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Organizations and community groups condemn Enbridge review process

For Immediate Release

February 3, 2010

PRINCE RUPERT - Criticism of the federal government's review of the Enbridge Northern Gateway pipeline proposal is building. Nineteen environmental and community organizations have written to the Canadian Environmental Assessment Agency expressing concern that the terms of reference for the review ignore climate change, tar sands expansion and the question of allowing oil tankers on B.C.'s North Coast.

"The Enbridge project is provincially, nationally and globally significant and deserves a thorough and extensive review," said Oonagh O'Connor, Energy Program Manager for Living Oceans Society. "If the Joint Review Panel ignores tar sands expansion and the long-standing oil tanker moratorium, it will be doing a disservice to all Canadians."

The past eight federal governments have all respected a moratorium on oil tanker traffic on B.C.'s North Coast, which the current federal government has chosen to ignore.

"Before we look at the impacts of the project, we should be asking whether communities are willing to allow massive oil tankers on our coast," said Jennifer Rice, Energy Campaigner for the T.Buck Suzuki Environmental Foundation.

Tanker spills associated with the Enbridge project would likely affect the coastline of the world-famous Great Bear Rainforest – the world's largest intact temperate rainforest.

"Most people do not want oil tankers in the Great Bear Rainforest," said Ian McAllister, Conservation Director for Pacific Wild. "An oil spill would cause irreversible damage to the wild salmon, bears and other species that make this region so special."

A recent Pembina Institute report found the Enbridge pipeline would increase tar sands output by 30 percent, and add 6.5 million tonnes of greenhouse gas emissions annually.

"Enbridge's proposed pipeline and tanker project is inextricably linked to tar sands expansion," said Nikki Skuce, Senior Energy Campaigner with Forest Ethics. "The tar sands are the fastest growing source of climate pollution in Canada, and their impacts must be part of the project assessment."

More than 2,000 people wrote the Canadian Environmental Assessment Agency regarding the review's terms of reference – more submissions than the agency has received for any other project in its history.

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January 28, 2010

The Honourable Jim Prentice
Minister of the Environment
Les Terrasses de la Chaudière
10 Wellington Street, 28th Floor
Gatineau, QC K1A 0H3

FOREST ETHICS



Peter Sylvester, President
Canadian Environmental Assessment Agency
160 Elgin Street, 22nd floor
Ottawa, ON K1A 0H3



Re: Enbridge Northern Gateway Pipeline Project CEAR Reference Number 06-05-21799

Dear Minister Prentice and Mr. Sylvester,

GREENPEACE

We, the undersigned groups, are writing to express specific concerns regarding the final Terms of Reference for the proposed Enbridge Northern Gateway Project Joint Review Panel released December 4, 2009.



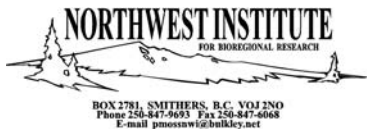
As over 2,000 comments have been received to date on the draft Terms of Reference, more than any other project in the history of the CEEA Registry, it is clear that the public is greatly concerned about this project. Canadians clearly want a thorough and comprehensive review. In order to respect the public interest, we strongly urge that the Terms of Reference be expanded to cover the impacts of upstream oil sands development, and associated greenhouse gas emissions.



As well, many of the comments you received referenced concern about allowing oil tankers into the north and central coast waters of BC. This widespread concern is supported by polling that found 3 out of 4 British Columbians do not want oil tankers in BC's inside coastal waters. We note that the government has recently taken the position that the moratorium on oil tankers no longer exists despite several references to it in government documents. However, regardless of this position, the issue of allowing oil tankers into BC's north and central coast waters is of widespread interest to the public and the future health of our coastal waters. We therefore request that the Terms of Reference be expanded to explicitly include the question as to whether oil tankers should be allowed into the north and central coast waters.



In a report in the Globe and Mail last week, both an NEB spokesperson and a representative of the proponent, Enbridge Northern Gateway Project, indicated their willingness to expand the scope of the project to include some of these issues. The comments were made in response to the release of a Pembina Institute report entitled *Opening the Door to Oil Sands Expansion – The Hidden Environmental Impacts of the Enbridge Northern Gateway Pipeline*.



We refer to two excerpts from the Globe and Mail article:



Sea to Sands Conservation Alliance

But the panel may opt to broaden its scope if it encounters significant concerns about the upstream impacts, said NEB spokeswoman Kristen Higgins. "Just because it wasn't listed in the terms of reference doesn't mean it's not an issue that the hearing can consider," Ms. Higgins said.

Enbridge spokesman Steve Greenaway said the company is prepared to have the full scope of the project review, including potential impacts from production projects. "We fully expect the project to come under significant scrutiny and to have to pass a high test as it relates to the public interest," Mr. Greenaway said.

(Watchdog Disputes Pipeline, January 19, 2010, Shawn McCarthy, The Globe and Mail)



While we appreciate that the review panel has the option to hear evidence in relation to these issues, it is not obliged to include such evidence in its decision unless these matters are included in the Terms of Reference. We refer to section 16(3)(b) of the Canadian Environmental Assessment Act which clearly indicates the scope of factors to be considered in the assessment of a project being referred to a review panel is determined by the Minister, in fixing the Terms of Reference for the review panel. Therefore, we urge that the Terms of Reference be amended to expressly include the question as to whether oil tankers should be allowed into BC's northern waters, and upstream impacts of increased oil sands development, including land and water impacts as well as greenhouse gas emissions. This request is not only because both the NEB and proponent have indicated a willingness to include them, as well as the tremendous public interest, but also because it would be negligent in the face of climate change and the risk to our coastal ecosystems not to include them.



We look forward to hearing from you at your earliest convenience.

Sincerely,



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| Dogwood Initiative | Douglas Channel Watch |
| ForestEthics | Friends of Wild Salmon |
| Georgia Strait Alliance | Greenpeace |
| Headwaters Initiative | Kitimat Naturalist Society |
| Living Oceans Society | Nature Canada |
| Northwest Institute | Pacific Wild |
| Raincoast Conservation Foundation | Sea to Sands Conservation Alliance |
| Skeena Watershed Conservation Coalition | SkeenaWild Conservation Trust |
| Steelhead Society, Northern Branch | West Coast Environmental Law |
| T. Buck Suzuki Environmental Foundation | |

cc. Jon Pierce, CEAA, Senior Program Officer, Project Reviews
Suzanne Osborne, CEAA, Participant Funding Program