents to support the implementation of HIA in the assessment of reviewable projects.

*ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Endorse***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution requesting that the provincial government work with the Health Officers Council to amend the Environmental Assessment Act so that health impact assessments are conducted as part of environmental assessment processes in BC.

Background

B61 HEALTH IMPACT ASSESSMENTS

- The Environmental Assessment Office (EAO) is a government agency that manages the review of proposed major projects in British Columbia, as required by the Environmental Assessment Act. The environmental assessment process provides timely and integrated assessments of the potential environmental, economic, social, heritage and health effects that may occur during the lifecycle of these projects.
- The Environmental Assessment Office considers the requirements of an Environment Assessment individually on a project-by-project basis.
- The Environmental Assessment Office, along with the Provincial Government, has access to numerous technical experts who can review materials as part of the Environmental Assessment.
- The Environmental Assessment Office has the required expertise to provide a professional and unbiased review of Major Projects in British Columbia.

Resolution

B76 ROUTINE HIGHWAY MAINTENANCE OVER PIPELINES – LMLGA Executive

WHEREAS timely maintenance of municipal highways is a matter of public safety;

AND WHEREAS Kinder Morgan has taken issue with municipalities filling potholes and performing routine maintenance citing regulations under the *National Energy Board Act*;

AND WHEREAS the National Energy Board General Order No. 1 Respecting Standard Conditions for Crossings of Pipelines imposes certain conditions which include a condition that a pipeline crossing a highway shall be located so that it will not interfere with highway traffic or maintenance;

AND WHEREAS there is uncertainty and confusion regarding the application of regulations cited by Kinder Morgan, the effect of National Energy Board General Order No. 1 Respecting Standard Conditions for Crossings of Pipelines and conditions that may have been imposed under the earlier enactments of s.108 of the National Energy Board which provides that any certificate approving a pipeline may contain terms and conditions related to pipelines crossing highways and other utilities:

THEREFORE BE IT RESOLVED that UBCM and FCM request the federal Ministry of Natural Resources to revise the regulations under the *National Energy Board Act* such that the regulations appropriately balance public safety and the continuing need for municipalities to undertake routine highway maintenance without having to first provide notice to or obtain a permit from the owner or operator of the pipeline.

**ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *No Recommendation***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that UBCM members have not previously considered a resolution requesting that the federal government revise the regulations under the National Energy Board Act to better balance public safety and the continuing need for local governments to undertake routine highway maintenance without having to first provide notice to or obtain a permit from the owner or operator of a pipeline.

See also resolution C13.

Background

B76 ROUTINE HIGHWAY MAINTENANCE OVER PIPELINES

Ensuring that proper safety measures are taken into consideration surrounding all types of linear utilities is important to the safety of British Columbians, and oil pipelines are no different. Municipalities and utility owners have long collaborated to ensure that the proper steps are taken when working in proximity to pipelines.

- The National Energy Board, as the federal regulator, is responsible for regulating the ongoing operations of pipelines.
- Pipeline safety practices that focus on preventing pipeline failures and minimizing their impact are part of what is called a Pipeline Integrity Management Program. Pipeline awareness practices focus on educating landowners, contractors and excavators, emergency responders, and elected government officials.
- The Canadian Energy Pipeline Association takes an “Integrity First” approach to pipelines. Similarly, Kinder Morgan has said that pipeline safety is their top priority. They say they have spent millions of dollars and developed a sophisticated suite of programs to maximize the safety and integrity of their pipeline.
- Municipalities have concerns about potential additional costs they might face as a result of the existing Trans Mountain Pipeline and the proposed expansion, and Kinder Morgan has acknowledged those concerns publicly.
- As members of each community, pipelines pay taxes to municipalities and regional districts they are routed through. Collectively, municipalities across Canada receive more than \$600 million in property taxes each year from pipeline companies.
- Specific to Trans Mountain, they report that their municipal taxes will double if the pipeline is twinned. Local governments will also receive compensation as part of securing land rights for the proposed expansion.
- Kinder Morgan has publicly committed to collaborating and working with each local government on how to mitigate impacts as the design for the proposed expanded pipeline progresses. They say they will take into account the municipalities’ future plans to minimize impacts.

Resolution

B120 DIVESTMENT OF FOSSIL FUEL RELATED INVESTMENTS IN THE MUNICIPAL PENSION PLAN – Esquimalt

WHEREAS municipal employer pension funds are invested with the Municipal Pension Plan, which directly manages billions of dollars in investment funds across British Columbia;

AND WHEREAS fossil fuel investments carry numerous risks, including economic risk to market value of fossil fuel companies based on stranded assets and increased worldwide transition to renewable energy sources, making these investments worthy of re-evaluation for the long-term financial sustainability of municipal pensions and holdings:

THEREFORE BE IT RESOLVED that UBCM request a report from the Municipal Pension Plan detailing the percentage and dollar amount of investments currently held in fossil fuel-related companies or investment products, and the anticipated effects from implementing a plan to divest those assets over the next five, ten, and fifteen years.

NOT PRESENTED TO THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: Refer to UBCM Executive

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution requesting a report from the Municipal Pension Plan (MPP) on the investments currently held in fossil fuel-related companies; nor has the membership requested that MPP conduct an impact analysis regarding divestment of fossil fuel-related assets over time.

The Committee is of the view that prior to considering divestment, the UBCM membership should have available a primer on matters related to the legislative and governance framework for Municipal Pension Plan investment practices – how do the assets get invested in certain asset classes, who makes those decisions and what is the legal framework. The primer would include pension, trust and common law considerations; relevant BC legislation; the role and responsibilities of the Municipal Pension Board of Trustees; the role of the Board’s investment agent – the British Columbia Investment Management Corporation (bcIMC) – in executing on the Board’s Statement of Investment Policies and Procedures.

Divestment involves screening out of investing in certain sectors because of the nature of their activity.

By way of background, the Municipal Pension Plan is a large multi-employer (900 employers) with over 290,000 members representing the health sector, local government,

non-teaching school and college sector, community social services and hundreds of other smaller employers. Since 2001 it has been a jointly trusted plan; the largest pension plan in BC and the sixth largest in Canada with assets in excess of \$40 billion. The last three years' investment returns have been 10.3, 15.1 and 11.3 per cent. Investment income is very important - 75% of a final pension comes from investments. In a recent Conference Board of Canada study the MPP was shown to have a positive impact on the BC and Canadian economies.

The Resolutions Committee does recognize the initiative of the sponsor to raise the importance of the long-term sustainability of funding for the MPP. Any changes to the Plan should be based on a thorough understanding of the Plan. Resolutions have their limitations when dealing with complex issues, and when such issues arise it is established practice for the Committee to recommend referral to the UBCM Executive, who will subject the matter to further study and provide more detailed information in the form of a report to UBCM members. The Committee is recommending this approach with the fossil fuel related divestment question, and below, provides a few of the concerns that such a report could address.

First, the UBCM members need to understand the scope of what is possibly proposed:

- *The definition of fossil fuels includes petroleum, coal and natural gas*
- *Some divestment activities have been directed to fossil fuels generally while others directed at oil or coal extraction depending on the group's key interests. This resolution uses the term "fossil fuel-related companies" that could be open to broader interpretation to include in addition to extraction – refining, pipelines, other transportation of fossil fuels, and local natural gas distribution systems.*

An allied concern is the need for clarity around certain assumptions. Municipal employers do make considerable contributions to pensions and should be concerned about the long-term sustainability of the Plan. Once they make their contributions it is no longer the employers' money – it belongs to pension beneficiaries and is managed by the Plan's Trustees on their behalf.

Second, UBCM members should be informed of the legal and current governance framework, for instance:

- *Trustees of the MPP are legally bound to act in the "best financial interests" of the beneficiaries.*
- *Trustees set the asset allocation (the percentage of funds to be invested in eleven asset classes – e.g., Canadian equities) but they don't select individual companies and don't directly hold interests in any companies.*
- *BCIMC invests on behalf of the MPP and other clients and the clients hold units in 40 plus "pools" (like mutual funds) that may include fossil fuel related companies.*

- *Local government is part of a larger group of other employers, employees and union stakeholders that have an interest in the Plan’s investment philosophy and values.*

Finally, the discussion would be greatly improved with an overview in the primer of the decade long work by MPP and BCIMC in developing policies and practices on responsible investing such as:

- *MPP and BCIMC both are signatories to the UN Principles on Responsible Investing and are active in PRI annual reporting.*
- *The MPP and BCIMC are both committed to Responsible Investing that takes environmental, social and governance factors into account in investment activities.*
- *BCIMC is very active in Canadian good corporate governance initiatives and shareholder engagement. It was one of 340 global investors representing \$24 trillion assets under management that signed the “2014 Global Investor Statement on Climate Change” ahead of the Climate Summit at the United Nations.*

The Committee would note that the resolution as received would have the UBCM requesting the Municipal Finance Authority to provide a report on its fossil fuel related investments and the implications of divestment of its holdings. The Resolutions Committee removed the reference to MFA in respect to the independence of this local government entity with its own membership and governance authority. The sponsor was advised.

Background

B120 DIVESTMENT OF FOSSIL FUEL RELATED INVESTMENTS IN THE MUNICIPAL PENSION PLAN

The impact of contemplated divestment policies should be considered in terms of fund performance and also on whether such actions would have a clear, measurable and beneficial purpose.

- The Natural Resource industry not only provides British Columbians with well-paying jobs, but has long been a strong source of investment returns to municipal and public pension plans, along with university endowment funds.
- The Canadian divestment movement would, if successful, punish workers by eliminating domestic jobs. It will also hurt pensioners by reducing their incomes.
- Other countries that do not respect the environment and free speech like Canada does will be happy to take our lost business, as will the foreign companies that our pension funds will have to invest in when Canadian stocks are closed off to them.

- Divestment campaigns - although sometimes well intentioned - are shortsighted, ideological, and run counter to the interests of both pension plan participants and Canada as a whole.
- Supporting the development of renewable energy technologies is not incompatible with supporting the “traditional” resource sectors. In fact, there is significant potential for capital reinvestment from the resource sector into alternatives. Supporting diversification is a better focus than destroying jobs and economic growth.

Resolution

C13 ROUTINE HIGHWAY MAINTENANCE OVER PIPELINES – Surrey

WHEREAS timely maintenance of local government highways is a matter of public safety;

AND WHEREAS Kinder Morgan has taken issue with local governments filling potholes and performing routine maintenance citing Regulations under the *National Energy Board Act*;

AND WHEREAS the National Energy Board General Order No. 1 Respecting Standard Conditions for Crossings of Pipelines imposes certain conditions which include a condition that a pipeline crossing a highway shall be located so that it will not interfere with highway traffic or maintenance;

AND WHEREAS there is uncertainty and confusion regarding the application of Regulations cited by Kinder Morgan, the effect of National Energy Board General Order No. 1 Respecting Standard Conditions for Crossing of Pipelines and conditions that may have been imposed under the earlier enactments of s. 108 of the *National Energy Board Act* which provides that any certificate approving a pipeline may contain terms and conditions related to pipelines crossing highways and other utilities:

THEREFORE BE IT RESOLVED that UBCM request the federal Ministry of Natural Resources to revise the Regulations under the *National Energy Board Act* such that the Regulations appropriately balance public safety and the continuing need for local governments to undertake routine highway maintenance without having to first provide notice to or obtain a permit from the owner or operator of the pipeline.

NOT PRESENTED TO THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: Refer to Similar Resolution
UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution B76.

Background

C13 ROUTINE HIGHWAY MAINTENANCE OVER PIPELINES

Ensuring that proper safety measures are taken into consideration surrounding all types of linear utilities is important to the safety of British Columbians, and oil pipelines are no different. Municipalities and utility owners have long collaborated to ensure that the proper steps are taken when working in proximity to pipelines.

- The National Energy Board, as the federal regulator, is responsible for regulating the ongoing operations of pipelines.
- Pipeline safety practices that focus on preventing pipeline failures and minimizing their impact are part of what is called a Pipeline Integrity Management Program. Pipeline awareness practices focus on educating landowners, contractors and excavators, emergency responders, and elected government officials.
- The Canadian Energy Pipeline Association takes an “Integrity First” approach to pipelines. Similarly, Kinder Morgan has said that pipeline safety is their top priority. They say they have spent millions of dollars and developed a sophisticated suite of programs to maximize the safety and integrity of their pipeline.
- Municipalities have concerns about potential additional costs they might face as a result of the existing Trans Mountain Pipeline and the proposed expansion, and Kinder Morgan has acknowledged those concerns publicly.
- As members of each community, pipelines pay taxes to municipalities and regional districts they are routed through. Collectively, municipalities across Canada receive more than \$600 million in property taxes each year from pipeline companies.
- Specific to Trans Mountain, they report that their municipal taxes will double if the pipeline is twinned. Local governments will also receive compensation as part of securing land rights for the proposed expansion.
- Kinder Morgan has publicly committed to collaborating and working with each local government on how to mitigate impacts as the design for the proposed expanded pipeline progresses. They say they will take into account the municipalities’ future plans to minimize impacts.

Resolution

C16 ENVIRONMENTAL BILL OF RIGHTS – Victoria Ladysmith

WHEREAS municipalities and regional districts are the governments nearest to people and the natural environment, and therefore share a deep concern for the welfare of the natural environment and understand that a healthy environment is inextricably linked to the health of individuals, families, future generations and communities;

AND WHEREAS fostering the environmental well-being of the community is a municipal purpose under section 7(d) of the *Community Charter* and a regional district purpose under section 2(d) of the *Local Government Act*:

THEREFORE BE IT RESOLVED that UBCM request that the Province of British Columbia enact a provincial environmental bill of rights to fulfill the right of every resident to live in a healthy environment by ensuring access to information, public participation in decision making, and access to effective remedies, and without limitation to allow a resident to:

- Comment on environmentally significant government proposals
- Ask a ministry or local government to review an existing law, policy or program
- Ask a ministry, crown agency or local government to investigate harm to the natural environment
- Appeal or ask a ministry or local government to review a decision under an enactment
- Propose a new law, regulation, policy or program to protect the natural environment
- Use courts or tribunals to protect the environment
- Have whistleblower protection

*ENDORSED BY THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Refer to Similar Resolution***

UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A5.

See background to C19

Resolution

C17 DECLARATION OF THE RIGHT TO A HEALTHY ENVIRONMENT – Saanich

WHEREAS the David Suzuki Foundation Blue Dot Tour has inspired many Canadians to request that the right to a healthy environment be enshrined in the *Charter of Rights and Freedoms* through support of the following motion;

AND WHEREAS the District of Saanich understands that people are part of the environment and that a healthy environment is inextricably linked to the well-being of our community;

AND WHEREAS the Saanich Official Community Plan provides a strong policy foundation to pursue actions and initiatives that contribute toward a healthy environment;

AND WHEREAS Saanich has the opportunity to endorse the Declaration of the Right to a Healthy Environment, joining other Canadian cities in re-affirming our commitment to social, environmental and economic sustainability;

THEREFORE BE IT RESOLVED that AVICC endorse the following declaration: That all people have the right to live in a healthy environment, including:

- The right to breathe clean air
- The right to drink clean water
- The right to consume safe food
- The right to access nature
- The right to know about pollutants and contaminants released into the local environment
- The right to participate in decision-making that will affect the environment

ENDORSED BY THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM

RESOLUTIONS COMMITTEE RECOMMENDATION: Refer to Similar Resolution

UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A5.

See background to C19

Resolution

C18 DECLARATION OF THE RIGHT TO A HEALTHY ENVIRONMENT – Port Moody

WHEREAS municipalities and regional districts are the governments nearest to people and the natural environment, and therefore share a deep concern for the welfare of the natural environment and understand that a healthy environment is inextricably linked to the health of individuals, families, future generations and communities;

AND WHEREAS fostering the environmental well-being of the community is a municipal purpose under section 7(d) of the *Community Charter* and a regional district purpose under section 2(d) of the *Local Government Act*:

THEREFORE BE IT RESOLVED that:

- 1) Every resident has the right to live in a healthy environment, including the right to:
 - Breathe clean air
 - Drink clean water
 - Consume safe food
 - Access nature
 - Know about pollutants and contaminants released into the local environment
 - Participate in decision making that will affect the environment
- 2) Local governments have the authority, within its jurisdiction, to respect, protect, fulfill and promote these rights.
- 3) Local governments will consider the precautionary principle when making decisions: where threats of serious or irreversible damage to human health or the environment exist, the City of Port Moody will consider cost effective measures to prevent the degradation of the environment and protect the health of its citizens, and the absence of full scientific certainty will not be viewed as sufficient reason for the City of Port Moody to postpone such measures.
- 4) Local governments will apply full cost accounting when evaluating reasonably foreseeable costs of proposed actions and alternatives, the City of Port Moody will consider costs to human health and the environment.
- 5) By 2016, local governments will specify objectives, targets, timelines and actions, within their jurisdiction, to address the residents' right to a healthy environment under section 1, including priority actions to:

- Ensure infrastructure and development projects of local government and the private sector respect the objective of protecting the environment, including air quality.
- Address climate change by reducing greenhouse gas emissions and implementing adaptation measures.
- Prioritize walking, cycling and public transit as preferred modes of transportation.
- Prioritize infrastructure and protected water sources for the provision of safe and accessible drinking water.
- Reduce solid waste and promote recycling, re-use and composting.
- Establish and maintain accessible green spaces in all residential neighbourhoods, and protect and conserve nature in public open spaces.

6) Local governments will review the objectives, targets, timelines and actions of their healthy environment policy every five (5) years, and measure progress toward fulfilling this

Declaration

7) Local governments will consult with residents as part of this process

ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION

*UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Refer to Similar Resolution***

UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A5.

See background to C19

Resolution

C19 DECLARATION OF THE RIGHT TO A HEALTHY ENVIRONMENT – North Saanich

WHEREAS the David Suzuki Foundation Blue Dot Tour has inspired many Canadians to request that the right to a healthy environment be enshrined in the *Charter of Rights and Freedoms* through support of the following motion;

AND WHEREAS the District of North Saanich understands that people are part of the environment and that a healthy environment is inextricably linked to the well-being of our community;

AND WHEREAS the North Saanich Official Community Plan provides a strong policy foundation to pursue actions and initiatives that contribute toward a healthy environment;

AND WHEREAS North Saanich has the opportunity to endorse the Declaration of the Right to a Healthy Environment, joining other Canadian cities in re-affirming our commitment to social, environmental and economic sustainability;

THEREFORE BE IT RESOLVED that UBCM endorse the following declaration: That all people have the right to live in a healthy environment, including:

- The right to breathe clean air
- The right to drink clean water
- The right to consume safe food
- The right to access nature
- The right to know about pollutants and contaminants released into the local environment
- The right to participate in decision-making that will affect the environment

*NOT PRESENTED TO THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Refer to Similar Resolution***

UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A5

Background

C16/C17/C18/C19 – Environmental Bill of Rights & Declaration to the Right to a Healthy Environment

Motions A5, C16, C17, C18 and C19 are closely related. They call on various levels of Government to guarantee a standard of environmental stewardship for the overall benefit of people and communities. These motions represent a consistent organized push to have a particular resolution pass at UBCM.

- The strength of the natural resource industry is not mutually exclusive to the protection of communities, human health and the environment.
- It is counterproductive to create a false choice between economy and environment. People who work in the resource sector care deeply about Canada's environment too.
- Major natural resource projects are strictly regulated through industry regulators such as the National Energy Board, Major Projects Management Office, and BC's Environmental Assessment Office, depending on the scope of the project.
- These regulators ensure that proposed Projects are adequately considering the environment, communities and Aboriginal concerns.
- At the same time, the natural resource industry is continuously employing new technologies and practices to minimize or mitigate environmental concerns.
- Delegates at UBCM need to ensure that British Columbia can develop its resources to their full potential through balanced policies that make British Columbia attractive to investment.
- Canada's world-leading environmental stewardship is possible because of our prosperity, not in spite of it.

Resolution

C22 MARINE-RELATED EMERGENCY RESPONSE STANDARDS – Skeena-Queen Charlotte

WHEREAS coastal local governments in BC are subject to increasing risk factors associated with the shipment and distribution of natural resources by way of marine transportation;

AND WHEREAS local, provincial and federal government have a shared interest and responsibility for the preparation and response to marine-related environmental emergencies in BC;

AND WHEREAS, pursuant to the *Canada Shipping Act*, the Minister of Transport may issue standards for response organizations, including specifications and technical and operational requirements:

THEREFORE BE IT RESOLVED that UBCM request the provincial and federal governments to clearly define “world leading” and “industry standard”.

NOT PRESENTED TO THE NORTH CENTRAL LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: Refer to Similar Resolution
UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A4.

Background

C22 MARINE-RELATED EMERGENCY RESPONSE STANDARDS

Emergency Preparedness and Response in the event of an emergency is an unequivocal concern for the industries that operate in and around the navigable water of British Columbia. Both government and industry have contributed to forming industry-leading response plans that protect British Columbia in the event of an emergency.

- The Port of Metro Vancouver is Canada’s largest. It supports close to one in every five dollars of trade in goods that flow through Canada.
- The Port of Metro Vancouver directly generates \$6.1 Billion dollars in wages that support an average direct job salary of \$67,000.
- The Canadian Coast Guard, Western Canada Marine Response Corporation and the Port of Metro Vancouver work collaboratively in the event that emergency response is required.

- Part of the industry-leading response capacity in BC's navigable waters is the role of the Western Canada Marine Response Corporation, which is funded by the industry it supports in emergency scenarios.
- The Canada Shipping Act (2001) is Transport Canada's regulatory framework for marine pollution and its enforcement. In the case of a report of pollution in the water, including oil or fuel spills, Canada operates under the National Spill Response Protocol, which specifies that the Canadian Coast Guard is responsible for all spill response and recovery.
- Municipal first responders such as police and firefighters generally manage emergencies that occur on Port lands.

Resolution

C23 OIL SPILL EMERGENCY RESPONSE COORDINATION AND SUPPORT FOR LOCAL GOVERNMENTS – Burnaby

WHEREAS demonstrated oil spill emergency response times for the April 8, 2015 English Bay oil spill have been uncoordinated and inadequate;

AND WHEREAS there is need for a national, transparent, independent emergency response agency;

AND WHEREAS local governments currently do not have access to sufficient resources to compensate for the mobilization costs of response services related to emergencies of this nature;

THEREFORE BE IT RESOLVED that UBCM and the Federation of Canadian Municipalities call upon the federal government to develop a comprehensive emergency response plan and procedure for oil spill related emergencies that includes due recognition of and compensation for the role of local government emergency response services.

*NOT PRESENTED TO THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: **Refer to Similar Resolution**
UBCM RESOLUTIONS COMMITTEE COMMENTS: Refer to resolution A4.*

Background

C23 OIL SPILL EMERGENCY RESPONSE COORDINATION AND SUPPORT FOR LOCAL GOVERNMENTS

On April 8, 2015 there was a release of bunker fuel from the grain ship MV Marrathassa, which accidentally and unknowingly discharged 2,700 litres (about three cubic metres or 15 barrels) of bunker fuel into English Bay in Vancouver. There was a coordinated response including the Canadian Coast Guard, Port of Metro Vancouver and Western Canada Marine Response Corporation. The Canadian Coast Guard has completed an independent review of the Marrathassa emergency response. While the spill was ultimately cleaned up effectively, questions were raised about the response time and communication effectiveness.

- In 2000, the Province of British Columbia emergency management structure developed and adopted BCERMS (British Columbia Emergency Response Management System).
- The BCERMS is an inclusive emergency management system that aligns the emergency management community through a single structure to facilitate effective management of emergency incidents within the province.
- In an emergency, the Port of Metro Vancouver follows the British Columbia Emergency Response Management System.
- As a federally regulated entity, Port Metro Vancouver also maintains close ties to Public Safety Canada and Transport Canada and, through them, works with other federal departments and agencies to share information and resources to respond and recover in a collaborative manner.
- Transport Canada requires Port Metro Vancouver to coordinate a multi-agency emergency exercise every 18 months. They choose to conduct these exercises more frequently – every 12 months – and they typically involve local fire and police departments, the Canadian Coast Guard and other emergency response agencies.
- Port Metro Vancouver also frequently participates in exercises led by external agencies, organizations and terminals. This participation can range from observing to direct involvement of our boat crew and/or operations staff.
- The further expansion of industry in British Columbia also benefits the funding and capabilities of emergency response organizations to respond to all kinds of issues.
- For example, if the proposed Trans Mountain Expansion Project is approved, Kinder Morgan Canada has said it is committed to investing an additional \$100 million in WCMRC, which would be used to fund 100 new emergency response

jobs, equipment, vessels, and additional spill response bases which would cut potential response times in half.

Resolution

C39 DISCOURAGING PORT METRO VANCOUVER FROM EXPANDING ON AGRICULTURAL LANDS – Richmond

WHEREAS the *Canada Marine Act* (e.g., through Letters Patent and pursuant to the Port Authorities Management Regulations) allows Port Metro Vancouver (PMV) to undertake port activities including the shipping, navigation, transporting and handling of goods and passengers, including managing, leasing, licensing, acquiring and disposing of lands for the purposes of operating and supporting port operations;

AND WHEREAS PMV has purchased land in the BC Agricultural Land Reserve (ALR) in the City of Richmond, totaling 241.51 acres, which over time it intends to develop for port purposes and these ALR land purchases have been authorized by the issuance of Supplementary Letters of Patent signed by the Minister of Transport Canada;

AND WHEREAS the City of Richmond has advised PMV that it continues to strongly object to its Land Use Plan, as it does not protect ALR land, and has requested the PMV Board to delete the “Special Study Areas’ located within ALR in the City of Richmond, and create a policy which prohibits the expansion of PMV operations on all ALR lands;

THEREFORE BE IT RESOLVED that the Lower Mainland Local Government Association (LMLGA) and the Union of BC Municipalities (UBCM) call on the federal government and the Minister of Transport Canada, through the Federation of Canadian Municipalities (FCM) and other avenues as appropriate, to:

- Request the Minister of Transport Canada to rescind the March 24, 2009 Supplementary Letter of Patent (attached) issued by the Honourable John Baird, Minister of Transport, Infrastructure and Communities, which authorized the transfer of the 229.34 acre Agricultural Lands real property, described in this Supplementary Letter of Patent, from A.C. Gilmore & Sons (Farms) Ltd. to PMV, and order the PMV Board to dispose of this real ALR property and other real ALR properties, currently designated in their Plan as ‘Special Study Areas’, for agricultural purposes, at fair market value;
- Request the Minister of Transport Canada, by way of regulatory changes (e.g., to the *Canada Marine Act*, the Port Authorities Management Regulations and Letters of Patent), to prohibit the PMV and its subsidiaries, from purchasing any ALR land in the City of Richmond and within the Metro Vancouver region, for port purposes; and,
- Request the Minister of Transport Canada to require PMV to establish, with the local governments located within the area in which it operates, a meaningful consultation process and a formal dispute resolution process to address Municipal/PMV issues arising from its operations and activities.

**ENDORSED BY THE LOWER MAINLAND LOCAL GOVERNMENT ASSOCIATION
UBCM RESOLUTIONS COMMITTEE RECOMMENDATION: *Refer Back to Area
Association***

UBCM RESOLUTIONS COMMITTEE COMMENTS:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution requesting that the federal government prohibit the acquisition by port corporations of land in the BC Agricultural Land Reserve for non-agricultural, port purposes.

The Committee would observe that the issue as stated in the resolution is specific to Port Metro Vancouver and therefore regional in nature.

Background

C39 DISCOURAGING PORT METRO VANCOUVER FROM EXPANDING ON AGRICULTURAL LANDS

Port Metro Vancouver continues to call for a regional approach to the regional issue of strategic industrial land preservation. Given that growth in the Lower Mainland is constrained by mountains, ocean and the US-Canada border, the region must plan efficiently to develop land for residential, recreational, commercial and industrial use. Port Metro Vancouver works with terminal operators to ensure the land in their jurisdiction is being used as intensively and efficiently as possible.

- Port Metro Vancouver and local municipalities have always worked closely on the shared interests of developing trade and economic growth.
- Beyond federal port lands, municipal governments are responsible for managing and zoning their lands, and many are converting industrial land critical to efficient trade and goods movement at an alarming rate.
- There are approximately 28,000 acres of industrial land in Metro Vancouver, of which:
 - Less than 6,000 acres remain vacant
 - Only about 2,500 acres of unconstrained industrial land remain available for near-term development
 - Of that, only about 1,000 acres are suitable for the distribution and logistics industry, from a size and location perspective
 - Port Metro Vancouver holds only about 200 acres of industrial land suitable for near-term development

- The rezoning by municipalities of strategic industrial land is putting an unsustainable squeeze on our region.
- The port is Canada's largest, supporting close to one in every five dollars of trade in goods that flow through our country. Port Metro Vancouver directly generates \$20.3 Billion in economic output.
- In Richmond, as in other municipalities, Port Metro Vancouver aggressively pursues purchase of suitable industrial land when it becomes available, but that effort is in the face of intense pressure to convert the land for uses with higher returns, such as residential, office and retail.
- To address resolution C39, Port Metro Vancouver has called for an amendment to the motion to specifically include regional collaboration to protect and balance the needs of all land use priorities, including both strategic, trade-related industrial land and agricultural land.

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