

Background Reading Package

Economic Benefits According to Enbridge

Basics: www.northerngateway.ca/economic-opportunity/benefits-for-canadians/

More Information:

<http://www.northerngateway.ca/economic-opportunity/benefits-for-albertans/>

<http://www.northerngateway.ca/economic-opportunity/benefits-for-british-columbians/>

Environmental Concerns

Basics: Appendix 1 on Next Page (adapted from: <http://www.livingoceans.org/theres-still-time-say-no-enbridge>)

More Information:

Full text of news story shown previously: <http://www.cbc.ca/news/canada/british-columbia/story/2012/07/30/bc-enbridge-northern-gateway.html>

Pages 16 and 17 from <http://www.livingoceans.org/sites/default/files/reports/pipeline-tanker-trouble.pdf>, which shows sensitive ecological areas affected by pipeline route.

Concerns of the Native Communities

Enbridge's Position: <http://www.northerngateway.ca/economic-opportunity/benefits-for-aboriginals/>
Pages 20 and 21 from <http://www.livingoceans.org/sites/default/files/reports/pipeline-tanker-trouble.pdf>

“First Nations have used our ancestral laws to ban Enbridge’s pipelines and tankers from our lands, taking up more than half of the proposed pipeline and tanker route from the Rockies, clear across to the Pacific ocean. Our Nations are the wall this pipeline will not break through. Our lands and waters are not for sale, not at any price. We want no part of Enbridge’s project and their offers are worthless to us when compared to the importance of keeping our lands, rivers and the coast free of crude oil spills. What Enbridge is offering is the destruction of our lands to build their project, and the risk of oil spills for decades to come which could hurt everyone’s kids and grandkids.”

Chief Larry Nooski, Nadleh Whut’en First Nation, member Nation of the Yinka Dene Alliance, 2011, p. 20

Appendix

Principal Environmental Concerns as Selected by LivingOceans.org

- Kitimat, the proposed new terminal site, is the front door to the Great Bear Rainforest. Along our entire spectacular coastline we understand the relationship between clean waters, clean shorelines and a healthy environment on land. Any threat to the ocean environment here is a threat to the integrity of the Great Bear Rainforest.
- Enbridge's safety record has been slammed by federal regulators in the U.S., who investigated their pipeline spill in to the Kalamazoo River. That spill was two years ago and there has just been another pipeline rupture in Wisconsin. It seems that Enbridge is unable to inspect pipelines well enough to ensure their safety.
- This pipeline route would follow some of the most challenging terrain ever crossed by a pipeline—lands prone to slides, floods and debris torrents; the headwaters of three of our most productive salmon-bearing rivers; in all, over 800 lakes, streams and rivers.
- The super tankers that will carry tarsands bitumen to China are too large to safely navigate the narrow approach to Kitimat through Douglas Channel. Kitimat is presently served only by much smaller chemical tankers—a Very Large Crude Carrier travelling at 10-12 knots through 90-degree turns and at least one turn of the tide in a channel as narrow as two km is a recipe for disaster—a threat to itself and to all other vessel traffic in the area. At full production, Enbridge's project would require 320 tankers per year.
- Once spilled, diluted bitumen is impossible to clean up. Enbridge said they would have the Kalamazoo River spill 'cleaned up' within two months. Two years later, they are forced to admit that the oil has sunk into bottom sediments and the only way to retrieve it would be to bulldoze the river—something it would never recover from. In Cordova, Alaska, the effects of the Exxon Valdez oil spill are still evident 24 years later, on beaches that remain oiled and in the fishing economy that has still not recovered from the collapse of its fisheries.
- World class oil spill technology would be useless on spills in northern B.C. waters. First, the oil would have to float: 40% or more of bitumen is composed of elements that are heavier than water and they will not float. Second, in order for booms and skimmers to work, the weather must be reasonably calm and the current not more than one knot. There are few places on the Central and North Coast where such conditions pertain.
- Exports of unrefined tarsands bitumen are bad for B.C. and bad for Canada. We're exporting jobs and real wealth creation along with the unrefined product. Worse, the big price that Enbridge hopes to get from China for the tarsands will drive up the price of oil across Canada, at the same time as it inflates our currency. We will all lose in this scenario—except perhaps Alberta, where windfall gains can hopefully be put to work cleaning up the spills and the water polluted by the industry.