

From: Council
To: Barbara Brenner; Barry Buchanan; Carol Frazey; Rud Browne; Satpal Sidhu; Todd Donovan; Tyler Byrd
Cc: Mark Personius; Becky Boxx; Matt Aamot
Subject: FW: Protection against fossil fuel disasters
Date: Friday, January 03, 2020 9:00:10 AM

From: Jim Ronback <jim.ronback@gmail.com>
Sent: Friday, January 03, 2020 12:05 AM
To: Honourable John Horgan <john.horgan.mla@leg.bc.ca>; Honourable Andrew Weaver <andrew.weaver@greenparty.bc.ca>; Mayor and Councillors of Delta <mayor-council@corp.delta.bc.ca>; Richmond - Mayor and Councillors <mayorandcouncillors@richmond.ca>; Surrey mayor and Council <clerks@surrey.ca>; Mayor and Council of Burnaby <clerks@burnaby.ca>; Honourable George Heyman - Minister of Environment and Climate Change Strategy <george.heyman.MLA@leg.bc.ca>; Honourable Claire Travena Minister of Transportation <Minister.Transportation@gov.bc.ca>; Honourable Justin Trudeau <Trudeau.J@parl.gc.ca>; Catherine McKenna Minister of Environment and Climate Change <ec.ministre-minister.ec@canada.ca>; Honourable Marc Garneau - Minister of Transport <Marc.Garneau@parl.gc.ca>; Council <Council@co.whatcom.wa.us>
Cc: Delta Optimist <editor@delta-optimist.com>; Richmond News <editor@richmond-news.com>; communications@ecojustice.ca; editor@theyee.ca; Transportation Safety Board <tsb-l@TSB.GC.CA>
Subject: Protection against fossil fuel disasters

Dear Ministers, Mayors and Councillors

Whatcom County in Washington State, USA has approved a very powerful resolution against the risks of the current use and expansion of fossil fuel transportation (pipeline, rail, trains, tankers, terminals, etc..) and refining facilities at Cherry Point, WA. This was done to protect Whatcom County, the city of Bellingham and its environs and the Salish Sea from any future worst case disasters that cannot be adequately mitigated.

The required insurance coverage, based on the Lac Megantic train wreck and conflagration in 2013, is very comprehensive and likely to be a very expensive deterrent.

The resolution should have been broadened to include any current and future natural gas pipelines and liquefied natural gas (LNG) refrigeration facilities and terminals..

Their definition of the "Reasonable Worst Case Scenario" is very appropriate but limited to those initiated by train wrecks only.

Their resolution needs further examination.

It could serve also as a template for updating bylaws for the cities and communities in and around Metro Vancouver, especially those located on tide water and along the Fraser River.

Yours safely,

Jim Ronback

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PROPOSED BY: Donovan and Browne
INTRODUCTION DATE: Ju|v 23. 2019
RESOLUTION NO. 2019-o37

FORWARDING CASCADIA LAW GROUP'S RECOMMENDATIONS FOR PROPOSED CHERRY POINT URBAN GROWTH AREA (UGA) COMPREHENSIVE PLAN AND ZONING CODE AMENDMENTS TO THE PLANNING COMMISSION FOR REVIEW AND RECOMMENDATION AND TO PLANNING AND DEVELOPMENT SERVICES FOR SEPA REVIEW AND DETERMINATION

<https://whatcom.legistar.com/View.ashx?M=F&ID=7583100&GUID=2424E079-FF52-4A2B-BE8B-6C6958AD1856>.

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Considers that expansion in storage or refining capacity **shall** require ongoing identification of all responsible parties involved in the transportation of crude and refined fossil fuels, the storage and refining of such, and **proof of insurance great enough to cover any "Reasonable Worst Case Scenario" that could occur** within the borders of Whatcom County. The insurance **shall** be required for as long as the particular refinery is operating and shall be increased annually to reflect any increase in the Consumer Price index; and

Recognizes that the term "**Reasonable Worst Case Scenario**" **shall** mean the

derailment and subsequent explosion, fire and extensive contamination of air, soil, marine environments, all local public and private infrastructure, including but limited to roads, buildings, parks and sewer systems. The scenario shall assume the event occurs in high wind conditions, during an earthquake, in the downtown core of Bellingham, involves a train of maximum possible operating length train,

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travelling three times faster than normal, fully loaded with the most volatile cargo transported to or from Cherry Point, transported in the least safe tankers in use anywhere in North America, that the cleanup *shall* take a minimum of ten years, require the relocation of all businesses and residents within a minimum of a five mile radius and include the cost of fully compensating all the individuals and businesses directly and indirectly affected. Please note this scenario is in direct proportion to what happened during the Lac-Megantic rail disaster which involved a train of less than maximum size that occurred in Quebec, Canada on July 6, 2013 and which five years on the community has yet to recover from; and

WHEREAS, the Council also requested that the Planning and Development department ensure any changes to the county code *NOT cause any of the following*

1. Unnecessarily delay the implementation of future **safety** upgrades that if not made could potentially place the workers or environment at any risk.
2. Unnecessarily delay improvements that would have a positive *impact on climate change*, such as increased efficiency, reduced pollution or greenhouse gas emissions; and
3. "Catch 22's" where the County withholds permits until other agencies have issued theirs, such as the Army Core of Engineers which will traditionally refuse to issue a permit until the local government has approved the project; and
4. *Contradictory language* such as providing exemptions from the Conditional Use Permit "CUP" for minor projects, but which later language then forbids being issued because they are located in Cherry Point or are related to fossil fuels;

See also:

20.68.800. Fossil Fuel or Renewable Fuel Refineries or Transshipment Facilities