

ENGAGEMENT SUMMARY REPORT

# Kinder Morgan Trans Mountain Pipeline Expansion Proposal

SEPTEMBER 24, 2014 – NOVEMBER 3, 2014



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**FOR MORE INFORMATION:**

City of Victoria  
E [pipeline@victoria.ca](mailto:pipeline@victoria.ca)

# Executive Summary

The National Energy Board (NEB) is an independent federal agency with the responsibility of regulating the construction and operation of interprovincial and international oil and gas pipelines, international power lines and designated interprovincial power lines.

The National Energy Board is holding a public hearing regarding Kinder Morgan's proposal to expand the Trans Mountain Pipeline System between Edmonton and Burnaby. The proposal would triple the capacity of the pipeline and increase tanker traffic off the waters of Victoria.

The City of Victoria has been granted intervenor status, offering the opportunity to submit questions and evidence, and to present an argument on whether or not the project should be approved.

In the fall of 2014, the City of Victoria hosted an engagement process to collect feedback regarding Kinder Morgan's proposal. Over a six week period City staff raised awareness about the various engagement opportunities and collected feedback from the community.

Over 500 online surveys were completed, 51 people attended a public meeting, and 23 emails were received. All neighbourhoods in Victoria had some representation. Residents from neighbouring municipalities that did not have intervenor status also participated. The feedback collected from the engagement program will help shape the City's participation in the National Energy Board hearing process.

## What We Heard

### Opposition to Expand the Pipeline

- Close to 90% of respondents were in opposition to the proposed expansion of the pipeline with strong concerns about the related increase in shipping activities off the waters of Victoria and the potential effects of shipping accidents or an oil spill.

### Risks Outweigh Benefits

- A general theme was that the risks of the proposal outweigh the benefits. When asked about benefits of the proposal the most common response was "none."
- Benefits that were mentioned included: An increase in jobs, increased taxes to the Province, ability to get oil to market, profit, jobs in the marine services, profit for a few and funding for social services.

### Impacts Relating to an Increase in Shipping

- An increased risk of oil spills, impacts to marine mammals and birds, impacts to fish populations, impacts to water quality and human health risks were of highest concern.
- Other concerning impacts mentioned were related to the risk of environmental damage, the need to move away from fossil fuels and towards sustainable energy and concerns about climate change.

### Impacts Relating to Potential Oil Spills

- Damage to marine and shoreline habitats, impacts to marine mammals, impacts to fish and impacts to water quality were highly noted community concerns.
- Other issues mentioned included: local community would carry the environmental and economic burden, an ecosystem can never fully recover from a spill, ecological damage, long-term health issues, concerns about who will pay for the cleanup.

### General

- Concern about possible environmental damage, comments opposing the proposal, and concern about putting corporate profit over community good. The theme of investing in sustainable energy solutions was consistent, as was a concern regarding climate change.

## Next Steps

The engagement findings will inform the City of Victoria's participation in the National Energy Board hearing process. This includes the opportunity to ask questions about Trans Mountain's application, which must be submitted by January 9, 2015.

Community feedback will also inform the City's position on the proposal and its supporting evidence.

Evidence will be filed by May 1, 2015.

# Part 1: Introduction, Engagement Objectives and Process Design

## Introduction

To help shape the City of Victoria's participation as an intervenor regarding the proposal to expand the Trans Mountain Pipeline, an engagement program was conducted.

For six weeks, between September 24 and November 3, 2014, the City of Victoria engaged with the community regarding Kinder Morgan's proposal to expand the Trans Mountain Pipeline.

The proposed expansion would create a twinned pipeline that would almost triple the capacity of the system from 300,000 barrels per day, to 890,000 barrels resulting in more tanker traffic around Vancouver Island. Currently in a typical month, five vessels are loaded with heavy crude oil at the Westridge Marine Terminal, in Burnaby. The expanded system will be capable of servicing 34 Aframax class vessels per month.

This engagement summary provides an overview of the public outreach and engagement and summarizes feedback collected through all engagement channels.

The findings outlined in this report will inform the City of Victoria's participation in the National Energy Board's hearing process, which includes:

- an opportunity to pose questions about the application filed by Trans Mountain by January 9, 2015.
- an opportunity to submit evidence by May 1, 2015
- an opportunity to present arguments regarding whether or not the application should be approved.

## Engagement Objectives

The goal of the engagement process was to:

- Raise awareness about the City of Victoria's role as an intervenor.
- Seek community input on the potential impacts identified in the proposal that are most relevant to Victoria: environmental and socio-economic impacts that could arise from increased marine shipping of petroleum products.
- Solicit questions from the public to be posed to Trans Mountain as part of the City's information request.
- Collect written evidence to be filed as part of the City's submission.

## Process Design

Feedback from a preliminary stakeholder meeting helped shape the engagement approach that was endorsed by Council. A broader communication and engagement program was then developed in order to ensure that the community's views could be reflected in the City's response to the pipeline expansion.

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media release and media interviews
- Print ads: Vic News, Times Colonist
- Social Media

Feedback was collected via:

- Online survey
- Dedicated email address: [pipeline@victoria.ca](mailto:pipeline@victoria.ca)
- Public Meeting: October 2, 2014

# Part 2: Communication Tools

The following communications tools were used to create awareness of this engagement opportunity:

- Website information: Have Your Say, Latest News, Events Calendar
- Media release and media interviews
- Print Adds: Vic News, Times Colonist
- Social Media

A few examples of these tools have been included here.



## We Want to Hear from You.

### About a Proposed Increase in Oil Tanker Traffic

Share your views on the proposal to triple the existing capacity of Kinder Morgan's Trans Mountain Pipeline. This proposal will increase tanker traffic in the Victoria area.

The National Energy Board of Canada is holding a public hearing to review the application. As an official intervenor, the City of Victoria will present our community's views and expertise.

**Share Your Views**

- Attend a Public Meeting, City Hall, October 2, 7 p.m.
- Complete our online survey.
- Send comments to [pipeline@victoria.ca](mailto:pipeline@victoria.ca) before October 31.

[haveyoursayvictoria.com](http://haveyoursayvictoria.com)



## Media Release



# Victoria Residents Invited to Offer Feedback on Proposed Increase in Marine Shipping Activities

Date: Wednesday, September 24, 2014

For Immediate Release

VICTORIA, BC – In preparation for the National Energy Board of Canada's public hearing on the proposed expansion of the Trans Mountain Pipeline System, which would result in increased marine shipping off the waters of Victoria, the City of Victoria would like to collect the views and expertise of local residents.

Victoria Council applied for and received intervenor status which offers the opportunity to submit questions and evidence, and present an argument on whether or not the project should be approved.

There are three ways to offer feedback:

- 1) Complete the online survey: [www.haveyoursayvictoria.com](http://www.haveyoursayvictoria.com)
- 2) Share your feedback and expertise at a public meeting at City Hall on October 2, 2014 at 7:00 p.m.
- 3) Email [pipeline@victoria.ca](mailto:pipeline@victoria.ca) with your comments before Friday, October 31.

The National Energy Board of Canada is holding a public hearing to review Trans Mountain's application to expand the Trans Mountain Pipeline System between Strathcona County (near Edmonton) Alberta and Burnaby B.C.. The ships carrying the petroleum products from this expanded pipeline would travel from Burnaby, through the Haro Strait, and past Victoria, enroute to the Straits of Juan de Fuca.

The National Energy Board has identified 12 issues that will be considered during the hearing. Of particular significance to Victoria and what the City's focus will be in its' response to Trans Mountain's proposal is issue #5: "The potential environmental and socio-economic effects of marine shipping activities that would result from the proposed project, including the potential effects of accidents or malfunctions that may occur."

Trans Mountain states that "Currently in a typical month, five vessels are loaded with heavy crude oil at the Westridge Marine Terminal (in Burnaby). The expanded system will be capable of servicing 34 Aframax class vessels per month, with actual demand influenced by market conditions."

Please note, all comments must be received by October 31, 2014. Further details are available at: [www.haveyoursayvictoria.com](http://www.haveyoursayvictoria.com)

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### For More Information:

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# Part 3: Engagement Channels

## Pre-Engagement: Stakeholder Outreach

In July 2014, representatives from the Dogwood Initiative, the UVic Environmental Law Clinic, Tourism Victoria, the Sierra Club, and the Bateman Foundation met with Mayor Dean Fortin to discuss the Trans Mountain proposal.

There was an expectation among these stakeholders and others in the community that the City would actively participate as an intervenor in the public hearing process. Feedback from this preliminary stakeholder meeting helped shape the engagement approach that was endorsed by Council.

## Online Survey

The survey was hosted on the City's Have Your Say engagement portal for six weeks. 505 responses were collected. Approximately 77% of the responses were from Victoria residents, with participants coming from all neighbourhoods. 23% of the responses came from other municipalities, mainly those within the CRD.

### What we heard:

#### Strong Opposition towards the Proposed Expansion

- 88% of survey respondents were in opposition to the proposed expansion of the pipeline. 9% were in favour and 3% were neutral.
- 89% of respondents were concerned regarding a potential increase in shipping activities off the waters of Victoria. 9% were not concerned and 2% were neutral.
- 92% of respondents were concerned about the potential effects of accidents or malfunctions that may occur in the shipping.

#### Risks Outweigh the Benefits

- When asked about benefits from the proposal, the most common response was "none."
- The second most common response was "the risks far outweigh the benefits".
- An increase in jobs, increased taxes to the Province, ability to get oil to market, profit, jobs in the marine services, profit for a few and funding for social services were other responses regarding benefits.

#### Risk of Oil Spill and Ecological Impacts of Highest Concern

- When asked what was of the most concern regarding the increased shipping levels off the coast of Victoria, the highest ranked concerns were: increased risk of oil spill, impact to marine mammals and birds, impacts to fish populations, impact to water quality and human health risks.
- "Other" issues of concern related to the risk of environmental damage, the need to move away from fossil fuels and towards sustainable energy, the impact of a possible oil spill and concerns about climate change.

#### Potential Oil Spill: Damage to Habitat and Marine Life of Highest Concern

- When asked to rank concerns regarding a potential oil spill, damage to marine and shoreline habitats was of highest concern, followed by impacts to marine mammals, impacts to fish and impacts to water quality. When asked about "other" issues of concern relating to a potential spill, these were the most frequent responses: our community would carry the environmental and economic burden, an ecosystem can never fully recover from a spill, ecological damage, long-term health issues, concern about who will pay for the cleanup.



### General Comments

- Other general comments included concern about possible environmental damage, comments opposing the proposal, concern about putting corporate profit over community good. The theme of investing in emerging sustainable energy solutions was consistent, as was a concern regarding climate change.

### Questions for Trans Mountain

- The questions posed for Trans Mountain addressed these common themes: disaster/spill response, environmental impacts, economic benefits, spill prevention/environmental protection, and insurance and liability.

### Public Meeting

On Thursday, October 2, 2014, a Public Meeting was held to collect feedback about the Trans Mountain proposal. The Mayor and all Council members were present. The Mayor provided an overview about the National Energy Board's public hearing and the City's engagement process. After the presentation individuals were invited to speak for up to 5 minutes. The meeting was webcast.

51 people attended the meeting, 21 people spoke and seven written submissions were received. Participants also had the option of completing the survey which was also available in print form.

### What we heard:

#### Strong Opposition towards the Proposed Expansion

- 90% (19/21) of the participants that spoke at the Public Meeting voiced opposition to the proposed expansion. Two had neutral questions.
- All 7 written submissions at the Public Meeting opposed the proposed expansion.

#### Risk of Oil Spill Unacceptable

- Increased tanker traffic not acceptable.
- Risk of oil spill is too high.
- Transport Canada has admitted the southern tip of Vancouver Island is at a very high risk of a major oil spill if Kinder Morgan's expansion is approved.
- Bitumen would sink to the ocean floor.
- Risk for marine life, ecosystems.
- There is no such thing as an oil spill clean-up.

#### Need to Move to Sustainable Energy

- Need to look to renewable resources instead of fossil fuels, need to move to a low-carbon green economy.
- Tar sands are the fastest growing source of emissions in Canada.
- Climate change impacts are not acceptable.

### **Risks Outweigh Benefits**

- Risks of building pipelines too great.
- We must protect our environment: tourism is one of our top industries, risk to our lifestyle is too great. Our coastline is who we are, it's our identity.
- Benefits (taxes and jobs etc) must be compared to the losses that the people of BC could experience.
- Long term prosperity for the majority of humans with no expansion is better than having a few investors profit now. Jobs that created would be short term, negative impacts would be long term.
- There is no social, environmental or economic benefit to our region.
- Lowering of property values.
- Increase in illness

### **Social and Cultural Considerations**

- First Nations are opposed to the pipeline.
- Wants grandchildren to have a clean and safe environment.
- Our democracy is threatened.

### **Questions:**

- Who is responsible in the case of an accident? Who pays for losses to local businesses and property owners?
- What would clean-up efforts include?
- How much money has Kinder Morgan set aside for a potential spill?
- Modern tankers?
- How would a spill affect food security – sea and land?

## **Correspondence**

Feedback was also collected with a dedicated email address: [pipeline@victoria.ca](mailto:pipeline@victoria.ca).  
23 emails were submitted in regards to this proposal.

### **What we heard:**

#### **Opposition**

- 70% (16/23) of emails were opposed to the proposed expansion. 13% (3/23) were concerned and had questions or suggestions.

#### **Support**

- 9% (2/23) were in support of the proposal
- Comments included: We need tankers to deliver oil to our island. We should support them generally.

#### **Risk of Oil Spill Unacceptable**

- Spills are inevitable, increased tanker traffic is absolutely unacceptable and the benefits to the people are negligible.
- Increasing tanker traffic would be a huge mistake. There would be oil spills and coastal damage. Super tankers are not acceptable in this beautiful and fragile marine environment.

#### **Negative Environmental and Economic Impacts**

- The increased tanker traffic will have a major impact on the welfare of the area sea life, including the resident and transient Orca populations. This will in turn directly impact the tourism industry in Victoria, in particular the whale watching tour operators.

#### **Need to Move to Sustainable Energy**

- We should be investing in clean energy, solar, wind etc and stop building pipelines immediately. Period. Anything else is totally unacceptable.

#### **Oil Spill: Response and Responsibility**

- I would like to have Kinder Morgan oversee their own operations so they are the only accountable party if they are allowed to proceed.
- The BC Government nor the Federal Government do not have the capability to install very specific cleanup technologies, not to mention the catastrophic environmental damage done to our Beautiful BC coastline.
- Given the \$1.3 billion liability limit for oil tanker owners the residents of Victoria and British Columbia could be burdened with billions of dollars in clean-up costs in the event of a major marine spill.

#### **First Nations**

- Listen to First Nations and the thousands of other people who oppose this project.

#### **Suggestions:**

- Should consider cooperating with the State of Washington in opposing proposal.
- Keep our oil in Canada for our own long term use.
- I would recommend the following changes to the TMP application:
  - upgrade the bitumen in Alberta to synthetic crude
  - substantially increase the tanker liability limit; and
  - pump the synthetic crude to Puget Sound refineries for further upgrading and shipping.

#### **Questions**

- Who enforces their safety regulations? Do they oversee the lines themselves, or is Safety an externality handled by a government organization that inspects everything regularly.
- Is collision/spill risk further mitigated by moving the pilot change zone, from south of Victoria, to a zone west of Race Rocks, stationed from Sooke, for dangerous goods, oil, dilutant, and gas?

## Part 4: Next Steps

The engagement findings will inform the City of Victoria's participation in the National Energy Board's hearing process, which includes:

- an opportunity to pose questions about the application filed by Trans Mountain by January 9, 2015.
- an opportunity to submit evidence by May 1, 2015
- an opportunity to present arguments regarding whether or not the application should be approved.

In addition to updates on the 'Have Your Say' online engagement portal, community members that have requested follow up information will receive email updates regarding the:

- Engagement Report, as it is shared with Council
- Information Request, when it is approved by Council
- Response to the City's Information Request
- Submission of Evidence and Argument to the National Energy Board

# Part 5: Engagement Data

## Public Meeting

On Thursday, October 2, 2014, a Public Meeting was held to collect feedback about the Trans Mountain proposal. 51 people attended the meeting, 21 people spoke and seven written submissions were received.

## Notes from October 2, 2014 Public Meeting

### Speaker 1

- Has several questions that he would like answered
- Where are the tankers supposed to sail? American or Canadian waters? Will the location make a difference in case of an accident?
- What about the tankers themselves? Will they be antique? Old? Refurbished? New? Double hulled?
- Oil companies dilute their responsibilities by registering ownership, buying insurance and hiring staff in different countries. Where do responsibilities lie in case of an accident?
- What happens in case of an unfortunate spill? How far does the responsibility of the oil company go? Are they fined? Will they have to deal with cleanup? How fast and how far? Is there an intent to pay compensation for losses in business, fisheries, tourism, environment, and/or quality of living here in Victoria

### Speaker 2

- Lives in Vic West on Songhees
- Is a volunteer regional organizer with Dogwood Initiative responsible for the Southern tip of the Island
- Spent two weeks in **personal information**
- She gets to watch tankers sailing past from where she lives and wants to see less tankers, not more
- Is totally opposed to proposal to triple pipeline capacity and increase tanker traffic six fold
- These tankers are three times the size of Exxon Valdez. They are loaded with bitumen which is known to sink to the ocean floor and they are destined for Asian and US markets, not us
- Is really proud of City of Victoria tonight for hosting this town hall meeting conducting an online survey, particularly as many were denied opportunity to intervene
- Hopes other municipalities do the same
- Particularly supports City's motion for a BC-led environmental review of the proposal, which was endorsed last week by the UBCM conference
- She has no faith in the impartiality of the NEB. Their decision can be overruled by the Harper government, as well.
- Travelling throughout the Island recently, some Councils have said it is not in their jurisdiction, it is a federal or provincial responsibility.
- The Local Government Act of BC states very clearly that every municipality is mandated to preserve the economic, social and environmental wellbeing of their communities now and in the future. She would argue it is a municipal issue.
- The US National Response Centre has found Kinder Morgan responsible for 1800 violations since it was incorporated in 1997. Nearly 500 of them are pipeline incidents.
- Since Kinder Morgan took over the Trans Mountain Pipeline in 2005, there have been four major spills
- Transport Canada has admitted that the southern tip of the Island is at very high risk of a major oil spill if Kinder Morgan is approved and Victoria will be on the hook, with other coastal communities, for that spill.
- Victoria would have to wait up to 72 hours for a response from Western Canada Marine Response Corporation
- An oil spill would be devastating for 200,000 BC residents employed in tourism, agriculture, coastal industries, real estate, high tech and TV and film. This is in exchange for 50 permanent Kinder Morgan jobs.

- Victoria's property values and tax revenue would plummet in the event of a spill. Taxpayers would be responsible for the cost, as the company's liability is limited to 1.3 billion. A major spill could easily cost 10 times that amount. We get all the risk and none of the benefits.
- It said on the Trans Mountain website that the project would generate an average of \$25.6 million in tax revenue per year over 30 years. This is 0.7 % of overall corporate tax revenue in BC.
- First Nations are opposed to this pipeline. She attended a Tsartlip First Nation- sponsored open house in Saanich in June and was very moved because they made it totally clear that they were willing to put their bodies on line to protect their coast and fisheries.
- Millions of marine animals may die in the event of an oil spill. Plants, birds and fish are highly valued in the City.
- Climate change is the number one issue of our century even though the NEB has not allowed it to be a subject to debate during the hearing.
- Tar sands are the fastest growing source of emissions in Canada. Production would grow 5 times if already permitted plans go ahead in Alberta.
- As citizens we can sign the Let BC Vote no tankers pledge. More than 20,000 people have signed of the eligible 65,000 voters in Victoria.
- We can actively lobby our provincial MLA's to support Victoria's demand for a BC-led environmental review.
- We can fill out the online survey and encourage lots of other people to do the same.
- We can support cities like Sooke who are putting the question of expanded tanker traffic on the ballot this November.
- We can rally behind Burnaby and Vancouver to support those brave Mayors and town Councils.
- We can elect politicians on November 15<sup>th</sup> who are as outspoken and brave as Derek Corrigan.

#### Speaker 3

- Wants to thank other municipalities who have voted against pipelines, including Kitimat.
- Is totally against building and expansion of the Kinder Morgan pipeline
- There are three major factors influencing his decision.
  1. Tar sands and expansion. Is outraged that this project continues to expand. Any increase in the flow of this obnoxious and dangerous product must be stopped.
  2. Building of any pipelines. To make way for the pipeline, forests have to be cut and streams and lakes must be forged. To expedite the project, our Provincial government introduced the Park Amendment Act in early 2014. This allows logging, mining, and pipeline corporations to apply for industrial research licences to remove park boundaries. Kinder Morgan has already applied to adjust four boundaries. This is an outrageous abuse of power.
  3. Increased tanker traffic. There will be a projected 400 tankers plying the Salish Sea to ship oil to worldwide market. The US government is so concerned that President Obama authorized moneys to assess Canadian readiness in an oil spill response and clean up situation.
- What about liability after an oil spill disaster? Who will be on the hook financially after the insurance money runs out. A 15% clean up is acceptable to these companies.
- Marine life is at risk and the fate of salmon-producing rivers is in question.
- What about tourism, our number one money-maker in this province. We need to protect our beautiful and sensitive environment.

Speaker 4

- The profits and taxes and jobs from the pipeline project that will go to the people of BC and Canada must be compared to the phenomenal potential costs and losses to the people of Victoria, the province and Canada.
- A major spill on land will contaminate wildlife, fish and water and cause expensive and tragic sickness and death of humans
- A major spill in the oceans will contaminate huge areas, causing tragic sickness and death to humans.
- Such oil spills and contamination will destroy Victoria's and BC's reputation as a clean, pristine, beautiful natural area and will destroy much of our tourism industry, its income and jobs.
- These costs will remain with the people for years and generations to come.
- The costs to the people of BC and Canada far outweigh the profits that will largely go to the corporations and their wealthy shareholders.

Speaker 5

- Has lived in Victoria for 35 years.
- Is speaking on behalf of others who cannot speak tonight about their concerns for our shoreline, children and children's children.
- Friends who are grandmothers will lay themselves down on the ground to keep the bulldozers away so that this will not happen.
- The risk to our water line, our city and our way of life is unacceptable.
- We get no benefit from it. At a time when thousands worldwide are begging for action on climate change this is a wonderful thing we are doing and hopes our voices are heard.
- The risk is unacceptable.

Speaker 6

- People from other parts of the world want to come here to experience the beautiful environment that the First Nations looked after.
- Fossil fuels are not the answer; renewable resources are.
- Let's spend government resources on development of renewables as some other European countries are doing.

Speaker 7

- Agrees with earlier speakers that this is a very urgent matter for the City of Victoria to be considering. We have a lot at stake.
- Great that City of Victoria is seeking public opinion finally. It is about time. Where have they been over the last ten months.
- Council passed a motion authorizing an application for intervenor status in January 2014.
- As the Mayor noted in his covering memo for the notice of motion authorizing this process, nothing was done until the Mayor met with interested groups on July 18 who urged the City to get on board. One of those groups has already collected 20,000 names on a petition. Where is the City? Andrew Weaver has been publishing widely and regularly on this issue and indicates that the City has blown its opportunity on this vital issue
- Now, the public has less than 30 days to make our views known to the City.
- Wants an explanation from Council as to why this is so.



Speaker 8

- Would like Council to think of two images. The first is Lac-Mégantic and what can happen with fingers get pointed in different directions and companies fold with the public left holding the bag. The second image are yellow cards floating in the ocean, which were released by the Raincoast Group and show the potential coverage of an oil spill on our waters. It covers the whole island.
- We all live downstream of any project that has environmental impacts.
- There is no such thing as an oil spill clean up.
- The fact we are already extracting oil or LNG and are shipping it and the fact we use it in our homes and industries does not preclude the need to put the brakes on expansion and consumption and shift to other paradigms.
- Shutting the door on increased production and shipment recognizes that we have gone too far up the wrong road; somebody must convince the drivers to turn around
- It is better to wage this argument and fight and risk losing than give way to powerful economic forces whose motivation is short term profit.
- In our lifetime, people have made decisions to turn away from pesticides, asbestos, uranium extraction and nuclear technology because the risks are too great to do otherwise.
- Those invested in some industries may lose, but the long term prosperity for the majority of humans is better.
- Please say no to increased fuel shipment in our waters. We share the same water with everyone on this limited planet.

Speaker 9

- Just moved from Ontario where people are fighting the northern pipeline.
- She is here mainly because of her grandchildren. She wants her grandchildren and their children to realize that she was trying to do something to stop the disastrous climate change which results in poverty and other results around the world.
- She saw firsthand the results of the Exxon Valdez spill while in Alaska last summer.
- There was disastrous killing of wildlife in a beautiful lagoon where the salmon used to spawn.
- On the way home, she heard from a young man who was Alaska-born that his father's fishing business was lost after that spill. The family went on welfare and had to stand in food lines. He eventually bought a fishing boat with his father and now captains a fishing boat with net-trawling. Their lives had been ruined because of an oil spill of that magnitude and we have heard that these tankers will be three times larger. She wonders what kind of captaining they will have and what kind of ships these will be.
- She does not trust there will be any benefits from expanded tanker traffic and expanded oil sands operations, which are devastating.
- After a demonstration in Ottawa that included First Nations' speakers and dancers, she previously pledged to do all in her power to stop pipeline and tanker traffic from expanding. She will stick to that pledge and hopes others will, too.

Speaker 10

- Grew up in Victoria and has fond memories of playing on the beach, sailing, enjoying the pristine wilderness and seeing the salmon returning and the miracle of nature
- Wants to raise a family in Victoria and wants his kids to have the same experience of what makes Victoria and BC so special. A lot of that is its natural environment. We have a duty as citizens to stand up for it.
- We also have a duty to protect it for economic purposes. It is very expensive to live in Victoria and we need good jobs and we need the tourism industry. Victoria needs the tourism industry and it would be absolutely disastrous for the tourism industry if there was an oil spill.

- This summer, he took part in an event on the water in a kayak. Seeing tankers first hand when looking up from a kayak makes the scope of them so clear. Because of the scale and how huge these tankers are in these small straits, you can imagine the impact of them going by, let alone if there was a disastrous spill.
- There is no such thing as an oil spill cleanup. He saw this first hand **personal**. People continued to get rashes from mud and sand years after a spill that supposedly had been cleaned up.
- There is no social, environmental or economic benefit to our region.
- We must say no for ourselves, for our environment and for our children.

#### Speaker 11

- She wants to be counted as another person supporting this discussion.
- Increased oil tanker traffic is a dreadful, terrible, catastrophic choice
- 25 years ago, she was involved in cleanup from an untethered barge from Oregon that spilled bunker fuel in Tofino. Lives were changed and everyone in the community was touched by the consequences of a broken tow line. Everyone she knew spent days and weeks participating in what was called a cleanup. There is no such thing as a cleanup.
- Hundreds of birds were coated in oil and disposed of as toxic waste.
- People became ill during that time, there were economic ramifications and so many other impacts
- Certain we will see a much greater catastrophe if oil tankers increase. Impacts will be felt far and wide.
- This is an opportunity to be mindful of our own consumption of energy and other goods that require energy. We should pursue other avenues of conservation and better sources of energy.
- Has tremendous concern for even a small spill.

#### Speaker 12

- Proposal presents tremendous potential negative impact to Victoria
- Questions why the federal government, the NEB and Kinder Morgan aren't having meetings like this. Is very concerned that Canada is turning into petrol state and that we are being dominated by large corporations trying to take away our democracy. This is about more than one project, this is about the voice of citizens and public involvement in our future.
- Public should send message loud and clear that this kind of development can't proceed because the public won't stand for it.
- Our coastline is who we are, it is our identity. When you think of Victoria you think of the beautiful vistas on Dallas Road. We risk losing this.
- There is no question of cleanup in case of a spill, that would be a catastrophic and irreversible event.
- We are still seeing impacts from Exxon Valdez today, 25 years later.
- A mirror is being held up to ourselves. Our whole economy is based upon excessive consumption and it is leading to catastrophic climate change. We have to stop the kind of conditions that lead to the demand for these kind of pipeline proposals.
- Who will pay for cleanup? What kind of insurance do they have? Private companies will get the profit and the public will get the cost.
- There is an alternative to these pipelines. Victoria can be a leader in building a low-carbon, green economy where we reduce emissions and live in harmony with our environment.
- This is one small step in what we need to do to transform our world towards a low carbon future.

Speaker 13

- Relatively new to Victoria and this is the first election where he has been engaged in the civic process.
- So much of the population is not engaged. They are not engaged on the pipeline issue because they are young and building families, or still at work.
- This is not a City where we are able to feel part of the economic prosperity that this country is engaged in.
- Graduates in engineering don't see anything wrong with what they are doing. They see it as an opportunity to live the life they want to.
- Requesting that the City provide a place for youth to grow and build from where even the most conservative economist can look at the numbers and say that they don't add up.
- He came here because there was this seed that could grow into an economic powerhouse and a place where we can all move forward from and can actually lead this country
- Give us a reason to be engaged; give us the opportunity; there are so many under 30's making minimum wage.
- If you give us an opportunity to care about this City and make it our home, we will lead it.

Speaker 14

- Echoes many of the concerns of the other speakers
- Is a hospital pharmacist in the **personal information**
- Is concerned about the increase in cancer rates associated with solvents used to dilute bitumen. The contents of the solvent is a trade secret and hasn't been disclosed.
- Is concerned about health implications of a spill on our coast.
- We need more information on the impact of a large spill of diluted bitumen on health.
- Is also concerned about happiness. Victoria is known for its high happiness rates and other cities look to us.
- Is concerned whether we still will be happy with all these tankers moving through.
- Very concerned about environment, too

Speaker 15

- lives in North Park Village
- Cannot support a project that will destroy unceded indigenous native territories.
- It is not our place to make a decision on this.

Speaker 16

- Tar sands oil is very expensive to produce, both financially and environmentally, not only here but in the tar sands themselves.
- The margins are being squeezed. Oil is a highly competitive business.
- Saudi Arabia plans on lowering the price of their oil as low as necessary to maintain their market share in Asia. This will further squeeze margins of the companies sending bitumen here.
- When this happens, corners will be cut on safety and security when building pipelines and operating tankers. Costs of security and safety are very high.
- Is afraid to have grandchildren because of this.

Speaker 17

- Kinder Morgan and the current federal and BC governments really underestimate how important our natural environment is to us as Canadians. This is part of our identity and it is coming out in what everyone is saying tonight.
- More people stand behind what we are saying than this small group. Would be surprised if any Victorians support this proposal. There is no reason why anyone would.
- This proposal reflects an outdated mode of thinking about energy. We shouldn't support the idea that China will grow in this way. We should be spending time and energy looking at sustainable development for places like China.
- Questions the impacts on food security. A concern both for fish and also the land.
- Lived in Calgary during flood and entire City shut down. It was not just tourist businesses that were affected. That was just water, not oil.
- What will be secondary effects to industries that support tourism, e.g., business that publishes tourist books.
- This is much bigger than a municipal issue. Victoria should be joining with every other municipality on this issue and taking a stand.

Speaker 18

- 20-year Victoria resident and just turned political. This has catalyzed him to see how he can make a change.
- Is concerned about safety.
- Quebec train accident illustrates how ignoring steps for safety can result in disaster.
- Seems like a bad idea to have systems like this in place to transport anything.

Speaker 19

- Is concerned about late notice of meeting.
- Wanted to thank First Nations, who apparently don't object to us speaking on this topic tonight.
- Is concerned about the increase in oil extraction right under our noses.
- In the event of an oil spill, how much money has Kinder Morgan put aside for clean up?
- Has Kinder Morgan planned to have specialized oil clean up contractors? Who are they? How much money have they put aside for a spill? How many are there?
- Will Kinder Morgan negotiate with the local First Nations to seek their approval to allow this?
- Has similar concerns as a previous speaker with respect to grandchildren. Is fighting for the country and the future of all our kids.

Speaker 20

- Let's keep "Beautiful BC" that way.
- Is concerned about foreign energy investment in Canada.
- Climate change is disrupting societies and impacting farmers.
- Why are we stuck in the past? Look to solar instead of fossil fuels and spur on local industry and small business.

Speaker 21

- Ludicrous that NEB is excluding climate change from consideration of pipeline.
- Fossil fuels are the largest contributing factor to climate change. It is obviously irrational to not let us our natural right to speak out on an issue that concerns all of us.
- Threat of spill is also a concern, but the impacts are dwarfed by the inevitable effects of the fossil fuel industry and the growing threat of climate change to all of us.
- It is predicted by the end of this century that, if we don't curtail our dependence on fossil fuels, we face grave threats to our food security, our access to clean water and ability to survive.

- Echoes the voices of women who have expressed desire for grandchildren, but frightened by the future they would face.

Written Submissions Collected at October 2, 2014 Public Meeting

**VICTORIA'S TOWN HALL MEETING ON KINDER MORGAN**

October 2, 2014

Presentation by **personal information**  
Dogwood Initiative Regional Organizer

My name is **personal information** . in Vic West. I'm a volunteer regional organizer with Dogwood Initiative responsible for the southern tip of the Island and I spent **personal information** – truly Canada's Hiroshima. I'm also a retired **personal information** .

I live in the Songhees and watch oil tankers cruise past my window every day. Like so many others, I want to see less tankers, not more! I'm totally opposed to Kinder Morgan's plan to triple its pipeline capacity and **increase tanker traffic six-fold**. Tankers that are three times the size of Exxon Valdez, loaded with bitumen that sinks to the ocean floor, and destined for Asian and U.S. markets – not us.

I'm proud of the City of Victoria tonight for hosting this Town Hall meeting and conducting an on-line citizens' survey. I hope other municipalities will launch similar initiatives. I also support the city's motion for a BC led environmental review of Kinder Morgan's proposal, which was endorsed by the Union of BC Municipalities last week.

I have absolutely no faith in the impartiality of the National Energy Board, whose decision can be overruled by the Harper government anyway. So kudos to all of you on Council and your staff who worked hard for this victory at UBCM.

As a municipality, Victoria has a legal mandate to preserve our economic, social and environmental well-being, according to the Local Government Act of B.C. Tanker traffic off our coast **is** a municipal issue and part of our jurisdiction, not just a federal/provincial responsibility.

**We can't stop an earthquake, but we can stop more tankers.**

**Here's why I'm opposed to Kinder Morgan's proposal.**

- The U.S. National Response Centre has found Kinder Morgan responsible for **1,800 violations** since it was incorporated in 1997, nearly 500 of which are pipeline incidents.
- Kinder Morgan has been responsible for **four major spills** in Abbotsford, Sumas, and two in Burnaby, since purchasing the Trans Mountain pipeline in 2005.

- Transport Canada admits that the southern tip of the Island is at **“very high risk”** of a major oil spill if Kinder Morgan is approved.
- **Victoria would be on the hook for clean-up** of an inevitable tanker spill. We’d have to wait up to 72 hours for a Tier 4 response from Western Canada Marine Response Corporation.
- **An oil spill would jeopardize 200,000 BC residents** employed in tourism, agriculture, coastal industries, real estate, high tech, and film and TV – in exchange for Kinder Morgan’s 50 permanent jobs? Do they think we’re stupid?
- **Victoria’s property values** (and tax revenue) would plummet in the event of the predicted spill.
- **Taxpayers would be responsible for the cost of a major tanker spill** as the company’s liability is limited to \$1.3 billion and a major spill could easily cost ten times this amount.
- **We get all the risk and none of the benefits.** The Trans Mountain website estimates the project would generate an average of \$26.5 million per year in tax revenue over 30 years – this is a mere 0.7% of BC’s corporate tax revenue.
- **First Nations are opposed to this pipeline.** The Tsartlip First Nation in Saanich, for example, declared they’ll put their bodies on the line to protect their coast and fisheries at their Town Hall meeting last June.
- And what about **those who can’t speak for themselves** and will likely die from an oil spill – millions of marine animals, birds, fish and plants?
- **Lastly, there’s climate change – the #1 issue of our century.** The tar sands are the fastest growing source of emissions in Canada. If already approved plans and permits are implemented in Alberta, production would grow to 9.2 million barrels of oil per day – **that’s five times what it is today!** This is outrageous. “No more” means “No more” in my books.

### **What can we do as citizens? Here are six concrete actions.**

- We can sign the Let BC Vote/No Tankers pledge calling for a citizen’s initiative like the HST referendum; 212,000 have signed across BC so far.  
In Victoria alone, 20,000+ have signed – that’s **one-third of eligible voters in this city** – municipal candidates take note!
- We can actively lobby our provincial MLAs to support Victoria’s demand for a BC-led environmental review of Kinder Morgan’s proposal.
- We can fill out the city’s on-line survey and encourage others to do the same – politicians take polls seriously (at least some do!)
- We can support cities like Sooke who’ve actually put the question of expanded tanker traffic on the municipal ballot this November – a bold and gutsy move.

- We can rally behind Burnaby and Vancouver who are defending their municipal by-laws; if the NEB rules against them in favour of an unwanted pipeline, yet another constitutional challenge may follow.
- We can elect politicians on November 15 who are as outspoken and brave as Derek Corrigan is. Let's make history!

**Note:** Most of my stats come from "Assessing the risks of Kinder Morgan's proposed new Trans Mountain pipeline" by CRED (Conversations for Responsible Economic Development), May 2013 as well as Kinder Morgan's own material.

personal information



Are you a Victoria resident? yes  
If not, please indicate which municipality you live in. \_\_\_\_\_

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

Communist Chinese Corporations expecting similar treatment (FIPA ratified)

I want to keep BC beautiful

if people are so concerned over natural bio waste in waters, are they even more concerned about the dirtiest, greasiest sludge around

Syria and Egypt's uprisings were glorified bread riots, why exacerbate global issues foreign "energy investment" such as the kind that has Joe Biden's son the head of Ukraine's largest natural gas company, the troubles in Libya and Iraq, has destroyed those places

Paul Harper

Are you a Victoria resident? <sup>✓</sup> No

If not, please indicate which municipality you live in.

Saanich

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- ① Loss of Democracy
- ② Loss of jobs in tourism and fishing
- ③ Lowering of property values
- ④ Noise
- ⑤ Harm to Orcas and other wildlife, even if there is no spill at all.
- ⑥ Interference with recreational boating with potential for loss of life.
- ⑦ Destruction of coastal waters ecosystem if there is a spill.
- ⑧ Loss of happiness, depression, loss of value of life.
- ⑨ Increase in cancer and other illness <sup>in humans</sup> due to exposure to diluents.
- ⑩ Interference with other commercial marine traffic as the waterways become crowded.

Are you a Victoria resident? Yes in North Park  
If not, please indicate which municipality you live in. \_\_\_\_\_

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- a spill would severely damage Victoria's economy which depends on tourism and the attraction of its environmental beauty.
  - on an environmental level, there is no such thing as an oil spill cleanup. A spill would permanently damage our environment.
- Also increased tanker traffic would pose a danger to large aquatic mammals, such as whales, as well as marine traffic. The turn made below Pender Island is a hazard already.

Are you a Victoria resident? Yes  
If not, please indicate which municipality you live in. \_\_\_\_\_

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

Potential Irreversible oil spill.

Unconscionable Expansion  
of oil sands in a time when  
we must turn away from  
petro energy.

Are you a Victoria resident?

No

If not, please indicate which municipality you live in.

View Royal

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

- ① The greatest potential immediate impact would be a major oil spill. We don't have the resources (or knowledge) to clean up a bitumen spill. Our beaches would no longer provide the almost pristine recreational opportunity we now have. Commercial fisheries + tourism economy (+ jobs) would be threatened.
- ② Impacts from minor spills, disruption to marine life directly related to increased tanker traffic (e.g. noise, wave motion, etc) are less often highlighted but are a major concern.
- ③ How can we ignore the impact of climate change, which will impact all of us.

Are you a Victoria resident?

Yes

If not, please indicate which municipality you live in.

**Question:**

"What do you feel are the greatest potential social, economic and environmental impacts increased marine shipping activities will have on Victoria residents as a result of the potential Trans Mountain pipeline expansion?"

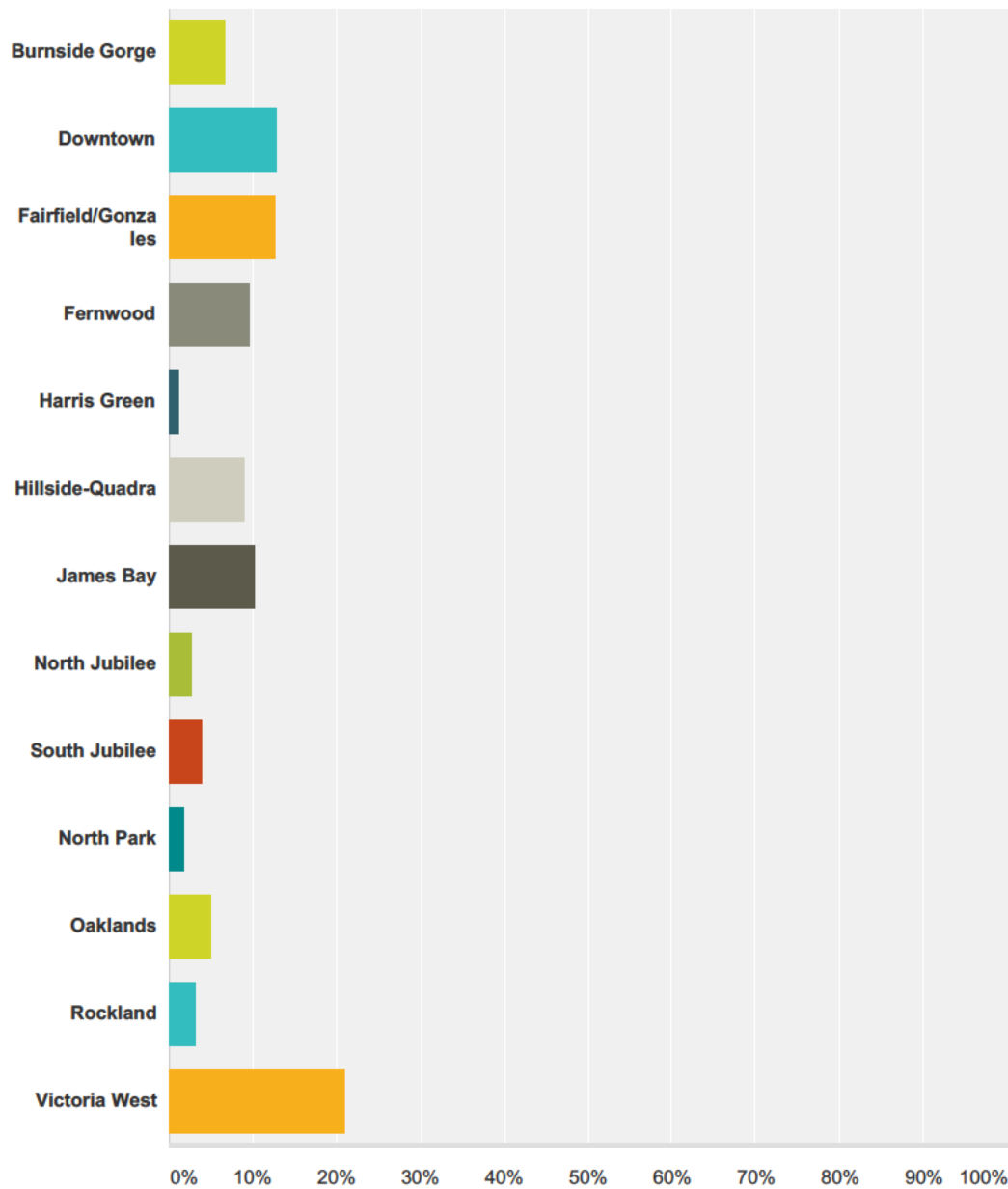
I am deeply concerned about the social, economic, and environmental impacts of the proposed pipeline expansion. My concerns are directly related to the impacts of expanding the travel & trade of <sup>crude</sup> oil & fossil fuels. The current methods are not sustainable, therefore, how can we expect to expand? How can we thrive on an expanding economy that we cannot sustain? The jobs created will be temporary, and only as lasting as the oil supplies themselves, which are depleting rapidly. Let us instead focus our resources on renewable sources & a lasting, modest economy.

### Online Survey

The survey was available for six weeks. 505 responses were collected. Approximately 77% of the responses were from Victoria residents, with participants coming from all neighbourhoods. 23% of the responses came from other municipalities, mainly those within the CRD.

Q1 Where do you live or operate a business?

Answered: 504 Skipped: 1



Answer Choices	Responses
Burnside Gorge	6.75%34
Downtown	12.90%65
Fairfield/Gonzales	12.70%64
Fernwood	9.52%48
Harris Green	1.19%6



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

Hillside Quadra	8.93%	45
James Bay	10.32%	52
North Jubilee	2.78%	14
South Jubilee	3.97%	20
North Park	1.79%	9
Oaklands	4.96%	25
Rockland	3.17%	16
Victoria West	21.03%	106
<b>Total</b>		<b>504</b>

#	Other outside of Victoria	Date
1	View Royal	11/7/2014 4 22 PM
2	Esquimalt	11/7/2014 4 08 PM
3	View Royal	11/7/2014 4 06 PM
4	Esquimalt	11/7/2014 3 49 PM
5	Saanich	11/7/2014 3 44 PM
6	Gordon Head	10/31/2014 7 14 PM
7	Saanich	10/31/2014 6 15 PM
8	Langford	10/31/2014 6 06 PM
9	Capital Regional District	10/31/2014 5 36 PM
10	Cordova Bay	10/31/2014 4 28 PM
11	Oak Bay	10/31/2014 4 12 PM
12	Highlands other should be an answer	10/31/2014 2 59 PM
13	Langford	10/31/2014 2 29 PM
14	Cadboro Bay	10/31/2014 2 11 PM
15	Esquimalt	10/31/2014 1 57 PM
16	Saanich	10/31/2014 12 53 PM
17	Saanich	10/31/2014 12 05 PM
18	saanich but we also share Victoria waterways	10/30/2014 10 16 PM
19	Oak Bay	10/30/2014 10 10 PM
20	Saanich	10/30/2014 10 01 PM
21	Cadboro Bay didn't see appropriate choice listed	10/29/2014 4 29 PM
22	Esquimalt	10/29/2014 2 44 PM
23	Cadboro Bay	10/29/2014 11 10 AM
24	Ten Mile Point	10/28/2014 2 02 PM
25	Saanich Cadboro Bay	10/24/2014 2 36 PM
26	Saanich Cadboro Bay	10/24/2014 2 36 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

27	10 mile point	10/22/2014 6 20 PM
28	Cadboro BAy	10/22/2014 5 05 PM
29	Saanich	10/22/2014 1 14 PM
30	Saanich East	10/21/2014 7 38 PM
31	Cadboro Bay	10/21/2014 9 03 AM
32	Cadboro Bay Saanich	10/20/2014 2 42 PM
33	Cadboro Bay/University	10/20/2014 2 06 PM
34	Ten Mile Point	10/20/2014 1 20 PM
35	Cadboro Bay	10/20/2014 11 52 AM
36	Esquimalt	10/20/2014 11 04 AM
37	Cadboro Bay	10/20/2014 10 04 AM
38	ten mile point	10/20/2014 9 54 AM
39	Cadboro Bay	10/20/2014 9 53 AM
40	cadboro bay	10/20/2014 9 39 AM
41	Cadboro Bay	10/20/2014 9 11 AM
42	Saanich	10/20/2014 7 17 AM
43	Saanich East	10/19/2014 9 14 PM
44	Ten Mile Point	10/19/2014 7 39 PM
45	ten mile point	10/19/2014 7 37 PM
46	Saanich (Cadboro Bay)	10/19/2014 6 31 PM
47	Cadboro Bay	10/19/2014 6 13 PM
48	cadboro bay	10/19/2014 5 39 PM
49	esquimalt	10/14/2014 5 56 PM
50	Esquimalt	10/14/2014 5 38 PM
51	saanich (cadboro bay)	10/14/2014 5 28 PM
52	Other	10/8/2014 3 26 PM
53	Cadboro Bay	10/6/2014 9 36 PM
54	Esquimalt	10/6/2014 7 00 PM
55	3 locations downtown fernwood Saanichton	10/6/2014 10 05 AM
56	live in Saanich	10/4/2014 6 36 PM
57	Central saanich	10/4/2014 12 30 PM
58	Esquimalt	10/3/2014 6 51 PM
59	Saanich	10/3/2014 3 30 PM
60	Colwood	10/3/2014 3 28 PM
61	Saanich	10/3/2014 10 22 AM
62	Vic West Esquimalt border	10/3/2014 9 56 AM
63	Saanich	10/3/2014 7 55 AM
64	Cowichan Valley	10/2/2014 10 14 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

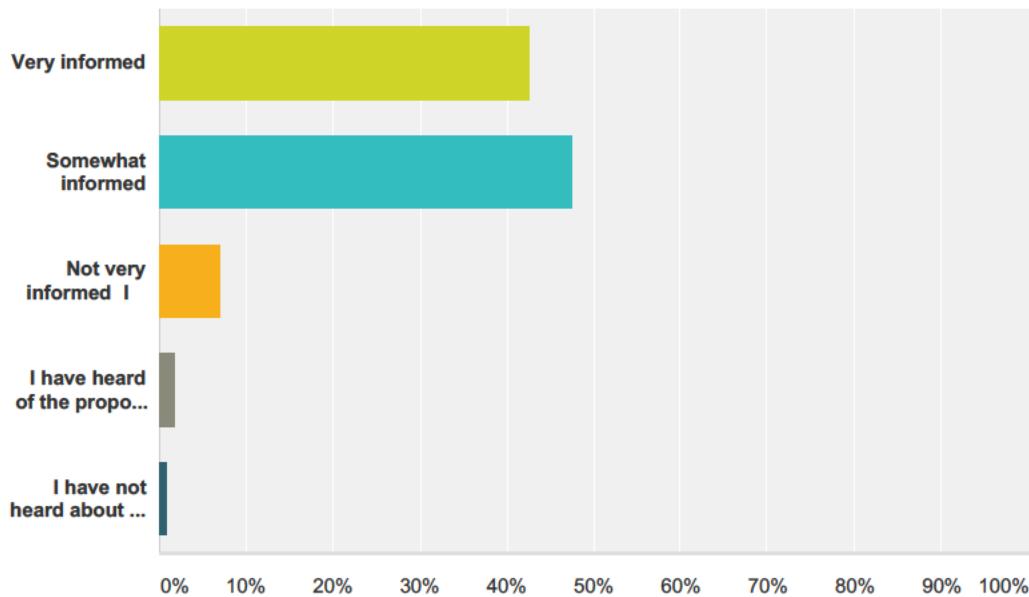
65	Live Cedar Hill Saanich But work Burnside Gorge	10/2/2014 8 59 PM
66	vancouver	10/2/2014 8 47 PM
67	South Saanich	10/2/2014 8 01 PM
68	View Royal	10/2/2014 7 50 PM
69	Mount Tolmie	10/2/2014 5 49 PM
70	Gordon head	10/2/2014 4 43 PM
71	East Sooke	10/2/2014 2 17 PM
72	Colwood	10/2/2014 12 26 PM
73	saanich	10/2/2014 12 45 AM
74	Campbell River	10/1/2014 8 47 PM
75	saanich	10/1/2014 7 53 PM
76	Oak Bay	10/1/2014 7 08 PM
77	Esquimalt	10/1/2014 6 09 PM
78	saanich	10/1/2014 5 43 PM
79	Saanich	10/1/2014 3 07 PM
80	Hillside Shelbourne	10/1/2014 3 03 PM
81	Sanich	10/1/2014 2 17 PM
82	saanich Gordon head	10/1/2014 1 56 PM
83	France	10/1/2014 12 35 AM
84	Sooke BC	9/30/2014 9 36 PM
85	live in Saanich gnore 'downtown' above	9/30/2014 8 39 PM
86	Saanichton	9/30/2014 8 10 PM
87	South Saanich (Maplewood)	9/30/2014 7 01 PM
88	Brentwood Bay	9/30/2014 6 49 PM
89	langford	9/30/2014 4 19 PM
90	Saanich West	9/30/2014 3 37 PM
91	Corporation of the District of Central Saanich	9/30/2014 2 44 PM
92	vancouver	9/30/2014 1 48 PM
93	Oak Bay	9/30/2014 1 17 PM
94	Highlands	9/30/2014 11 41 AM
95	Penticton	9/30/2014 11 32 AM
96	Saanich still a part of Greater Victoria	9/30/2014 10 02 AM
97	Shirley	9/30/2014 9 39 AM
98	Metchosin B C	9/29/2014 11 39 PM
99	plus professional office in Oak Bay	9/29/2014 9 09 PM
100	Oak Bay	9/29/2014 8 54 PM
101	Saanich	9/29/2014 7 15 PM
102	Saanich	9/29/2014 6 42 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

103	Parksville BC is where live???	9/29/2014 6 25 PM
104	Saanich	9/29/2014 4 16 PM
105	Saltspring sland	9/29/2014 3 34 PM
106	Langford	9/29/2014 9 05 AM
107	Galiano sland	9/28/2014 10 29 PM
108	Sidney	9/27/2014 3 14 PM
109	langford	9/26/2014 7 15 PM
110	Shawnigan Lake	9/25/2014 9 17 AM
111	Saanich Municipality other doesn't have a selection box	9/25/2014 8 52 AM
112	Oak Bay	9/24/2014 8 40 PM
113	Sooke	9/24/2014 5 57 PM
114	rob gordon from Saanich completed	9/24/2014 9 52 AM
115	Sooke	9/24/2014 9 22 AM
116	Work Downtown Live in Saanich	9/24/2014 9 14 AM

Q2 Based on what you have seen, read or heard, how well informed do you think you are about the Trans Mountain pipeline expansion proposal?

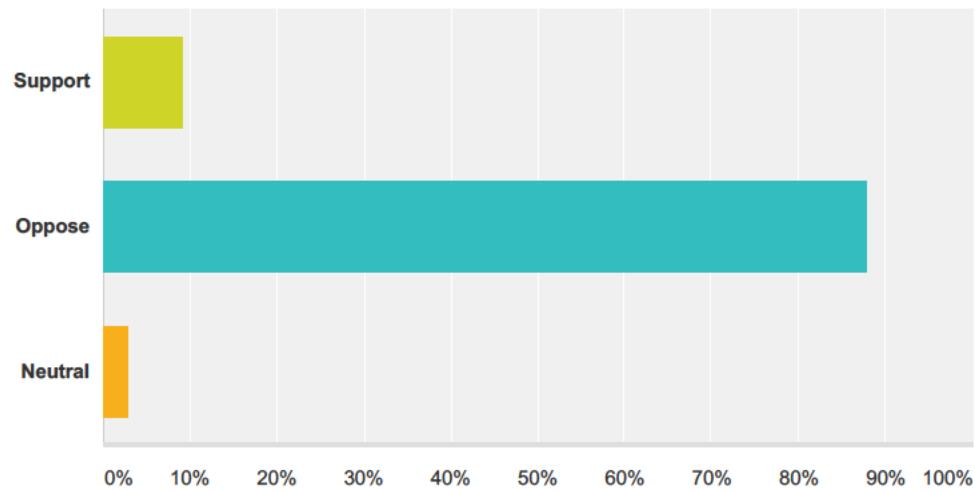
Answered: 504 Skipped: 1



Answer Choices	Responses	
Very informed	42.66%	215
Somewhat informed	47.62%	240
Not very informed have heard about the proposal but don t know the details	7.14%	36
have heard of the proposal but don t know anything about it	1.79%	9
have not heard about the proposal	0.79%	4
Total		504

Q3 Based on what you know of the project, do you support or oppose the pipeline expansion?

Answered: 504 Skipped: 1



Answer Choices	Responses	
Support	9.13%	46
Oppose	87.90%	443
Neutral	2.98%	15
Total		504

## Q4 In a few bullets please describe any key benefits of increased shipping of petroleum products in the Victoria area.

Answered: 302 Skipped: 203

#	Responses	Date
1	<b>None</b> Can't think of any	11/7/2014 4 26 PM
2	<b>None</b> None	11/7/2014 4 22 PM
3	<b>increase in jobs</b> jobs? Canadian dollar may rise	11/7/2014 4 13 PM
4	<b>None</b> None	11/7/2014 4 08 PM
5	<b>Risks far outweigh benefi</b> Are there any that are worth the risk?	11/7/2014 3 55 PM
6	<b>None</b> none whatsoever	11/7/2014 3 44 PM
7	<b>None</b> There are no benefits the risk from even one tanker is irreversable damage	11/7/2014 3 41 PM
8	<b>None</b> none	11/7/2014 3 21 PM
9	<b>Get oil to market, profit</b> <b>increase in jobs</b> Sales of hydrocarbon products particularly to locales outside of the country create new jobs cash flow and revenue to those working within the industry	11/2/2014 9 50 PM
10	<b>profit for a few</b> A few wealthy individuals will get wealthier while global warming gets worse	11/2/2014 3 15 AM
11	<b>None</b> none	11/1/2014 2 18 PM
12	<b>Benefit to Province</b> <b>pipeline safer than rail</b> This is a leading question because we don't have an oil port here There is little risk to Victoria the province as a whole benefits and it is less risky than shipping by rail	10/31/2014 9 51 PM
13	<b>None</b> None do not agree with tanker traffic	10/31/2014 5 36 PM
14	<b>Get oil to market, profit</b> <b>increase in jobs</b> <b>Risks far outweigh benefi</b> Short term monetary benefit on a small scale considering the company is not Victorian but there may be very few jobs for some Victoria residents perhaps People can continue to fuel their lives via petroleum derived energy this is obviously more of a negative point than a benefit given the massive global pollution consumption and climate alteration problems	10/31/2014 5 10 PM
15	<b>Risks far outweigh benefi</b> There are none that would outweigh the ongoing and unrelenting erosion of our environment in this case our coasts and marine ecology in terms of current and future ecotourism dollars these assets are priceless	10/31/2014 4 28 PM
16	<b>None</b> There are none	10/31/2014 4 17 PM
17	<b>None</b> There are none	10/31/2014 4 12 PM
18	<b>a few jobs-marine service</b> don't know Might there be a benefit to businesses in the marine services? 'm am afraid don't have the background to properly answer this question	10/31/2014 3 17 PM
19	<b>None</b> There are none	10/31/2014 3 04 PM
20	<b>None</b> not too sure any benefits	10/31/2014 2 59 PM
21	<b>Risks far outweigh benefi</b> don't think there are any benefits transporting oil is so dangerous and disruptive to ecosystems	10/31/2014 2 31 PM
22	<b>Get oil to market, profit</b> <b>increase in jobs</b> Revenue Jobs ncreased coastal watchdogs	10/31/2014 2 29 PM
23	<b>Get oil to market, profit</b> <b>profit for a few</b> Money for producers and Albertan/federal tax coffers	10/31/2014 1 51 PM
24	<b>Risks far outweigh benefi</b> None of the benefits outweigh the potential for environmental disaster	10/31/2014 1 30 PM
25	<b>None</b> can see none	10/31/2014 1 06 PM
26	<b>None</b> <b>profit for a few</b> No benefits whatsoever unless you're rich and have invested in the oil industry	10/31/2014 12 44 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

27	<b>Risks far outweigh benefit</b> There may be indirect short term benefits to us but they are heavily outweighed by negative externalities	10/31/2014 12 37 PM
28	<b>a few jobs-marine service</b> <b>None</b> Little to no benefit for Victoria suppose the pilotage program will be busier and the coast guard will have more to do?	10/31/2014 12 37 PM
29	<b>increase in jobs</b> <b>lower costs of goods</b> ncrease in jobs lower cost of goods to consumers	10/31/2014 12 33 PM
30	<b>None</b> am opposed so see no benefits	10/31/2014 12 21 PM
31	<b>None</b> none	10/31/2014 12 08 PM
32	<b>None</b> None	10/31/2014 12 05 PM
33	<b>increase in jobs</b> ncrease in employment in Victoria due to increased shipping traffic	10/31/2014 12 00 PM
34	<b>Benefit to Province</b> Economic benefits to the Province will trickle down to help maintain current infrastructure and services	10/31/2014 11 39 AM
35	<b>None</b> can't see any All we get is increased risk	10/31/2014 11 31 AM
36	<b>increase in jobs</b> Only benefit if any would be jobs for canadiens	10/31/2014 10 33 AM
37	<b>a few jobs-marine service</b> ncrease in# of pilots employed and assoc marine services Massive employment in dangerous low paying spill clean up jobs after accidents	10/31/2014 10 16 AM
38	<b>None</b> do not believe there are any benefits	10/31/2014 10 06 AM
39	<b>other</b> We need some product we don't need to be a marine highway for exports	10/31/2014 9 48 AM
40	<b>None</b> None	10/31/2014 8 17 AM
41	<b>None</b> No benefits	10/30/2014 11 03 PM
42	<b>Benefit to Province</b> <b>Get oil to market, profit</b> <b>increase in jobs</b> People think there are not already vessels out there They are abundant Our coast guard is doing an excellent job at being pro active in ensuring we do not have an incident hold my trust in n them Vessel traffic services is doing an amazing job at protecting our waterways This is an opportunity that should not be lost vhope that am not the silent majority and that others speak up	10/30/2014 10 16 PM
43	<b>None</b> None	10/30/2014 10 10 PM
44	<b>Risks far outweigh benefit</b> No benefits that outweigh the environmental damage	10/30/2014 10 05 PM
45	<b>None</b> none	10/30/2014 4 32 PM
46	<b>None</b> don't support increased shipping of petroleum products in the Victoria area	10/30/2014 3 35 PM
47	<b>None</b> NONE	10/29/2014 5 21 PM
48	<b>increase in jobs</b> local jobs?	10/29/2014 2 44 PM
49	<b>None</b> There are no benefits only detriments which are of grave concern	10/29/2014 11 10 AM
50	<b>None</b> None	10/28/2014 2 02 PM
51	<b>None</b> there are none	10/28/2014 10 33 AM
52	<b>None</b> NONE to list	10/27/2014 3 05 PM
53	<b>None</b> There are no benefits in the shipping or continued dependence on petroleum products	10/26/2014 1 07 PM
54	<b>Get oil to market, profit</b> indirect benefits associated with international trade	10/25/2014 1 32 PM
55	<b>Risks far outweigh benefit</b> No benefits there is too high of a risk for a spill which would destroy tourism fishing and First Nations culture	10/25/2014 11 29 AM
56	<b>Get oil to market, profit</b> <b>increase in jobs</b> * increase in revenue * increase in employment opportunities	10/24/2014 1 25 PM
57	<b>a few jobs-marine service</b> <b>Benefit to Province</b> more work for marine pilots more provincial revenue potential for more work for Victoria shipyards	10/22/2014 5 29 PM
58	<b>None</b> No benefits	10/22/2014 1 14 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

59	<b>Benefit to Province</b> <b>Get oil to market, profit</b> <b>increase in jobs</b> Economic of course	10/21/2014 7 38 PM
60	<b>None</b> none	10/21/2014 11 13 AM
61	<b>None</b> none	10/21/2014 10 29 AM
62	<b>None</b> None	10/21/2014 9 03 AM
63	<b>\$\$ for social services</b> <b>Benefit to Province</b> <b>increase in jobs</b> A stupid loaded question Commerce jobs income for governments a better life for children and grandchildren etc etc	10/20/2014 4 08 PM
64	<b>Risks far outweigh benefi</b> No benefits that are not outweighed by potential environmental distasters	10/20/2014 2 42 PM
65	<b>None</b> There are no benefits at all There will be no local jobs improvement Gasoline / fuel oil prices could be expected to increase for island residents given increased access of oil to "world prices"	10/20/2014 1 20 PM
66	<b>increase in jobs</b> WE all have to do our part in supporting the Canadian economy and can not let our N MB interest stand in the way of the common good	10/20/2014 1 07 PM
67	<b>Get oil to market, profit</b> Revenue and product availability	10/20/2014 11 52 AM
68	<b>a few jobs-marine service</b> Possibly might hire a few local marine pilots	10/20/2014 11 04 AM
69	<b>Risks far outweigh benefi</b> Ship traffic at night time is not cool and don't want the coastline covered in oil nor do support oil as an energy worth expanding on Renewal energy is overlooked because oil is such a profitable alley stop overlooking what is completely viable Be responsible for the future of earth instead of raping and pillaging everything you can get your hands on	10/20/2014 10 35 AM
70	<b>profit for a few</b> money for oil companies mostly foreign	10/20/2014 10 04 AM
71	<b>improved disaster respons</b> increased nautical backup " disaster backup facilities	10/20/2014 9 54 AM
72	<b>increase in jobs</b> Possibly economic benefits jobs to support families Don't know enough to assess	10/20/2014 9 53 AM
73	<b>None</b> none	10/20/2014 9 39 AM
74	<b>Get oil to market, profit</b> <b>profit for a few</b> Benefits in increased profits to the company involved Higher prices for shareholders in the company	10/20/2014 9 11 AM
75	<b>Get oil to market, profit</b> Canada needs the export revenue	10/20/2014 8 28 AM
76	<b>Risks far outweigh benefi</b> The negative impact far outweighs any positive benefits	10/19/2014 7 39 PM
77	<b>None</b> none foreseen	10/19/2014 7 37 PM
78	<b>None</b> none in my opinion	10/19/2014 6 31 PM
79	<b>None</b> none	10/19/2014 6 13 PM
80	<b>None</b> None	10/19/2014 5 39 PM
81	<b>None</b> None	10/19/2014 2 02 PM
82	<b>Get oil to market, profit</b> financial profits only at the cost of our environment and the natural habitats of all species of wildlife	10/18/2014 11 20 AM
83	<b>Benefit to Province</b> <b>profit for a few</b> <b>Risks far outweigh benefi</b> There are only economic benefits for oil producers transmission companies and their employees plus some revenue to the governments of Alberta BC and Canada however the potential damage to the environment of the world let alone an oil spill anywhere in transit negates all those benefits	10/17/2014 5 11 PM
84	<b>we need energy</b> We continue to require petroleum We want to pay a low price for petroleum	10/17/2014 3 00 PM
85	<b>increase in jobs</b> <b>None</b> There are no benefits to Victoria per se There is a general economic benefit to Canada as a whole	10/15/2014 5 40 PM
86	<b>Risks far outweigh benefi</b> What is this a high school quiz? 'm sorry but the threats to our environment out way any benefit	10/14/2014 5 56 PM
87	<b>increase in jobs</b> some economic benefits to Canada	10/14/2014 5 38 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

88	<b>profit for a few</b> <b>Risks far outweigh benefit</b> Company will make huge profits We will make money supplying oil to countries who don't have enough or mismanaged their own natural resources Why just key benefits? Potential destroying of coastline for all eternity and extreme suffering of wildlife are huge detractors	10/14/2014 5 28 PM
89	<b>None</b> increased shipping of petroleum provides no benefit to Victoria	10/12/2014 7 40 PM
90	<b>None</b> No benefits unless Tanker Watching becomes a major tourist attraction after the Whales are scared off	10/12/2014 12 13 AM
91	<b>a few jobs-marine service</b> <b>Benefit to Province</b> <b>increase in jobs</b> increased tax base for the province more jobs in burnaby and pilots in Victoria potential for ship maint at Ship Point	10/11/2014 6 22 PM
92	<b>\$\$ for social services</b> <b>a few jobs-marine service</b> increased economic activity will provide revenue and taxes to support public social and environmental programs that benefit all residents including us in Victoria tug boat escorts coast guard monitoring etc along the tanker route in the Strait will support the local shipping service industry in greater Victoria	10/11/2014 12 23 PM
93	<b>None</b> none	10/10/2014 9 54 PM
94	<b>None</b> 0	10/10/2014 2 34 PM
95	<b>Risks far outweigh benefit</b> no advantages all the risks to us Kinder Morgan and their partners get all the benefits and even those are short term gains for long term problems	10/10/2014 11 50 AM
96	<b>None</b> do not want any tanker entering Victoria or near our water	10/9/2014 2 20 PM
97	<b>None</b> am not aware of any benefits to the Victoria area	10/9/2014 12 30 PM
98	<b>None</b> t would cause environmental damage to our ocean and our harbor and sea life	10/9/2014 11 09 AM
99	<b>None</b> 'm sorry but have none	10/8/2014 3 26 PM
100	<b>Benefit to Province</b> <b>increase in jobs</b> We can't avoid the fact that this is good for our economy	10/8/2014 2 28 PM
101	<b>Get oil to market, profit</b> increased revenue for petroleum and supporting agencies	10/8/2014 10 44 AM
102	<b>None</b> None for us regular folks	10/7/2014 9 16 PM
103	<b>None</b> there are no benefits only drawbacks and potential disaster that could be impossible to rectify later	10/7/2014 8 52 PM
104	<b>None</b> no key benefits at all	10/7/2014 4 19 PM
105	<b>None</b> n this time of unpredictable climate change believe there are no benefits	10/7/2014 3 12 PM
106	<b>None</b> none	10/7/2014 11 13 AM
107	<b>other</b> As an island we should be careful to deny shipping of any thing How would we travel here move items for commerce or access other materials and resources? What if the questions was should we increase or reduce ferry traffic?	10/6/2014 9 36 PM
108	<b>Risks far outweigh benefit</b> The risks outweigh any slight bit of money we may make and there are very few jobs created but the potential to lose many so it is a net loss to Victoria	10/6/2014 8 16 PM
109	<b>None</b> Zero Nil Non	10/6/2014 5 28 PM
110	<b>None</b> NONE	10/6/2014 5 26 PM
111	<b>None</b> None	10/6/2014 5 23 PM
112	<b>None</b> No benefits	10/6/2014 4 58 PM
113	<b>a few jobs-marine service</b> <b>increase in jobs</b> Employment opportunities Upgraded marine traffic control system	10/6/2014 3 23 PM
114	<b>None</b> There are no benefits to increasing investment in the petroleum based economy because all that investment (social financial intellectual scientific technological emotional) should be going towards sustainable energy	10/6/2014 10 05 AM
115	<b>None</b> None	10/6/2014 12 35 AM
116	<b>None</b> don't believe that there are any significant benefits to our area nevertheless there are significant dangers	10/5/2014 8 58 PM
117	<b>None</b> None	10/5/2014 7 23 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

118	<b>None</b> None	10/4/2014 6 36 PM
119	<b>None</b> do not see any benefits to Victoria of shipping petroleum products through the surrounding waters	10/4/2014 5 19 PM
120	<b>None</b> None whatsoever	10/4/2014 4 45 PM
121	<b>None</b> none	10/4/2014 9 04 AM
122	<b>Risks far outweigh benefi</b> Although there are current economic benefits the risks and impacts outweigh any benefits indeed even the economic benefits can be met through other more environmentally sustainable sources	10/3/2014 7 13 PM
123	<b>Get oil to market, profit</b> Make money	10/3/2014 6 51 PM
124	<b>profit for a few</b> A select few people will benefit and become slightly richer at the cost of the environment and the proverbial "99%"	10/3/2014 5 49 PM
125	<b>None</b> There are none	10/3/2014 3 28 PM
126	<b>profit for a few</b> money for the already rich	10/3/2014 12 10 PM
127	<b>Get oil to market, profit</b> Money	10/3/2014 11 57 AM
128	<b>None</b> there would be no benefits whatsoever	10/3/2014 11 55 AM
129	<b>increase in jobs</b> economic development improved industry relations	10/3/2014 11 55 AM
130	<b>\$\$ for social services</b> <b>Benefit to Province</b> <b>increase in jobs</b> <b>we can control shipping</b> This is a different issue than the one posed in Q3 support pipeline expansion overland simply because the alternative is by rail a vastly more risky method as Lac Megantic proved Railways are also decidedly less subject to public oversight and regulations Furthermore if the KM pipeline application fails we can expect those increased crude oil shipments by rail to go south to the Cherry Point WA oil terminal where tankers will be loaded and dispatched by our shoreline (only a little further south) than they are now free of any oversight by Canadian regulations As for increased shipping (by which take it to mean tanker traffic) the key benefit to Victoria is the same as it is for any other B C community increased oil exports mean more jobs and taxes which in turn support our social and infrastructure needs throughout the province As for Q5 why aren't you also providing space to indicate why one is either not concerned or neutral? This is an obvious bias in the survey	10/3/2014 11 02 AM
131	<b>None</b> None	10/3/2014 10 43 AM
132	<b>Benefit to Province</b> <b>increase in jobs</b> <b>profit for a few</b> suppose the key benefit would be increased profits for certain businesses shipping taxes for the city and some job creation	10/3/2014 10 22 AM
133	<b>None</b> Victoria already experiences heightened environmental strain due to the cruise ship and other transportation traffic that pass through our water ways Even without a mishap the increased oil tanker traffic will only add to the stress that pollution imposes upon our marine life and air quality	10/3/2014 10 03 AM
134	<b>a few jobs-marine service</b> <b>None</b> There are none except in the case of an oil spill when a few clean up jobs might pop up	10/3/2014 9 56 AM
135	<b>None</b> There are no benefits A tar sands tanker spill in the Haro Strait or the Boundary Pass will destroy Victoria and the Salish Sea The tar sands should not be permitted to cross the BC/AB border because there is no equipment to clean up a spill and because Kinder Morgan has not meant Clark's five conditions Remember the Kalamzoo River disaster	10/3/2014 12 18 AM
136	<b>None</b> None	10/2/2014 10 33 PM
137	<b>None</b> can't think of any	10/2/2014 8 59 PM
138	<b>None</b> can't think of any	10/2/2014 8 31 PM
139	<b>None</b> Absolutely no benefits at all	10/2/2014 8 01 PM
140	<b>None</b> Can't see any	10/2/2014 7 50 PM
141	<b>None</b> There are none	10/2/2014 6 47 PM
142	<b>None</b> am not aware of benefits to Victoria As this is petroleum from Alberta presumably most of the royalties go to that province	10/2/2014 6 18 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

143	<b>increase in jobs</b> <b>we can control shipping</b> f we don't build it it will be railed to Anacortes Tacoma as well as other ports We control the agenda if it leaves our ports We get the jobs We set the standards t is already beginning question #5 is disingenuous it's coming whether we approve this pipeline or not # 6 is loaded am concerned want the pipeline the oil is coming regardless of Canadian or US port of origin The concern is about shipping not the pipeline All Captains sober double hulls pilot guides etc We need to control this part of it We can't if we say "NO" and it is shipped through US ports	10/2/2014 6 01 PM
144	<b>None</b> None	10/2/2014 5 49 PM
145	<b>None</b> Can't see any benefits to Victoria at all	10/2/2014 5 06 PM
146	<b>None</b> see no long term only negatives	10/2/2014 4 43 PM
147	<b>None</b> There are no benefits All significant profits will be Texas bound and we will only be left with the pollution and the clean up if there is a spill	10/2/2014 2 17 PM
148	<b>Risks far outweigh benefi</b> Any suggested benefits are outweighed by the potential environmental cost of a spill	10/2/2014 2 10 PM
149	<b>None</b> don't see any but money Money cannot keep the environment clean	10/2/2014 12 42 PM
150	<b>None</b> do not know of any benefits to the city of Victoria am sceptical of the trickle down economic theory of any substantial increased provincial revenues generated by the project	10/2/2014 12 26 PM
151	<b>Risks far outweigh benefi</b> The benefits only benefit the people who stand to make a profit the inevitable damage that will result in increased traffic far outweighs any suggested benefit to my community	10/2/2014 12 25 PM
152	<b>None</b> None	10/2/2014 12 14 PM
153	<b>None</b> All see are increased hazards to movement in a very dangerous waterway for oil tankers no benefits	10/2/2014 11 42 AM
154	<b>None</b> None	10/2/2014 11 12 AM
155	<b>None</b> Zero	10/2/2014 8 29 AM
156	<b>None</b> There are none	10/2/2014 8 11 AM
157	<b>None</b> There is no benefit whatsoever only loss	10/1/2014 11 47 PM
158	<b>\$\$ for social services</b> <b>a few jobs-marine service</b> <b>Get oil to market, profit</b> ncrease in foreign trade more money for Canada more taxes for government more services for companies servicing the shipping trade more work for local ship yards	10/1/2014 10 01 PM
159	<b>profit for a few</b> <b>Risks far outweigh benefi</b> helps shareholders of companies involved minimal benefit to gdp jobs and tax revenue that would be vastly less than the economic losses from a major accident in these waters	10/1/2014 9 46 PM
160	<b>None</b> None	10/1/2014 8 47 PM
161	<b>Benefit to Province</b> ncreased to governments	10/1/2014 8 40 PM
162	<b>None</b> none	10/1/2014 8 11 PM
163	<b>None</b> none	10/1/2014 7 53 PM
164	<b>Get oil to market, profit</b> <b>increase in jobs</b> <b>Risks far outweigh benefi</b> More wealth and jobs But what does it matter when all our finite resources are used up and all of the environment is at risk? The negatives outweigh the positives	10/1/2014 6 36 PM
165	<b>None</b> None This is not the kind of economy want for my province	10/1/2014 6 09 PM
166	<b>Get oil to market, profit</b> <b>profit for a few</b> petroleum companies increase profits	10/1/2014 5 59 PM
167	<b>None</b> there are no benefits	10/1/2014 5 50 PM
168	<b>None</b> see no benefits	10/1/2014 5 44 PM
169	<b>increase in jobs</b> Some jobs when there is no spill Many jobs when there is a spill	10/1/2014 5 43 PM
170	<b>a few jobs-marine service</b> <b>Benefit to Province</b> ncreased work for pilot station increased employment and revenue in the province Hippie head explosions	10/1/2014 5 04 PM
171	<b>None</b> t's not clear that there would be any benefit to the Victoria area	10/1/2014 4 54 PM
172	<b>None</b> there are none	10/1/2014 4 52 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

173	<b>Risks far outweigh benefi</b> None that could possibly outweigh the risks associated	10/1/2014 4 45 PM
174	<b>None</b> NONE	10/1/2014 4 44 PM
175	<b>None</b> No benefits	10/1/2014 3 07 PM
176	<b>None</b> don't think we will see any	10/1/2014 3 03 PM
177	<b>None</b> in the long term none	10/1/2014 2 33 PM
178	<b>Benefit to Province</b> The only things can think of is that Victoria MAY benefit from increased revenues to the Province assume the Province will collect increased taxes of some kind and that may trickle down to the City of Victoria somehow	10/1/2014 2 17 PM
179	<b>None</b> None realistic	10/1/2014 2 08 PM
180	<b>None</b> No benefits only downfalls Put money into green energy instead	10/1/2014 12 59 PM
181	<b>Risks far outweigh benefi</b> don't see any benefits to the Victoria area from increased shipping of petroleum products that are in any worth the risks associated with this project The risk of an oil spill in the waters around Victoria would jeopardize many of the key industries that support the local economy (eco tourism whale watching fisheries etc ) as well as destroy one of the most beneficial aspects of living in this area the surrounding environment and the many recreational opportunities it affords	10/1/2014 11 27 AM
182	<b>None</b> None	10/1/2014 11 14 AM
183	<b>increase in jobs</b> maybe more jobs	10/1/2014 11 06 AM
184	<b>Benefit to Province</b> Would generate a small amount of tax revenue for the BC government some of which might trickle down to Victoria	10/1/2014 9 16 AM
185	<b>profit for a few</b> \$\$\$ for the big guys	10/1/2014 12 35 AM
186	<b>Risks far outweigh benefi</b> there are no benefits that are not far outweighed by the potential negative consequences	9/30/2014 10 15 PM
187	<b>None</b> is there any?	9/30/2014 8 39 PM
188	<b>None</b> No benefits at all	9/30/2014 7 55 PM
189	<b>Benefit to Province</b> cannot think of any benefits which will directly impact our community perhaps if the BC government can collect greater taxes from KinderMorgan and related businesses some of that will trickle down into our community?	9/30/2014 7 01 PM
190	<b>None</b> None	9/30/2014 5 36 PM
191	<b>Get oil to market, profit</b> <b>profit for a few</b> Don't see any other than to increase revenue to the Oil Companies	9/30/2014 5 18 PM
192	<b>a few jobs-marine service</b> <b>Risks far outweigh benefi</b> can only think of short term economic benefits including increased business for the sea pilots These potential gains seem short sighted when we consider the increased risk for disaster and our need to shift to a more sustainable economy	9/30/2014 4 47 PM
193	<b>None</b> don't see any benefit to increased shipping of petroleum products in the Victoria area	9/30/2014 4 37 PM
194	<b>None</b> <b>profit for a few</b> There are zero benefits to global warming climate change efforts to cut back emissions Zero benefits to ocean life The only benefits appear to be for corporate oil&gas entities Even the jobs issue are clearly short term and certainly doesn't help environment long nor short	9/30/2014 2 44 PM
195	<b>None</b> * none * none at all * petroleum investment is neanderthal thinking	9/30/2014 2 13 PM
196	<b>other</b> *A major spill will coast the Canadian economy big time this will drive down the dollar supporting the manufacturing industry in Ontario and Quebec	9/30/2014 2 00 PM
197	<b>None</b> none	9/30/2014 1 48 PM
198	<b>None</b> zero	9/30/2014 1 37 PM
199	<b>Risks far outweigh benefi</b> None only big business will benefit and British Columbians will bear the risk	9/30/2014 1 36 PM
200	<b>None</b> None	9/30/2014 1 17 PM
201	<b>None</b> None	9/30/2014 1 16 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

202	<b>other</b> that's the question isn't it	9/30/2014 1 12 PM
203	<b>None</b> none	9/30/2014 12 25 PM
204	<b>None</b> There are no benefits to increased shipping of petroleum products in the Victoria area	9/30/2014 11 55 AM
205	<b>other</b> More stuff	9/30/2014 11 33 AM
206	<b>None</b> none	9/30/2014 11 31 AM
207	<b>None</b> Absolutely none	9/30/2014 11 16 AM
208	<b>None</b> do not agree that benefits will be provided by increased shipping of petroleum products to Southern Vancouver island/ Victoria areas	9/30/2014 10 36 AM
209	<b>Get oil to market, profit</b> <b>Risks far outweigh benefi</b> short term \$\$\$ gain in exchange for the future of our children	9/30/2014 10 13 AM
210	<b>None</b> NONE	9/30/2014 9 39 AM
211	<b>Get oil to market, profit</b> <b>increase in jobs</b> Economic benefits	9/30/2014 9 00 AM
212	<b>Get oil to market, profit</b> <b>increase in jobs</b> We need to stop vilifying Canadian industries that advance our national economy	9/30/2014 8 04 AM
213	<b>None</b> None	9/30/2014 7 44 AM
214	<b>None</b> none	9/30/2014 7 37 AM
215	<b>Get oil to market, profit</b> <b>None</b> To Victoria and to myself? cannot think of any To Canada as a whole? Maybe a small short term increase in GDP	9/30/2014 7 30 AM
216	<b>None</b> no benefit	9/30/2014 7 20 AM
217	<b>Risks far outweigh benefi</b> can't think of any long term benefits only extraordinary costs	9/30/2014 1 01 AM
218	<b>None</b> none	9/29/2014 11 39 PM
219	<b>None</b> None whatsoever	9/29/2014 11 11 PM
220	<b>Get oil to market, profit</b> <b>profit for a few</b> more money for owners of oil related businesses cheaper oil for Asians?	9/29/2014 11 10 PM
221	<b>None</b> can think of no benefits	9/29/2014 11 04 PM
222	<b>Benefit to Province</b> <b>increase in jobs</b> <b>we need energy</b> Economic benefits in the form of taxes job and business opportunists plus the supply of fuel used in vehicles on Vancouver island is transported through the existing TMPL pipeline	9/29/2014 10 38 PM
223	<b>None</b> None	9/29/2014 10 01 PM
224	<b>None</b> can't think of any benefits that accrue to Victoria	9/29/2014 9 59 PM
225	<b>Benefit to Province</b> ncreased federal and provincial tax revenue	9/29/2014 9 53 PM
226	<b>None</b> None	9/29/2014 9 39 PM
227	<b>Risks far outweigh benefi</b> none that weigh against the problem of climate change and pollution	9/29/2014 9 09 PM
228	<b>Risks far outweigh benefi</b> the safety of our ocean and the food source it supports	9/29/2014 9 08 PM
229	<b>None</b> there are none	9/29/2014 9 02 PM
230	<b>Benefit to Province</b> <b>Risks far outweigh benefi</b> Economic benefits could be delivered but at considerable risk to the environment	9/29/2014 8 57 PM
231	<b>Risks far outweigh benefi</b> There would be risk but no benefits The petrochemical industry have been less than honest about their ability to clean up any mess but they've NOT effectively cleaned up any spill yet The major spills Gulf of Mexico Alaska have been through human 'error' so improving navigational aides in the Salish Sea are NOT relevant	9/29/2014 7 19 PM
232	<b>None</b> Cannot think of any benefits to Victoria area	9/29/2014 7 18 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

233	<b>None</b> none	9/29/2014 7 00 PM
234	<b>None</b> NONE	9/29/2014 6 25 PM
235	<b>None</b> None	9/29/2014 6 21 PM
236	<b>None</b> None	9/29/2014 5 36 PM
237	<b>None</b> • zero nada none	9/29/2014 5 26 PM
238	<b>Benefit to Province</b> <b>Get oil to market, profit</b> <b>increase in jobs</b> Economic	9/29/2014 4 16 PM
239	<b>None</b> None t would dramatically increase the risk of a catastrophic spill that would severely damage our waters and hence our economy for years to come	9/29/2014 3 49 PM
240	<b>None</b> There are none	9/29/2014 2 53 PM
241	<b>None</b> None	9/29/2014 2 24 PM
242	<b>None</b> don't understand this question What benefits?	9/29/2014 2 15 PM
243	<b>None</b> None	9/29/2014 2 03 PM
244	<b>None</b> can't think of any	9/29/2014 1 46 PM
245	<b>None</b> NONE	9/29/2014 1 29 PM
246	<b>Risks far outweigh benefi</b> The risks and dangers to our environment and ocean is too great for any benefits to be reasonable	9/29/2014 9 27 AM
247	<b>None</b> no key benefits	9/28/2014 10 29 PM
248	<b>None</b> None	9/28/2014 2 35 PM
249	<b>we need energy</b> t gives us heat for our homes and fuel for our cars	9/28/2014 12 34 PM
250	<b>Get oil to market, profit</b> * t'll get Canada's declining oil reserves to market faster * t'll make the owners of Kinder Morgan even richer	9/28/2014 8 50 AM
251	<b>Get oil to market, profit</b> No benefits to anyone except the shareholders of Kinder Morgan	9/27/2014 4 45 PM
252	<b>Risks far outweigh benefi</b> can't think of many benefits perhaps cheaper fuel but at great environmental risk	9/27/2014 3 14 PM
253	<b>improved disaster respons</b> t may increase federal investment in marine spill prevention response capacity generally which may come in handy if a non tanker gets into trouble Right now the response regime is pathetic	9/27/2014 10 37 AM
254	<b>None</b> don't see any benefits n fact think that we should be moving away from petroleum products and move more towards green tech	9/27/2014 10 16 AM
255	<b>a few jobs-marine service</b> more jobs for clean up crews	9/27/2014 8 58 AM
256	<b>None</b> Can't think of any	9/27/2014 1 28 AM
257	<b>increase in jobs</b> BC jobs	9/26/2014 7 19 PM
258	<b>None</b> none benefits	9/26/2014 7 15 PM
259	<b>None</b> None	9/26/2014 5 44 PM
260	<b>None</b> none	9/26/2014 3 36 PM
261	<b>Risks far outweigh benefi</b> There will not be any benefits to Victoria There will probably be minimal financial benefits to the lower mainland However all the environmental costs will be borne by coastal communities including Victoria	9/26/2014 2 56 PM
262	<b>None</b> can't think of any benefit only see the huge downside	9/26/2014 9 41 AM
263	<b>increase in jobs</b> Jobs federal and provincial income export income	9/25/2014 10 05 PM
264	<b>\$\$ for social services</b> <b>Benefit to Province</b> Ours remains very much a resource based economy f was want "government" to invest more and more in social services they need the revenue to do so	9/25/2014 5 11 PM
265	<b>Get oil to market, profit</b> Benefits oil companies	9/25/2014 12 35 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

266	<b>Benefit to Province</b> Provincial taxes already a busy shipping port no substantial increase in total traffic and safe marine transport record along the BC coast	9/25/2014 9 56 AM
267	<b>Get oil to market, profit</b> possible financial that's it	9/25/2014 9 48 AM
268	<b>None</b> There are no benefits to increasing diluted bitumen tanker traffic through the Salish Sea	9/25/2014 9 42 AM
269	<b>Get oil to market, profit</b> The benefits would be easier transportation and increased revenue for the companies involved	9/25/2014 9 17 AM
270	<b>increase in jobs</b> bringing funds/commerce to the capital region bringing more jobs to victoria	9/25/2014 9 11 AM
271	<b>increase int trade</b> <b>profit for a few</b> * increased trade benefit for China *F PA is a terrible deal for Canada and particularly the Coast	9/25/2014 8 52 AM
272	<b>a few jobs-marine service</b> <b>Benefit to Province</b> <b>increase in jobs</b> ncreased GDP of Canada and British Columbia ncreased tax revenues to provincial and federal governments Jobs for Canadians in Canada More jobs for pilots based out of Victoria We can't continue to be a group of whiners complainers and hand wringers in Victoria who complain about economic activity because risks may exist	9/25/2014 8 36 AM
273	<b>None</b> none	9/25/2014 6 57 AM
274	<b>None</b> do not see any benefits per se money will talk louder An increase in water transportation of hazardous substances is allowing more room for concern and natural wellbeing	9/25/2014 5 28 AM
275	<b>None</b> None	9/24/2014 11 51 PM
276	<b>None</b> None Zip nada	9/24/2014 8 40 PM
277	<b>None</b> * None	9/24/2014 8 38 PM
278	<b>a few jobs-marine service</b> <b>Benefit to Province</b> More ship pilot movements More ship service industry employment More tax revenue for the province	9/24/2014 8 29 PM
279	<b>other</b> Nice photography of large tankers contrasted with the mountains in Olympic National Park	9/24/2014 8 14 PM
280	<b>Benefit to Province</b> <b>increase in jobs</b> <b>increase int trade</b> diversification of export markets for crude oil increased tax revenue more job security in the oil sands	9/24/2014 8 09 PM
281	<b>\$\$ for social services</b> <b>increase in jobs</b> <b>increase int trade</b> This is of national importance and will benefit the national economy Every resident of this region depends on these petroleum products whether we like to admit it to ourselves or not	9/24/2014 7 59 PM
282	<b>\$\$ for social services</b> <b>Benefit to Province</b> The province needs to generate revenue which can lead to increased investment in its communities Our infrastructure is crumbling our health care is broke our schools are under funded we need to create revenue through projects like this	9/24/2014 7 38 PM
283	<b>Risks far outweigh benefi</b> None for Victoria But you (and we in Sooke) carry ALL of the risks	9/24/2014 5 57 PM
284	<b>None</b> There are NO benefits to increased shipping of petroleum products	9/24/2014 5 01 PM
285	<b>Benefit to Province</b> ncreases wealth of BC	9/24/2014 3 33 PM
286	<b>Risks far outweigh benefi</b> The risks far outweigh any benefits	9/24/2014 3 04 PM
287	<b>Get oil to market, profit</b> Yes some money will be made substantially by the already wealthy corporate interests	9/24/2014 2 59 PM
288	<b>Risks far outweigh benefi</b> The benefits are not worth the risk to the environment and are short sighted	9/24/2014 1 20 PM
289	<b>Risks far outweigh benefi</b> am completely opposed to increasing shipping of petroleum products despite any monetary gain The risk to environment and wildlife is not worth it am a long term thinker	9/24/2014 12 32 PM
290	<b>Benefit to Province</b> <b>increase in jobs</b> ncreased jobs (lower unemployment rate) bringing skilled trades back to BC from Alberta increased revenue to the province	9/24/2014 12 27 PM
291	<b>Risks far outweigh benefi</b> personally can't see any that are worth the sacrifices which we couldn't make up a few years down the line with better industries	9/24/2014 12 24 PM
292	<b>Risks far outweigh benefi</b> petroleum and other fossil fuels are a leading contributor to CO2 emissions and the main factor in the anthropogenic causes of climate change t is unconscionable for oil companies to be making profits off of the destruction of our planet	9/24/2014 11 53 AM

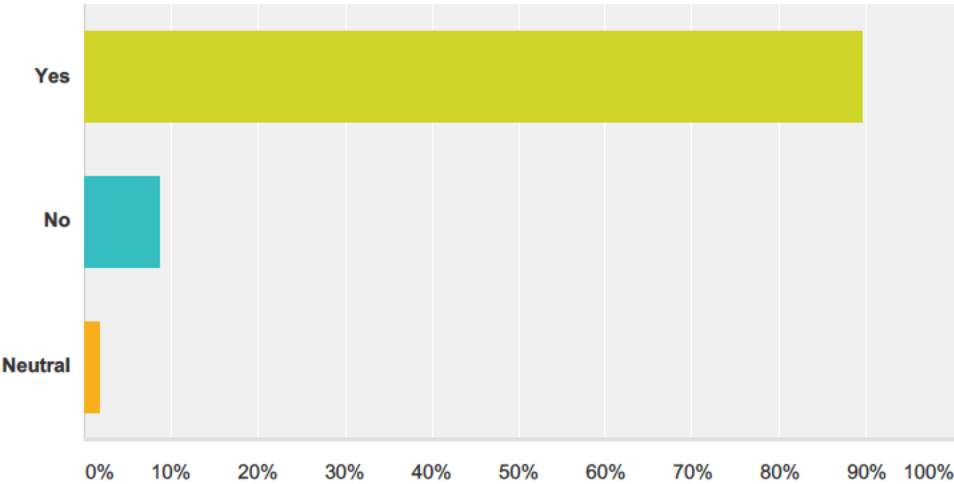


## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

293	<b>None</b> * NONE There are NO benefits	9/24/2014 11 42 AM
294	<b>Risks far outweigh benefit</b> For the City of Victoria itself there are absolutely no significant benefits of increased shipping of petroleum products (in strong contrast with the myriad and potentially devastating risks associated with increased shipping)	9/24/2014 11 31 AM
295	<b>a few jobs-marine service</b> <b>Benefit to Province</b> <b>increase in jobs</b> The Provincial economy benefits Union Pension Plans benefit more jobs for Harbour Pilots and tugboats more work for ship maintenance and more money spent in the local economy provisioning ships	9/24/2014 11 24 AM
296	<b>None</b> None	9/24/2014 11 13 AM
297	<b>None</b> there are none	9/24/2014 10 54 AM
298	<b>Benefit to Province</b> more money for the government's pockets	9/24/2014 9 43 AM
299	<b>None</b> There are none	9/24/2014 9 14 AM
300	<b>other</b> Seems to be running just fine the way it is	9/24/2014 9 06 AM
301	<b>Risks far outweigh benefit</b> don't believe there are any We see only risks to our local industries all the benefit will be accrued elsewhere	9/23/2014 8 27 PM
302	<b>a few jobs-marine service</b> construction or repairs of ships	9/23/2014 2 45 PM

Q5 Are you concerned about the increase in shipping traffic off the waters of Victoria?

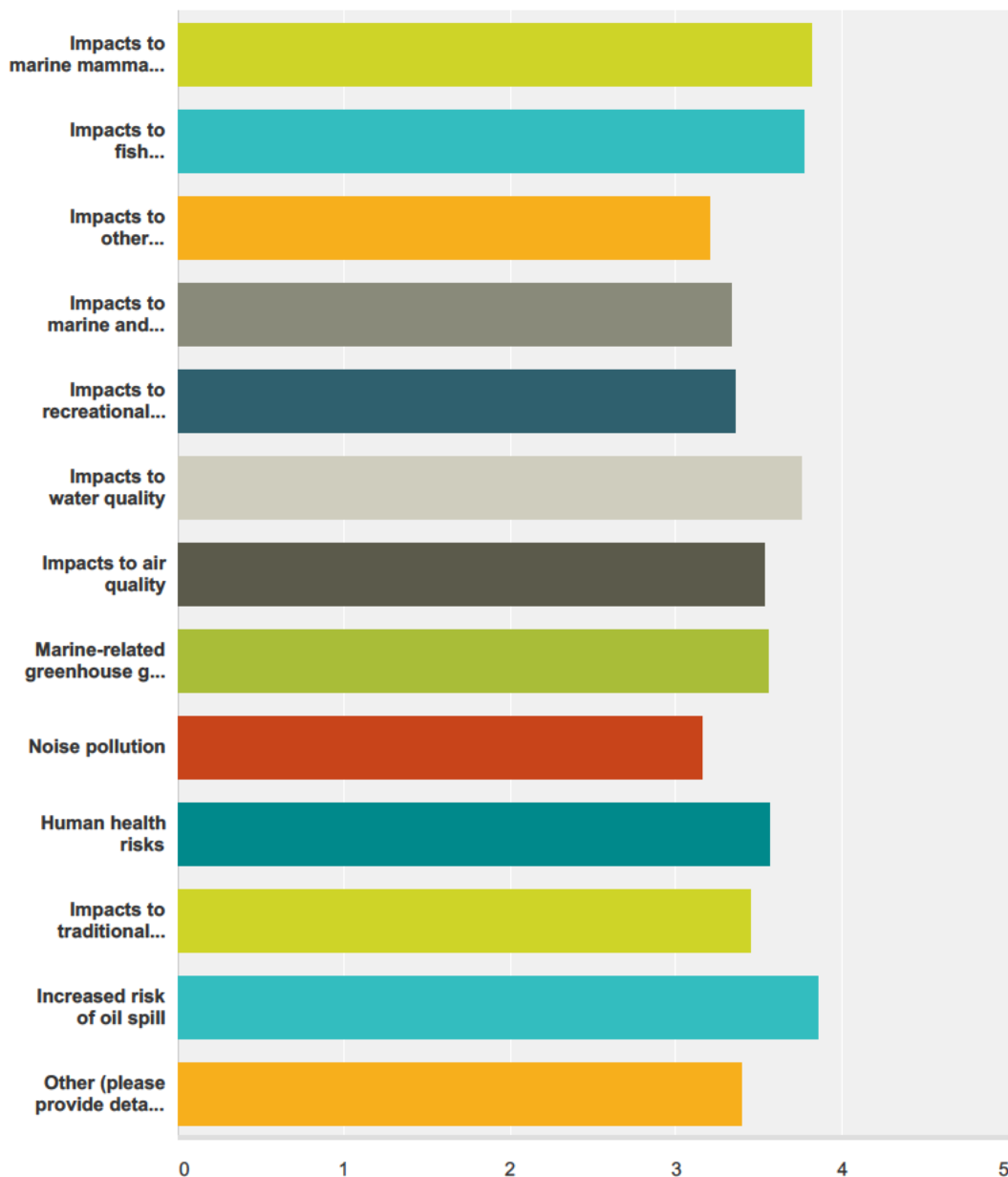
Answered: 504 Skipped: 1



Answer Choices	Responses	
Yes	89.48%	451
No	8.73%	44
Neutral	1.79%	9
Total		504

**Q6 If you are concerned about the increase in shipping traffic off the waters of Victoria, please rank the level of your concerns here.**

Answered: 480 Skipped: 25



	Not concerned	Neutral	Somewhat concerned	Very concerned	Total	Average Rating
mpacts to marine mammals and birds	2.09% 10	2.92% 14	5.64% 27	89.35% 428	479	3.82
mpacts to fish populations	2.94% 14	2.73% 13	7.56% 36	86.76% 413	476	3.78
mpacts to other commercial marine activities	6.98% 33	13.53% 64	31.71% 150	47.78% 226	473	3.20

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

mpacts to marine and land based tourism activities	<b>7.38%</b> 35	<b>8.23%</b> 39	<b>27.64%</b> 131	<b>56.75%</b> 269	474	3 34
mpacts to recreational use	<b>5.93%</b> 28	<b>8.47%</b> 40	<b>28.81%</b> 136	<b>56.78%</b> 268	472	3 36
mpacts to water quality	<b>3.40%</b> 16	<b>2.34%</b> 11	<b>9.13%</b> 43	<b>85.14%</b> 401	471	3 76
mpacts to air quality	<b>4.48%</b> 21	<b>5.12%</b> 24	<b>22.81%</b> 107	<b>67.59%</b> 317	469	3 54
Marine related greenhouse gas emissions	<b>3.80%</b> 18	<b>6.75%</b> 32	<b>19.41%</b> 92	<b>70.04%</b> 332	474	3 56
Noise pollution	<b>7.71%</b> 36	<b>15.63%</b> 73	<b>29.12%</b> 136	<b>47.54%</b> 222	467	3 16
Human health risks	<b>4.06%</b> 19	<b>6.62%</b> 31	<b>17.95%</b> 84	<b>71.37%</b> 334	468	3 57
mpacts to traditional resource use	<b>5.59%</b> 26	<b>8.17%</b> 38	<b>20.65%</b> 96	<b>65.59%</b> 305	465	3 46
ncreased risk of oil spill	<b>2.34%</b> 11	<b>1.91%</b> 9	<b>3.18%</b> 15	<b>92.57%</b> 436	471	3 86
Other (please provide details in the next question)	<b>10.79%</b> 15	<b>11.51%</b> 16	<b>4.32%</b> 6	<b>73.38%</b> 102	139	3 40

**Q7 If you selected "other" in Question 6,  
please provide a few words describing this  
concern.**

Answered: 126 Skipped: 379

#	Responses	Date
1	<b>First Nations rights</b> Freedom of First Nations rights and title	11/7/2014 4 26 PM
2	<b>impact of oil spill</b> An oil spill could decimate our economy destroy our communities	11/7/2014 4 22 PM
3	<b>need sustainable energy</b> Concerns of Canada's long term energy/environmental sustainability	11/7/2014 4 13 PM
4	<b>climate change</b> The world as we know it is in great peril from greenhouse gases we must never support anything that would encourage more extraction of tar sands oil	11/7/2014 4 08 PM
5	<b>climate change</b> Climate change detrimental effects of oil sands to human and animal populations in that area disrespect for First Nations rights and UN legal requirements to consult indigenous peoples	11/7/2014 4 06 PM
6	<b>First Nations rights</b> Concern for First Nations precautionary principle	11/7/2014 3 44 PM
7	<b>climate change</b> <b>expansion of oil sands</b> concerned about expansion of oil sands and greenhouse gases	11/7/2014 3 21 PM
8	<b>climate change</b> <b>need sustainable energy</b> The unquestioned reliance on and investment in a non renewable resource which is known to have cumulative detrimental effects on ecosystems and habitats including those for mankind is shortsighted at best Governments have the obligation to educate the public and redirect moneys toward investments that are best for those they claim to represent This does not mean short term financial bonanzas but long term considerations The proposed project in no way achieves those goals	11/2/2014 9 50 PM
9	<b>open floodgates</b> f this project is approved fear this will open the flood gate for other companies and future tanker traffic expansion bids resulting in compounding negative impacts	11/2/2014 10 00 AM
10	<b>need sustainable energy</b> On a very fundamental level the issue with increased tanker traffic is the continued increase in reliance on petroleum based industry instead of seeking renewable and sustainable alternatives oppose any further development of infrastructure for the oil industry major steps need to be initiated to become less reliant on this environmentally and socially destructive industry	10/31/2014 5 10 PM
11	<b>need sustainable energy</b> don't believe based on evidence that pipelines and shipping of oil is safe believe we should be focussed on developing alternative sources of energy globally and especially in Canada	10/31/2014 4 09 PM
12	<b>need sustainable energy</b> am concerned that we are putting our time and energy into even considering increasing anything with oil and gas when we should be looking at alternatives that are sustainable indefinitely with far less impact on the health of humans plants and animals and our water soil and air	10/31/2014 3 04 PM
13	<b>need sustainable energy</b> don't want to support the oil and gas industry want prices to remain high so as to discourage use of machinery and vehicles that use oil & gas	10/31/2014 12 37 PM
14	<b>must improve ship safety</b> No one including shipping companies wants a marine accident or oil spill After all if we didn't want airplane accidents we could simply ban or reduce all flights The answer is to improve shipping safety and ensure emergency services are available if required	10/31/2014 12 00 PM
15	<b>impact of oil spill</b> eventual cost of oil spill clem up ends up being a public cost in degradation of the environment and loss of the existing benefits of that environment be they social psychological or economic	10/31/2014 9 51 AM
16	<b>climate change</b> Growth in carbon emissions from end consumers	10/31/2014 9 48 AM
17	<b>climate change</b> <b>expansion of oil sands</b> Use of tar sands means greater greenhouse gas emissions	10/30/2014 10 05 PM
18	<b>environmental damage</b> <b>impact of oil spill</b> There is an entire and unacceptable ecosystem impact from any oil spillage in addition to the marine and air pollution from non spill traffic which is of grave concern	10/29/2014 11 10 AM
19	<b>impact of oil spill</b> <b>not prepared fr emergency</b> how ill prepared our municipal and provincial governments are for any emergency on the water especially in the straight of juan de fuca & yet the federal government is the main deciding body on something so major that they have no clue how badly prepared the capital of BC is for any marine emergencies especially something as catastrophic as an oil spill	10/28/2014 10 33 AM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

20	<b>need sustainable energy</b> Continued support of the petroleum industry is not the way forward Let's be creative and more innovative than that	10/26/2014 1 07 PM
21	<b>environmental damage</b> <b>impact of oil spill</b> My deep rooted concern stems from the law of life whatever can go wrong usually does at some point You cannot repair a damaged environment when it's ecosystem has been destroyed t just doesn't work	10/24/2014 1 25 PM
22	<b>climate change</b> <b>environmental damage</b> <b>expansion of oil sands</b> <b>impact of oil spill</b> <b>must improve ship safety</b> They would not simply be shipping oil they would be shipping bitumen which is heavier than oil The behaviour of bitumen in sea water is largely unknown at this point n addition as seen with the latest tanker adrift off of Haida Gwaii BC's marine oil spill response capability is lacking and causes me additional concern not to mention the environmental consequences of the tar sands to begin with	10/23/2014 11 33 AM
23	<b>environmental damage</b> <b>must improve ship safety</b> Human error is the usual "cause" of accidents (remember the Queen of the North?) and there is no way to prevent this ncreasing shipping traffic is too big a risk	10/22/2014 11 08 PM
24	<b>environmental damage</b> <b>First Nations rights</b> This expansion is going against A collective power far greater then the humans who push for it f it is approved it crosses a huge line of disrespect toward all the other creatures and living things on earth inincluding the ocean and the earth/land itself This is a disaster perhaps many that will forsure happen if not stopped now Hear the voices of the native people Of the people who speak for the land and creatures of the sea Hear the voices of mothers of the children we are handing down the future too Dont sell out for money Do whats best for ALL	10/22/2014 1 12 AM
25	<b>must improve ship safety</b> <b>not prepared fr emergency</b> Winter passage dangerous Due to Federal regulations and cutbacks we have far fewer responders to disaster	10/21/2014 7 38 PM
26	<b>lower quality of life</b> Loss of quality of living in this community	10/21/2014 9 03 AM
27	<b>lower quality of life</b> <b>will only benefit a few</b> 've had a life threatening cancer and health problems once you have gone through this you value clean air water and a healthy environment in all ways t is not okay for some to get rich over making others ill Shame	10/20/2014 2 06 PM
28	<b>impact of oil spill</b> <b>not prepared fr emergency</b> Having over 20 years experience in the energy sector in engineering and environment / risk recognize the systems and procedures in place for Canada's energy transport companies are not "world leading" or "best practices" Spills (both pipeline and during ocean freight) are guaranteed to occur given time ndustry response plans are typically inadequate and response equipment is rarely close enough or in adequate supply to provide rapid response / containment	10/20/2014 1 20 PM
29	<b>underwater noise pollutio</b> Sonar noise pollution	10/20/2014 11 04 AM
30	<b>environmental damage</b> <b>spill:destroy local econ</b> ncreasing major vessel traffic in and around the island has no benefit to the island f anything what is an DEAL tourist destination has no benefits from these large vessels unless 'm missing something Not that it matters wtf any of us say anyways because the government will go ahead and do what will get them re elected anyways this system is going to crash soon and there are a lot of greedy politicians to blame for it as well	10/20/2014 10 35 AM
31	<b>environmental damage</b> <b>impact on bc ferries</b> active pass congestion accidents impact on bc ferries programmes	10/20/2014 9 54 AM
32	<b>environmental damage</b> <b>need sustainable energy</b> effect on whales other mammals fish habitat health of ocean and we all need to cut down on oil usage	10/19/2014 9 14 PM
33	<b>environmental damage</b> <b>impact of oil spill</b> a spill would be terrible for the south island especially the impact on wildlife birds fish and other sea and shore creatures	10/19/2014 6 31 PM
34	<b>economic benefits in Vic</b> Economic benefits for locals	10/19/2014 5 39 PM
35	<b>other</b> That financial profits are of higher consideration than all the other 5 considerations	10/18/2014 11 20 AM
36	<b>need sustainable energy</b> Every dollar spent on this project and the consequences of a spill should be spent instead on developing and distributing alternative energy products and employment opportunities in those enterprises	10/17/2014 5 11 PM
37	<b>need sustainable energy</b> Continued reliance on fossil fuels by the world Fossil fuels should stay in the ground t is well overdue for society to find alternatives	10/15/2014 5 40 PM
38	<b>taxpayers \$ for cleanup</b> Taxpayers being asked to foot the bill in part or in whole for cleanup	10/14/2014 5 28 PM
39	<b>must improve ship safety</b> Standards for ships must be high and must be enforced ships must be licensed by BC Drug testing of crews must be enforced	10/11/2014 6 22 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

40	<b>view of tankers -negative</b> The Viewing more of the Tankers in our surrounding waters don't want to see more of them while enjoying a walk along the beach having a beach day etc	10/11/2014 1 14 PM
41	<b>need sustainable energy</b> Detracts from innovation of alternative sustainable sources of energy that could be developed and possibly manufactured in Victoria	10/10/2014 9 54 PM
42	<b>will decrease property \$</b> Property values would likely be impacted by increased noise and air pollution	10/10/2014 8 54 PM
43	<b>decline of democracy</b> concern about the lack of say that citizens seem to have here and the amount of influence Kinder Morgan seems to have on the process	10/10/2014 11 50 AM
44	<b>need sustainable energy</b> believe that one day people will wake up and realize that fossil fuel infrastructure expansion is not the answer We need to change the way we think now	10/8/2014 3 26 PM
45	<b>need sustainable energy</b> Concerned about increased dependency on fossil fuels rather than investment in sustainable energy sources	10/8/2014 10 44 AM
46	<b>need sustainable energy</b> Further deviation from finding long term and sustainable solutions to fuel sources	10/7/2014 8 52 PM
47	<b>environmental damage</b> Acceptance of such a proposal would undermine the very basis of needed ecological awareness building in our overall population	10/7/2014 3 12 PM
48	<b>decline of democracy</b> mpacts to democracy because we are being forced to accept something that is of no benefit to us	10/6/2014 8 16 PM
49	<b>spill:destroy local econ</b> An oil spill off Victoria would destroy tourism and the whole economy of Victoria	10/6/2014 5 28 PM
50	<b>environmental damage</b> <b>need sustainable energy</b> The increase in tanker traffic greatly increases the risk of an oil spill that would FOREVER RU N OUR COAST We cannot take this risk Further the increase in the tar sands production goes counter to every thinking person's awareness that we must SH FT AWAY FROM FOSS L FUELS NOW	10/6/2014 4 58 PM
51	<b>First Nations rights</b> <b>impact of oil spill</b> <b>need sustainable energy</b> the fact that this project is still being considered despite clear opposition from first nations groups who carry a mandate passed down through generations to protect these lands and waters offends me to the core of my being inevitable oil spills can't be truly cleaned up approving this project means greater investment in the petroleum based economy in other words investing in something from which we actually should be extricating ourselves by investing instead in sustainable energy	10/6/2014 10 05 AM
52	<b>other</b> Negative impacts on research	10/5/2014 7 23 PM
53	<b>climate change</b> <b>environmental damage</b> would like to amplify my concerns about climate change This project does nothing to lessen our carbon footprint t is our children and grandchildren who will really bear the onus of this ill conceived project	10/4/2014 9 04 AM
54	<b>need sustainable energy</b> sending the absolutely wrong message to the rest of canada and the world about sustainable practices we should be investing in renewables instead of polluting fracking environmental disaster ridden tar sands extraction	10/3/2014 12 10 PM
55	<b>impact of oil spill</b> Worth mentioning oil spills again here	10/3/2014 11 57 AM
56	<b>open floodgates</b> precedent / open door for increased activity of this kind	10/3/2014 11 55 AM
57	<b>impact of oil spill</b> <b>spill:destroy local econ</b> mpact of lifestyle changes that would be effected in the event of disaster	10/2/2014 10 33 PM
58	<b>environmental damage</b> <b>First Nations rights</b> <b>impact of oil spill</b> <b>spill:destroy local econ</b> ncreasing shipping traffic six fold increases the risk of an oil spill 35 years after Exxon Valdez and they are still cleaning up Such disasters have an ECONOM C impact on tourism on the lives of First Nations People and on all the CRD re clean up costs We can't AFFORD this traffic This is a taxpayers issue	10/2/2014 7 50 PM
59	<b>will only benefit a few</b> t is unethical and about company greed and not about supporting the community	10/2/2014 6 47 PM
60	<b>climate change</b> <b>expansion of oil sands</b> <b>impact of oil spill</b> My main concern is the increased extraction of fossil fuels this pipeline expansion will support The increase in shipping and increased risk of an oil spill is a secondary concern	10/2/2014 6 18 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

61	<b>support increase shipping</b> This question does not consider if 600 000bbl/day is shipped from US ports instead of Vancouver am concerned that it is done intelligently and safely Same with question #8 want the shipping am concerned about all the issues You will misinterpret a concern with not wanting a pipeline or shipping Therefore think my response is "no" Your survey is flawed t assumes a negative is best it suggests if you care you appear to regard it as a protest Thus your survey assumes if you are concerned you are against shipping oil and thus the pipeline expansion Your survey SCREAMS to be redesigned by a neutral third party who takes no position and is acknowledging oil will flow from an alternative port if expansion does not occur	10/2/2014 6 01 PM
62	<b>environmental damage</b> mpacts to the planet	10/2/2014 5 49 PM
63	<b>risk of tankers too high</b> These tankers are going past my house 5x the volume is not a risk am willing to accept as reasonable for these waters	10/2/2014 2 17 PM
64	<b>risk of tankers too high</b> The coastline and waterways of B C are beautiful but very hazardous to pilot safely Doesn't matter how many safe guards are taken accidents will happen We cannot risk this	10/2/2014 11 42 AM
65	<b>climate change</b> <b>expansion of oil sands</b> Expansion of the tar sands contributing to climate change	10/2/2014 8 11 AM
66	<b>environmental damage</b> <b>lower quality of life</b> <b>will decrease property \$</b> mpact on seafood mpact on property value	10/1/2014 11 47 PM
67	<b>support increase shipping</b> <b>too much misinformation</b> am very concerned about all the misinformation about Oil spills etc put out by people who are opposed	10/1/2014 10 01 PM
68	<b>tankers- extra waves etc</b> More frequent and large waves from immense tankers add another element of unpredictability to otherwise relatively calm Salish sea	10/1/2014 9 46 PM
69	<b>tankers have been fine</b> <b>tankers have been ok</b> From my window see many tankers which already go through the Strait of Juan de Fuca on their way to the terminal near Port Angeles This has been going on for years and doesn't seem to have negatively impacted marine life or any other things on the list	10/1/2014 8 40 PM
70	<b>environmental damage</b> <b>other</b> <b>will only benefit a few</b> The theft of our natural resources	10/1/2014 7 53 PM
71	<b>environmental damage</b> <b>impact of oil spill</b> <b>taxpayers \$ for cleanup</b> am concerned that when there is eventually a spill be it in 1 year or 30 that the damage to the ecosystem will be practically irreparable am also concerned that the cost of the attempted cleanup will be born in part by citizens such as myself who oppose this pipeline	10/1/2014 6 09 PM
72	<b>need sustainable energy</b> subsidizing oil companies reduces our ability and motivation to develop alternative energy sources	10/1/2014 5 59 PM
73	<b>environmental damage</b> <b>lower quality of life</b> environmental human health water qualities fish population etc	10/1/2014 5 50 PM
74	<b>need sustainable energy</b> ncreased reliance on fossil fuels instead of investigating alternatives	10/1/2014 4 54 PM
75	<b>environmental damage</b> mpact on wildlife and marine ecosystem	10/1/2014 4 45 PM
76	<b>environmental damage</b> <b>lower quality of life</b> <b>need sustainable energy</b> SURV VAL of all species including ours depends on curtailing fossil fuel use in favor of renewables	10/1/2014 2 08 PM
77	<b>environmental damage</b> mpact to the plants in the ocean and the plants growing on the shores close to the ocean	10/1/2014 1 56 PM
78	<b>environmental damage</b> <b>lower quality of life</b> <b>need sustainable energy</b> <b>spill:destroy local econ</b> <b>taxpayers \$ for cleanup</b> This puts the focus on maintaining outmoded means of providing energy the focus should be on finding alternatives 'm very concerned about the possibility of oil spills spoiling a city that is based on tourism and the health impact of a possible spill W th an increase in volume there is a direct increase in the possibility of a spill Spills are becoming increasingly frequent and are a disaster to the areas they occur in 'm concerned that the citizens of Victoria will have to foot the bill for the development of the pipeline as well as any cleanups required	10/1/2014 12 59 PM
79	<b>climate change</b> <b>need sustainable energy</b> 'm also concerned about the broader impact to the climate of continuing to invest in fossil fuel development rather than transitioning to renewable energy Though this isn't a direct impact of increased tanker traffic it is certainly a related effect that should be considered in project proposals of this type (though realize that the NEB won't consider this)	10/1/2014 11 27 AM
80	<b>foreign ownership:resourc</b> <b>will only benefit a few</b> More foreign ownership of our resources	10/1/2014 10 56 AM
81	<b>need sustainable energy</b> ncreased infrastructure related to oil is a disincentive to a serious pursuit of green renewable energy sources	9/30/2014 10 15 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

82	<b>decline of democracy</b> <b>environmental damage</b> While municipal governments in the CRD are bending over backwards to implement environmentally sound measures in all new activities and asking residents to go along with these here is a business that wants to use our waterways to transport a product which is proven not environmentally clean and we receive absolutely no benefit from it Why bother to recycle compost go pesticide free build rainwater harvesting facilities green rooftops use solar power where feasible when one single large industry can motor through and undo all the work we've done to keep our communities as clean and green as possible? t smacks of hypocrisy	9/30/2014 7 01 PM
83	<b>climate change</b> Green House gas emissions that will increase Global Warming and Climate Change one of the biggest challenges facing the planet at this time	9/30/2014 5 18 PM
84	<b>need sustainable energy</b> The more infrastructure we put in place to facilitate archaic systems and fossil fuels the longer it will take and the less urgency we will have to implement sustainable development	9/30/2014 4 47 PM
85	<b>impact of oil spill</b> <b>taxpayers \$ for cleanup</b> Costs involved in cleaning up the oil spills that will happen The insurance is definitely not going to cover these costs Who then will pay for it? Law suits cost money to even sue to get back any costs to the tax payer AND that money will never go back to the tax payers even if the case is won and the oil companies have to pay	9/30/2014 4 37 PM
86	<b>need sustainable energy</b> <b>risk of tankers too high</b> <b>will only benefit a few</b> Always "follow the money" The artificial human activity called 'economics' and 'money' is skewed to favour large investors but never to improve the planet we have only to exploit it for \$ gain Try solar Try simplifying life Try eliminating 'commodity' tag and adopting a cooperative system whereby our very earth nest is given priority Am also concerned about the conversation always being about 'adapting' to harmful activities instead of 'stopping' the offences in the first place	9/30/2014 2 44 PM
87	<b>foreign ownership:resource</b> <b>keep refinery jobs here</b> Participating in the outsourcing of Canadian oil refining jobs to overseas locations This is a major conflict of interest	9/30/2014 2 00 PM
88	<b>need sustainable energy</b> feel fossil fuels are on their way out Canada should be trying New green initiatives We could be ahead of the curve if we invested in the future	9/30/2014 1 55 PM
89	<b>need sustainable energy</b> nvesting in the wrong futures and exporting cheap oil at our own risk to human rights abusers like China	9/30/2014 1 36 PM
90	<b>open floodgates</b> Setting of a precedent that would open the door for more similar projects	9/30/2014 1 17 PM
91	<b>environmental damage</b> <b>lower quality of life</b> Any risk to food sources to any and all species of invertebrates insects plants and even microbes in soils is of concern	9/30/2014 10 36 AM
92	<b>environmental damage</b> <b>impact of oil spill</b> <b>risk of tankers too high</b> we can't afford an ecological disaster and with increase tanker traffic greater the risk	9/30/2014 9 36 AM
93	<b>environmental damage</b> <b>impact of oil spill</b> Te Salish Sea is home to many organisms and ecosystems The effects of an oil spill from one of these tankers is guaranteed to destroy the ocean life that Victorians are proud of	9/30/2014 9 08 AM
94	<b>other</b> am deeply concerned with the 'culture' of consumption that is at the heart of the pipelines love living in Victoria and on BC's Coast because there are so many socially minded people who recognize the benefits of local farming and sustainable ways of living	9/30/2014 1 01 AM
95	<b>impact of oil spill</b> <b>taxpayers \$ for cleanup</b> Most if not all very large Oil Tankers are owned by one separtae holding Company in the case of a spill the company declare bankruptcy the Taxpayer is left with the attempted clean up costs Check out Exxon Valdez spill in Alaska	9/29/2014 11 17 PM
96	<b>climate change</b> facilitating increased greenhouse gas emissions in general enabling the PPM of CO2 to go up beyond 400	9/29/2014 11 10 PM
97	<b>environmental damage</b> <b>spill:destroy local econ</b> would just expand on marine mammals to mention the endangered Southern Resident Killer Whale population would be particularly adversely affected Also work in marine tourism (not just whale watching) and am extremely concerned about this impact	9/29/2014 9 10 PM
98	<b>need sustainable energy</b> we must as a society move away from oil and gas towards clean energy now Most of the oil and gas needs to stay in the ground for the planet to support human life	9/29/2014 9 09 PM
99	<b>environmental damage</b> <b>lower quality of life</b> we exist on the pristine reality of the ocean and all that it supports and oil spill will destroy the reality of our health and our food source	9/29/2014 9 08 PM
100	<b>decline of democracy</b> This is OUR community Not Trans Mountain's and ilk	9/29/2014 9 02 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

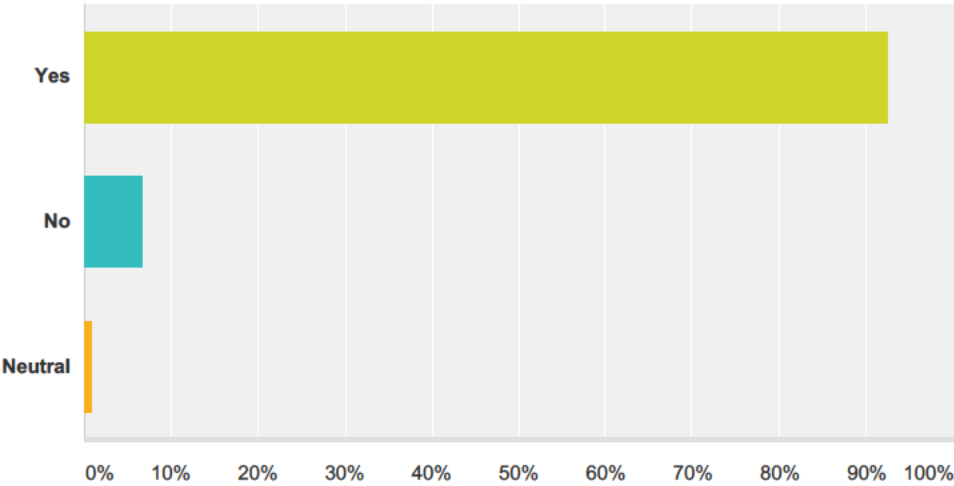
101	<b>environmental damage</b> <b>impact of oil spill</b> <b>lower quality of life</b> visit the waterfront near Ogden Point several hundred times a year to smell clean sea air and enjoy nature The small of a spill would probably infiltrate my apartment in James Bay 'd more probably back to Calgary	9/29/2014 7 19 PM
102	<b>risk of tankers too high</b> There can be no guarantee that there will not be a major disaster from transporting heavy oil	9/29/2014 7 18 PM
103	<b>environmental damage</b> have spent many hours fishing in these waters and have been lucky enough to have a pod of Orca go by within 10 feet our drifting boat The feeling of experiencing such a magnificent wonder of our Environment will live in my heart till the day Die Please do not ruin that for future Generations Thank you	9/29/2014 6 25 PM
104	<b>climate change</b> Climate change is tellingly omitted from the NEB's 12 issues The NEB's own website tell us that it "does not intend to consider the environmental and socio economic effects associated with upstream activities the development of oil sands or the downstream use of the oil transported by the pipeline " n other words it will not consider the entire point of the project to extract move sell and burn ever more fossil fuels out of the tar sands t makes the entire NEB process a joke While of course am very concerned about the local impacts of a potential spill this is dwarfed by the infinitely more damaging AND COMPLETELY NEV TABLE environmental disaster of climate change if projects such as the expansion of the tar sands are allowed to continue	9/29/2014 6 21 PM
105	<b>environmental damage</b> 'm concerned about all the oil coal and LNG they want to move thru the Salish Sea	9/29/2014 3 34 PM
106	<b>not prepared fr emergency</b> <b>taxpayers \$ for cleanup</b> Subsidizing (via tax breaks and cheap permits) domestic & foreign corporations who give nothing back to affected communities these corps also have zero accountability in the event of a spill or other disaster	9/29/2014 2 53 PM
107	<b>environmental damage</b> Am concerned about the impact of the ships on whales both their sonar functions and possible collisions	9/29/2014 1 46 PM
108	<b>tankers have been fine</b> Although am against increased tanker traffic am not against shipping in general compared to road and air marine shipping is very energy efficient and advances in wind capture make it so The way this question has been framed as "shipping" rather than "petroleum shipping" makes me think that the city is stacking this survey against ALL shipping	9/29/2014 7 54 AM
109	<b>environmental damage</b> all of the above concerns apply to the Gulf slands the route of the tankers has tankers going beside several islands and then crossing the paths of BC Ferries in Georgia Strait	9/28/2014 10 29 PM
110	<b>other</b> am concerned that we as Victorians will be seen as a bunch of hypocrites using and consuming fossil fuels at our discretion yet we somehow think we should curtail other peoples use of the same products	9/28/2014 12 34 PM
111	<b>foreign ownership:resource</b> <b>keep refinery jobs here</b> <b>will only benefit a few</b> ncreasing traffic from weekly to daily would make the resource company owners ever more rich but it would not benefit other Canadians We should at least refine the oil in Canada instead of shipping crude	9/28/2014 8 50 AM
112	<b>climate change</b> GHGs and other ecological impacts from bitumen extraction at source and burning at destination ( realize this is out of scope but we can't pretend they're not linked)	9/27/2014 10 37 AM
113	<b>view of tankers -negative</b> We have a view of the strait from our home near Dallas Rd don't want to be viewing many oil tankers There are already too many ships	9/26/2014 5 44 PM
114	<b>climate change</b> Expansion of oil sands development and adverse effects on world climate	9/25/2014 12 35 PM
115	<b>decline of democracy</b> Growing up on the Coast how could a person not be concerned? This is a terrible idea People are getting fed up with government disregarding the voice of the people	9/25/2014 8 52 AM
116	<b>impac of oil spill</b> <b>risk of tankers oo high</b> Any spill is no accep able and we should be inding ways o decrease the traffic of ships carrying oil and any other harmful contaminants to the environment We have pristine waters one miss is too much and would wipe out any economic impact that is believed to happen Lets get smarter about our waters and the life we have in it not careless and money hungry	9/24/2014 11 51 PM
117	<b>environmen al damage</b> specially concerned re impac s on ce acean communica ion and ood oraging The War on Whales" has a lot to say about marine noise pollution t deals with sonar but the effect of any increased noise in the water and marine sound channels are overall devastating and the SRKWs have only a population of 79 left	9/24/2014 8 38 PM
118	<b>o her</b> Oversight sa e y	9/24/2014 7 38 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

119	<p><b>spill:destroy local econ</b> <b>will decrease property \$</b> mpacts to property values A large marine spill is inevitable All major accidents and disasters come down to human error These can never be avoided or mitigated against When (not if) that large spill occurs the economic impacts on the S Coast of Vancouver sland will be devastating including all real estate and especially to waterfront property</p>	9/24/2014 5 57 PM
120	<p><b>environmental damage</b> <b>impact of oil spill</b> <b>risk of tankers too high</b> Alaska is still cleaning up the Exxon Valdez spill 25 years later and the Kinder Morgan tankers are 3 times the size We must be unequivocally opposed to any expansion of oil tanker traffic through our Strait</p>	9/24/2014 3 04 PM
121	<p><b>environmental damage</b> <b>impact of oil spill</b> <b>risk of tankers too high</b> am not pleased with how our governments are pandering to corporations who do not care about our environment or all the negative impacts we would face if oil tankers are allowed to increase activity in our waters We will face a spill it is only a matter of time and it is not worth the risk</p>	9/24/2014 12 32 PM
122	<p><b>climate change</b> am extremely concerned about the impact of downstream carbon emissions (burning of petroleum products once it hits the market) associated with the project The total carbon emissions that will be facilitated by the project will be significant and exacerbate climate change which will have a far greater impact on categories 1 12 in question 6 than increased tanker traffic will Downstream carbon emissions are being categorically ignored by the NEB review so the City of Victoria and other affected jurisdictions have a responsibility to speak out on this issue</p>	9/24/2014 11 31 AM
123	<p><b>tankers have been fine</b> Hundreds of tankers and large container ships carrying tons of bunker fuel transit our waters every year already not to forget nuclear powered naval ships we have excellent waterway controls There is a higher likelielihood of a ferry running aground and causing a problem than one of the new double hulled tankers</p>	9/24/2014 11 24 AM
124	<p><b>risk of tankers too high</b> am mainly concerned that if we are going to assume the risk in the increase in Marine traffic with its potential risks and hazards that we will not see any benefits (monetary or other) to assume said risk</p>	9/24/2014 9 56 AM
125	<p><b>risk of tankers too high</b> Constance Bank comes within 50 feet of the water surface Shipping traffic is already conjested THe the bank having shipping lanes around each side already its a disaster waiting to happen A fully loaded tanked may potentially run aground</p>	9/24/2014 9 14 AM
126	<p><b>climate change</b> climate change impacts</p>	9/23/2014 2 45 PM

Q8 Are you concerned about the potential effects of accidents or malfunctions that may occur in the shipping?

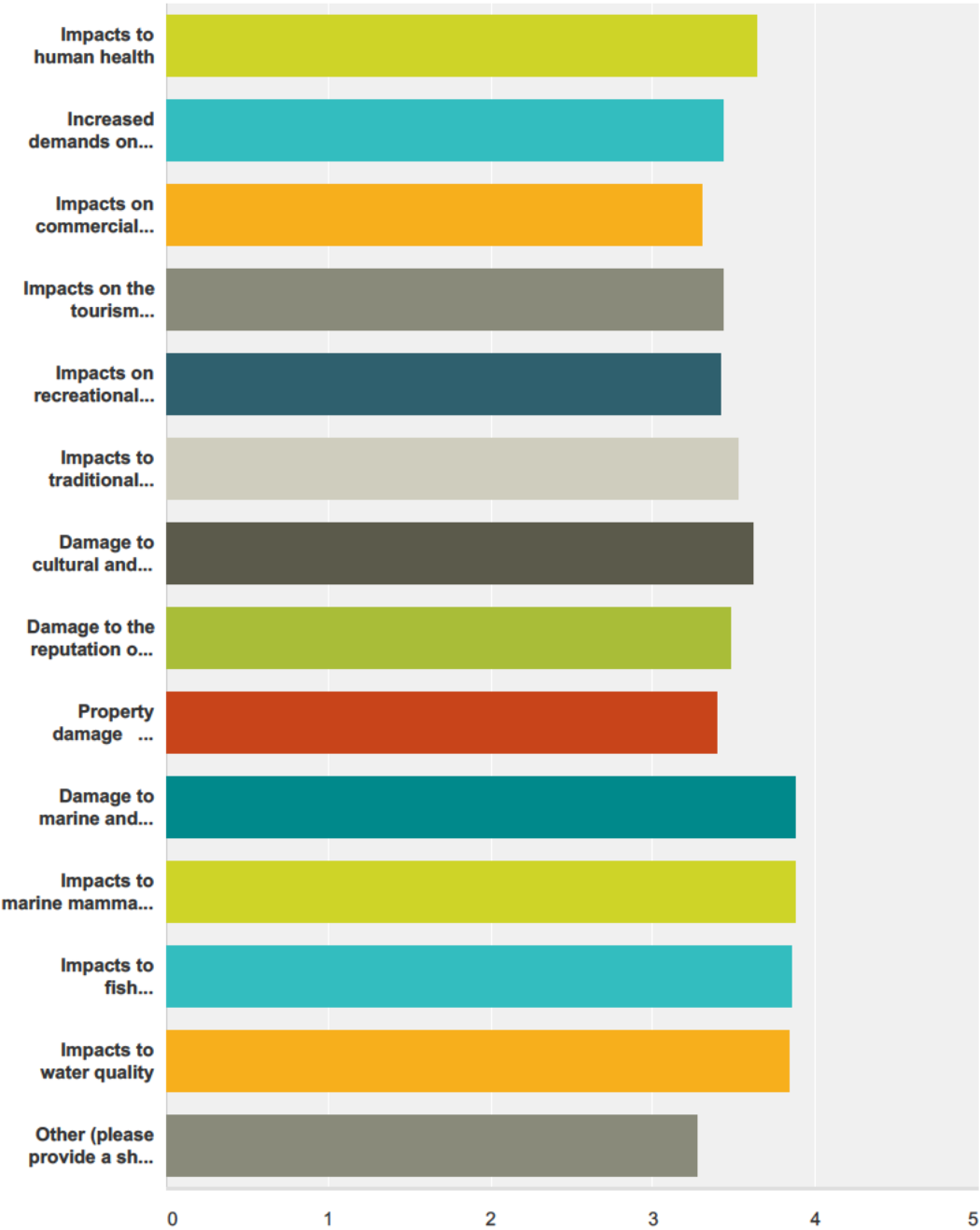
Answered: 504 Skipped: 1



Answer Choices	Responses	
Yes	92.46%	466
No	6.75%	34
Neutral	0.79%	4
Total		504

**Q9 If you are concerned about the potential effects of accidents or malfunctions that may occur in shipping, please indicate the level of your concern here.**

Answered: 477   Skipped: 28



	Not concerned	Neutral	Somewhat concerned	Very concerned	Total	Average Rating
mpacts to human health	2.75% 13	4.45% 21	18.64% 88	74.15% 350	472	3.64

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

Increased demands on local emergency responders	<b>4.26%</b> 20	<b>8.30%</b> 39	<b>27.87%</b> 131	<b>59.57%</b> 280	470	3 43
Impacts on commercial marine users	<b>4.66%</b> 22	<b>11.44%</b> 54	<b>32.42%</b> 153	<b>51.48%</b> 243	472	3 31
Impacts on the tourism industry	<b>3.81%</b> 18	<b>9.11%</b> 43	<b>27.75%</b> 131	<b>59.32%</b> 280	472	3 43
Impacts on recreational marine use	<b>4.67%</b> 22	<b>8.70%</b> 41	<b>26.33%</b> 124	<b>60.30%</b> 284	471	3 42
Impacts to traditional resource use	<b>4.04%</b> 19	<b>7.45%</b> 35	<b>20.43%</b> 96	<b>68.09%</b> 320	470	3 53
Damage to cultural and historic resources	<b>2.76%</b> 13	<b>6.79%</b> 32	<b>16.35%</b> 77	<b>74.10%</b> 349	471	3 62
Damage to the reputation of Victoria	<b>4.24%</b> 20	<b>8.05%</b> 38	<b>22.03%</b> 104	<b>65.68%</b> 310	472	3 49
Property damage – private properties and municipal infrastructure	<b>3.59%</b> 17	<b>8.03%</b> 38	<b>33.19%</b> 157	<b>55.18%</b> 261	473	3 40
Damage to marine and shoreline habitat	<b>1.68%</b> 8	<b>1.26%</b> 6	<b>4.20%</b> 20	<b>92.86%</b> 442	476	3 88
Impacts to marine mammals and birds	<b>1.47%</b> 7	<b>1.47%</b> 7	<b>4.42%</b> 21	<b>92.63%</b> 440	475	3 88
Impacts to fish populations	<b>2.11%</b> 10	<b>1.27%</b> 6	<b>4.85%</b> 23	<b>91.77%</b> 435	474	3 86
Impacts to water quality	<b>2.34%</b> 11	<b>2.12%</b> 10	<b>5.10%</b> 24	<b>90.45%</b> 426	471	3 84
Other (please provide a short description in the following question)	<b>14.29%</b> 14	<b>13.27%</b> 13	<b>3.06%</b> 3	<b>69.39%</b> 68	98	3 28

**Q10 If you answered “other” in Question 9, please explain this concern in a few words.**

Answered: 75 Skipped: 430

#	Responses	Date
1	<b>lack of local \$ benefits</b> lack of potential royalties	11/7/2014 4 26 PM
2	<b>Who will pay for clean up</b> Who will pay for the clean up? Up to how much? s there anything in place at all to deal with a spill?	11/7/2014 4 22 PM
3	<b>weak clean up efforts</b> n the accidents of the past and recently there has been no accountability by the group and no effective clean up All pipes break all tankers can spill leaving irrevokable damage	11/7/2014 3 41 PM
4	<b>poor safety records</b> Given the track record of oil tanker mishaps and the poor outcomes of their attempted clean up we are risking our entire way of life on the coast by considering this proposal Ref <a href="http://www.forestethics.org/kinder-morgan-trans-mountain">http://www.forestethics.org/kinder-morgan-trans-mountain</a>	11/2/2014 10 00 AM
5	<b>Who will pay for clean up</b> n he even o an acciden ha is i we allow his o happen he companies involved must be held responsible Unfortunately considering the potential for damage there is no amount of money that could repair the impact to the coast coastal communities and considering the connected nature of our modern lives the world in the event of a spill or other accidents	10/31/2014 5 10 PM
6	<b>burden/risk emg responder</b> <b>weak clean up effort s</b> 1) ic oria and area municipali ies would have o be he 1s responders in case of a spill The spilled bitumen with its chemicals is very toxic and thses people's health would be at high risk 2) Local municipalities would have to foot the attempted cleanup bill because Kinder Morgan has said it is not responsible for the bitumen after it is loaded onto the tankers None of them can afford such a cost 3) As the world including BC learned from the Exxon Valdez spill in Alaska waters there is no such thing as a coastal cleanup saw last summer myself how in Homer Alaska's Halibut Cove there is not the same salmon catch available because the salmon runs have not recovered from oil contamination 25 years later	10/31/2014 4 17 PM
7	<b>can't fully recover -spill</b> Don't believe clean up is effective	10/31/2014 4 09 PM
8	<b>burden/risk emg responder</b> didn' bu local emergency responders shouldn' even have o deal wi h a mis ake that a private company would make The fact that you rely on them in an emergency situation makes me trust you less	10/31/2014 12 33 PM
9	<b>other</b> See comments Q #7	10/31/2014 12 00 PM
10	<b>we carry env and \$ burden</b> <b>Who will pay for clean up</b> We the tax paying public end up paying for the cost of clean up and the ramifications of the environmental losses caused by an oil spill	10/31/2014 9 51 AM
11	<b>Who will pay for clean up</b> Costs of clean up	10/31/2014 9 48 AM
12	<b>we carry env and \$ burden</b> <b>weak clean up efforts</b> <b>Who will pay for clean up</b> don't believe there is the capacity to deal with a spill and one accident would create a devastating amount of damage very long term The traffic would be increased phenomenally both the size of the carriers and the number of ships Danger of a spill is a real and would result in a devastating environmental catastrophe	10/29/2014 4 29 PM
13	<b>can't fully recover -spill</b> This is not a clean up scenario Petroleum deposits still exist below the silt from the Exxon Valdes spill and exist well beyond a visually clean baseline This is catastrophic within a prudent time frame	10/29/2014 11 10 AM
14	<b>can't fully recover -spill</b> <b>we carry env and \$ burden</b> happened to be near the oil spill in Burnaby in 2007 that a Trans Mountain Pipeline pipe released one quarter million litres of oil onto the streets and into Burrard inlet t was horrendous The smell was sickening f you go stand in the area of the spill on nlet Drive you can still smell a faint oil stink 7 years later magine this a thousand times larger	10/28/2014 10 33 AM
15	<b>limited \$ for prevention</b> Federal government has reduced funding for coast guard and montioring and has no planning or response plan in place to protect our shores from a major oil spill	10/21/2014 7 38 PM
16	<b>longterm health issue-all</b> The health of all animals and humans and our quality of life Also inevitably the taxpayer pays for the accidents and messes so am saying no now	10/20/2014 2 06 PM
17	<b>we carry env and \$ burden</b> We are inviting disaster if we go ahead with this plan	10/19/2014 7 39 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

18	<b>can't fully recover -spill</b> the very long time it would take to restore the area to its present state	10/19/2014 6 31 PM
19	<b>impact to Vic's reputatio</b> Victoria's reputation is already damaged by its habitual neglect of our sewage outflow into the waters Our lack of commitment to cleaning up our act is shameful	10/18/2014 11 20 AM
20	<b>more concerned with sewage</b> am much more concerned with the City of Victoria pumping millions of gallons of untreated raw sewage into the ocean feel it is a case of do as say but not what do situation Clean up your own act first	10/18/2014 10 34 AM
21	<b>Risks far outweigh benefi</b> Benefits are exceeded by the potential damage of continued use of fossil fuels and the consequences of any spill in their transportation	10/17/2014 5 11 PM
22	<b>ecological damage</b> Extinction of species at risk	10/14/2014 5 28 PM
23	<b>can't fully recover -spill</b> <b>longterm health issue-all</b> <b>we carry env and \$ burden</b> Would also negatively affect ability to grow food in Victoria and environs	10/10/2014 9 54 PM
24	<b>damage property values</b> Adverse impact on property values	10/10/2014 8 54 PM
25	<b>can't fully recover -spill</b> <b>ecological damage</b> <b>longterm health issue-all</b> <b>we carry env and \$ burden</b> food security sound pollution and its effect on marine mammals and fish as well as humans economic environmental and food problems bitumen on ocean floor and long term impact	10/10/2014 11 50 AM
26	<b>longterm health issue-all</b> <b>we carry env and \$ burden</b> Very concerned about damage to large marine mammals both environmental and audio	10/8/2014 3 26 PM
27	<b>we carry env and \$ burden</b> such would be yet another serious blow to a movement toward ecological sanity	10/7/2014 3 12 PM
28	<b>can't fully recover -spill</b> <b>poor safety records</b> 1) Kinder Morgan's significant accident record 2) Our complete inability to clean up spilled diluted bitumen far more corrosive than crude oil despite untested claims of "world class" prowess We need to see proven lasting results before we even consider proceeding	10/6/2014 10 20 PM
29	<b>Who will pay for clean up</b> The cost of cleanup will be borne by governments and hence citizens who pay taxes	10/6/2014 8 16 PM
30	<b>can't fully recover -spill</b> <b>longterm health issue-all</b> <b>we carry env and \$ burden</b> This beautiful coast is a resource for our children and grandchildren We cannot allow it to be ruined for short term profit by a few oil companies who want to profit from sales to China	10/6/2014 4 58 PM
31	<b>can't fully recover -spill</b> <b>First Nations</b> <b>longterm health issue-all</b> Because the intact ecosystems if the Salish Sea are sacred 'm concerned that accidents or malfunctions could result in not only in damage but also in actual desecration First Nations traditional spirituality is inseparable from the relationship to the lands and waters Therefore such desecration could severely impact religious and spiritual freedom in BC and Washington State and the blame would be on Canada if the federal government had approved it	10/6/2014 10 05 AM
32	<b>other</b> mpact on scientific research of the marine ecosystem	10/5/2014 7 23 PM
33	<b>climate change</b> mpacts to increased climate change	10/4/2014 5 19 PM
34	<b>other</b> Again total bias in the question This survey is totally flawed Where is the option to say that assuming you are for the project are you concerned	10/2/2014 6 01 PM
35	<b>can't fully recover -spill</b> <b>ecological damage</b> impacting the planet the water goes all over the earth and doesn't have a passport	10/2/2014 5 49 PM
36	<b>ecological damage</b> <b>Risks far outweigh benefi</b> People have already taken too many risks to wild fish stocks and other natural resources we need to rectify those decisions not take further risks	10/2/2014 11 42 AM
37	<b>ecological damage</b> Whales and more marine traffic running them over	10/2/2014 8 29 AM
38	<b>longterm health issue-all</b> psychosocial impacts stress and weight of constantly wondering if today is going to be the day an accident will occur	10/2/2014 8 11 AM
39	<b>impact to Vic's reputatio</b> impact on international environmental reputation	10/1/2014 11 47 PM
40	<b>keep our energy in Canada</b> Given the situation in the world today it would make more sense to keep more of our resources here rather than shipping them overseas	10/1/2014 8 40 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

41	<b>keep our energy in Canada</b> <b>lack of local \$ benefits</b> Exporting raw materials whether it be logs oil or bitumen is colonial economics let the producing country take all the risk for a tiny % of the economic benefit while the 'colonial master' takes all the benefit of the value added finished product if we have to use the goddamn stuff let it stay and be processed in BC the resultant millions could then be invested in serious development of sustainable energy	10/1/2014 8 39 PM
42	<b>other</b> none	10/1/2014 7 53 PM
43	<b>poor safety records</b> track record shows unacceptable numbers of spills under their watch	10/1/2014 5 59 PM
44	<b>ecological damage</b> <b>we carry env and \$ burden</b> purity of water fish and human life	10/1/2014 5 50 PM
45	<b>can't fully recover -spill</b> The long term nature of the potential damage	10/1/2014 4 45 PM
46	<b>can't fully recover -spill</b> <b>ecological damage</b> <b>longterm health issue-all</b> <b>we carry env and \$ burden</b> impact re survival of Earth systems which support all life We have a responsibility to our children	10/1/2014 2 08 PM
47	<b>ecological damage</b> impacts to plant life all around	10/1/2014 1 56 PM
48	<b>ecological damage</b> By "accidents or malfunctions" my main concern relates to oil spills which in addition to the serious consequences above would significantly impact the quality of life of Victoria residents by destroying our local marine environment perhaps for generations Victoria residents will not be able to walk their dogs let their children play or relax on beaches and waterways that have been polluted by an oil spill	10/1/2014 11 27 AM
49	<b>climate change</b> Climate Change	9/30/2014 5 18 PM
50	<b>damage property values</b> <b>ecological damage</b> Property values stand to plummet in the event of a shipping accident or malfunction depending on the severity of the situation The ocean is our backyard don't want anything to jeopardize its health	9/30/2014 4 47 PM
51	<b>can't fully recover -spill</b> <b>longterm health issue-all</b> Zero proof of ability to clean up spills one cannot 'clean up' death can you t is lethal Done	9/30/2014 2 44 PM
52	<b>we carry env and \$ burden</b> <b>Who will pay for clean up</b> The level of risk is unacceptable especially as we will bear the brunt of the damage (WHEN not if it happens) with very little in the way of reward Companies not 'we the people' reap the rewards and they are not financially accountable for the damage they create from spills This is a no win for us	9/30/2014 2 13 PM
53	<b>can't fully recover -spill</b> <b>many fault lines in area</b> Accidents leaks etc would be completely irreversible Please remember how many fault lines are in this area	9/30/2014 1 36 PM
54	<b>burden/risk emg responder</b> <b>we carry env and \$ burden</b> <b>Who will pay for clean up</b> Short and long term financial impact of clean up costs legal fees settlements and emergency response activities	9/30/2014 1 17 PM
55	<b>can't fully recover -spill</b> <b>longterm health issue-all</b> <b>poor safety records</b> Oil spills do happen They are always accidents but when they do happen they have terrible lasting affects There is no way to say there will never be an oil spill so the risk to our environment is too great	9/30/2014 11 41 AM
56	<b>First Nations</b> mpacts are unacceptable to current and historic traditional food gathering sites for coastal people's	9/30/2014 10 36 AM
57	<b>can't fully recover -spill</b> <b>ecological damage</b> oil spills accidents happen and the cost to our eco system too great a risk	9/30/2014 9 36 AM
58	<b>can't fully recover -spill</b> <b>ecological damage</b> <b>longterm health issue-all</b> <b>we carry env and \$ burden</b> After 25 years Exxon Valdez oil spill hasn't ended www.cnn.com/2014/03/23/hollemann-exxon-valdez-anniversary/Mar-25-2014 Marybeth Holleman says 25 years after the Exxon Valdez oil spill its toxic effects remain We still haven't learned its lesson We need to stop	9/29/2014 11 17 PM
59	<b>other</b> Oil tankers are safer in design and operation than most other cargo carriers that carry significant volumes of fuel oil My concern is more with the increase in general deep draft cargo ships that are single hulled without tug escorts	9/29/2014 10 38 PM
60	<b>climate change</b> am very concerned about climate change	9/29/2014 9 59 PM
61	<b>Who will pay for clean up</b> Where would the response come from?	9/29/2014 9 10 PM
62	<b>other</b> See my answer to number 7	9/29/2014 9 09 PM
63	<b>we carry env and \$ burden</b> This is OUR community not China's	9/29/2014 9 02 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

64	<b>climate change</b> Associated damage and rate of climate change with increased CO2 emissions from resource extraction and sub utilization WE NEED TO REDUCE CO2 OUTPUT THE GREEN PARTY has got it right NO more pipelines ALTERNAT VE ENERGY SOURCES ARE ECONOM CALLY AVA LABLE and Canada is mislead by those who would ignore these options	9/29/2014 7 19 PM
65	<b>lack of local \$ benefits</b> <b>Risks far outweigh benefi</b> <b>we carry env and \$ burden</b> Concerns override any economic benefits	9/29/2014 7 18 PM
66	<b>ecological damage</b> <b>impact to Vic's reputatio</b> <b>we carry env and \$ burden</b> A spill could ruin our coastline tourism and all the economic benefits related to the ocean that we currently enjoy	9/29/2014 7 00 PM
67	<b>other</b> am not opposed to shipping of merchandise am opposed to shipping of petroleum products Please do a better job of making this distinction	9/29/2014 7 54 AM
68	<b>we carry env and \$ burden</b> impacts to the shores of Southern Gulf slands all of the above apply Victorian tourism includes the Gulf slands for out of town day or over night trips the overall impact is geographically huge	9/28/2014 10 29 PM
69	<b>First Nations</b> mpacts on First Nations communities and lands	9/28/2014 2 35 PM
70	<b>can't fully recover -spil</b> <b>ecological damage</b> An oil spill will despoil marine and shore habitat	9/26/2014 2 56 PM
71	<b>can't fully recover -spil</b> <b>ecological damage</b> <b>longterm health issue-all</b> Long term effects on bioregion as experienced by spill in Alaskan waters	9/25/2014 12 35 PM
72	<b>ecological damage</b> Possible extinction of the 79 endangered Southern Resident killer whales from prey disruption communication disruption and general increased stressors	9/24/2014 8 38 PM
73	<b>damage property values</b> My husband and own a condo in the Songhees by the water We can see the existing marine traffic it's like a highway out there Our property value would plummet in the likely event of a spill	9/24/2014 3 04 PM
74	<b>can't fully recover -spil</b> <b>ecological damage</b> <b>weak clean up efforts</b> do not believe any company in the world is able to fully clean up the damage from oil spills when it happens Several areas who have faced bad spills are still facing negative consequences years after the fact do not want the same tragedy in our waters	9/24/2014 12 32 PM
75	<b>ecological damage</b> Orca populations are already at risk Marine noise will disrupt their ability to communicate and will present more dangers for their survival	9/24/2014 9 14 AM

## Q11 Do you have any additional comments that you would like considered?

Answered: 172 Skipped: 333

#	Responses	Date
1	<b>concern: safety record</b> Kinder Morgan's poor safety record is of great concern Kinder Morgan's lack of respect for the Municipality of Burnaby	11/7/2014 4 33 PM
2	<b>concern: climate change</b> Municipalities must continue to take leadership on climate change	11/7/2014 4 26 PM
3	<b>concern: environmental</b> Heard that they want to dredge the Fraser to allow for even larger tankers than the Aframax	11/7/2014 4 22 PM
4	<b>concern: climate change</b> How will increasing oil infrastructure affect the next 50 years in Canada?	11/7/2014 4 13 PM
5	<b>concern: poor process</b> Thank you Victoria for giving ordinary citizens a voice The disrespect shown by Kinder Morgan toward the City of Burnaby is a huge red flag for future negotiations A lack of concern for local issues related to pipeline expansion The NEB review of the Northern Gateway Pipeline indicates that we cannot trust a similar review of the Kinder Morgan proposal We need an independant review where information provided by scientists and other professionals is taken seriously and First Nations and local communities are truly listened to and influence the decision	11/7/2014 4 06 PM
6	<b>concern: environmental</b> How can we as a province support a project that puts the heart of our collective identity at such risk? Kinder Morgan has an environmental reputation that we should take no part in	11/7/2014 3 55 PM
7	<b>concern: climate change</b> The expansion of fossil fuel use should be stopped now	11/7/2014 3 49 PM
8	<b>disregard for public good</b> A nightmare of greed hubris and disregard for the 'public good'	11/7/2014 3 44 PM
9	<b>concern: environmental</b> <b>could destroy local econ</b> Even one tanker is too many the risks are too high and the final price is paid by the local people Simply Victoria is advertised as a tourist paradise Millions of dollars pour into the city each season supporting local business owners and their families The real focus should not be ignored t is not the amount of tankers per year that is the concern The real focus is on the contents The contents are poisonous We live in a global community we all have a responsibility to act in the safety and concern of people and lands throughout BC and the world People come to Victoria BC because of it's natural environment People will not come jobs will be lost if and when there is even one spill	11/7/2014 3 41 PM
10	<b>engagement comment</b> More youth engagement on this issue	11/7/2014 3 32 PM
11	<b>this is not a priority</b> raw sewage is disposed in the ocean deal with your own issues first before spending tax payer money on this issue	11/3/2014 11 22 AM
12	<b>no comments</b> no	11/2/2014 10 00 AM
13	<b>engagement comment</b> You only gave 2 days to submit feedback That is not enough	11/1/2014 2 18 PM
14	<b>engagement comment</b> want to know why City hall is wasting their time on this	10/31/2014 9 51 PM
15	<b>no comments</b> No	10/31/2014 6 06 PM
16	<b>engagement comment</b> have lived in the Victoria region throughout my life and will be receiving a Bachelor's Degree in Environmental and Asia and Pacific Studies at the University of Victoria My responses are well educated and thoroughly considered	10/31/2014 5 10 PM
17	<b>need sustainable energy</b> At some point we will have to begin making the painful conversion away from our malignant and antiquated energy sources Today is not too soon to begin retooling for this conversion	10/31/2014 4 28 PM
18	<b>concern: environmental</b> <b>disregard for public good</b> Yes Why does Kinder Morgan want to expand its pipeline capacity Corporations should be asked to act socially responsible just like the citizens who live where they propose to construct yet another pipeline We citizens are trying to take care of our environment and our earth we are trying to halt expansion of the Tar Sands We don't need more 'dirty' oil to pollute our rivers where people live and depend on for their food and livelihoods such as around the too huge already tar sands Kinder Morgan should just make its currently owned and operated pipelines 100% leak and spill proof so that it can draw investors who want to invest in ecologically and soocially responsible corporations	10/31/2014 4 17 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

19	<b>need sustainable energy</b> We should be moving away from oil and onto more sustainable products	10/31/2014 4 12 PM
20	<b>don't approve proposal</b> Don't do it	10/31/2014 4 09 PM
21	<b>where would alt route be?</b> know accidents and large spills don't happen often don't like to think about what could happen if something like that happened near Victoria At the same time don't know what benefits may be brought forward from these tankers f they don't go through this area where would they go?	10/31/2014 3 17 PM
22	<b>concern: environmental</b> <b>could destroy local econ</b> This seems to be a money grab Yes we will get benefits in the short term but only ONE accident need happen to ruin our fishing and tourism t is not worth the gamble	10/31/2014 1 57 PM
23	<b>concern: climate change</b> <b>concern: environmental</b> <b>concern: safety record</b> would also be concerned with increase frequency and severity of storms with climate change that risks will also increase	10/31/2014 1 06 PM
24	<b>need sustainable energy</b> t is folly to continue taking such huge environmental risks when we can easily invest in clean energy	10/31/2014 12 44 PM
25	<b>disregard for public good</b> We should be doing whatever we can to stop the pressure from the oil and gas industry to give up our shared resources (in all their forms) so that they can conduct business	10/31/2014 12 37 PM
26	<b>do approve proposal</b> believe the benefits out weigh the risks Rail is not the answer and BC is a resourced based economy We need to get goods to market	10/31/2014 11 39 AM
27	<b>concern: environmental</b> <b>could destroy local econ</b> <b>disregard for public good</b> <b>don't approve proposal</b> This cannot be allowed to go through it represents exponential increases to the risks posed to our city and the waters around it	10/31/2014 11 31 AM
28	<b>concern: environmental</b> <b>could destroy local econ</b> <b>don't approve proposal</b> work in adventure tourism and recreate in these waters bring my small children on trips into these waters want them to have the same opportunity and for the ecosystem to remain viable	10/31/2014 10 16 AM
29	<b>don't approve proposal</b> live along the waterfront in Vic West and when walk along our beautiful waterfront can picture it being slicked with oil and all the wonderful marine life and how it would be impacted To me the benefits do not outweigh the risks cannot think of one benefit to the average British Columbian can think of many many risks	10/31/2014 10 06 AM
30	<b>disregard for public good</b> Public interest should take priority over corporate interest	10/31/2014 9 51 AM
31	<b>no comments</b> No	10/31/2014 9 48 AM
32	<b>do approve proposal</b> support kinder Morgan	10/30/2014 10 16 PM
33	<b>no comments</b> No	10/30/2014 10 10 PM
34	<b>concern: safety record</b> <b>disregard for public good</b> Kinder Morgan's poor safety record is of great concern Kinder Morgan's lack of respect for the municipality of Burnaby	10/30/2014 8 48 PM
35	<b>concern: environmental</b> <b>could destroy local econ</b> am very concerned about increased shipping of petroleum products in the Victoria area because the risk of an accident is very high We cannot predict the weather and ships may malfunction an accident in the delicate ecosystem would harm the marine life and would also have adverse economical effects as well as our area relies heavily on eco tourism and tourism in general for our beautiful city and marine habitat Many places in the world do not have the pristine beaches that we enjoy and we need to be proactive in ensuring that they stay that way	10/30/2014 3 35 PM
36	<b>concern: environmental</b> <b>concern: safety record</b> am a marine oil spill expert also know a lot about endangered Southern Resident Killer Whales am concerned that a tanker spill could wipe out the population of this icon of the Pacific Northwest	10/29/2014 5 02 PM
37	<b>concern: environmental</b> <b>disregard for public good</b> <b>need sustainable energy</b> believe my inherent rights (whether officially acknowledged by the government or not) to a clean environment air water etc for me and my family living in Victoria are at stake with this decision Saying that there would be no impact is arrogant and ignorant We should focus our energies on clean energies and industries that clean up our world rather than those like this that surely damage it This is very short sighted and damaging	10/29/2014 11 10 AM
38	<b>we are not prep for emerg</b> am sick and tired of the federal government making greedy decisions that have negative impacts on other communities in Canada that are a long way away from Ottawa The preparedness and infrastructure of Vancouver sland are not prepared to handle any tanker disaster in the straits or on the west coast	10/28/2014 10 33 AM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

39	<b>don't approve proposal</b> The impacts of a tanker oil spill are inter related and therefore have selected all areas as being a high concern	10/27/2014 3 05 PM
40	<b>don't approve proposal</b> t's not worth the risk	10/25/2014 11 29 AM
41	<b>concern: environmental</b> <b>don't approve proposal</b> t is up to Victoria to say hell no We protect our Ocean which is just coping with what we have already done to it pollution and over fishing etc Nothing could be more important than our ONE AND ONLY ocean t makes life possible on earth We must not abuse it	10/24/2014 1 25 PM
42	<b>concern: environmental</b> <b>need sustainable energy</b> how are we moving towards a world no longer dependant on such a hurtful resource? the environment wars etc	10/22/2014 6 20 PM
43	<b>concern: environmental</b> <b>disregard for public good</b> <b>don't approve proposal</b> am concerned that the development plans of TransMountain Pipeline and other resource extracting corporations are moving to supersede the rights of communities to protect our environment and where we live Business before people not a good trend	10/22/2014 1 14 PM
44	<b>we are not prep for emerg</b> recognize the economic advantages of oil transport to other users but this province and our federal government are a long way from being ready to accept responsibility and plan for spill Tankers need to built to three hull specifications and moving only in the summer months	10/21/2014 7 38 PM
45	<b>this is not a priority</b> Yes The tanker traffic on our coast has been almost accident free The safe guards have improved and are improving as we speak We have far more to be concerned about around such issues as over population and pandemics	10/20/2014 4 08 PM
46	<b>don't approve proposal</b> NO NO NO A THOUSAND T MES NO	10/20/2014 2 42 PM
47	<b>concern: environmental</b> <b>don't approve proposal</b> Nothing no amount of riches or goods can make up for losing the beauty and health of our home t should never be risked	10/20/2014 2 06 PM
48	<b>concern: environmental</b> <b>don't approve proposal</b> There appears to be absolutely no benefit to coastal communities or to much / most of B C There certainly are risks to B C and coastal communities Why would anyone contemplate an activity with no reward and certain risks?	10/20/2014 1 20 PM
49	<b>don't approve proposal</b> 1 The risk to benefit ratios in 6 & 9 are too high 2 Please let us STOP exporting our raw natural resources let's export refined products	10/20/2014 11 04 AM
50	<b>other proposed route</b> nanaimo to port renfrew pipeline to avoid the inevitable collisions	10/20/2014 9 54 AM
51	<b>need sustainable energy</b> We need to refuse these old energy proposals and move forward as a green energy space	10/20/2014 9 39 AM
52	<b>concern: climate change</b> There are other major issues involved such as increased global warming due to increased extraction refining and use of petroleum and its products	10/20/2014 9 11 AM
53	<b>do approve proposal</b> <b>engagement comment</b> Historic review of oil spills reveals negligible long term adverse effects Canada's well being depends on export of commodities The interests of the City and its citizens are already properly considered without this expensive intervention	10/20/2014 8 28 AM
54	<b>concern: environmental</b> why did have to get consent to build a fence within 30 metres of the waterline for environmental reasons while these ships which pose a major threat can just operate at will	10/19/2014 7 37 PM
55	<b>need sustainable energy</b> t's time to get off oil	10/19/2014 6 13 PM
56	<b>concern: environmental</b> <b>disregard for public good</b> We need to act now to preserve our planet and stop spending precious time and money on inquiries these waters are pristine and it is a no brainer that we need to take responsibility that they stay that way or do we not care other than for what affects us personally	10/18/2014 11 20 AM
57	<b>this is not a priority</b> STOP PUMP NG RAW SEWAGE NTO THE OCEAN	10/18/2014 10 34 AM
58	<b>need sustainable energy</b> Why are the oil and transport companies preparing for the rapid economic benefits of transformation of their capabilities to enhance Canada's capability to produce distribute alternate energy options	10/17/2014 5 11 PM
59	<b>other</b> Look at all the truck and train accidents never reported as less safe than pipelines	10/17/2014 3 00 PM
60	<b>concern: environmental</b> have small children and when think of what we are risking for the sake of the dollar it makes me very sad We live in an ecological paradise an we're willing to throw it all away for NOTH NG	10/14/2014 5 56 PM
61	<b>don't approve proposal</b> would be in support of the people of BC in doing whatever was necessary to stop this process	10/14/2014 5 28 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

62	<b>do approve proposal</b> <b>economic benefit</b> We must responsibly provide jobs for our young people and economic growth to provide the lifestyle that we see as important	10/11/2014 6 22 PM
63	<b>need better emerg infrast</b> The proposed increase in oil tanker traffic must be considered in the context of all large tanker traffic this would be about a 6% increase not nearly as dramatic as the 5 to 34 increase that is quoted to "overflow" the issue This additional tanker traffic is of minor concern the big concern is the potential for an accident and a spill More emphasis on monitoring and regulating tanker traffic (like air traffic control) and better infrastructure to respond and contain any spill should be the priority	10/11/2014 12 23 PM
64	<b>concern: environmental</b> <b>disregard for public good</b> <b>don't approve proposal</b> All of the above combined would totally ruin this beautiful alive city The plan is complete madness Tanker traffic should be DEcreased not increased	10/10/2014 9 54 PM
65	<b>engagement comment</b> am representing all of the people in my office (12 people) here as well as friends and family who did not participate	10/10/2014 11 50 AM
66	<b>improve monitoring-tanker</b> If this project goes in have four Coast guard small vessels and three air crafts tail the ship(s)	10/9/2014 2 20 PM
67	<b>improve monitoring-tanker</b> would like to see four small coast guard vessels monitoring the tanker	10/9/2014 11 09 AM
68	<b>concern: environmental</b> <b>concern: safety record</b> They say they are following all safety precautions but all it takes is one spill ONE to ruin what we all cherish And we've seen these "accidents" occur to "safe" ships before	10/7/2014 9 16 PM
69	<b>need sustainable energy</b> Now is the time to turn away from a fossil fuel economy and lifestyle	10/7/2014 3 12 PM
70	<b>concern: environmental</b> <b>could destroy local econ</b> <b>no accountability: spills</b> Kinder Morgan says it is not responsible for anything that happens once the dilbit is loaded onto tankers Therefore the risks are multiplied a thousandfold to Victoria because the ships will be owned and registered to unknown owners who can not be held accountable The risks are astronomical because the ship owners have nothing to lose	10/6/2014 8 16 PM
71	<b>concern: poor process</b> <b>disregard for public good</b> f this passes it will prove unconditionally that government has no interest or respect for the people that vote or the welfare of the citizens of BC	10/6/2014 5 28 PM
72	<b>concern: environmental</b> Dilbit sinks A spill will last FOREVER	10/6/2014 4 58 PM
73	<b>TM: good safety record</b> You have done a pretty good job of tilting the questionnaire against the project not surprising You forgot to mention that Trans Mountain has been shipping crude for 50 years without any significant incident must have been an oversight	10/6/2014 3 23 PM
74	<b>concern: environmental</b> <b>disregard for public good</b> <b>need sustainable energy</b> t is not worth the risk of spills and noise and damage to ecosystems nvest in something else t is not too late to switch to sustainable energy The loss of trust of the people in their government is also nnot worth the risk	10/6/2014 10 05 AM
75	<b>we need this energy</b> Unless we all want to stop using oil and oil products we really need to stop the whole N MBY stuff We use it t needs to move Therefore use the safest method Pipelines and tankers	10/6/2014 12 35 AM
76	<b>concern: environmental</b> <b>concern: safety record</b> Humans and technology fail periodically and oil spills will happen	10/4/2014 6 36 PM
77	<b>concern: environmental</b> <b>need sustainable energy</b> t is time to go beyond lip service about our concerns about climate change Talk is cheap We must make the decisions that turn this juggernaut back We must govern with concern for all life and what the future holds	10/4/2014 9 04 AM
78	<b>concern: climate change</b> <b>concern: environmental</b> Not only does the pipeline pose immediate concerns it also implicates a larger range of negative effects n a time where when it is urgent that we reduce greenhouse gas emissions in order to divert catastrophic climate change the shipping of fossil fuels is the last thing needed f we continue to allow projects like this we are putting not just Victoria at risk but the whole planet	10/3/2014 7 13 PM
79	<b>concern: environmental</b> <b>don't approve proposal</b> t is difficult to argue against profit and jobs in our capitalist society But strongly believe saying no to increased tanker traffic in pristine nature is a no brainer	10/3/2014 6 51 PM
80	<b>don't approve proposal</b> This is a stupid idea We're not that stupid right?	10/3/2014 3 30 PM
81	<b>concern: poor process</b> <b>disregard for public good</b> am concerned that this whole process is a sham and that our voices will not be heard t's sad when we purport to uphold the values of democracy yet a company like Kinder Morgan can initiate a process that will have adverse effects on the population that lives here	10/3/2014 3 28 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

82	<b>concern: climate change</b> <b>concern: environmental</b> <b>don't approve proposal</b> With increased tanker traffic an oil spill would be just a matter of time Such spill would have a devastating and irreversible effect on the Salish Sea no amount of money or emergency preparedness could undo the damage of such a spill We must prevent this disaster from happening at all costs by strongly opposing this proposed project Also we live at an age where Climate Change is a well known and acknowledged phenomenon and threat and we must urgently do everything we can to wean ourselves from fossil fuels and invest in sustainable energy sources New pipeline projects should not even be contemplated at an age when the whole human race is at the verge of global disaster heavily caused by burning of fossil fuels	10/3/2014 11 55 AM
83	<b>engagement comment</b> There is plenty of information available elsewhere about this issue and the NEB hearings But little is provided on the CoV site Not even links to other related websites such as the Dogwood initiative or MLA Andrew Weaver's website (Weaver also has intervenor status) Why only a biased survey provided here? PS the links shown on the next page do not work Good grief who put this mickey mouse thing together?	10/3/2014 11 02 AM
84	<b>concern: environmental</b> Vancouver sland is a very special place to all those who live here Although oil has unfortunately become a world wide required commodity our relatively small community should not be forced to bear the impacts of a for profit natural resource exploitation Companies should be forced to ship oil by air or another method that has a less direct impact on the environment through which it passes The imposition of this pipeline on the people of British Columbia and the Coast Salish lands would be a detriment felt for generations	10/3/2014 10 03 AM
85	<b>concern: safety record</b> <b>disregard for public good</b> <b>need better emerg infrast</b> Kinder Morgan itself has stated that it is not a question of "if" there is an oil spill but "when" They have also admitted to not being adequately prepared to clean up the whole mess but view any accident as so much colleral damage the cost of doing business Unfortunately it is the people along the pipeline and not the company who bear the brunt of the real long term effects of an oil spill	10/3/2014 9 56 AM
86	<b>disregard for public good</b> <b>don't approve proposal</b> am strongly opposed to this project not because unrealistically think all petroleum projects should be stopped but because feel this particular project is not suitable The project will benefit a select few and the potential consequences will affect many	10/2/2014 8 47 PM
87	<b>need sustainable energy</b> support more development of renewable energy sources and less dependance on fossil fuels primarily for environmental reasons	10/2/2014 8 31 PM
88	<b>disregard for public good</b> Please remember that our elected politicians are in power to support the residents of Victoria NOT corporate greed	10/2/2014 8 01 PM
89	<b>engagement comment</b> realize you are interested in responses from City of Victoria residents However this decision impacts all municipalities in Greater Victoria	10/2/2014 7 50 PM
90	<b>concern: environmental</b> <b>could destroy local econ</b> Victoria people do not want this risk to this beautiful city totally reliant on tourism	10/2/2014 6 47 PM
91	<b>do approve proposal</b> <b>economic benefit</b> Take the big picture Fracking saved the US economy Russia is probing our air defences with bombers/fighter daily We are at the beginning of WW3 We are in the same economic and political situation as 1938 1939 We are selling Canada's resource at a 15% discount to the world price Get a grip We need the resource and the ability to move it more than ever What good is any of our environmental efforts if an invader vanquishes you and plunders your resources and freedoms? Start mobilizing for what is to come Russia/China/ S L don't give a second thought to CO2	10/2/2014 6 01 PM
92	<b>concern: environmental</b> Water still doesn't carry a passport Pollute 1 area and it will flow the worlds oceans	10/2/2014 5 49 PM
93	<b>concern: environmental</b> <b>no accountability: spills</b> There is a huge difference between 5 vessels a month and 34 The chances of an accident are much greater t would be impossible to fully clean up any spill There is not enough money to compensate for the destruction of our beautiful coast	10/2/2014 5 06 PM
94	<b>concern: climate change</b> <b>engagement comment</b> <b>need sustainable energy</b> According to mainstream analysis our world is pitching toward to 4 degrees celsius increase in global warming which is well beyond the 2 degrees safe limit set at the Copenhagen Climate Conference t is incumbent that rather than pour continual effort into fossil fuel extraction and transport that we quadruple investments in clean energy before 2030 applaud municipalities that ignore the jurisdictional wrangling about which level of government carries the mandate for resource extraction and transport by attempting to influence decisions that are in the best interests of their communities	10/2/2014 12 26 PM
95	<b>concern: environmental</b> <b>don't approve proposal</b> do not want this pipeline and the disaster it will bring to our environment	10/2/2014 12 25 PM
96	<b>need sustainable energy</b> would like to spend my tax money to advance energy production through sustainable methods rather than oil and gas production Just have different priorities	10/2/2014 11 42 AM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

97	<b>concern: environmental</b> <b>concern: safety record</b> Exxon Valdez Gulf of Mexico Water and oil do not mix Whales	10/2/2014 8 29 AM
98	<b>concern: poor process</b> <b>engagement comment</b> There should be a mandatory referendum concerning this matter	10/1/2014 11 47 PM
99	<b>not concerned with safety</b> There are much larger container & bulk ships than the Tankers that will be operating on this route and that has been increasing over the years with no accidents so why do people assume that there will be accidents?	10/1/2014 10 01 PM
100	<b>no comments</b> No	10/1/2014 8 40 PM
101	<b>no accountability: spills</b> <b>we are not prep for emerg</b> In my opinion the problem with any proposed pipeline and tanker expansion is lack of adequate insurance and remedial techniques in the event of a spill or a leak Tankers since they are owned by the operator not by eg Kinder Morgan are notoriously underinsured and whatever the oil companies say they are never sufficiently prepared to deal quickly and efficiently with anything other than the smallest spills or leaks	10/1/2014 8 39 PM
102	<b>we should use our energy</b> Keep our national resources in Canada for Canadian use and benefit Only extract what we need for today and leave the rest for tomorrow	10/1/2014 7 53 PM
103	<b>concern: environmental</b> <b>need sustainable energy</b> hope that Kinder Morgan reconsiders the entire project Yes we can make loads of money with crude oil but at the risk of what little land we have left and the thousands and thousands of habitats that are on the verge of extinction? The beauty of our world should be cherished Money isn't worth what we'd lose and once the project starts we can't go back Future generations will never know how beautiful our world is Why aren't we focusing on wind and solar energy power plants? Those will last longer than the pipe line and is a lot safer	10/1/2014 6 36 PM
104	<b>concern: environmental</b> <b>don't approve proposal</b> beg on my bleeding bended knees PLEASE PLEASE PLEASE don't devastate the earth this way	10/1/2014 6 17 PM
105	<b>need sustainable energy</b> petroleum products are a dying industry if we are to invest money like this it should be in emerging energy sources	10/1/2014 5 59 PM
106	<b>engagement comment</b> I'm an academic Diploma engineer and architect so know what I am talking about	10/1/2014 5 50 PM
107	<b>no accountability: spills</b> it is not if but when will an accident happen & the majority of the cost will be to the environment & the tax payer of BC	10/1/2014 5 44 PM
108	<b>concern: environmental</b> My main concern is the impacts this will have on marine ecosystems Oil spills are not unlikely and the inevitable damage spills cause to fish marine mammals and plants is unacceptable We need to move towards a more sustainable and environmentally friendly source of energy and building more pipelines and increasing commercial oil traffic on the seas is not consistent with this	10/1/2014 5 22 PM
109	<b>not concerned with safety</b> with modern Nav equipment the requirement for a local pilot and the traffic separation scheme there is nothing to worry about	10/1/2014 5 04 PM
110	<b>don't approve proposal</b> Every community that says no will add to the overall chances of this whole pipeline never actually happening Every single "no" can make a difference on a global scale	10/1/2014 4 45 PM
111	<b>don't approve proposal</b> <b>need sustainable energy</b> The risk is not worth it Investments into energy should only be made into alternative options from now on	10/1/2014 3 03 PM
112	<b>don't approve proposal</b> Altho old I am willing to go to jail to prevent this	10/1/2014 2 08 PM
113	<b>don't approve proposal</b> I am strongly not in favour of this project	9/30/2014 10 15 PM
114	<b>other</b> Proceed with ultimate standards	9/30/2014 8 10 PM
115	<b>no comments</b> No thank you	9/30/2014 7 01 PM
116	<b>concern: climate change</b> Emissions of green house gases caused by the transported oil once consumed by buyers	9/30/2014 6 11 PM
117	<b>need sustainable energy</b> Expanding our existing pipeline infrastructure is short sighted and not where we need to be directing our resource energy Let's focus instead on using our resources to further sustainable energy we can also look at putting our existing systems to efficient use (for example storm water) It's not a question of jobs there's plenty of research that demonstrates the vast amount of jobs that would be created through investment in sustainable resources retrofitting buildings etc There is no longer any good reason to expand upon a dying fossil fuel industry	9/30/2014 4 47 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

118	<b>concern: environmental</b> <b>could destroy local econ</b> This is an issue that greatly concerns me Regardless of how much money this project brings in once there is an oil spill the environment is destroyed forever We live in the most beautiful area of Canada and tourism is an important part of our economy	9/30/2014 3 37 PM
119	<b>concern: poor process</b> <b>disregard for public good</b> As these issues increase and citizens finally wake up notice that there is no turning back of 'deals' and then we are held hostage in lawsuits from corporate entities not tied to our 'democratic' system Truly dishonest process Behind closed doors not transparent gov't deals do not garner trust	9/30/2014 2 44 PM
120	<b>need sustainable energy</b> Thank you for supporting the UBCM decision last year to stand against these sorts of projects The world does not need more petroleum We need to invest in alternate energy sources rather than supporting the oil business' reckless destruction of the home we all live on	9/30/2014 2 13 PM
121	<b>concern: environmental</b> <b>don't approve proposal</b> We do not want to risk our waters so that China can have cheap oil and we can sell ourselves short It's just not worth it Plus say goodbye to our resident orcas and any other sea life desperately trying to hang on in waters filled with agonizing noise pollution and chemical pollutants	9/30/2014 1 36 PM
122	<b>concern: environmental</b> <b>concern: safety record</b> have worked on the Kinder Morgan application as an intervenor and can confidently state that Victoria will receive no benefits from the increased shipping of petroleum products increased marine traffic at best will detrimentally affect the coastal health and beauty we rely so heavily on for tourism recreation and related industries At worst a spill would catastrophically undermine the integrity of our invaluable natural marine resources	9/30/2014 1 17 PM
123	<b>disregard for public good</b> Quality of LIFE holds greater value for the majority than monetary profits of faceless non human corporations No money will ever fix a spill that jeopardizes the my and my children's children's lives	9/30/2014 10 36 AM
124	<b>concern: environmental</b> <b>concern: safety record</b> It's never a "if the spill happens" it's "when the spill happens" And history will remind us spills happen	9/30/2014 10 02 AM
125	<b>don't approve proposal</b> absolutely not worth the risk	9/30/2014 9 36 AM
126	<b>concern: environmental</b> This pipeline is the worst possible idea for transfer this oil There are just too many factors that will cause an accident BC whom claims to be an environmental province should not be going through with this Canada which is also the world's number one user of fossil fuels should not be endorsing this idea and get back on board with reducing our environmental impacts	9/30/2014 9 08 AM
127	<b>don't approve proposal</b> live on the water and am very concerned about the increase in tanker traffic	9/30/2014 7 30 AM
128	<b>don't approve proposal</b> Please don't do this	9/30/2014 1 01 AM
129	<b>don't approve proposal</b> <b>economic benefit</b> Kinder Morgan by their admission would produce 85 permanent jobs that like opening two Tim Horten Coffee shops with no risk of oil spills	9/29/2014 11 17 PM
130	<b>concern: climate change</b> <b>need sustainable energy</b> Oil from the tar sands is causing such pollution that Canada cannot meet its mark even from Kyoto and is first among the Western world to make first no progress and even to have increased its pollution When are we going to see people with vision who see oil as finite and begin to develop other forms of clean energy? We are at a crossroad and the time to take the right road is now before recovery is impossible	9/29/2014 11 11 PM
131	<b>this is not a priority</b> think Victoria should focus its environmental concerns on more significant environmental issues such as the lack of sewage treatment This causes far greater actual environmental impact than the very unlikely environmental environmental impact from a very low probability tanker accident	9/29/2014 10 38 PM
132	<b>need sustainable energy</b> We have to take a hard look at what we are doing with fossil fuels We cannot continue the way we are going if we want the planet to be habitable for our children and grandchildren	9/29/2014 9 59 PM
133	<b>engagement comment</b> This is a completely biased survey that steers participants responses in one direction	9/29/2014 9 53 PM
134	<b>no comments</b> have registered as a commenter and will do mine through that process	9/29/2014 9 10 PM
135	<b>don't approve proposal</b> this can not be considered an option	9/29/2014 9 08 PM
136	<b>don't approve proposal</b> Just stop this thing	9/29/2014 9 02 PM
137	<b>need sustainable energy</b> would far rather see such huge amounts of money put into creative solutions and creative clean energy sources	9/29/2014 7 57 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

138	<b>disregard for public good</b> <b>don't approve proposal</b> <b>we should use our energy</b> SEE ABOVE See comments by Elizabeth May & Andrew Weaver and the former Peter Lougheedg (Andrew Nikiforuk 17 Sep 2012 TheTyee.ca The initiatives to rush extraction and export of oil primarily benefit foreign multinational corporations not Canada or Canadians or global humanity	9/29/2014 7 19 PM
139	<b>concern: poor process</b> So far the NEB have controlled any enquiry into the transport of oil from Alberta to the BC coast to the advantage of the pipeline companies	9/29/2014 7 18 PM
140	<b>concern: environmental</b> Our beaches are one of our city's greatest assets We shouldn't take the risk of destroying them J	9/29/2014 7 15 PM
141	<b>concern: environmental</b> <b>don't approve proposal</b> An oil spill will wipe out tourism fishing recreation many entire ecosystems life as we know it on this amazing coast For what? To ship dirty destructive diluted bitumen across the Pacific? This is the definition of insanity We are so much smarter than this and we must let the less informed know it Eventually landscapes like ours will be in demand rare We must protect what we have now	9/29/2014 7 00 PM
142	<b>don't approve proposal</b> Please don't allow this to happen	9/29/2014 2 53 PM
143	<b>concern: environmental</b> live on Wellington and one of my favourite activities is going to Clover Point to observe the bird and marine mammals that come there don't want to have to wake up to an oil spill that might damage them	9/29/2014 1 46 PM
144	<b>concern: environmental</b> <b>disregard for public good</b> have traveled all over the world Vancouver Island and British Columbia are rare gems The coast must be protected	9/29/2014 9 05 AM
145	<b>concern: environmental</b> <b>concern: safety record</b> Concern for the increased size of tankers as well as increase in numbers of them The dredging of harbours such as Burrard Inlet near the Lions Gate Bridge is also of major concern as a further disturbance to the marine environment plus a danger to other marine traffic	9/28/2014 10 29 PM
146	<b>disregard for public good</b> Trans Mountain and Kinder Morgan do not care about job creation They are literally shipping jobs to other countries not just crude	9/28/2014 8 50 AM
147	<b>no accountability: spills</b> no	9/27/2014 3 14 PM
148	<b>need sustainable energy</b> feel strongly that we need to move away from traditional sources of energy With our advanced and abundant green technology there is no reason to support potentially damaging fossil fuels and all of the unsafe methods of transporting them	9/27/2014 10 16 AM
149	<b>disregard for public good</b> <b>don't approve proposal</b> 'd rather watch the SUP's and kite boarders	9/26/2014 5 44 PM
150	<b>concern: safety record</b> <b>don't approve proposal</b> <b>no accountability: spills</b> <b>we are not prep for emerg</b> As a child witnessed the aftermath of an oil spill off the California coast at Santa Barbara Years later there were still globs of sticky oil in the sand it had an impact on me Clean up "technology" has not advanced much once held a Marine Oil Spill Recovery Certificate after attending a one day course in how to mop up oil Not much has changed	9/26/2014 2 56 PM
151	<b>don't approve proposal</b> don't see any upside to this pipeline for the residents of BC Only huge risks	9/26/2014 9 41 AM
152	<b>improve monitoring-tanker</b> <b>not concerned with safety</b> Shipping accidents are a function of the safety and monitoring systems put in place to prevent accidents The Harro Strait in comparison to other areas has much less traffic	9/25/2014 10 05 PM
153	<b>don't approve proposal</b> No pipeline no tankers no problem	9/25/2014 12 35 PM
154	<b>disregard for public good</b> <b>don't approve proposal</b> There are little or no benefits to residents of the Victoria area while there are significant risks of a spill incident where we would bear the costs and damage	9/25/2014 11 46 AM
155	<b>engagement comment</b> What an absurd waste of money this survey is My hard earned tax dollars at work see Time to move out of this ridiculous town	9/25/2014 8 36 AM
156	<b>disregard for public good</b> <b>don't approve proposal</b> don't often voice my concern however this topic compels me to And once more money talks louder	9/25/2014 5 28 AM
157	<b>concern: environmental</b> Once the marine habitat is damaged by a spill whales and orcas will be gone	9/24/2014 8 40 PM
158	<b>do approve proposal</b> <b>economic benefit</b> <b>improve monitoring-tanker</b> <b>need better emerg infrast</b> We are going broke and nobody wants to pay taxes this it's the type of revenue source we should be supporting provided it's done safely and has public oversight	9/24/2014 7 38 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

159	<b>concern: environmental</b> <b>concern: safety record</b> <b>don't approve proposal</b> Do not succumb to this company as they cannot guarantee there would never be a spill	9/24/2014 5 01 PM
160	<b>concern: environmental</b> <b>need sustainable energy</b> We can't prevent an earthquake but we can stop a devastating oil spill by saying NO to proposals from Kinder Morgan & Enbridge 'd like Victoria to lead the way by promoting renewable energy not fossil fuel expansion Even big business gets it At recent Climate Summit in N Y investment institutions promised to "decarbonise" their investment portfolios by \$100 billion by end of next year	9/24/2014 3 04 PM
161	<b>disregard for public good</b> <b>don't approve proposal</b> Give up this project it is plain and simply not safe	9/24/2014 2 59 PM
162	<b>concern: climate change</b> <b>need sustainable energy</b> <b>no accountability: spills</b> 1) Freeze further exploration for new fossil sources and use exploration budgets to develop renewable energy solutions (2) Hold those responsible for climate damages accountable by making them pay for the damage they cause (3) Encourage governments to stop accepting funding from the fossil fuel industry and (4) Divest from fossil fuel companies and invest in a clean energy future that benefits the world s majority	9/24/2014 1 20 PM
163	<b>concern: poor process</b> <b>disregard for public good</b> am sick and tired of corporations having more control over these kind of decisions that government makes The people should be heard and should be the biggest influencers since we live here	9/24/2014 12 32 PM
164	<b>not concerned with safety</b> We already have tanker traffic in the Strait of Juan de Fuca and there have been no spills and the number of spills on a worldwide basis has dramatically reduced over the years as safety standards increase	9/24/2014 12 27 PM
165	<b>need sustainable energy</b> understand fossil fuels are a necessity however no one should be focusing on the expansion of them everyone fossil fuel companies included should be looking at progressing to clean energy from here and the phasing out of fossil fuels as much as possible We have a duty as a developed country and society to develop grow and move forward in the cleanest way possible with max financial profit not being a driving factor	9/24/2014 12 24 PM
166	<b>concern: climate change</b> <b>concern: environmental</b> <b>disregard for public good</b> <b>need sustainable energy</b> am 20 years old and on a personal level am considering whether or not want to have children bring this up because this is not a thought that my parents or grandparents had to consider in this context "what kind of world would be bringing a child into" "what quality of life will my children and their children live in?" Questions like these go hand in hand with questions of increasing production/extraction/transportation of non renewable resources There need to be more climate and environment conscious alternatives we need to begin the process of fixing the irreparable damage we've already done NOT continue along this path of destruction	9/24/2014 11 53 AM
167	<b>concern: climate change</b> <b>concern: environmental</b> <b>don't approve proposal</b> Again the downstream impacts of the project in terms of climate change are extremely serious Climate change poses a serious financial and economic threat to the City of Victoria and other coastal jurisdictions Combined with other fossil fuel export proposals the coastal waters off Victoria are slated to become a globally significant carbon corridor ( <a href="https://wildernesscommittee.org/sites/all/files/publications/2014_SalishSea_paper_web.pdf">https://wildernesscommittee.org/sites/all/files/publications/2014_SalishSea_paper_web.pdf</a> ) The long term economic and environmental impacts of the CO2 emissions facilitated by these proposals dwarf the potential impacts of a spill (which are catastrophic in their own right) The NEB won't consider this in their review (despite the fact that equivalent bodies in neighbouring jurisdictions like Washington and Oregon do account for downstream carbon emissions in project reviews) but the City of Victoria has the responsibility to mention this loudly and often	9/24/2014 11 31 AM
168	<b>engagement comment</b> Victoria can make lots of noise but this is a decision that is based on the national interests am sure you are not requesting intervenor status because its an election year and you are playing to a certain vocal minority	9/24/2014 11 24 AM
169	<b>concern: environmental</b> <b>concern: safety record</b> <b>could destroy local econ</b> <b>disregard for public good</b> the words "grave yard of the Pacific" come to mind these are historically treacherous waters a spill would ruin the enviroment tourism the health of animals and humans and property would become worthless	9/24/2014 10 54 AM
170	<b>don't approve proposal</b> Don't let this happen	9/24/2014 9 14 AM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

171	<div> <div>concern: climate change</div> <div>concern: environmental</div> <div>concern: poor process</div> <div>could destroy local econ</div> <div>disregard for public good</div> <div>don't approve proposal</div> </div> <p> t is a massive and seemingly intentional design flaw in the NEB process that the economic benefits of increased production and consumption of oil sands bitumen are within the scope of the process but the increased economic costs of fossil fuel extraction and combustion are not Today it is evident that climate change is happening The US Environmental Protection Agency has stated recently that the Social Cost of Carbon (SCC or the incremental cost to society of each additional tonne of carbon dioxide emitted) is \$39/tonne (source <a href="http://www.epa.gov/climatechange/EPAactivities/economics/scc.html">http://www.epa.gov/climatechange/EPAactivities/economics/scc.html</a>) The expansion of Trans Mountain means an extra 76 million tonnes of CO2 annually causing \$3 billion in costs borne by societies around the world every year that the pipeline is functioning (and the US EPA says that the SCC increases every year) That these costs are ignored by the process is a grave injustice to those bearing those costs am happy to share with you the calculations did to get these numbers </p>	9/23/2014 8 27 PM
172	<div>concern: climate change</div> <p>Climate change impacts should be considered in entire proposal</p>	9/23/2014 2 45 PM



**Q12 As an intervenor, the City of Victoria has the right to ask Trans Mountain questions about their proposal. If you have a question that you would like the City of Victoria to pose to Trans Mountain regarding their proposal, please include it here and reference the portion of the application that it relates to. Please also include your contact information.**

Answered: 103 Skipped: 402

#	Responses	Date
1	<b>First Nations</b> Does Kinder Morgan have free prior and informed consent from all First Nations pipe crossings and areas with tanker travel?	11/7/2014 4 26 PM
2	<b>impact on property values</b> How would oil tanker expansion affect Victoria's land values or our happiness levels (Victoria has a high rating currently )	11/7/2014 4 13 PM
3	<b>climate change</b> <b>petroleum based economy</b> Do you believe in climate change? Do you care about the damage caused by a petroleum based economy?	11/7/2014 4 06 PM
4	<b>economic benefits</b> Why do you feel that economic growth trumps ecological health?	11/7/2014 3 49 PM
5	<b>renewable/ sust energy</b> Why doesn't the NEB focus on renewable and sustainable energy?	11/7/2014 3 21 PM
6	<b>economic benefits</b> <b>renewable/ sust energy</b> Considering the ongoing environmental impacts of extraction transportation and use of petroleum products as well as the economic and technological viability of alternative energy such as solar and wind as two examples do you think it is morally sound and in the best interest for the City of Victoria and the residents it represents to accept your proposal?	10/31/2014 5 10 PM
7	<b>no question</b> No questions Their vested interest is in making the most money they can while mitigating their risk They have no interest in doing us any favours	10/31/2014 12 37 PM
8	<b>disaster/spill response</b> Does Kinder Morgan run safety drills (timing how quickly they can respond to an oil spill or mishap) and if so what is the average response time that has been recorded in the last 5 10 drills?	10/31/2014 12 33 PM
9	<b>disaster response history</b> Can they indicate when they last had a major oil spill or shipping accident	10/31/2014 12 00 PM
10	<b>no question</b> 'm sure you'll have plenty of better questions than could ask	10/31/2014 11 31 AM
11	Will this give people in bc more jobs and help with taxes	10/31/2014 10 33 AM
12	<b>no question</b> None	10/31/2014 9 48 AM
13	<b>disaster/spill response</b> When a spill occurs what commitment will TM make for cleanup restitution for lost income (fisheries tourism) lost quality of life	10/30/2014 4 32 PM
14	f an accident were to happen what would Trans Mountain be prepared to re evaluate about their current system? Can the federal and provincial governments 'change their mind' about allowing them to operate?	10/29/2014 2 44 PM
15	How do you expect to contain any type of spill in the Strait of Juan de Fuca? The Juan de Fuca has stronger currents and swell than Haro & Georgia Straits which will make it extremely tough	10/28/2014 10 33 AM
16	who befits financially by how money much exactly per additional and present tanker load?	10/24/2014 2 36 PM
17	<b>disaster/spill response</b> How will you repair the natural harmony and balance of the environment in the event of a major leakage or spill?	10/24/2014 1 25 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

18	<b>disaster/spill response</b> <b>spill prev/ environ prot</b> 1 Please describe what your local oil spill response plan may be how do you plan to deal with the considerable underwater tidal currents in the area which would spread the bitumen rapidly? 2 Turn Point and East Point are hazardous navigational areas with considerable traffic What you plan for mitigating the risk of having a three fold increase in oil tanker traffic in these areas?	10/23/2014 11 33 AM
19	<b>spill prev/ environ prot</b> <b>transportation/safety</b> Are modern three hulled tankers being built to transport this oil What \$ are they prepared to kick in to federal and provincial coffers in order to be prepared from a major oil spill?	10/21/2014 7 38 PM
20	<b>economic benefits</b> <b>insurance/ responsibility</b> Will they put all their proposed future profits (before anything is hidden off shore) in a fund and use that as security? f they are willing to pipe oil through their own homes ? There is no reason this risk should ever be taken it is like playing Russian Roulette with our home	10/20/2014 2 06 PM
21	<b>no question</b> Please reference 11	10/20/2014 11 04 AM
22	<b>economic benefits</b> <b>environmental impacts</b> What possible benefits can Victoria and other coastal sections of BC expect from increased tanker traffic? (any possible financial promises could not in any way trump the possible devastation form an oil spill as well as the interference with marine life in my opinion)	10/20/2014 10 04 AM
23	<b>spill prev/ environ prot</b> <b>transportation/safety</b> active pass navigation	10/20/2014 9 54 AM
24	<b>disaster/spill response</b> What resources including money is in place in case of a major accident/spill?	10/20/2014 9 53 AM
25	<b>climate change</b> <b>economic benefits</b> <b>environmental impacts</b> n view of the increased emissions and the high risk to marine habitat due to proposed increase in shipping how can the company justify the building of the pipeline?	10/20/2014 9 11 AM
26	<b>spill prev/ environ prot</b> How can Tran Mountain guarantee that there will be no oil spills? and if it cannot give us this guarantee then what are we debating about?	10/18/2014 11 20 AM
27	<b>no question</b> see opinion given at #11	10/17/2014 5 11 PM
28	<b>transportation/safety</b> How much safer are pipelines than road or rail transport?	10/17/2014 3 00 PM
29	<b>climate change</b> <b>economic benefits</b> <b>environmental impacts</b> <b>renewable/ sust energy</b> cannot understand why this is happening Has anyone not noticed climate changes (weather patterns shifting temperatures changing etc) How can we be so blind to not think of how our environment will be for the next generation Why risk ruining the ocean for profit now? Please step back and ask why we cannot look at alternative energy Trans Mountain please close your eyes and ask why are you doing this? am hazarding a guess it has to do with corporate profit s that right for all of the potential risks?	10/17/2014 2 58 PM
30	<b>disaster/spill response</b> Would TM be willing to pay 100% of all clean up costs regardless of that cost? f not what percentage?	10/14/2014 5 28 PM
31	<b>transportation/safety</b> What are the standards you will require for the ships and their employees that will use the terminal	10/11/2014 6 22 PM
32	<b>disaster/spill response</b> Will Trans Mountain's nsurance be 100% accountable for any environmental damage if an incident that may occur?	10/11/2014 1 14 PM
33	<b>disaster/spill response</b> My understanding is that once the bitumen is loaded onto the tankers Trans Mountain no longer has any responsibility for the product and therefore no obligation to participate or pay for "cleanup" which is impossible anyway Contact <b>personal information</b>	10/10/2014 9 54 PM
34	<b>how many jobs etc?</b> Once the installation of the new pipeline has been completed how many new jobs on Vancouver sland will result from our having the pipeline?	10/10/2014 2 34 PM
35	<b>disaster/spill response</b> would Kinder Morgan be willing to pay towards a fund set aside for cleanup \$1 million dollars PER SH P in order to cross our waters? That is what we are talking about in terms of cost long and short term plus the cost to the medical system and taxpayers	10/10/2014 11 50 AM
36	<b>economic benefits</b> What are the shared value initiatives that trans mountain plans to implement as part of this project?	10/8/2014 10 44 AM
37	<b>petroleum based economy</b> Why are we not selling these resources within Canada or North America?	10/6/2014 9 36 PM
38	<b>economic benefits</b> #1 The need for the proposed project Victoria has no need for this project What does Kinder Morgan cite as a benefit to Victoria besides 50 jobs which is not enough What else is a benefit to Victoria?	10/6/2014 8 16 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

39	<b>renewable/ sust energy</b> Why has Trans Mountain not looked into developing alternatives to oil based business? This short term thinking is going to be the ruination of our planet	10/6/2014 4 58 PM
40	<b>transportation/safety</b> Would you prefer to use pipelines and tankers or railcars and trucks to transport oil Why ?	10/6/2014 12 35 AM
41	<b>disaster/spill response</b> Will you pay 100% of the costs associated with an oil spill either on land or in the ocean? <b>personal information</b>	10/4/2014 6 36 PM
42	<b>spill prev/ environ prot</b> Can you be honest? Safety concerns	10/3/2014 3 28 PM
43	What is your emergency response plan not if but when petroleum products spill into our waterways? Can we hold you both legally and financially responsible when such an incident occurs?	10/2/2014 8 47 PM
44	<b>environmental impacts</b> <b>spill prev/ environ prot</b> <b>transportation/safety</b> Can they guarantee there will be no oil spill? What control do they have over the nature and quality of the ships that will be carrying this oil? What guarantees do we have that the ships will be double hulled?	10/2/2014 7 50 PM
45	<b>economic benefits</b> <b>how many jobs etc?</b> Please ask if we can participate in the jobs/engineering/ environmental care for this wonderful projects Ask the pipeline companies to headquarter their environmental division to some of our empty downtown buildings Ask if the will sponsor more science/engineering programs at our local universities Ask if we can create an energy management degree to teach those not familiar with energy	10/2/2014 6 01 PM
46	<b>disaster/spill response</b> Oil spills simply CAN NOT BE CLEANED UP	10/2/2014 5 49 PM
47	<b>disaster/spill response</b> Considering their abysmal record handling "accidents" how do they propose to clean up a spill?	10/2/2014 12 42 PM
48	<b>no question</b> do not believe that have an original question for Trans Mountain	10/2/2014 12 26 PM
49	would like to invest in companies that propose alternatives to oil and gas production Keep the resources in the ground at present Educate myself and others how to do this No scams	10/2/2014 11 42 AM
50	<b>environmental impacts</b> <b>spill prev/ environ prot</b> <b>transportation/safety</b> How will they protect whales???	10/2/2014 8 29 AM
51	<b>disaster/spill response</b> What level of environmental liability does Kinder Morgan hold in responsibility WHEN an environmental disaster takes place ?	10/1/2014 11 47 PM
52	What plans do they have for dealing with inevitable spills and leaks What are the details of their insurance cover pertaining to damages and restitution following a spill or leak How much is their maximum indemnity Specifically re the tankers what are the details of their insurance cover and how much does their maximum indemnity amount to?	10/1/2014 8 39 PM
53	f you were on the other end of this deal would you be in favor of it??? ie if you suffered all of the risks with few of the benefits instead of most of the benefits and none of the risks like you are proposing <b>personal information</b>	10/1/2014 7 53 PM
54	how can you sleep at night knowing you are destroying our environment for profit? <b>personal information</b>	10/1/2014 5 59 PM
55	<b>no question</b> am an university trained (EU) expert in environntall issues for 50 years wrote few books	10/1/2014 5 50 PM
56	what is the timeline? How soon can they get it done?	10/1/2014 5 04 PM
57	Who would pay to clean up a spill and what is the worst case scenerio in damage that could affect our marine ecosystem?	10/1/2014 4 45 PM
58	<b>spill prev/ environ prot</b> What strategies do they have in place to prevent a spill? What resources do they have in place in the event of a spill?	10/1/2014 2 17 PM
59	<b>environmental impacts</b> <b>insurance/ responsibility</b> How will you explain your actions to all the children present & future when they will be living with results of your activities? Will you be FULLY financially responsible for all damages?	10/1/2014 2 08 PM
60	<b>no question</b> Asking questions does not mean the questions will be answered LOG CALLY and to the PO NT by the BC government What use will it be?	9/30/2014 8 39 PM
61	would need to read their proposal in full At this time have no question	9/30/2014 7 01 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

62	<b>disaster/spill response</b> Because of an increase in marine traffic and according to the law of averages what are the detailed response plans of a marine emergency such as collision and the impact on the environment from a large oil spill	9/30/2014 5 36 PM
63	<b>climate change</b> <b>renewable/ sust energy</b> The burning of fossil fuels will increase Climate Change have you considered changing gear and putting your \$ and resources into alternative forms of energy?	9/30/2014 5 18 PM
64	<b>disaster/spill response</b> <b>economic benefits</b> <b>environmental impacts</b> have general questions would like addressed by kinder Morgan very specifically You can phrase these however you choose how does kinder Morgan intend to fully anticipate and address any sort of environmental impacts? Cleanup plan? CEO would you allow this pipeline to run through your backyard your favourite outside spaces your own waterfront property? if you lived here what would you think of such a proposal near your own home? Your cottage?	9/30/2014 4 47 PM
65	<b>environmental impacts</b> <b>insurance/ responsibility</b> • Would you agree to fully paying for an insurance package that did not utilize any form of limitation of liability? If there was an accident or spill of any kind the insurance company could not cap its compensation and would have to compensate immediately and it would have to fully pay for damages as determined by need and environmental cost alone? If not why would you not pay for such an insurance package?	9/30/2014 2 00 PM
66	<b>disaster/spill response</b> <b>insurance/ responsibility</b> <b>transportation/safety</b> if remember correctly Kinder Morgan failed to provide vessel specific data for any of their coastal impact assessments Please request the provision of vessel specific data for more accurate assessment of coastal impact Please also request/demand confirmation about spill response including for diluted bitumen including liabilities for short and long term response and clean up	9/30/2014 1 17 PM
67	<b>insurance/ responsibility</b> How much collateral will Trans Mountain put in escrow as insurance protection for major spills	9/30/2014 1 12 PM
68	<b>economic benefits</b> How does this increased tanker traffic benefit inhabitants of the Vancouver Island the Gulf Islands and the Lower Mainland?	9/30/2014 7 44 AM
69	<b>First Nations</b> Have you contacted the Esquimalt Songhees and Lekwungen nations for consultation and guidance?	9/30/2014 1 01 AM
70	<b>disaster/spill response</b> <b>insurance/ responsibility</b> Who will be responsible for a Super Tanker oil Spill ?	9/29/2014 11 17 PM
71	<b>economic benefits</b> <b>environmental impacts</b> is it at all possible? Burnaby has taken them to court and lost and all Trans Mountain has to say is if you don't want us to go through Burnaby Mt then we'll just have to tunnel through your neighbourhood if that isn't a threat don't know what is	9/29/2014 11 11 PM
72	<b>environmental impacts</b> <b>spill prev/ environ prot</b> How will they ensure they do not have adverse affects on the Southern Resident Killer Whales in particular and the Salish Sea in general	9/29/2014 9 10 PM
73	<b>disaster/spill response</b> <b>economic benefits</b> <b>environmental impacts</b> <b>insurance/ responsibility</b> Generally don't believe oil corporate policy has any respect for you or for truth regarding risks or damage by potential spills They have been able to BUY enough influence that they can literally leave the scene unscathed after any mishap Think Nigeria Ecuador We should follow Norway's example about controlling the flow of oil and of cash for the long term benefit of citizens not short term profits for the already rich	9/29/2014 7 19 PM
74	<b>no question</b>	9/29/2014 7 18 PM
75	<b>disaster/spill response</b> <b>economic benefits</b> <b>environmental impacts</b> <b>insurance/ responsibility</b> How is this project in the best interest of BC citizens? Who is responsible for cleaning up an oil spill? How do they propose to replace whole ecosystems and plant and animal species that will be destroyed by an oil spill? <b>personal information</b>	9/29/2014 7 00 PM
76	<b>disaster response history</b> <b>disaster/spill response</b> <b>insurance/ responsibility</b> How much money and insurance are they earmarking for spill cleanup and how does this compare to how much the Exxon Valdez spill cost (in today's dollars\$?)	9/29/2014 2 24 PM
77	<b>no question</b> Where do I find the application?	9/29/2014 2 15 PM
78	Explain why even a very low risk assessment for marine spills of diluted bitumen would not be catastrophic if such an event occurred i.e. why an low risk of an incident should not be assessed as a high risk given the magnitude of irreversible damage major spillage would inflict	9/29/2014 2 03 PM
79	<b>transportation/safety</b> Can they find an alternative shipping route other than the sensitive Salish Sea? At least can't the oil be processed in Alberta? <b>personal information</b>	9/29/2014 1 46 PM



## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

80	<b>economic benefits</b> <b>environmental impacts</b> Will there be a public vote?	9/29/2014 9 27 AM
81	<b>no question</b> Would it not be better if we went back to the days of the horse and buggy?	9/28/2014 12 34 PM
82	<b>environmental impacts</b> ncrease of air pollution similar to that being monitored in James Bay due to Cruise Ships	9/27/2014 4 45 PM
83	<b>no question</b> none this survey covers my concerns well	9/27/2014 3 14 PM
84	<b>insurance/ responsibility</b> am concerned with who actually holds the liability once the oil has left the dock Contact below	9/26/2014 2 56 PM
85	<b>no question</b> The City of Victoria has proven itself that it has very little to say that anyone would consider as being constructive perceptive or competent i e the sewage treatment and bridge fiascos	9/25/2014 10 05 PM
86	<b>economic benefits</b> <b>environmental impacts</b> <b>insurance/ responsibility</b> <b>spill prev/ environ prot</b> s Trans Mountain willing to contribute to the costs of reducing the risk of an oil spill into the marine environment? f so would Trans Mountain work with others to develop a governance strategy where industries associated with this development each pay their fair share for reducing the risk?	9/25/2014 2 45 PM
87	<b>economic benefits</b> <b>environmental impacts</b> <b>spill prev/ environ prot</b> What are the benefits the residents of Vancouver sland? Why would we want to support this venture? What risks do you foresee and what plans do you have to make sure they don't happen?	9/25/2014 9 17 AM
88	<b>economic benefits</b> Under the newly ratified F PA agreement what real economic benefit could possibly be granted from this project that could offset the very real irreparable harm it will cause to our people and the environment? People are sick and tired of being told to trust the government and to allow industry to monitor itself What kind of assurance could TransMountain provide that would guarantee legal recourse for our population ndigenous Peoples and local government? t would appear the F PA disallows ALL such remedies?	9/25/2014 8 52 AM
89	<b>no question</b> would ask Trans Mountain what it thinks about busy body city councils like the one that represents the City of Victoria wasting their time and money asking questions about a project that doesn't relate to the City of Victoria at all	9/25/2014 8 36 AM
90	<b>economic benefits</b> <b>environmental impacts</b> Do you like water? We all do Can you put the money that is being spent towards additional trafficking of oil and invest it in conserving and sourcing water based technology bet you will actually make more money that way Dont take the lazy way out and do what all the competitors are doing and filling your pockets with cash by sending oil to other parts of the world challenge you as a company to actually question what your true motive is? We have one planet and its been pretty forgiving so far to our stupidity as a society Stand up and show you are change making company and trailblazer for good Rethink how you can change your plans and benefit everyone of your family members and future ones into making a more positive legacy instead of destroying	9/24/2014 11 51 PM
91	<b>environmental impacts</b> <b>spill prev/ environ prot</b> How do they propose to protect the orcas and whales who are incredibly sensitive to the ocean noise of marine traffic from the noise of increased tanker traffic and second how do they propose to prevent the UN MAG NABLE damage that would be done to marine life with any type of spill?	9/24/2014 8 40 PM
92	<b>disaster response history</b> <b>transportation/safety</b> Based on worldwide statistical analysis and probability how often will S Vancouver sland (Port Renfrew to Victoria and Gulf slands) suffer a major oil spill (greater than 100 000 litres) in the next 50 years?	9/24/2014 5 57 PM
93	<b>spill prev/ environ prot</b> Can Trans Mountain guarantee that there would never be a spill or impact of any kind on marine human and/or animal life on this coast?	9/24/2014 5 01 PM
94	<b>disaster/spill response</b> <b>insurance/ responsibility</b> 'd like hard facts on spill clean up capacity how long would it take for help to reach Victoria and who pays? Even Transport Canada admitted last February in the Times Colonist that southern Vancouver sland faces a "very high risk" of an oil spill if Kinder Morgan is approved The human factor will be the trigger despite double hulled ships	9/24/2014 3 04 PM
95	<b>no question</b> n/a	9/24/2014 12 32 PM
96	<b>environmental impacts</b> <b>renewable/ sust energy</b> Referring to section 9 With spills being such a concern for the public and the future of our social and economic environment and also a very likely occurrence why is it energy companies aren't pushing their resources into making a profit in the Green sector instead of spill mitigation?  <b>personal information</b>	9/24/2014 12 24 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

97	<b>disaster/spill response</b> <b>spill prev/ environ prot</b> What portion of your budget will go to monitoring/preventing the possibility of leaks/spills? How much of this will be preemptive and how much will just be factoring in cleanup should something awful occur?	9/24/2014 11 53 AM
98	<b>renewable/ sust energy</b> When are you going to stop? We need to reduce our dependence on fossil fuels not increase it When are you going to invest in so called alternative sources of energy? When are you going be part of the solution and not the problem of climate change? Climate change is here <b>personal information</b>	9/24/2014 11 42 AM
99	<b>insurance/ responsibility</b> f were an intervenor would ask TransMountain how the City of Victoria which won't earn a dollar through the project is supposed to bear the costs of extended spill clean up (which is never covered by oil transport companies) and manage the long term economic impacts of a spill severely reduced tourism revenue potential loss of cruise ship revenue impacts to fishing and shellfish sectors etc and the economic impacts in a no spill scenario such as loss of tax revenue from the whale watching sector which the tankers associated with the project could displace	9/24/2014 11 31 AM
100	<b>environmental impacts</b> <b>transportation/safety</b> am more concerned about the age of the current pipe infrastructure than new pipes older ones are more likely to fail therefore what is the plan to replace and upgrade aging infrastructure? Of course Victoria is actively involved in upgrading its old infrastructure as opposed to spending hundreds of thousands of taxpayer dollars on unnecessary speed limits and lane closures in the park	9/24/2014 11 24 AM
101	<b>disaster/spill response</b> who will be responsible when there is a spill? (not 'pay a fine' responsible but 'fix it' responsible)	9/24/2014 9 43 AM
102	<b>disaster/spill response</b> <b>environmental impacts</b> Assuming big oil will get what it wants What will you do for Greater Victoria and its foreshores and environment as a cost of doing business n a time where government funding is dwindling for DFO Fish Hatcheries and environmental rehabilitation and local Orcas are in danger how many millions per year are you willing to give in a trust to organizations that fight to preserve and rehabilitate the environment Also how do you plan to deal with any accidental discharge into the ocean Specifically what infrastructure will be ready and in place to deal with any emergent situation and how will it be sufficient to the task <b>personal information</b>	9/24/2014 9 14 AM
103	<b>no question</b> may contribute to this at a later date	9/23/2014 8 27 PM

**Q13 Do you have specific expertise or knowledge that the City could draw upon during the National Energy Board's hearing process? Evidence submitted must be relevant to one or more of the 12 issues identified and the focus of the City's participation will be on the impacts of increased marine shipping activities.**

Answered: 62 Skipped: 443

#	Responses	Date
1	no	11/2/2014 10 00 AM
2	No	10/31/2014 6 06 PM
3	More tankers mean lower prices lower prices mean more usage more usage means more damage to the environment people and societies	10/31/2014 12 37 PM
4	am not a marine transportation planner nor have worked in the oil and gas industry so don't think my personal experience would be relevant think it is a good idea to ask this question to citizens though	10/31/2014 12 33 PM
5	No	10/31/2014 12 00 PM
6	No	10/31/2014 11 31 AM
7	No just strong feelings of opposition	10/31/2014 9 51 AM
8	No	10/31/2014 9 48 AM
9	no	10/30/2014 4 32 PM
10	am available on a fee paying basis as an Expert Witness in the area of marine oil spill prevention and response	10/29/2014 5 02 PM
11	No am a lifelong resident of Victoria and that am an expert in (tongue in cheek)	10/27/2014 3 05 PM
12	Yes am <b>personal information</b> based in Vancouver BC with a good working knowledge of shipping practices in BC n addition am studying my Masters degree in Resource Management and Environmental Studies at UBC and have a good working knowledge energy issues in BC	10/23/2014 11 33 AM
13	No	10/22/2014 1 14 PM
14	No just a concerned and informed citizen	10/21/2014 7 38 PM
15	No	10/21/2014 9 03 AM
16	Other than suffering through cancer not really but perhaps my health is more pertinent than other things perhaps am the canary to warn you all?	10/20/2014 2 06 PM
17	am a professional engineer with over 20 years in the energy industry both for operators and infrastructure companies worked in project design engineering risk and environment / sustainable development areas am unsure of your "12 areas" but feel free to contact me if you wish to	10/20/2014 1 20 PM
18	No	10/20/2014 11 52 AM
19	am a biologist employed by <b>personal information</b> headquartered here in Esquimalt	10/20/2014 11 04 AM
20	No	10/20/2014 10 04 AM
21	no ask bc ferries sailors	10/20/2014 9 54 AM
22	N/A	10/18/2014 11 20 AM
23	A great many articles that convey the same concerns	10/17/2014 5 11 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

24	NO	10/14/2014 5 28 PM
25	No	10/12/2014 12 13 AM
26	No don't	10/10/2014 9 54 PM
27	no	10/10/2014 11 50 AM
28	Unfortunately no	10/7/2014 9 16 PM
29	Nope	10/4/2014 6 36 PM
30	no	10/4/2014 9 04 AM
31	No	10/3/2014 6 51 PM
32	NO	10/3/2014 7 55 AM
33	No	10/2/2014 7 50 PM
34	No have 2 science degrees cringe at the bias and ignorance that fuels opposition to resource development in this country have yet to see an electric fighter jet or ambulance	10/2/2014 6 01 PM
35	MOTHER NATURE W LL HAVE HER REVENGE PLEASE L STEN TO THE ELDERS Remember than Victoria was founded on Stolen land at least let the First Nations have seats at the discussion table so their voice is heard see signs around the city that show some respect for the first nations well then take the initiative and directly get and use their feedback	10/2/2014 5 49 PM
36	Unfortunately no	10/2/2014 12 42 PM
37	No just self taught on this issue and a deep concern for the well being of our grandchildren who regularly thrive in the South sland's natural setting	10/2/2014 12 26 PM
38	No	10/2/2014 11 42 AM
39	no	10/1/2014 7 53 PM
40	non specific expert cancer research	10/1/2014 5 59 PM
41	No	10/1/2014 4 45 PM
42	No	10/1/2014 2 17 PM
43	am an expert in living in a safe healthy environment with my children and grandchildren am an expert in knowing that any individual or group that seeks to profit from my well being is not to be trusted	10/1/2014 11 14 AM
44	No am sorry	9/30/2014 7 01 PM
45	do not but having worked on this last spring in Andrew Weaver's office as a <span style="color: red;">personal information</span> am open to supporting the City's work in other ways	9/30/2014 1 17 PM
46	Walk down to the harbour and ask any fisher or tug boater	9/29/2014 11 17 PM
47	no except that have lived on the coast my entire life	9/29/2014 9 08 PM
48	presented and attended the Enbridge hearings One speaker retired geologist told about his first job standing a berm which was leaking oil into the local water supply but 'unable' to use the word 'leak' in his status report	9/29/2014 7 19 PM
49	No	9/29/2014 7 18 PM
50	Not really	9/29/2014 1 46 PM
51	am really good at posting stuff to facebook	9/28/2014 12 34 PM
52	ntroduce the results of air monitoring of Cruise Ship pollution	9/27/2014 4 45 PM
53	no	9/27/2014 3 14 PM
54	am collecting a list of successful global green energy programs to offer a solution to our dependance on petroleum products	9/27/2014 10 16 AM
55	Yes the City should mind their own business which they are barely competent at doing let alone someone else's	9/25/2014 10 05 PM

## Proposed Increase in Oil Tanker Traffic (Kinder Morgan Trans Mountain Pipeline Expansion Proposal)

56	Yes	9/25/2014 5 11 PM
57	Yes	9/25/2014 2 45 PM
58	no	9/25/2014 9 17 AM
59	We all know the impact this disaster will have in the certain event of a spill	9/24/2014 5 01 PM
60	n/a	9/24/2014 12 32 PM
61	As President of the <b>personal information</b> am well connected in the Marine hatchery and enhancement community Our event has raised \$100 000 00 for various groups in the last nine years am able to facilitate a delegation of Biologists volunteers hatchery staff and others that have a direct interest in the waters of southern Vancouver island	9/24/2014 9 14 AM
62	When worked for the Federal Government at Natural Resources Canada was part of the Canadian negotiating team to the intergovernmental Panel on Climate Change and have a fair bit of expertise can bring to bear on the impacts of increased fossil fuel extraction	9/23/2014 8 27 PM

Please note pages 55 to 61 were removed because they contained personal information that cannot be disclosed under the provisions of the Freedom of Information and Protection of Privacy Act.

## Correspondence

Feedback was also collected with a dedicated email address: [pipeline@victoria.ca](mailto:pipeline@victoria.ca).  
23 emails were submitted in regards to this proposal.

## Email Correspondence

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Please consider the following:

1. Kinder Morgan is calling the shots for the coming hearing, in collusion with the Vancouver Port Authority [appointed by the Harper government]; the NEB Review Panel is made up of Harper appointees; and under the aegis of Bill C 38 [introduced by Harper.]
2. There is very little hope that presenters will make any difference if they try to pose questions.
3. Therefore, instead of asking questions, and with the co-operation of the State of Washington, TELL the Panel you are taking Kinder Morgan and those in collusion that you, the presenters, are taking them to court.
4. With the co-operation of the States, take them to the UN; without the States, take them to the BC court but prepare to take your case to the Supreme Court of Canada.

I will be consulting a lawyer to determine what precise charges can be used.

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I say Yes.

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The contentious subject of tanker traffic, in particular, through the coastal waters of British Columbia elicits a response in me that has been considered for a long time. My earliest thoughts were prompted by the Exxon Valdez disaster in Alaska quite some years ago. More recent prompts have been the media and other statements by authoritative individuals, some of whom are in favour of increased marine traffic and the greater part of statements made who advise caution or who are definitely against increased tanker traffic.

The Shirumir incident just two or three weeks ago off the west coast of Haida Gwaii cannot more emphatically illustrate how susceptible are the coastlines of British Columbia. For the anticipated increase in tanker traffic, there is no remotely adequate emergency capability in place and international maritime regulations are obviously inadequate. (How about a back-up bunker fuel oil heater in every vessel ?)

I experienced the pristine beauty and uniqueness of the Queen Charlotte Straits, the Straits of Georgia, and Quatsino Sound in a canoe some years ago and I cringe with the thought that these might be threatened. Don't allow tanker traffic in such numbers because, statistically, there will be one or more disasters on a large scale.

I will applaud the government or whatever discretionary authority that says NO to increased tanker traffic in the Straits of Georgia or in Dixon Entrance.

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Who enforces their safety regulations? Regulations mean absolutely nothing without meaningful enforcement. I know once the oil is on the tanker safety is up to the crew and Coast Guard.

Do they oversee the lines themselves, or is Safety an externality handled by a government organization that inspects everything regularly. I would like to have them oversee their own operations so they are the only accountable party if they are allowed to proceed.

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The area where pilots change is an undue risk.

For efficient steerability through Haro Strait transport vessels tend to maximize tidal flow as that flow exits Juan de Fuca Strait into the Salish Sea.

At the present rate of traffic there are occasions when 8 transport vessels, and more, are moving, or at anchor, in the zone where pilots enter/exit vessels. This zone is viewable from Clover Point, Victoria.

By law, compensation are due for damages incurred on USA's public lands and waters. However, no compensation for damages to Canada's public land and waters, if precedent spills without compensation to public lands and water, in Burnaby and Richmond's recent spills.

Increased vessels, laden or unladen, increase risk of multi-vessel impact.

Multiple vessels anchor at the American waters' border (center of the JdF, and too, other vessels closer to American land). With each turn of the tide the vessels at anchor turn in a sweep, keeping bow taught to the tidal flow. Due south of Victoria pilots embark.

My question: Is collision/spill risk further mitigated by moving the pilot change zone, from south of Victoria, to a zone west of Race Rocks, stationed from Sooke, for dangerous goods, oil, dilutant, and gas?

LNG carriers must be added to equations of a local tanker transit risk profile.

The energy contained in the LNG carriers is some 20 times that of Hiroshima's blast force. The risk profile to coastal urban dwelling from an inattendant container vessel rounding too far south, and in a lurch jostling a container onto an LNG carrier.

Not all expansions of the coastal transit industry are equal. The allocation of assets to meet risk for additional tankers is an opportunity to mitigate by a standard set to meet the foggiest of conditions. Clearly, a fixed tow vessel for all tankers, and a shift west of the pilot change zone into JdF would diminish risk.

There is a need for more integrated responders and specialized disaster relief materials. Industry is not being obliged. A multi-tasked civil service is needed.

Were a tsunami to move down JdF with great volume, all tankers actively bow-tethered to large multi-engine ocean going tow vessels would have less risk of being swept inland.

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I am opposed to further expansion of the Kinder-Morgan pipeline.

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This is such madness it hardly warrants explanation. My position is a big NO. Not now, not ever. For all the reasons put forward by Burnaby mayor and others. Spills are inevitable, increased tanker traffic is absolutely unacceptable and the benefits to the people are negligible. Only a few already obscenely wealthy people will benefit. We should be investing in clean energy....solar, wind etc and stop building pipelines immediately. Period. Anything else is totally unacceptable.

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The more oil by pipe the safer

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I have thought about the oil question at length, and feel that energy needs are best met with solar power.

The sun gives renewable energy in its daily path; no buying or selling. This leaves our land intact for forests, rivers, lakes, people and wildlife.

Development of fuelling BC's electricity needs with solar is already taking place, as the Sooke nation sells solar generated electricity from their roofs to BC Hydro. Following this up on a wide-spread scale can free us from damaging rivers and land; from destroying salmon-spawning runs; from all kinds of needless mechanical interference with people's homes and the environment.

Please extend this thinking into the pipeline issue, and see how any country is capable of generating ample power every day without burning a thing or poisoning a thing. Any oil needs can be met through plant oils such as olive, peanut, and sunflower.

Thank you for considering using solar power.

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Just wanted to say thank you for organizing the local movement to say NO to the Kinder Morgan pipeline expansion.

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Hello, I am adding my voice to the thousands who are opposed to increasing oil pipeline traffic on our coast. Please don't allow this.

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Dear City of Victoria,,, I have been a liberal all of my life,,,,and count the blessings of many friends who believe in compassion,,,transparency,,,and respect for this planet,,( earth))) to my circle. My first oil spill was the Santa Barbara oil disaster of 1969,,,it was not a pleasant first experience,,,this proposed northern gateway pipeline or by train,,,is a major disaster waiting to happen,,if a tanker 500,000 dwtons or 1,000,000 dwtons,,,like the Exxon Valdez,,,hit a reef or grounded anywhere along the mid coast of Beautiful BC,,,it would be catastrophic for the people,,,And with great respect the BC Government nor the Federal Government do not have the capability to install very specific cleanup technologies,,,,not to mention the catastrophic environmental damage done to our Beautiful BC coastline,,,this Alberta bitumen (( dilbit))) is rough stuff,,,not to mention the pet coke (((5 billion tons of it ))) as a result of the refining and shipping process,,,,,now there's a hole in the wall location in Australia,,called Coober pedy,,just coming on stream,,,with possible recoverable reserves of 500 billion barrels,,,much greater than Saudi Arabia,,,geographically closer to china than BC is,,,now as far as our natural gas is concerned I am all for development,,,as it is a cooler natural gas then other world locality sources,,,,I ask myself ,,and I am trying hard not to burden you too much,,,I ask myself if the human species ((( carbon units )))will be around in 1000 years,,,what should we be doing differently,,,as stewards of this Planet,,,and perhaps you are limited in what you can do in your relationship to the Premier,,respectfully I might add ,,but you must try to stop this insanity of shipping raw bitumen,,,I am begging you from the core of my soul,,,,if this process is not done right,,if the people of BC do not have say in this regards,,,and I mean the people living on the coast ,,this Province will probably erupt like no one has ever witnessed before,,I pray that does not happen but one can just feel the tension,,,would it not be a fine dynamic if one could present to you a time traveller from the future and share with you ,,in deep kindness,,,the folly of this proposed northern pipeline,,,would you listen than,,,or is thy heart of your Soul tuned to the Tears of this Planet,,,is that enough for you,,,this is from my heart,,,I do realize there is a heavy burden placed upon your spirit as minister,,and you are probably feeling like you are caught in a trap,,so I am going to pray for you like I have never prayed for another Human,,,I am not trying to write a novel here,,,just a presentation of my thoughts,,,,all you have to do is say No to this proposal ,,it's as easy as breathing,,,so there you have it,,,kind regards ,,and Blessings!

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Yes, we have to get the BC government to demand that Harper does not have any right to approve this pipeline. Victoria never got a chance to have their say. I see tankers passing my James Bay window every day and wonder I have no say in something that affects me directly.

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Maybe the City of Victoria should stop being a third world city and stop dumping their untreated sewage into the ocean. Then they can have a say in the tanker traffic .

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I truly believe any discussion on tanker traffic must include the fact that we are on an island, and rely on tankers to bring our fuel. Do we want tankers on our coast to only fulfil our needs, or do we as a collective voice say no more tankers, and either build a pipeline or quit using fossil fuel! Where do we stand? Hopefully, not hypocritically.

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Increasing tanker traffic would be a huge mistake. There would be oil spills and coastal damage. Instead we should place our focus on environmental protection and growing our sustainable energy sources.

Keep our oil in Canada for our own long term use. Making money should not be the basis for making this decision. Listen to First Nations and the thousands of other people who oppose this project.

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No Pipeline

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Our city/island/coastline will be fouled by oil shipments.  
It is not a case of if but when.  
We cannot possibly condone such disaster as even a possibility, never mind a probability.  
I am totally and fundamentally and viscerally opposed to any more tankers.

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I am utterly opposed to any increase in tanker traffic on the BC coast.

No doubt Trans Mountain seeks to expand its pipelines system in order to increase export volumes, which would require the sort of increased capacity available only in super tankers. Super tankers are not acceptable in this beautiful and fragile marine environment.

Please represent my views in the upcoming public hearings. Tell The National Energy Board of Canada that this application should not be approved.

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I will not be available to attend the planned open house on the TMP application in September, therefore I will offer up my comments at this time. First a bit of background: I spent the 1970's working first in the public utility regulatory arena followed by time working for a pipeline company. This has provided me with a few insights into the inner workings of a well functioning regulatory process and into the mindset of pipeline engineers.

The TMP proposed expansion presents an unacceptable risk to coastal British Columbia, including the Straits of Juan de Fuca and the shoreline of Victoria. The increased tanker traffic will have a major impact on the welfare of the area sea life, including the resident and transient Orca populations. This will in turn directly impact the tourism industry in Victoria, in particular the whale watching tour operators. Moreover, a diluted bitumen spill in the Straits would have an unknown impact on the environment and the economy of Victoria as demonstrated by the billion dollar clean up bill the 2010 Kalamazoo, Michigan diluted bitumen spill. In addition, given the \$1.3 billion liability limit for oil tanker owners the residents of Victoria and British Columbia could be burdened with billions of dollars in clean-up costs in the event of a major marine spill.

I would recommend the following changes to the TMP application:

- upgrade the bitumen in Alberta to synthetic crude, thus eliminating the unacceptable risk of moving diluted bitumen via pipeline and ocean going tankers;
- substantially increase the tanker liability limit; and
- pump the synthetic crude to Puget Sound refineries for further upgrading, thus avoiding the urban congestion in Burnaby and the seaway congestion in Burrard Inlet.

These changes to the application would serve to reduce risks to our environment and to in fact back out some of the Alaskan crude currently delivered to the Puget Sound refineries in Ferndale and Anacortes. Some of the Alaskan crude could be diverted to California, or other markets, thus actually reducing tanker traffic in the Straits. British Columbia currently receives about 20,000 barrels a day of refined products from Puget Sound and that volume is likely to increase in the future. These refineries have a combined capacity of over 600,000 barrels per day, versus about 54,00 barrels at the Chevron refinery in Burnaby.

If, at some future time, markets for oil sands synthetic crude open up in California or elsewhere that product could be exported via Puget Sound, which offers oil terminals and tanker routes that are far less perilous than Burnaby and Burrard Inlet.

One final note. For those who would call for an outright rejection of the TMP application I would caution that no pipeline expansion will lead to substantial increases in rail tanker car deliveries of diluted bitumen to the south coast. Any increased rail traffic can take place without significant regulatory oversight and in tank cars that are prone to spilling in the event of a derailment. Please keep in mind that just a very few years ago very little crude oil travelled by rail in Canada, by 2013 oil producers were moving 200,000 barrels per day by train and are forecast to ship at least 700,000 barrels per day by the end of 2015.

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**I retired to Victoria from Alberta** 10 years ago, and happily rent an apartment in James Bay, an historic, socially diverse bike-able community which important assets include a substantial urban forest in addition to Beacon Hill Park, an interesting harbour, accessible, natural local beaches and parks, and the mountain vistas across the Strait of Juan de Fuca of the Salish Sea. My relatively car-free life style is facilitated by proximity to Victoria's CBD, and bike-friendly regional transit and network of bike routes; and is used to regularly access and learn about my natural and built environment.

Predicted earthquakes aside, our attractive built heritage seems stable; but our precious maritime and land-based ecosystems are perhaps not, particularly considering corporate/government plans for enhanced oil/gas export by tanker.

**A cycling life by the Salish Sea.**

I enjoy cycle outings in Victoria in any season, virtually always including a visit to harbour or beach; for errands; and in the process get exercise, stay healthy.

Particularly in Victoria and Oak Bay, the cycle facilitates the stop on a chance meetings with friends or sighting at a beach; a stop in winter to marvel at monster storm waves pouring across the road, or buds forming on a near-by bush; a stop in summer to walk a beach at a particular low tide and see the intricate life in inter-tidal ponds.

For a longer ride, the scenic, waterside route linking the Inner Harbour to Oak Bay, Rockland and Cadboro Bay is second to none. For yet longer trips in 'rural' areas, I join cycle friends, but again lunch is probably at a beach at or near the Salish Sea.

A quiet day at home is enhanced by a brisk walk and the ocean air, to breakwater's lighthouse; or to check the harbour for arrivals of interesting yachts or cruise ships.

**Marine shipping activities: environmental, socio-economic; impact on land owners & land use; spills, accidents malfunctions.**

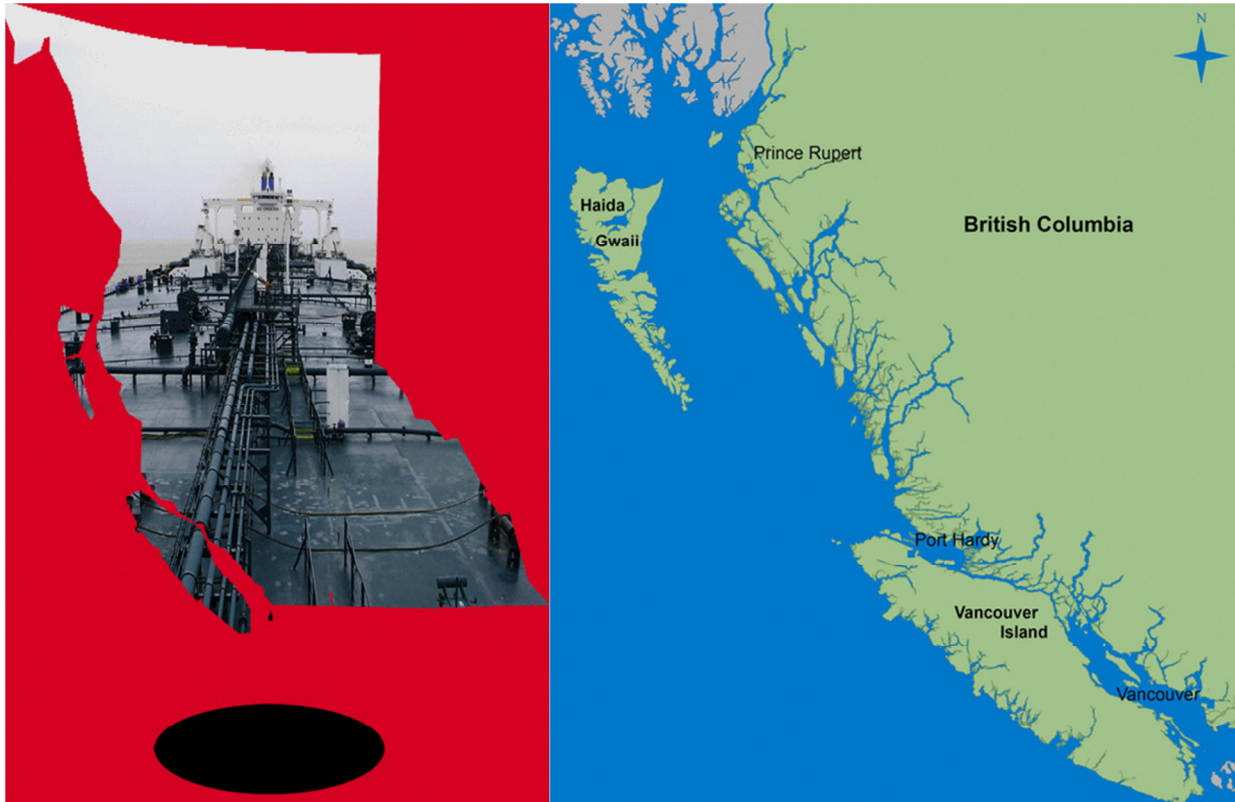
My neighbours, my self and literally millions of annual tourists, would be offended, affected, possibly devastated by degraded regional terrestrial and marine ecosystems; by the possible short term odours and probable long term health hazards of a news-worthy spill or major accident; and by an associated cavalier culture which invites malfunction, punctuated by discussion of 'world-class' clean up, future mitigation, and pronouncements arising from decision-based-science.

I leave it to others to apply probabilities (which are not nil) to calculate resultant risks to: tourism and property values; not to mention the up- and down-stream (tidal) effect on communities, important fisheries, 1<sup>st</sup> nations interest; the long term well-being of humanity. END

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A gif is worth almost a thousand words...



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I live in Oak Bay on Beach Drive where I see the marine traffic in Haro Strait and the Strait of Juan de Fuca and trace it on the Internet. For more than two years I have researched pipelines, oil companies, climate change, etc. I think I am well informed. I have attempted to condense my research into the enclosed "information" articles titled "Hubris" and "Hubris II" which were published in the *Rural Observer*.

As you will see, I am functionally illiterate on my computer. The second enclosure is really "Hubris" and I don't dare correct it. [I plan to write two more for those who don't have time to do research themselves.]

From my research and observation I have concluded the only solution is to take Kinder Morgan to court--in conjunction with the State of Washington. Kinder Morgan is in collusion with the Vancouver Port Authority which is appointed by the Harper government. The members of the NEB are appointed by the Harper government. It is doubtful that a court case would win in BC, so in Canada we would need to be prepared to go to the Supreme Court. Both Canadians and Americans could appeal to the UN.

It would be dramatic if you could persuade all intervenors to have a concerted voice and tell Kinder Morgan and the NEB panel you do not accept their authority and are taking them to court.

There are many more points I could make.

## HUBRIS

I am sick and tired, fed-up, disgusted, ashamed, frustrated, and very, very angry. And I am not alone. Literally thousands of British Columbians share my feelings. As Stephen Harper said recently, "It wouldn't be BC without a protest." Indeed! We have reason to protest.

Why? Because of what our federal and provincial governments are doing—and aim to continue doing—to Canada, the Pacific Northwest, and the planet.

Consider Stephen Harper and his inner circle of old half-witted sheep bleating articulate monotony about the "national interest" and "jobs, growth and prosperity." Consider, too, their monomaniacal insistence that salvation lies in oil, LNG, and coal.

During his recent visit to BC, Harper excoriated the NDP for "dangerous ideas" and the Liberals for "vacuous thinking," saying they would reverse all the progress his government has made.

So let's examine the "progress" Harper is patting himself on the back for: fired or muzzled scientists; closed research stations; cut-backs to the Coast Guard; closing some CG facilities; gutting, ignoring, and changing environmental laws; gutting the scientific research libraries of Fisheries and Oceans; changing the Navigable Waters Protection Act to exempt pipelines and power lines; closing Veterans Affairs offices; even closing the Centre of the Universe in Victoria [this saved less than \$245,000] . . . and on and on and on. All these "savings" to make Canada's economy strong.

For those of us west of the Rockies, these measures are the antithesis of "progress." They are beyond determined dumbness, destructive, and dangerous. They raise serious questions about the judgement and ethics of the Harper government.

What is it that Harper fears from scholars researching primary sources? From what our scientists and environmentalists know? From knowledge of our past? What is it that he doesn't want us to learn?

Apparently, some have been taken in by his rhetorical bleating and the bombardment of newspapers and TV ads which are deliberately misleading. [When does "deliberately misleading" become fraud?]

According to a recent [Nov.2013] Harris/Decima poll of more than 1,000 Canadians, 87% believe oil and gas development is economically important, 53% rank it as the most important sector in Canada. Without knowing what questions the pollsters asked, these numbers are meaningless. But the implicit message being touted is that the oil and gas sector is indeed "making Canada strong." But—the poll was commissioned by the Harper government. This alone makes it questionable.

Is the oil and gas sector really "making Canada strong"?

More than half [51.1%] of all oil and gas operating revenues goes to foreign companies, and more than 71% ownership of all tar sands production is foreign. Foreign companies control 24.2% of production. [These numbers will have changed over the past two years as more foreign companies have become involved—but they won't have changed in Canada's favour.]

Good grief! We're talking about OUR gas and oil! What kind of deals has the Harper government made? I am saying "Harper" government purposely, not the "Canadian" government, because these deals have been made arbitrarily by Harper and his inner circle in collusion with foreign countries and companies. The details have not been released, not even—judging by the silence of the lambs on the back benches—to all Conservative MPs.

Given all the hype, one would think that this is the promised land, Canadians are laughing all the way to the bank, and our prosperity is reflected in the national GDP.

This is not the reality.

According to a research study (Sept.2013), the last official numbers from the Canadian Energy Research Institute(CERI) in 2000 estimated revenue from the oil and gas resource industries to the national GDP at 1.5%. Now, unofficial but reputable studies estimate this to be around 1.65% or 2% with "support activities" added. With the exception of Alberta, the share of this revenue to the provinces is calculated to be less than one half of one percent. No matter how it is cut, this is not a significant piece of the pie for all Canadians. It does not make the natural resources sector the "most important" in Canada economically--as the government would have us believe. Neither does it make "Canada strong."

It is significant for Albertans, however, because they receive 90% of the economic benefit. In addition to royalties from companies, the high wages of workers in the oil sands are reflected in peripheral benefits to businesses and in taxes; the province receives more than 25% of its GDP; and even Kitimat in BC is experiencing a real estate boom in expectation of Northern Gateway and the ineffectually silly Kitimat Clean with its proposed two or three pipelines from Alberta and six more near Kitimat because China "needs" our fossil fuels. [The founder of Kitimat Clean really said this. What an asinine remark from someone who should know better.]

What have these deals cost the taxpayer?

In 2013, the International Monetary Fund identified \$26 billion per year in Canadian taxpayer subsidies to the oil, gas, and coal industries; \$129 million has been contributed to a carbon capture project in the Alberta oil sands; over the past two years, two-thirds of the government's total advertising budget has been spent to promote the message that "Canada is an environmentally responsible and reliable supplier of natural resources," \$24million on advertising abroad and\$16.5 million domestically. There are more costs, literally millions of dollars, unreported and hidden—but these are only economic costs and do not take into account the incalculable cost to the environment and its consequences.

What about the "hundreds and thousands of jobs" Harper has promised?

The government claims that 10% of all jobs in Canada are found in the natural resources sector: 950,000 in the sector itself and 850,000 in industries that service this sector. But--like all government figures, these should be taken with a grain of salt because they cannot be verified. Neither can they be believed.

On the other hand, according to the CCPA, for every job in the petroleum industry sector in the past decade, net employment in the export-oriented goods industries declined by almost 520,000 jobs. Statistics released later reported another 69,000 jobs lost. These numbers are growing and can be verified by reports in the media. But -- there is no way more than 600,000 unemployed can pick up roots to work in the oil sands or its related industries. Their only alternative is part-time jobs.

The promised "hundreds and thousands" of new jobs simply have not materialized. If Canada's economy is strong, it is in spite of—not because of—the oil sands.

The governments of Harper and Alberta are not alone in their pursuit of natural resources as the sole means to prosperity, however. The present BC Liberal government is equally guilty.

Given the literally millions of dollars companies which stand to profit have poured into the Liberal coffers and the apparent ease with which they have manipulated both Premier Clark and her aptly-named Minister of Natural Gas, Rich Coleman, this is not surprising. Both Clark and Coleman display an abysmal ignorance of what their actions entail. Frankly, they are an embarrassment.

In their grandiose scheme to promote LNG to the point of being "world leaders" in its sale and the empty promise of 100,000 jobs and "trillions of dollars," neither Clark nor Coleman has indicated any awareness of its inherent danger, although there is ample evidence to be found.

Had they done their due diligence, they would have learned that the chemicals used in fracking--called "endocrine disruptors--" are linked to the birth defects and infertility discovered near drilling sites. They

would also have learned the risk of metabolic, neurological, and other diseases, especially in children, and of the release of volatile organic compounds and nitrous oxide contributing to ground-level ozone. Further, they would have learned that numerous countries and places around the world have either banned fracking outright or placed moratoriums on it because of its inherent dangers. [The list of those banning it is too long to repeat here.]

Not a word of these dangers here or in Alberta.

Clark has said that if LNG escapes, “poof”-- it evaporates into the atmosphere. Coleman has boasted it will “sweep the skies of China clean.” They also brag about 8 mines, upgrading to 9 currently operating, and at least one LNG terminal to operate in Kitimat in the near future and 3 more in operation by 2020. All of these involve fossil fuels which will require a *very* vigorous sweeping of China’s skies. But the BC government has been deaf to the protests of thousands of British Columbians. Like the Harper government, they seek foreign investors and promise tax breaks for companies--but cannot afford money for schools and other necessities. [Gas companies in BC receive \$4 billion in subsidies every three years, however.]

Is this crass ignorance, gross indifference, or gullible obedience to the companies who have paid the piper and are calling the tune?

BC’s present government is seemingly unaware that BC is already “world class” because of its pristine natural beauty or that there are many areas it could develop without destroying the environment which is its Golden Goose. We *could* become world class in technological, pharmaceutical, and agricultural industries, a show case for selective logging and reforestation, small- ferry building—and the list can go on and on. **[What about BC Bud? Now there’s a *real* cash cow!]** There is no need to barter with our natural resources.

But neither the Harper government nor those of Alberta and BC understand that “economy” and “environment” are not mutually exclusive or that their attempt to exploit the “environment “ in order to benefit the “economy “ has serious consequences for climate change with its accompanying extremes in weather.

Ironically, British Columbians who do the most protesting have been the least affected by the weather extremes plaguing the rest of Canada and the world. At least so far. However, those of us in the Pacific Northwest have the most to lose if proposals from Northern Gateway and Kinder Morgan are approved. [Kitimat Clean apparently has not yet made a formal proposal.] The Pacific Coast is the most earthquake prone

The proposed pipelines between Alberta and Kitimat have the potential to destroy ecosystems, put at risk all rivers and streams in their path, endanger the lives of all living creatures, and violate First Nation’s land rights. That proposed by Kinder Morgan would also put at risk the Pacific Northwest, more than its existing pipeline already does.[Kinder Morgan has already been responsible for seven spills, four of these over 100,00 litres. The largest spill in Vancouver’s history (224,000 litres) occurred when an improperly marked pipe was ruptured in a residential neighbourhood of Burnaby.] The Salish Sea is already too crowded, making a spill or collision possible, probable, and inevitable. Most important, the Pacific Coast is the most earth-quake prone region in Canada and part of the Pacific Ring of Fire.

I can see the marine traffic in the Haro Strait and the Strait of Juan de Fuca. Some ships are longer than the aircraft carrier *Abraham Lincoln*; some are bigger than the *Costa Concordia*; some are marked “marine hazard A”—which kills. These are too large and too dangerous. Add some 300-400 more as Kinder Morgan is proposing and the Salish Sea will be a disaster waiting to happen.

Moreover, all marine traffic bound for Asia, regardless of size or cargo, is carrying enough fuel to get there. This fuel alone is a significant risk whether the traffic is from Burnaby or Kitimat.



Some argue that there hasn't been a major marine disaster in the Salish Sea in 60 years. This is a fact, not an assurance that there won't be one. Some argue that "technology" today is "state of the art" and "world class"—but both terms are meaningless and to use them as if they ensured safety is foolish. No "technology" can prevent human error, mechanical failure, weather extremes, earthquakes, and tsunamis.

Tankers to and from Kitimat must pass through Hecate Strait, one of the four most dangerous waterways in the world. This is not mentioned in the pretty ad of the Harper government earnestly proclaiming its environmental "responsibility" and "reliability" as a supplier of natural resources. Neither is it mentioned in Enbridge's equally pretty ad vowing to keep BC's coastline and rivers "beautiful." [In a perverse sort of way, the Enbridge ad showing the spawning fish gasping its last breath is a perfect metaphor for what threatens to be our future if these pipelines are built.]

Does failure to mention these and other potentially costly risks make the government and Enbridge guilty of false advertising? What are investors told?

[It seems to me that investors should do their own due diligence and know the risks *before* investing.]

The dangers of both land and sea routes, and the social and environmental consequences of a spill were made abundantly clear at the public hearings of the Northern Gateway Joint Panel. There could be no misunderstanding the public opinion: two presenters spoke in favour; over a thousand were opposed. Surely this overwhelming opposition would be uppermost in the JP's findings when they were presented to the National Energy Board.

But a funny thing happened: somebody concluded "Canada and Canadians would be better off with the Northern Gateway Project than without it." But who was this "somebody?" Just who "recommended approval"—and to whom?

WHY ON EARTH would they approve it? Something important is missing here . . . .

The three members of the Joint Panel were appointed by the government. Two were members of the NEB, also appointed by the government. Apparently, the findings of the panel were beyond the comprehension of the NEB, as were Enbridge's admissions there was a 93% probability of a spill and that its benefits would exceed costs only if the price of oil increased. [An analysis by presenters estimated costs would exceed benefits by between \$400 million and \$2.2 billion—NOT including environmental costs.]

A garbled and goofy report—which would awe even the Keystone Kops—has gone to the Minister of Natural Resources for a final decision in June.

[Remember him? He's the one suffering severe hyperbole who makes extravagant promises at home and abroad to would-be investors for the oil sands and who wrote an open letter accusing environmentalists and other "radical groups" of undermining the economy. *Whoo Boy!* In the "interest of stability" Harper has appointed him Minister of Finance. Some stability!]

Meanwhile, before the final decision, the inept NEB report is being taken to court because of its errors, omissions, and contradictions—and its legality is being questioned. But this probably won't matter because Harper has already said he will approve Northern Gateway, even if the Minister doesn't. [As he has just found out, what the courts say is another matter.]

So the Northern Gateway public hearings process was a farce, a consummate waste of the taxpayers money, and very insulting.

The public hearings scheduled for Kinder Morgan threatened not to be any better. Only those who met the NEB criteria of being "directly affected" or with "relevant knowledge and expertise" would be allowed

to speak and were required to follow a formidable list of instructions in order to register. This discouraged many would-be presenters. But it did not discourage some 2,000 who are now registered to speak.

However, the NEB refused to register the US Environmental Protection Agency (EPA) because they had missed the deadline—which was not well advertised and sooner than expected—quite forgetting that we share the same area and will share the same problems, thus neatly avoiding the fact that the EPA would probably present some inconvenient truths the Harper government doesn't want to hear.

It appears that Harper has already made up the NEBs' mind and it doesn't want to be bothered with facts.

There are some facts the Harper government can't ignore, however. Focusing on natural resources for "jobs, growth, prosperity" has been an egregious mistake. It has produced none of these, destroyed Harper's credibility, and raises the spectre of possible irreparable harm to Canada's economy.

It is the responsibility of the government to determine whether resource exports are in the "national interest." The government of Canada consists of the majority party AND the opposition parties. They are not mutually exclusive. Both sides must be fully informed, allowed to debate, discuss and consider—and only then to decide. It is not the prerogative of Harper and his caucus to make the decision unilaterally.

Yet this is what they are doing under the specious aegis of Bill C-38 Jobs, Growth and Long-term Prosperity Act which introduced, amended, and repealed some 70 laws, overturning the entire Canadian Environmental Act. Bill C-38 was squeezed into the 470 page omnibus budget of March 2012—although it was not, strictly speaking, a budget matter.

Remember the changes in environmental laws that Harper considers "progress"? They were inspired by a letter addressing regulatory reform for major industries from EFI (Energy Framework Initiative, ), a group of petroleum, pipelines, and gas producers, sent to Peter Kent, then Minister of the Environment and Joe Oliver, then Minister of Natural Resources. It was dated December 12, 2011. [This letter and Bill C-38 are available on the internet.]

Acting on this letter, the government re-wrote the Environmental Assessment Act, changed the Fisheries Act and the National Energy Board Act. It replaced the Navigable Waters Protection Act with the Navigation Protection Act. When Bill C-38 was given Royal Assent on June 29, 2012, someone said it was "the day democracy lost its soul." [I wish I had thought of that.]

In fact, Bill C-38 gives Harper the powers of an absolute dictator who bullies his Conservative MPs to blind obedience. But then, Harper is not a "Conservative."

Rather, he is an opportunist who has been involved in various political parties—Liberal, Conservative, Reform, the Nation Citizens Coalition, and the Canadian Alliance. The present Conservative Party of Canada of which he is the leader and Prime Minister is the result of a merger between the Canadian Alliance and the Progressive Conservative parties. All his adult life, he has been exposed to the relationship between government and oil companies in Alberta. Now they are making good bed-fellows.

But neither Harper nor his fellow Conservative MPs were elected with the intention of giving him a mandate to re-make the Conservative party in his own image and likeness, as he is doing, or to exclude the Official Opposition from input and debate in determining what is the "national interest." He was NOT elected to run a one-man show with his caucus.

The Harper government [or more precisely, the Harper caucus] has arbitrarily accommodated the industry companies, and is still actively seeking foreign investors for the oil sands without any apparent enforced regulations or revealing the details of the deals it has made with foreign countries.

In effect, they have made Canada a hostage to these deals, putting the Canadian economy in jeopardy of lawsuits from foreign companies and countries if their profits might be reduced for environmental protection or workplace safety. [See the Canada-China Foreign Investment Act (FIPPA) for details.]

Has FIPPA been enacted? We simply don't know—but it might explain why the NEB approved Northern Gateway's proposal. What are the conditions for other deals? We don't know about them, either. We do know that Harper has been selling our natural resources-- which aren't his to sell. Isn't there a legal term for this offense?[Let's try "the sale of stolen property" for starters . . .]

[If there are lawsuits against the Canadian government, I hope someone will successfully argue the Canadian government was NOT involved. Harper and his caucus are solely responsible. Or, better still: the Opposition enlist the Conservative MPs who are appalled by the chicanery, collusion, and corruption of Harper and his caucus and call a vote of non-confidence before it is too late.]

Proposals for all the new pipelines have a single goal: to ship our most polluting fossil fuels to the most polluted countries in the world. There does not appear to be any moral or ethical dimension governing the behaviour of our governments or the countries and companies involved, so the present situation is simply out of control.

However, in 2013, the new corporation Alberta Energy Regulator(AEP) was phased in with a mandate to regulate oil, gas, and coal development in Alberta, including the Athabaska oil sands, and to be "responsible for all projects from application to reclamation." It is too soon to gauge its effectiveness—but it didn't prevent Harper from making yet another deal, this time with India.

When methods to refine petroleum and natural gas became financially viable, and Alberta boomed into jobs, growth and prosperity, other countries and companies joined the feeding frenzy. No one appears to have considered the consequence.

No one was particularly interested in early warnings of climate change with extremes in weather or that it was largely caused by humans burning fossil fuels; the term "greenhouse gas" was virtually unknown—or ignored; the fact that the oil sands were located in Alberta's boreal forest had little significance.

Few, if any, were aware that the boreal forest has an essential role in maintaining the delicate balance between carbon and oxygen in the earth's atmosphere, storing an estimated 208,000 billion tonnes of carbon—or the equivalent of 26 years of the world's carbon emissions from the combustion of fossil fuels at 2006 levels. It was regarded as being simply there, waiting to be exploited, of no particular use except for the riches it buried for man's taking.

Few people realized Alberta's boreal forest had been carefully designed for man's protection, that its "dirty gas" contains 17% more carbon than conventional gas, and that destruction of the oil sands raises greenhouse gases by 38%.

But now we should know we are paying the price of man's consummate greed, collusion, and ignorance. But this lesson still hasn't been learned by our governments or the companies that control them.

To its credit, Alberta Environment has recognized what is happening and in 2013 planned to set aside some 20,000 square kilometers of the remaining boreal forest as conservation area. But at the same time, its fracking leases granted soared 647% to 1,516, as revealed in documents obtained by the Alberta NDP. [Where is the AEP?]

So the greenhouse gases released by the oil sands have increased 38%; the "dirty oil" extracted from them contains 17% more carbon; [BC does not have figures for its perverse determination to exploit its fossil fuels.] And it appears that no one is concerned about why people are getting sick and testing the air for more than plant allergens to find out.

Do you suppose our governments will accept any responsibility for these changes? Will the companies which caused them? Do you suppose they will reconsider "bigger is better and biggest is best" and think instead that "small is beautiful?"

The ancient Greeks had a word for describing what our governments have been doing—HUBRIS—which means assuming the prerogatives of the gods. And those guilty of hubris were punished by the gods. Don't mess with the gods!

And here in the CRD we can't even burn leaves in autumn because this would cause air pollution.

It is to weep!

## Hubris II

*(The articles in Hubris are the result of more than two years of research. It is my attempt to condense what I have learned for those who need to know but do not have time to find out for themselves. Let's call them "information" articles, gleaned from many and varied sources—too many sources to acknowledge in these pages. The real work has been done by others. Yes, I have read both sides of the issues and checked my sources. A general bibliography will be provided when I am finished.)*

The editor's note at the end of the first article said I would provide information about the promised "hundreds and thousands of jobs." So here's an update to May: over 665,000 people are without jobs; 28,900 jobs were lost in April 2014; 38% of the jobless have simply given up looking. Harper claims to have created over one million jobs since 2009; during a question period this May, Finance Minister Joe Oliver bumped this number up to three million (probably another attack of hyperbole); neither said where these jobs were or what kind they were.

Northern Gateway's latest ad shows that they hired one student. A report from the Bank of Canada says it "may have modestly overstated the extent of recent improvement." In fact, there are as many numbers floating around as there are different sources providing them, so it is impossible to know employment figures with certainty. (Finance Canada used *Kijiji* as a source; Stats Canada did not use *Kijiji* but a new computer system skewed their numbers. What we can know with certainty, however, is that our students are desperate for summer jobs. Let's take a look at BC next.

Like the governments of Harper and the Province of Alberta, BC's Liberals are pinning all their hopes on the extraction and sale of fossil fuels. Given the millions of dollars poured into their coffers by companies who stand to profit, this is not surprising. (In 2011, nearly two-thirds of Liberal funds came from donations by big companies.) It now appears that those who paid the Piper are calling the tunes, manipulating both Premier Clark and her deputy, Rich Coleman, with ease.

In their public statements about LNG, both Clark and Coleman reveal abysmal ignorance. Apparently neither has done due diligence. Clark was shown on TV telling an audience that if LNG escapes, "POOF! It evaporates in the atmosphere," waving her arms to illustrate "POOF." Coleman has said, "it will sweep the skies of China clean." Frankly, they are an embarrassment.

But this May, a 292-page report on hydraulic fracking was released by the Council of Canadian Academies (CCA) a non-profit group composed of university scientists, which supports independent scientific research. This group had been commissioned by the Federal Ministry of the Environment to "consider the state of knowledge of potential environmental impacts from the exploration, extraction, and developments of Canada's shale gas resources." In particular, they were to examine "the potential impact on surface water and groundwater, greenhouse gas emissions, cumulative land disturbances, and human health."

The report concluded that "Canada's 10-year experience with (hydraulic) fracking isn't enough to draw conclusions on its impact," noting that the effects of chemicals used "both singly and in combination" are not understood. (There are over 600 chemicals used in fracking fluid, including known carcinogens and toxins.) The report called for "environmental guidelines and significant research."

In response to the CAA report, the spokesperson for the Canadian Association of Petroleum Producers (CAPP) claimed that after 10 years of hydraulic fracking they have "a great deal of experience."

Government ministers “hastened to reassure that fracking is safe and well-regulated.” Coleman said, “the report doesn’t give me cause for concern ... we’ve never had a drill stem leak or fail. We do really well.” Even the Federal Environment Minister chimed in, saying “Shale gas deposits can be developed safely, responsibly, and in compliance with the strict rules in place to protect Canadians.”

There are NO “strict rules;” hydraulic fracking is NOT well-regulated; and Rich Coleman SHOULD be concerned.

Like the CCA, I have read and viewed much of what is in the public domain on the dangers of fracking to human health—and there is a great deal. As usual, other countries are light years ahead of Canada in research. Four countries - France, Bulgaria, Luxembourg, and South Africa - have banned hydraulic fracking outright, others too numerous to mention have placed moratoriums until more is known about its consequences. But Canada is blundering on in blissful crass ignorance. (When is deliberate crass ignorance identified as criminal negligence? Is there a difference?)

Publications like *Natural Gas Operations from a Public Health Perspective*, *The American Journal of Public Health*, and numerous articles claim that the chemicals used in fracking damage “lungs, livers, kidneys, blood and brain.” Articles on endocrinology identify these chemicals as “endocrine disruptors”, which are linked to “birth defects and infertility discovered near drilling sites. They also pose a risk of metabolic, neurological, and other diseases, especially in children, and release volatile organic compounds and nitrous oxide contributing to ground-level ozone.” In the USA, there are 1,000 documented cases of water contamination next to areas of gas drilling as well as cases of sensory, respiratory and neurological damage due to ingested contaminated water.

How many such cases are as yet undetected in Canada? (I recommend CBC’s *The Nature of Things*, “Shattered Ground” for those who don’t have time for more.)

So Premier Clark and her Deputy have failed the due diligence test on fracking - and failed it miserably. Did they get a pass on climate change?

In 2011, Terry Lake, then Minister of the Environment, asked the Pacific Institute for Climate Solutions (PICS) to prepare online courses on climate change for civil servants and British Columbians. There is no evidence that Clark and Coleman followed them because they boast “8 mines, upgrading to 9, currently operating and at least one LNG terminal to operate in Kitimat in the near future, with 3 more in operation by 2020.” They also ship “dirty” coal from the US, seemingly totally unaware that burning of these polluting fossil fuels is largely the cause of the climate change and extremes in weather now being experienced around the world.

The only indication that a light is beginning to dawn came in this year’s Throne Speech, which stated the government would be “levering BC’s strengths from natural resources to technology.” But this was short-lived. Upon learning of the \$400 billion Russia-China gas deal, Clark boasted that BC can still be a “reliable partner” and provide “dependability of supply.”

WHY? What justification can there be for sending our most polluting fossil fuels to the most polluted countries in the world? WHO benefits? Investors in the big corporations. Period. Who is put at risk? We and the recipients are. There does not appear to be any moral or ethical dimension governing the decisions of our governments or the countries and companies involved. Only greed.

When Kitimat Clean was first announced, I asked the founder to meet with me. (He <sup>personal information</sup>.) He was “too busy.” I also asked Premier Clark for a meeting. (She is sometimes in Victoria.)] She was also “too busy.”

Who am I to be so importunate? And why did I think it important to hear them tell their side of the story before I wrote this? I have called BC home for more than <sup>personal information</sup>; Consequently, I feel that I have more experience and intellectual knowledge about what British Columbians value than either Clark or Black. I wanted to be fair

*and hear their stories before writing so critically about them. Perhaps I could have told them that what they plan to do will destroy what British Columbians value most, that environment and economy are not mutually exclusive, and that they will never be forgiven if they ignore the very people and land that they have a responsibility to protect. Too bad they were “busy.”*

*(This is not an ad hominem attack on either Clark or Coleman. Rather, it is a reminder that, by virtue of their office, the buck stops with them.)*



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