

# Roberts Bank Terminal 2 Presentation to the Islands Trust Council



September 16, 2020



Lovel Pratt  
Marine Protection and Policy Director



**Friends** *of the*  
**San Juans**



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December 16, 2010

Admiral Robert J. Papp, Jr.,  
Commandant of the United States Coast Guard  
2100 2nd St SW Stop 7000  
Washington DC 20593-7000  
Via Email: [00ea@uscg.mil](mailto:00ea@uscg.mil)

The Honourable Chuck Strahl  
Canadian Minister of Transport, Infrastructure  
and Communities  
Tower C - 330 Sparks St.  
Ottawa, Ontario K1A 0N5  
Via Email: [mintc@tc.gc.ca](mailto:mintc@tc.gc.ca)

Marc Grégoire, Commissioner  
Canadian Coast Guard  
200 Kent Street  
Ottawa, Ontario K1A 0E6  
Via Email: [marc.gregoire@dfo-mpo.gc.ca](mailto:marc.gregoire@dfo-mpo.gc.ca)

The Honourable John Baird  
Canadian Minister of the Environment  
10 Wellington Street, 28<sup>th</sup> Floor  
Gatineau, Quebec K1A 0H3  
Via Email: [minister@ec.gc.ca](mailto:minister@ec.gc.ca)

Dear Admiral Papp; Commissioner Grégoire; Minister Strahl; and Minister Baird:

**Re: United States of America and Canada cooperative review of maritime safety standards**

We are writing to request that the US Coast Guard, Canadian Coast Guard, Transport Canada and Environment Canada begin discussions in 2011 to review comparability of their maritime safety standards, and develop compatible regulations on both sides of the border to provide the best oil spill protection possible for the Salish Sea.

# Friends *of the* San Juans



Science, Education,  
Policy and Law



**Protecting and restoring the San Juan Islands  
and the Salish Sea for people and nature since 1979**

# **Endangered Species Listings**

## **Canadian Species at Risk Act 2003**

## **US Endangered Species Act 2005**

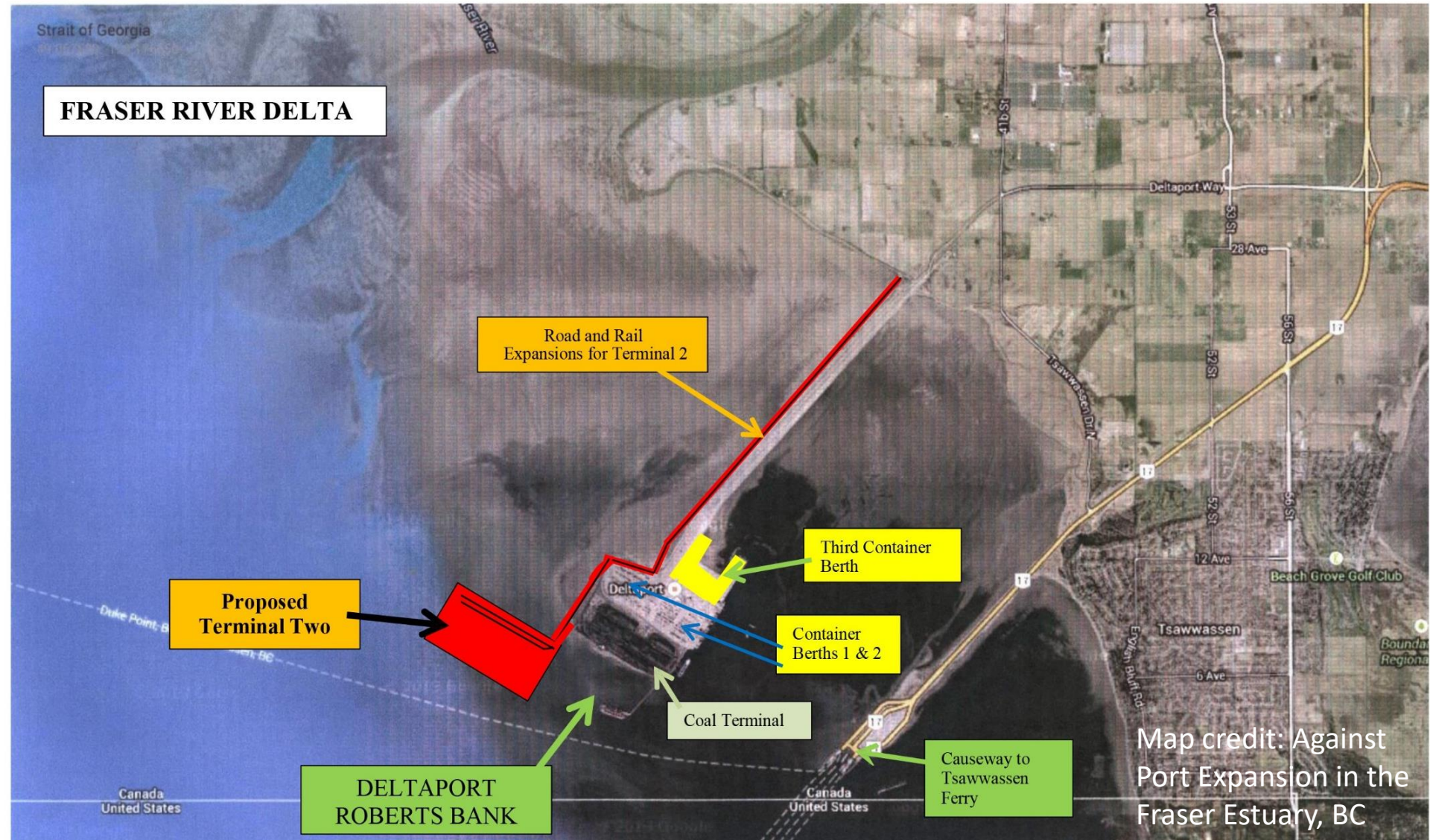


### **Identified Threats:**

- **Prey/Chinook salmon declines – quality and quantity**
- **Pollution, oil spills – actual and potential**
- **Vessel impacts – presence and noise**

# Roberts Bank Terminal 2

Deltaport BC terminal expansion with capacity for 468-520 additional container ship transits per year





L87 in Haro Strait. Photo credit: Capt. Alan Niles / Maya's Legacy V

***A key to quieter seas:  
half of ship noise comes from 15% of the fleet***

“About 43% of container ships are gross polluters, by far the highest proportion of any ship class in our dataset.”

Gross polluters = ships with source levels greater than 179 dB

Source: Veirs, S., Veirs, V., Williams, R., Jasny, M., and Wood, J. (2017). A key to quieter seas: half of ship noise comes from 15% of the fleet. *Authorea*. DOI: [10.22541/au.149039726.69540798](https://doi.org/10.22541/au.149039726.69540798).

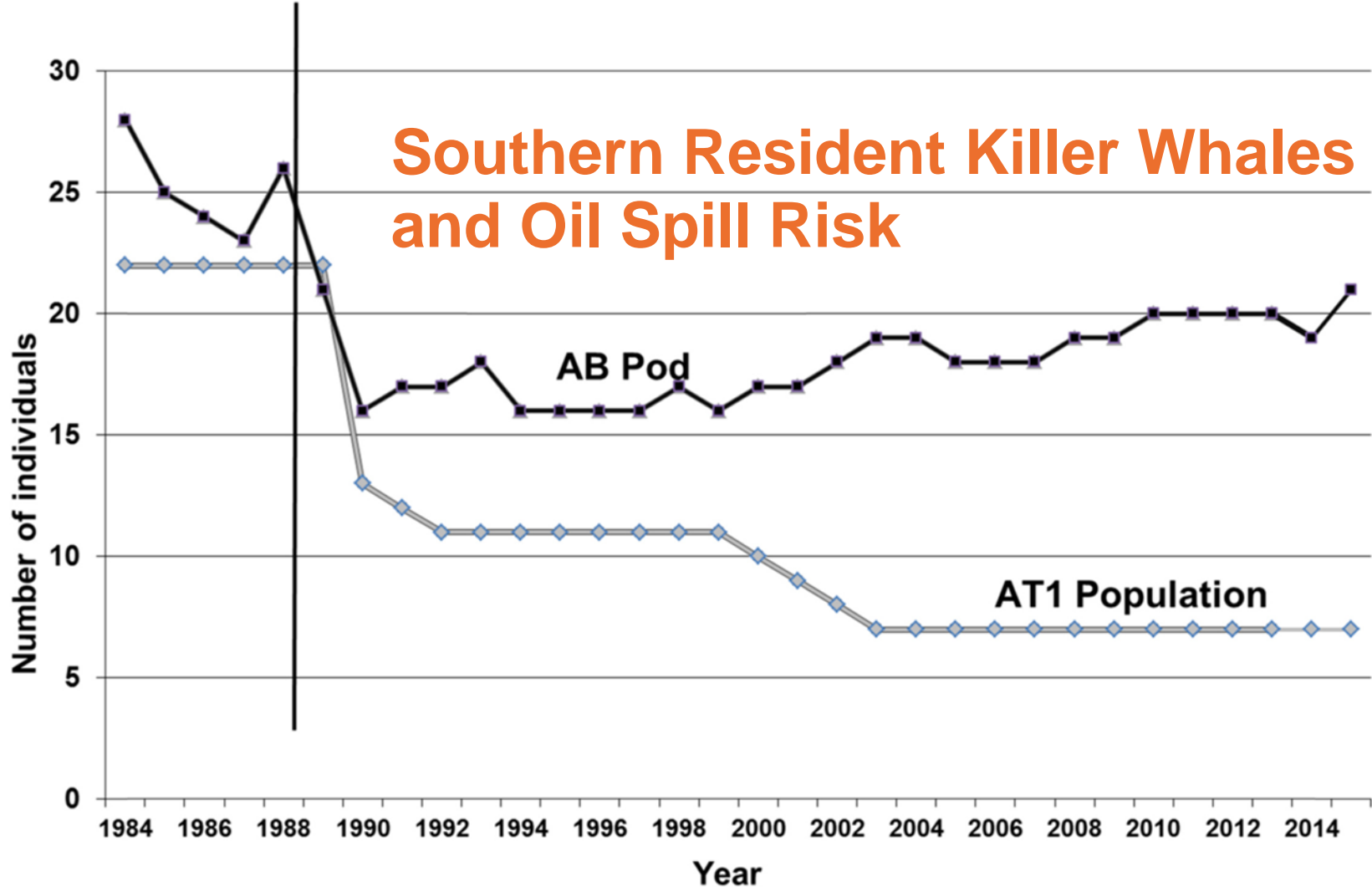


Photo credit: Don Wilson/Port of Seattle

**CMA CGM Benjamin Franklin**  
**18,000 TEUs**

**Propulsion fuel capacity:**  
**4.5 million gallons / 17,034,353 liters**

Source: <https://response.restoration.noaa.gov/about/media/how-much-oil-ship.html>



Change in numbers of killer whales in resident (AB) pod and transient (AT1) population that occur in Prince William Sound, Alaska. The vertical line indicates the time of the Exxon Valdez oil spill.

Source: Esler et al., 2017. Timelines and mechanisms of wildlife population recovery following the Exxon Valdez oil spill

# San Juan County Oil Spill Risk Consequences Assessment

EARTH  
ECONOMICS 

Estimated damages in San Juan County from a 1-million gallon spill of heavy fuel oil at Turn Point:

***\$84 to \$243  
Million USD***

Source:

[https://www.sjcmrc.org/media/18754/sanjuancooilspill-riskconsequencesassessment\\_earthconomics\\_030119.pdf](https://www.sjcmrc.org/media/18754/sanjuancooilspill-riskconsequencesassessment_earthconomics_030119.pdf)

# San Juan County Emergency Response Towing Vessel Cost Evaluation

Prepared for

**San Juan County**

Prepared by



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The annual cost  
of positioning an  
Emergency  
Response Towing  
Vessel in San  
Juan County:  
**\$4.3 - \$6.2  
Million USD**

Source:

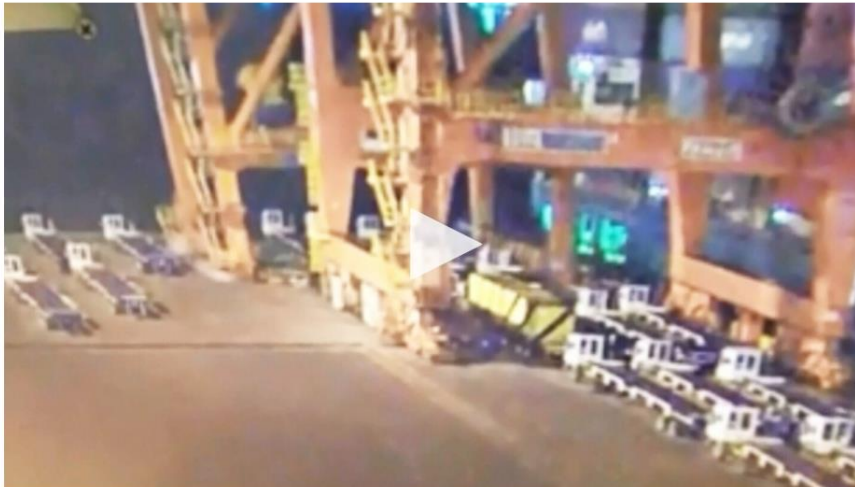
[https://www.sjcmrc.org/media/18755/sjc\\_ertvcostevaluationfinalreport.pdf](https://www.sjcmrc.org/media/18755/sjc_ertvcostevaluationfinalreport.pdf)



© Clark Crawford  
MarineTraffic.com

The Jeffrey Foss ERTV stationed at Neah Bay. Photo by Clark Crawford - MaritimeTraffic.com

## Accident at Port of Vancouver sends crane toppling onto container ship



### New view of Vancouver crane collapse



Video shot from a new angle shows the fall of a crane at the Port of Vancouver. (Reddit / KMCM28)

### Danger in the Port of Vancouver



What led to a massive crane toppling on to a shipping container in Vancouver's port?

### Crane falls onto container ship in East Van



Crews are responding to an accident at the Port of Vancouver that sent a massive crane toppling onto a container ship.

1 2

CTV Vancouver

Published Monday, January 28, 2019 9:38AM PST

Last Updated Monday, January 28, 2019 4:06PM PST

An accident at the Port of Vancouver sent a massive crane toppling onto a cargo vessel early Monday morning.

The container ship was berthing when it "came into contact" with a ship-to-shore crane at around 4 a.m., according to the terminal operator.

The crane's boom came down on top of several shipping containers that were stacked seven high on the vessel, partially crushing some of them. The boom was left bent and warped with a mess of mangled yellow guard rails.

COMPANY NEWS JANUARY 4, 2019 / 6:40 AM / 5 MONTHS AGO

# Hapag Lloyd container ship battling fire off Canada's east coast

2 MIN READ



FRANKFURT, Jan 4 (Reuters) - German shipping line Hapag Lloyd said on Friday that it was trying to extinguish a fire on its Yantian Express container vessel off Canada's east coast but was being hampered by bad weather.

Source: <https://www.reuters.com/article/hapag-lloyd-fire/hapag-lloyd-container-ship-battling-fire-off-canadas-east-coast-idUSL8N1Z42TT>

# *Toxic Peroxide Found on Dutch Beach After Cargo Ship Loses 277 Containers*



Rough weather caused more than 270 shipping containers to fall off a large cargo ship in the North Sea, including ones containing a toxic substance. Some of the dangerous material washed up on a Dutch island near the German border. Dutch Coastguard, via Reuters

Jan. 4, 2019



BRUSSELS — The Dutch authorities were struggling on Friday to respond to a possible environmental crisis after a cargo ship sailing the North Sea during a storm lost 277 giant shipping containers, including at least one carrying a toxic substance.

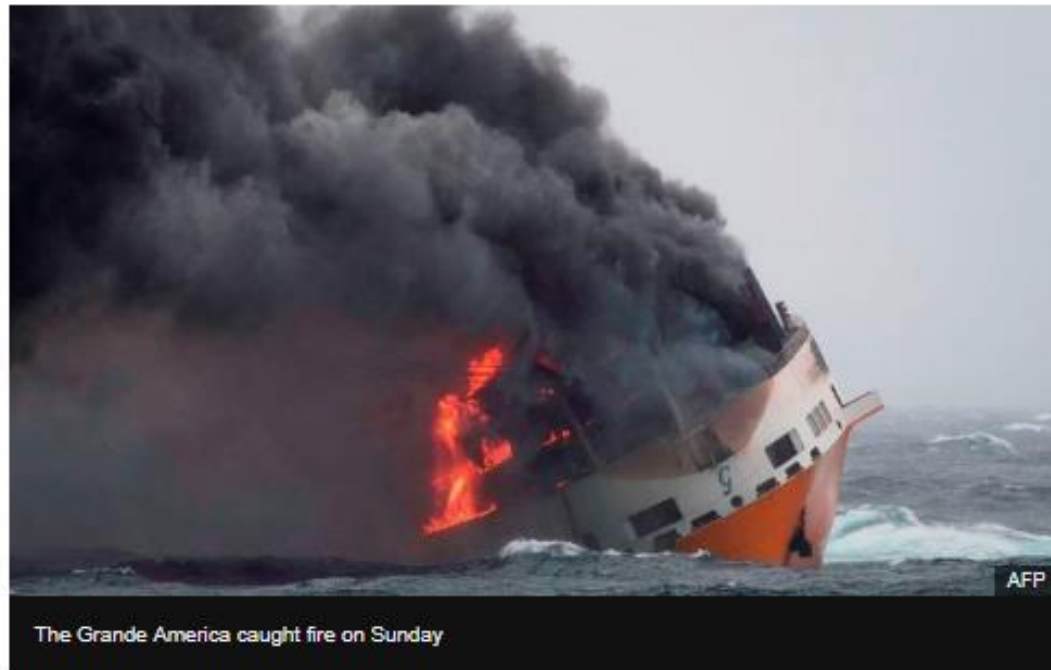
Source: <https://www.nytimes.com/2019/01/04/world/europe/netherlands-container-spill.html>

## NEWS

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## Grande America: France braces for oil spill damage after ship blaze

🕒 14 March 2019

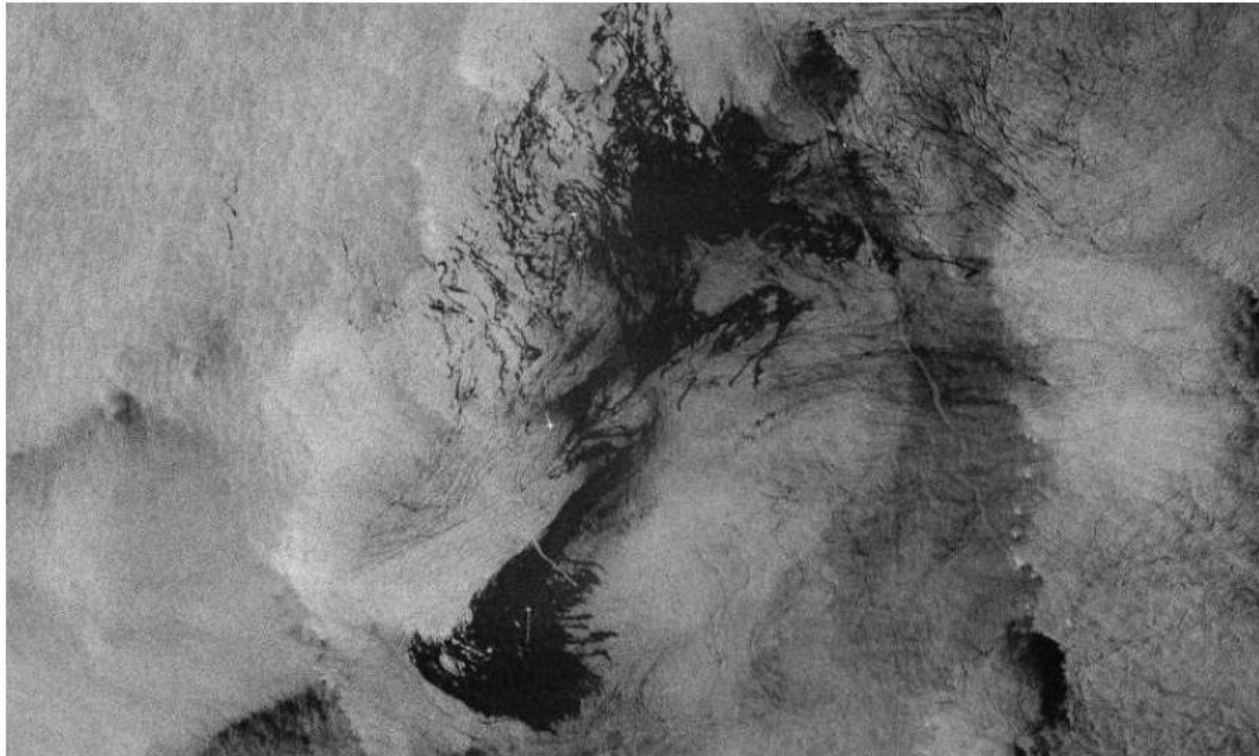
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French authorities are bracing for a huge oil slick to hit the country's coastline after an Italian ship capsized near La Rochelle on Tuesday.

🕒 MARCH 21, 2019

# Image: Grande America oil spill

by European Space Agency



Credit: contains modified Copernicus Sentinel data (2018), processed by ESA, [CC BY-SA 3.0 IGO](#)

Captured just yesterday, 19 March, at 17:11 GMT (18:11 CET) by the Copernicus Sentinel-1 mission, this image shows the oil spill from the Grande America vessel. The Italian container ship, carrying 2200 tonnes of heavy fuel, caught fire and sank in the Atlantic, about 300 km off the French coast on 12 March.

Source: <https://phys.org/news/2019-03-image-grande-america-oil.html>  
and <https://en.wikipedia.org/wiki/Sentinel-1>

# [Updated] At Least 25 Injured in Container Ship Blaze at Thai Port

Follow us



Source: YouTube, Credit: TNC

Source: <https://www.maritime-executive.com/article/at-least-25-injured-in-container-ship-blaze-at-thai-port>



## I respectfully request that the Islands Trust Council oppose the Roberts Bank Terminal 2 project



If this project is destined for approval in spite of opposition, please consider advocating for these additional conditions to help mitigate RBT2 impacts:

- To address the increased risks of accidents, oil spills, and cargo spills from RBT2 vessel traffic, an additional Emergency Response Towing Vessel should be required.
- To reduce noise impacts from RBT2 shipping traffic that would be detrimental to the critically endangered Southern Resident orcas and other marine fauna, all container ships that call on RBT2 should be required to be accredited as quiet by a ship-classification society.
- To reduce the environmental, cultural, and economic impacts from potential oil spills, all container ships that call on RBT2 should be required to exclusively use propulsion fuels that comply with the International Maritime Organization's 0.50% sulfur limit. This would prohibit the use of Heavy Fuel Oil – the high viscosity, tar-like fuel that can have significant environmental and economic and cultural impacts when spilled. The required use of International Maritime Organization's compliant low-sulfur fuel would also prevent pollution from wet scrubber discharges.

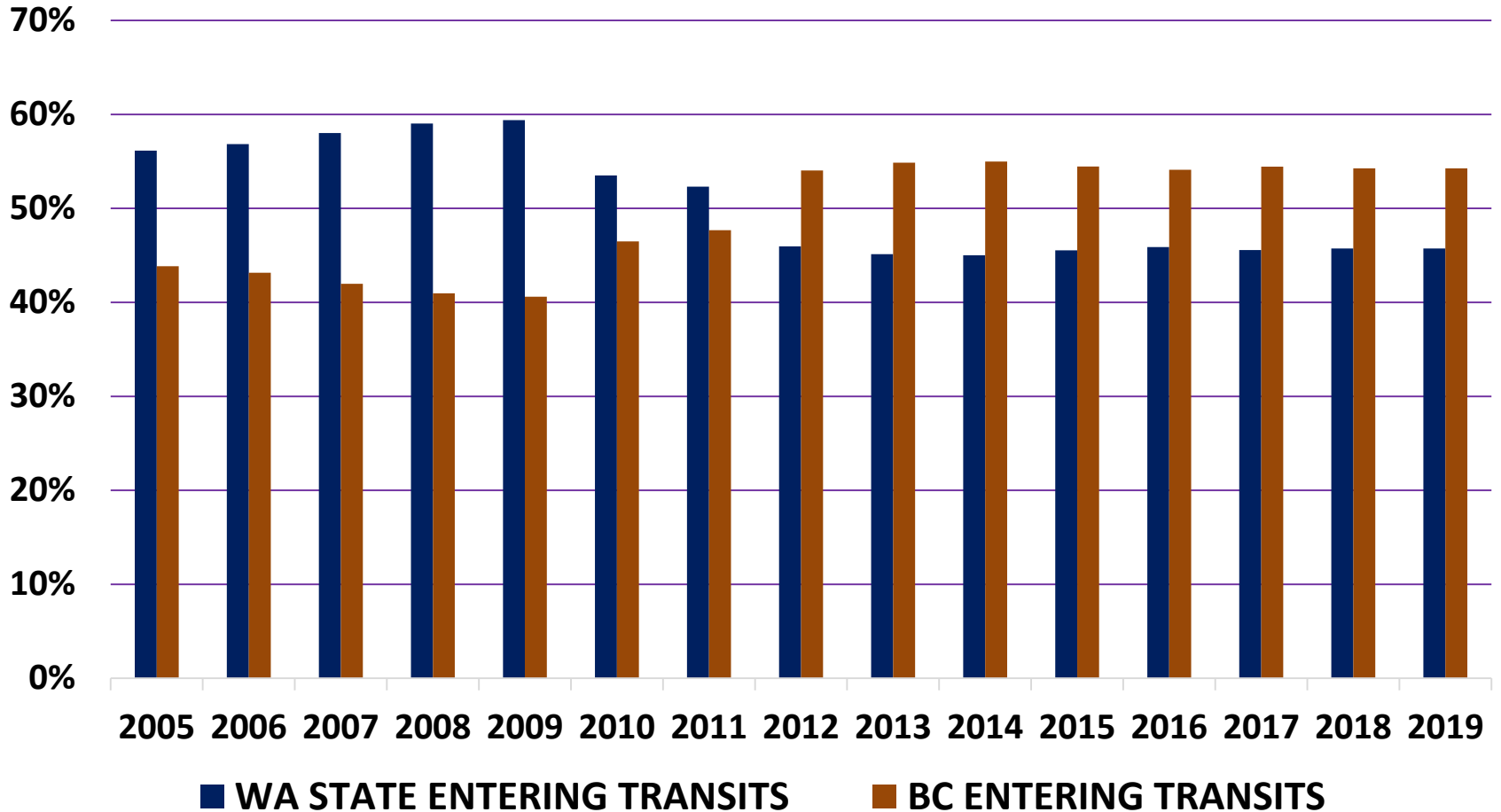
Questions?  
Thank you!



**Friends** *of the*  
**San Juans**

L87 - Photo credit: Jessica Newley

# WA vs. BC Bound Transits Entering the Salish Sea



Source: WA State Ecology's Vessel Entries And Transits for Washington Waters (VEAT)



July 27, 2019

## PROJECTED NEW ANNUAL VESSEL TRANSITS

1	Discovery LNG	732 *
2	Woodfibre LNG	80
3	Nanaimo Port Authority	222 *
4	Fibreco Export	18
	increase in vessel size +	
5	Neptune Terminals	104
6	G3 Terminal	224
7	Centerm Container	130
8	Canada's TMX Pipeline	696
9	Pacific Coast Terminals	88
10	Fraser Surrey Docks	160
10	Fraser Surrey Docks	364
11	WesPac LNG	136
12	Vancouver Airport Fuel	96
13	Roberts Bank Terminal 2	520
14	Westshore Terminals	62
15	GCT Deltaport	
	increase in vessel size	
15	GCT Deltaport	222 *
16	Phillips 66 & REG	144
16	Phillips 66	TBD
17	Marathon (formerly Tesoro)	120
18	Cruise Seattle	TBD
19	Seaport Alliance	TBD
	increase in vessel size +	
20	US Oil & Refining Co	72*+ TBD
21	Puget Sound Energy LNG	TBD
22	Grays Harbor	42 *
<b>TOTAL PROJECTED NEW TRANSITS</b>		<b>4,232 + TBD</b>
<b>2018 TRANSITS</b>		<b>12,120</b>
<b>TOTAL 2018 + NEW TRANSITS</b>		<b>16,352 + TBD</b>