



Ministry of Environment & Climate Change Strategy

SUMMARY OF PUBLIC COMMENTS

WHAT WE HEARD REGARDING THE *POLICY INTENTIONS PAPER: PHASE TWO ENHANCEMENTS TO SPILL MANAGEMENT IN BRITISH COLUMBIA*

Response times | Geographic Response Plans | Addressing loss of public and cultural use from spills including economic, cultural, and recreational impacts | Maximizing the marine application of environmental emergency regulatory powers

On February 28, 2018 the Ministry of Environment & Climate Change Strategy (the ministry) released *Policy Intentions Paper: Phase Two Enhancements to Spill Management in British Columbia* (the Intentions Paper). This report is one of four that has been prepared to share what was heard on the Intentions Paper. The four reports are:

1. Summary of Public Comments (prepared by R.A. Malatest & Associates Ltd.)
2. Summary of Organizations Comments (prepared by ministry staff)
3. Summary of First Nations Workshops Comments (prepared by the First Nations Fishery Council)
4. Summary of Technical Working Group Comments (prepared by ministry staff)

These reports, the Intentions Paper, and information about the engagement process is available at: <https://www2.gov.bc.ca/gov/content/environment/air-land-water/spills-environmental-emergencies/engagement-on-phase-two-enhancements>

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1. INTRODUCTION

In 2016, the Legislative Assembly of British Columbia unanimously passed the addition of Division 2.1 Spill Preparedness, Response and Recovery to the Environmental Management Act 2003. Division 2.1 provides government the authority to make regulatory enhancements to the way environmental emergencies are managed in British Columbia (B.C.).

The first phase of regulatory enhancements took effect in October 2017 and requires transporters of liquid petroleum products to develop and test Spill Contingency Plans, as well as requiring spillers to take precise steps to engage in spill reporting and community notification, clean-up spilled material, and fully restore the environment following the conclusion of the spill response. For a complete list and details of Phase One enhancements, visit the Ministry of Environment and Climate Change Strategy (the ministry) [Phase One enhancements website](#).

On February 28, 2018, the ministry released the *Policy Intentions Paper for Engagement: Phase Two Enhancements to Spill Management in British Columbia* (the Intentions Paper). The Intentions Paper describes four policy topics that government is considering for future regulation development and invited feedback between February 28 and April 30, 2018. The four topics outlined in the Intentions Paper are:

- Prescribing **response times** to ensure timely responses following a spill;
- The development of **Geographic Response Plans (GRPs)** to ensure resources are available to support an immediate response that takes into account the unique characteristics of a given and particularly sensitive area;
- Addressing **loss of public and cultural use** from spills including economic, cultural, and recreational impacts to ensure communities are compensated for negative impacts from spills (e.g. compensation to a community and/or Indigenous community when food gathering access is limited following a spill); and
- Maximizing the **marine application** of the ministry's environmental emergency regulatory powers within B.C.'s jurisdiction to ensure a consistent and high standard of protection in both marine and terrestrial settings.

The ministry released the Intentions Paper on February 28, 2018 with the Minister of Environment and Climate Change Strategy, George Heyman, expressing a desire to "... make sure British Columbians have

their voices heard on the next steps in protecting our environment.”¹ A copy of the Intentions Paper is available on the ministry’s [Phase Two regulation website](#).

From February 28 to April 30, 2018, British Columbians were invited to provide feedback on the Intentions Paper via an online questionnaire or by email submission. A total of 4,861 British Columbians participated by providing input through the online B.C. Spills Regulation Engagement Questionnaire. A total of 12,821 written comments were received via email. The key findings in this report are based on the opinions of those who provided input via the questionnaire and email submissions.

2. OVERVIEW OF COMMENTS

Response times

The majority of questionnaire respondents indicated their desire for spill response times regulations that exceed existing standards, include additional requirements for higher volume transporters, and set response time standards that specify how quickly spillers must respond to a spill. Respondents also indicated that the ministry should establish requirements for the time it takes to respond to a spill following notification and include penalties for failure to respond within that timeframe.

Geographic Response Plans (GRPs)

While half of the participants felt that GRP development should be the same for all areas of the province, approximately 40 percent of respondents felt that the collaborative work on marine GRPs between B.C. and the federal government should be assigned a higher priority than terrestrial GRPs. Furthermore, most participants believed that when developing GRPs, transporters should be required to establish an advisory committee comprised of key stakeholders within a given geographic region. The majority thought that key stakeholder and Indigenous participation on advisory committees should be funded by industry.

Loss of public and cultural use (LOPCU)

More than 75 percent of respondents indicated that B.C. should work with the federal government to make the compensation process for communities more efficient and increase the amount of compensation made available following marine spills from vessels. While all areas of impact listed were considered priorities, impacts to wild food sources and remote natural settings were deemed the highest priorities. The analysis of open-ended comments underscored a similar alignment with the

¹ B.C. Government News (February 28, 2018) Ministry of Environment and Climate Change Strategy "Public comment invited on proposed B.C. spill regulations," <https://news.gov.bc.ca/releases/2018ENV0003-000298>.

results, as many of the comments focused on issues relating to environmental and economic impacts, as well as spillers providing compensation in the event of a spill and the timeliness of that compensation.

Marine application of Provincial regulations

Ensuring stringent environmental recovery plans following a spill was a high priority for all respondents. The majority of participants also felt that having GRPs in place for coastal areas under provincial jurisdiction that could be impacted by a marine spill from a vessel should be a priority. Additionally, participants showed a preference for tougher regulations concerning marine spills, whether achieved by encouraging the federal government to strengthen its regulations or by making provincial standards tougher than federal ones. A number of participants believed that enhanced regulations in this area are not required as marine spill reporting and management requirements are already in place.

Additional online questionnaire comments

In addition to soliciting feedback on the four topics discussed above, the online engagement allowed for individuals to express opinions on other issues associated with the proposed spill regulations. Some examples of other issues raised were:

- The need for better spill contingency planning regulations and requirements;
- The need for better spill response;
- Holding transporters liable for clean up; and
- Regulating and/or limiting tanker traffic.

Emailed comments

In addition to the questionnaire, over 12,800 comments were received from the general public via email, stating a variety of views on spills regulation and spill response in B.C. The most common themes in the emails, expressed in more than half of all emails received, included:

- Restricting the flow of diluted bitumen;
- The need for better spill planning (including regulations and requirements); and
- Support for all policy concepts that the ministry is considering for future regulations.

Formal submissions

The ministry and the Minister received formal written submissions from Indigenous communities, federal and local governments, health authorities, industry and associations, and environmental organizations. A summary report of these submissions will be posted on the ministry's [Phase Two regulation website](#).

3. METHODOLOGY

The B.C. Spills Regulation Engagement Questionnaire was completed by 4,861 British Columbians. The questionnaire described the four policy topics in the Intentions Paper. It included a series of closed-ended questions and open-ended questions for each policy topic. A copy of the questionnaire is available in Appendix 8.2 of this report.

All responses from British Columbians to closed-ended questions were analysed and used to assess the general perspectives of participants on questions related to the four policy topics. A random representative sample of 22 percent of questionnaire participants (1,069 of the 4,861) was selected and the written responses to the open-ended questions were analysed to determine the number and frequency of perspectives that emerged across the sample. The nearly 13,000 comments received via email were handled similarly; a random sample of 26 percent of all emails were selected and analysed.

Note: the findings from the questionnaire are not a statistically valid approximation of the perspective of the general population of B.C.

4. BACKGROUND OF PARTICIPANTS

Geographic representation

Region	Percent of participants
Vancouver Island	40
Mainland/Southwest	36
Thompson/Okanagan	10
Kootenay	5
Cariboo	2
Northeast	2
North Coast	2
Nechako	1

Note: total does not equal 100 percent as some participants did not disclose their region.

Participants identifying as Indigenous

Of participants responding to the online questionnaire, five percent self-identified as members of an Indigenous community (e.g. First Nations, Métis, or Inuit).

Age groups

There was almost equal input from each age group above 35 years (35-44, 45-54, 55-64, and 65+ years), with each age group accounting for approximately 20 percent of the questionnaires. However, proportionately fewer younger people provided input, with only 12 percent in the 25-34 age group and only one percent in the under 25 age group.

Note: four percent of participants preferred not to provide information on age.

5. ONLINE QUESTIONNAIRE RESULTS

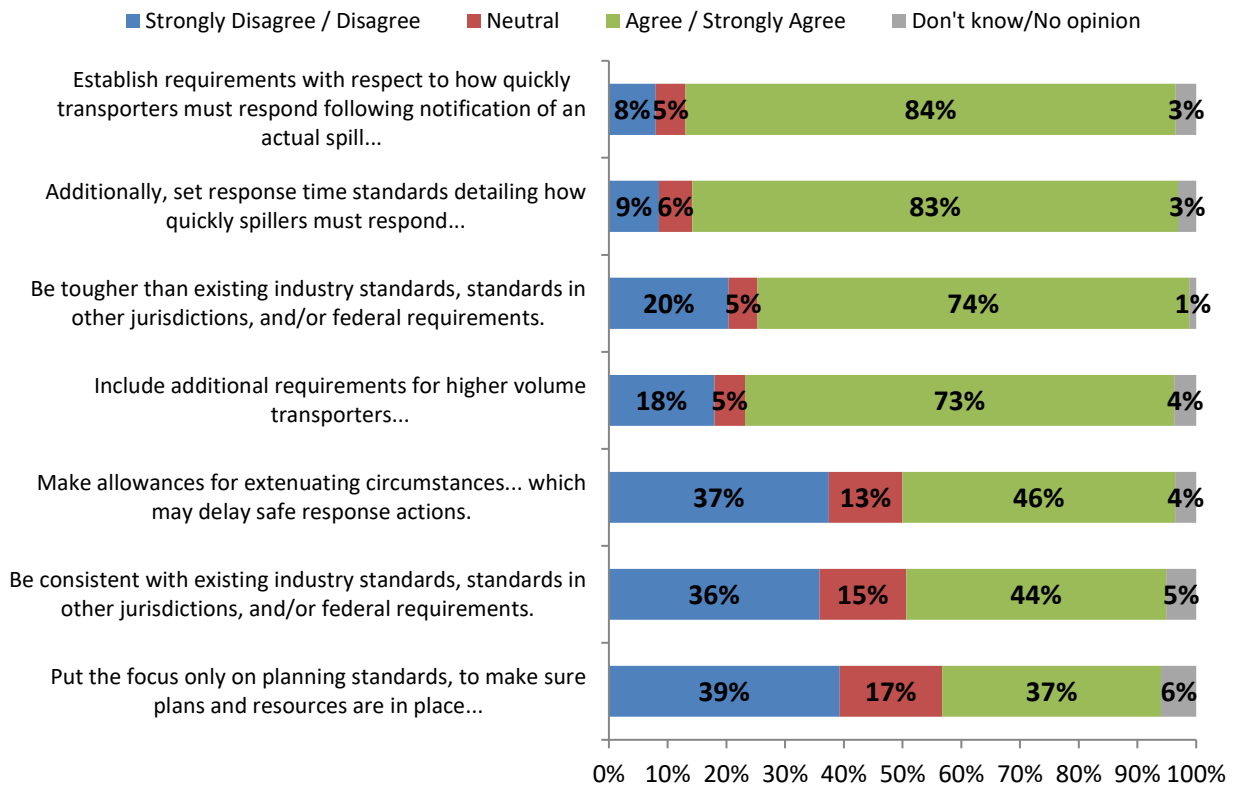
5.1 Response Times

5.1.1 Summary of responses to closed-ended questions on response times

- The views of questionnaire participants on response times indicated a desire for spill response time regulations that:
 - Are tougher than existing standards, including additional requirements for higher volume transporters; and
 - Set response time standards that specify how quickly spillers must respond to a spill and requirements for the time taken to respond to a spill following notification, with accompanying penalties for a failure to respond in an allotted timeframe.
- The vast majority of respondents (84 percent) felt that requirements with respect to how quickly transporters must respond following notification of an actual spill should be established and include penalties for failure to meet these standards.
- The vast majority of respondents (83 percent) indicated that response time standards detailing how quickly spillers must respond to a spill should be set.
- Almost three-quarters of respondents (74 percent) felt that response time standards should be tougher than existing industry standards, standards in other jurisdictions, and/or federal requirements.
- A similar proportion of respondents (73 percent) felt that high volume transporters (those who transport large quantities of product via pipelines and rail) should have to meet additional requirements.

- Conversely, less than half of participants agreed with the concept that response time standards should make allowances for extenuating circumstances that delay responses, such as severe weather (46 percent). Also, less than half of participants thought that the focus should be on planning standards only, instead of requiring spillers to meet prescribed times during actual spills (37 percent).

5.1.2 Graph illustrating responses to closed-ended questions on response times



5.1.3 Example written responses to open-ended questions on response times

- *Response times should be immediate, no matter the location of the spill.*
- *Response times should be measured in hours, not days, with none exceeding 1 hour.*
- *Ensure that every company and government involved in the production and shipping of oil products is/are held fully and solely responsible financially, for cleanup, and for all environmental harm and damages - with no financial assistance from Canadian taxpayers.*

- *Any incidents that occur should result in immediate removal of transport privileges with severe and ongoing fines in perpetuity.*
- *Financial penalties exclusively may not be enough to deter incompetency or a failure to respond. Loss of the ability to transport for predetermined intervals should be considered.*
- *B.C. must be better and tougher than industry standards or other geographic regions. Our economies rely on a clean coastline.*
- *Always side with the safety of people and environmental protection at least one standard above what is presently in use in the industry.*
- *With regard to inclement weather, this will certainly impact response time and any standards that ignore this are probably unrealistic.*
- *If there are extenuating circumstances, such as inclement weather, that would prevent or delay spill response time, no transportation should occur during those circumstances.*

5.2 Geographic Response Plans

5.2.1 Summary of responses to closed-ended questions on GRPs

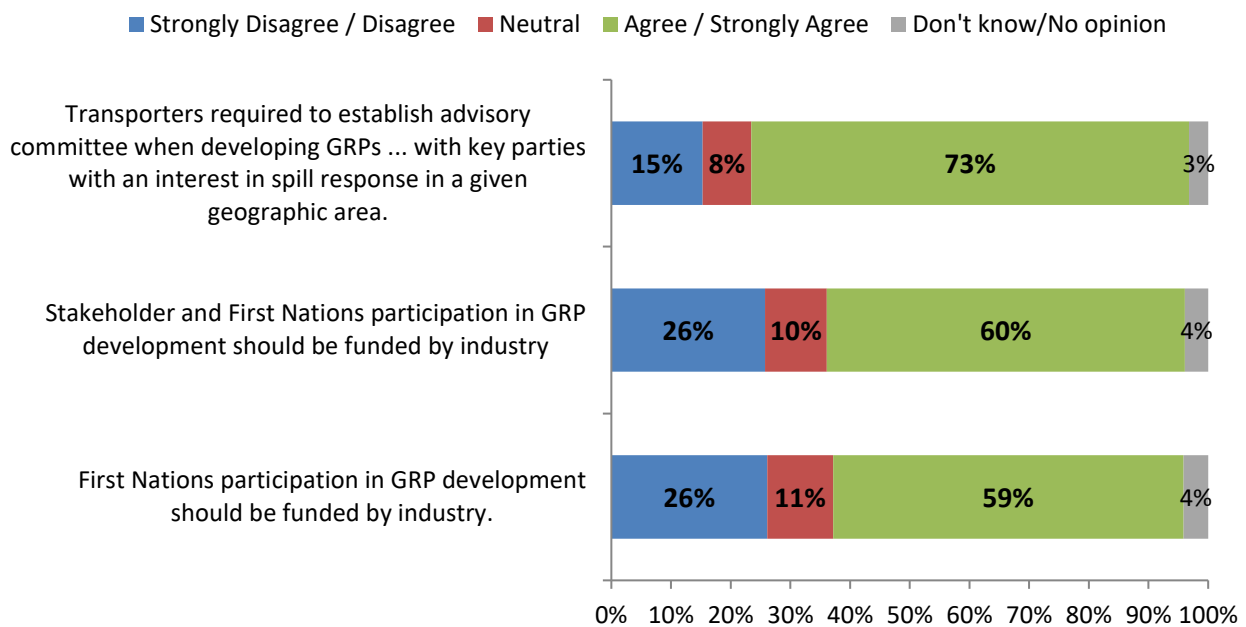
- 48 percent of participants felt that GRP development should be the same for all areas of the province, while 38 percent felt that the collaborative work between B.C. and the federal government on marine GRPs should be a higher priority than terrestrial GRPs.
- Participants were also asked for their opinions on the establishment of advisory committees that would be involved in the development of GRPs. 73 percent believed that transporters should be required to establish an advisory committee made up of Indigenous representatives and key stakeholders in a given geographic region, including key parties with an interest in spill response for the region.
- With respect to industry funding of such advisory committees, a somewhat smaller majority, approximately 60 percent of respondents, supported industry funding of key participants including both Indigenous participation and stakeholder participation.
- Approximately 40 percent of participants from Vancouver Island, the coast and the mainland, and southwest regions felt that collaborative work on marine GRPs between B.C. and the federal government should be a higher priority than terrestrial GRPs, as

compared to other regions of B.C. (ranging from 24 percent to 36 percent in other regions).

5.2.2 Summary table indicating the types of areas that participants consider the highest priority for GRP development:

Priority for GRP development	Percent
GRPs for all areas of the province	48
Collaborative work on marine GRPs between B.C. and the federal government	38
GRPs for high volume transportation corridors on land	12
GRPs for highways and/or sensitive areas along highway corridors	3

5.2.3 Graph illustrating responses to closed-ended questions on GRPs



5.2.4 Example written responses to open-ended questions on GRPs

- *GRPs should be developed and shared in the public sphere, but should be funded by industry.*
- *Funding should come from the government to avoid conflicts of interest.*

- *Participation in GRPs should be funded jointly by government and industry. If just industry, concerned about potential conflicts.*
- *Measures should be taken to ensure that the funding for participants in a GRP review are not being influenced.*
- *[As there are] wide reaching effects of marine oil spills ... marine GRPs [should] take highest priority.*
- *GRPs should have the same extremely high priority throughout the province.*
- *Scientific and environmental experts should also be a part of the committees and funded by the industry to ensure all parties are accurately informed.*
- *Some type of educated regulatory body should be included to ensure that the proper measures and standards are being set in the first place.*

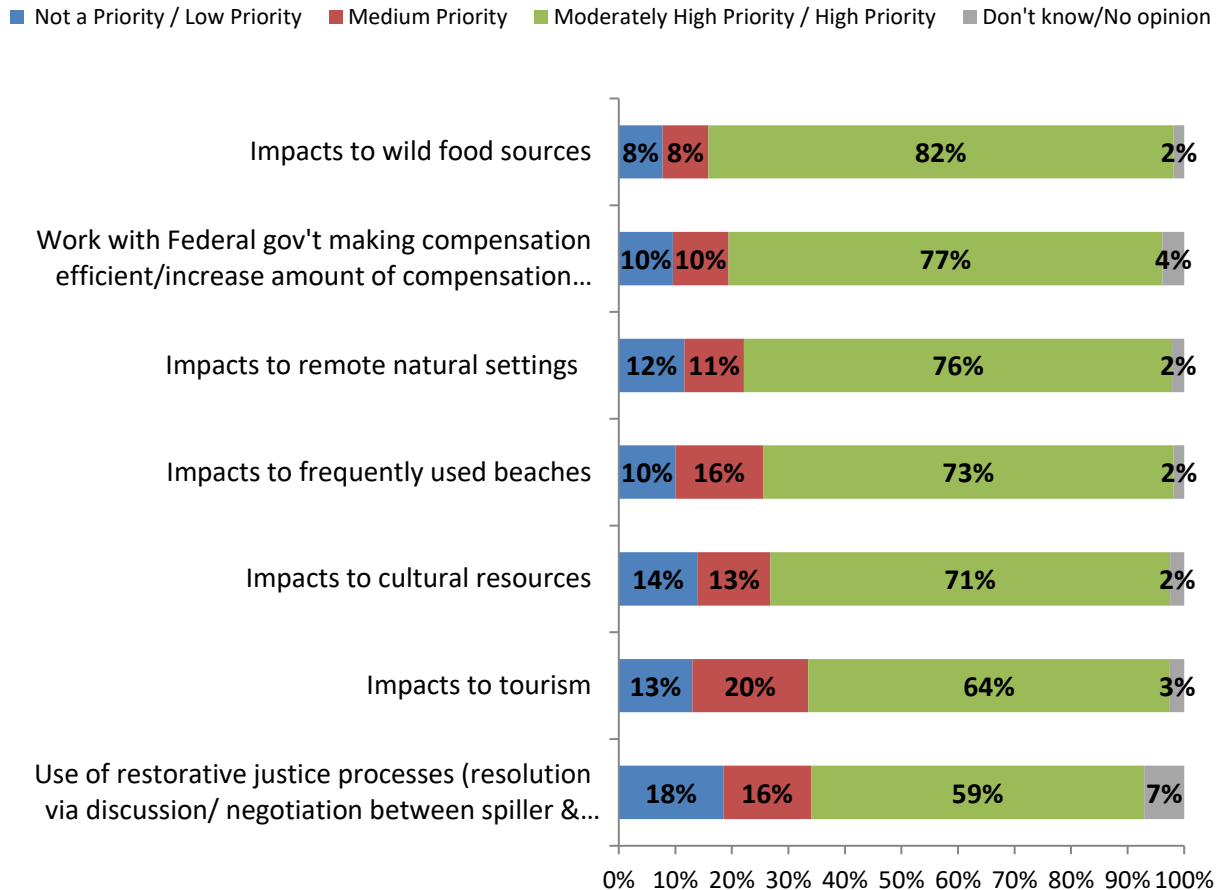
5.3 Loss of Public and Cultural Use

5.3.1 Summary of responses to closed-ended questions on loss of public and cultural use

- Participant views on compensation for loss of public and cultural use indicated that having the Province work with the federal government to make the compensation process more efficient following marine spills from vessels is a priority. While all areas of impact listed were considered priorities, impacts to wild food sources and remote natural settings were deemed a greater priority than other areas.
- 77 percent of participants felt that the ministry should work with the federal government to make the compensation process more efficient, as well as increasing the amount of compensation available following marine spills from vessels.
- The vast majority of participants indicated that the government should give priority to wild food sources (82 percent) and remote natural settings (76 percent) when developing regulations regarding compensation for loss of public use associated with spills.
- Slightly smaller majorities felt that the government should give priority to frequently used beaches (73 percent), cultural resources (71 percent), and tourism (64 percent).

- Approximately 60 percent of participants indicated that they believed that restorative justice processes should be used to resolve compensation issues in the event of a spill.

5.3.2 Graph illustrating responses to closed-ended questions on loss of public and cultural use



5.3.3 Examples of written responses to open-ended questions on loss of public and cultural use

- *It is important that the spiller be responsible for, and bear all costs of, the spill and the cleanup.*
- *The transporter should financially cover all expenses incurred by a spill, as well as the future costs of repairs needed to the area.*

- *Burden of proof for compensation should not be onerous. Companies should be required to maintain adequate insurance or post security large enough to adequately compensate for a large-scale disaster, including the costs of long-term loss.*
- *Environmental damage should be utmost in every case.*
- *Impacts to the health of human populations and compensation for direct and indirectly linked impacts on health should be considered.*
- *Most coastal communities are dependent on the sea and rivers for their livelihood and food sources. Those MUST be protected. As well the sea life and water-dependant life MUST be protected.*
- *It should not take more than a year for full compensation after a spill.*
- *There has to be some way to make sure that the people responsible pay for the spill without lengthy and costly legal challenges.*
- *Context is everything. If those involved are able to calculate the loss and find a settlement or circumstance that fits the incident, then it should be open and honest with the public that it affects.*

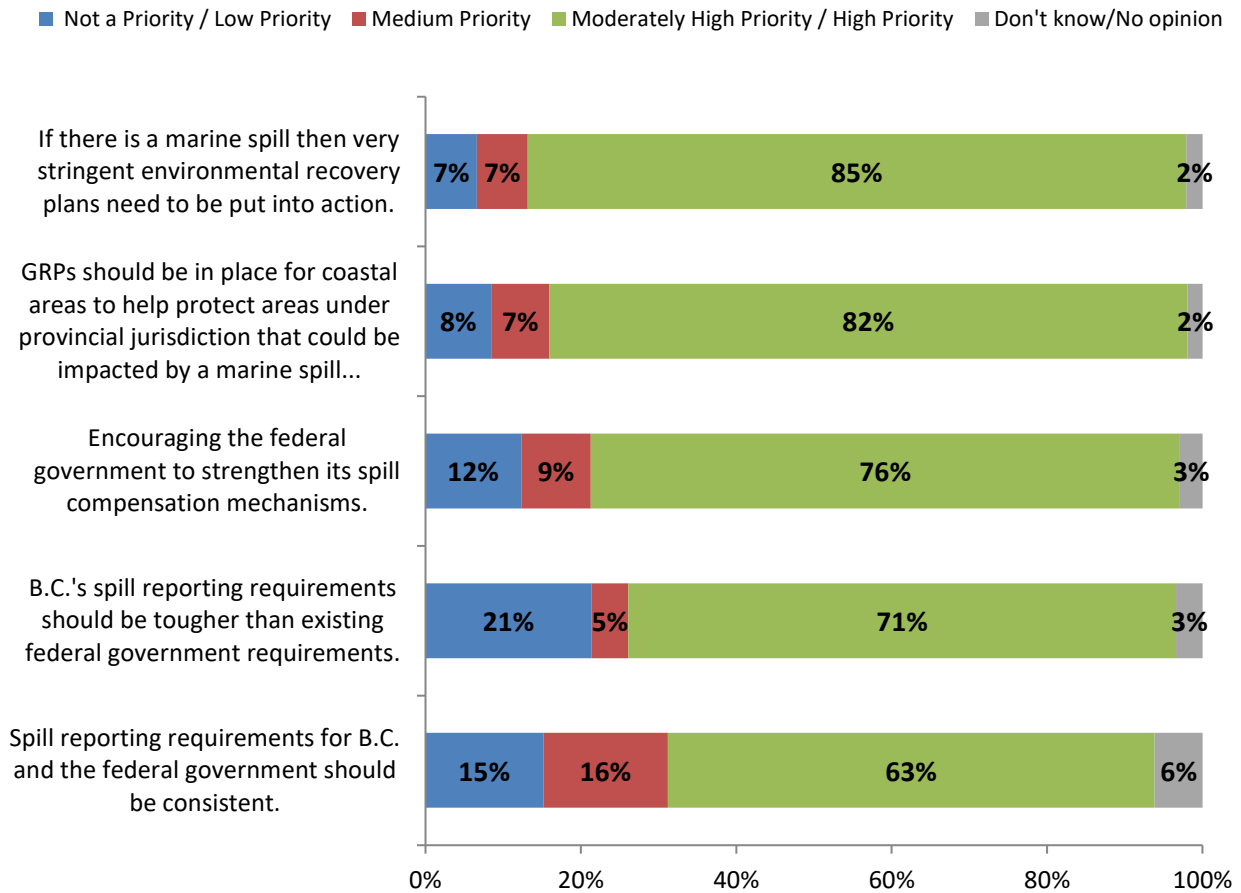
5.4 Marine Application of Provincial Regulations

5.4.1 Summary of responses to closed-ended questions on the marine application of provincial regulations

- As a priority for B.C. spills regulations and the marine application of provincial regulations, participants indicated a desire for stringent environmental recovery plans to be put into action in the event of a spill. Participants also felt that having GRPs in place for coastal areas to help protect those areas under provincial jurisdiction that could be impacted by a marine spill from a vessel was a priority.
- When developing enhancements to the marine application of provincial regulations, the great majority of participants felt that:
 - Very stringent environmental recovery plans should be put into action in the event of a marine spill (85 percent high priority);

- Ensuring GRPs are in place for coastal areas should be a priority (82 percent);
- Encouraging the federal government to strengthen its spill compensation mechanisms should be a priority (76 percent); and
- Making the spill reporting requirements of B.C. tougher than the existing requirements of the federal government should be a priority (71 percent).

5.4.2 Graph illustrating the responses to closed-ended questions on the marine application of provincial regulations



5.4.3 Example written responses to open-ended questions on the marine application of provincial regulations

- *Development of spill regulations should carefully conform to existing, available, and prevailing standards that have served the B.C. coast appropriately for several decades.*
- *All companies involved in the production and transport of oil products should require a guarantee or bond commensurate with the estimated cost both economically and environmentally.*
- *A one hundred-million-dollar contingency fund should be set up in advance of the first drop of oil being pumped. That emergency fund is paid for by oil companies but controlled by the Province for pipeline emergency response.*
- *GRPs should be in place for all vulnerable marine geographies.*
- *Federal standards are too low. Beautiful B.C. needs its precious coastline protected. We need top-of-class standards.*
- *Provincial regulations need to be more stringent than federal and should trump federal regulations when spills occur.*
- *[B.C.] and federal spill reporting requirements should be consistent and highly demanding.*
- *B.C. is part of Canada, if [we] don't like an existing federal regulation, improve it, don't bypass it.*
- *Either it's a federal responsibility or Provincial. No duplication should ever occur.*
- *It is federal jurisdiction. The activities of this government seem intent on sparking a constitutional issue.*
- *All coastal areas of the Province fall under federal jurisdiction.*
- *Develop the plans as a collaborative process - no intransigence.*

6. OTHER QUESTIONNAIRE COMMENTS

A considerable number of participants provided opinions on other aspects of spill management. Participants discussed the importance of improving spill contingency planning requirements and the need for improved spill response. The theme of cost recovery was also raised in many submissions, ensuring that those who spill pay for the full cost associated with the clean-up. There was also a call for greater regulation of tanker traffic along the coastline of B.C.

Recent changes under the *Environmental Management Act 2003* requiring Spill Contingency Plans and outlining enhanced spill response requirements may address some of these concerns. However, as they are only now being implemented, participants may not be seeing the effects of these improvements yet.

Participants also raised several issues that are interrelated to the issue of improving spill management, but not directly relevant to the policy topics being explored in the Intentions Paper. Participants provided recommendations on whether new oil pipeline projects should be built in B.C., while others called for a ban on the transportation of spill-able materials. General concern was expressed for the environment as it relates to transporting dangerous goods. Other participants raised the potential for negative economic impacts caused by increased regulation or blocking major projects.

7. WRITTEN SUBMISSIONS

7.1 Emails from B.C. Residents

A total of 12,821 written comments were received by the ministry via email in response to the Intentions Paper. Almost 7,800 of these submissions were identified as being part of one of six letter writing campaigns where submissions were made by individuals, but the content was not unique to the individual submitting (e.g. individuals were asked to sign their name to a letter and then submit it – form letter). The remaining 5,000 emails received did not use a form letter.

A random sample of 26 percent of all emails received (3,300) were reviewed. The content in those letters were coded into 42 themes. Any form letters included in this sample were coded the same as emails from individuals. The 13 major themes cited by 20 percent or more of the random sample of all emails are listed below:

Theme	Example points	Percent of random sample that cited this theme
Restrict or ban the flow of diluted bitumen	<ul style="list-style-type: none"> • Against such exports • Limited ability to clean this product • Not in provincial interest 	57
Need better spill contingency planning standards and requirements	<ul style="list-style-type: none"> • Support for adopting much stronger requirements • Support for new or tougher spill regulations 	56
Support for Phase Two Intentions Paper policy topics	<ul style="list-style-type: none"> • Complete or full support for the four proposals • Need for stronger standards for spill response in B.C. • Support for a government move to introduce new oil spill regulations that will protect our communities 	56
Oil tanker traffic in general, as well as increases in such traffic	<ul style="list-style-type: none"> • Not prepared for proposed increase in tanker traffic • Tanker traffic to be kept to a minimum • Lower volumes of traffic produce lower risk of spills 	35
Companies transporting should pay for spill as part of spill management	<ul style="list-style-type: none"> • Suggested companies benefiting from shipping revenues be fully responsible for consequences of a spill • Support for transporters providing funding as part of spill contingency planning • Suggested transporters, not taxpayers, be responsible for spill cleanup cost 	34
Spill management must include Indigenous and non-Indigenous communities	<ul style="list-style-type: none"> • Support for Indigenous community and general public consultation • Ensure that local stewardship initiatives are supported • Support for integrating local knowledge in spills regulations 	33
Keep B.C. Beautiful	<ul style="list-style-type: none"> • B.C. tourism relies on beautiful environment • Visitors to B.C. come because of beautiful coastal waters • Dilbit oil spill would be catastrophic for coastline 	33
There is a need to understand more about the properties of the products being transported that could spill	<ul style="list-style-type: none"> • Support for more research into properties of products being spilled in all circumstances • Support for more research into processes necessary to clean up product 	32
Tourism, danger to tourism, and economic impact of spill on tourism	<ul style="list-style-type: none"> • Family businesses that rely on ocean and wildlife tourism cannot survive a spill • Suggestions that tourism is a large part of the B.C. economy 	30

Support for protecting B.C. lands and waters	<ul style="list-style-type: none"> • Suggested that many people support the B.C. government stand on spill regulations • Support for providing new legislation for spills regulation • Support for creating strong legal defense via new spills regulation 	26
The public has concerns regarding spills	<ul style="list-style-type: none"> • Concerned that spills will pollute waters for many years • Concerned that spills will destroy environment and wildlife • Concern that spills will adversely impact jobs 	24
Stringent requirements/ recommendations for spill recovery plans	<ul style="list-style-type: none"> • Support for adoption of much more stringent requirements • Support for employing the 'strictest' spill regulation 	21
Need better testing of Spill Contingency Plans	<ul style="list-style-type: none"> • Support for mandatory drills for Spill Contingency Plans • Support for mandatory testing of Spill Contingency Plans • Support for drills that need to meet key spill response milestones 	21

7.2 Formal Submissions from Indigenous Communities, Federal and Local Governments, and Stakeholders

The ministry and the Minister received written submissions from Indigenous communities, federal and local governments, industry and associations, environmental organizations, and other stakeholders. These submissions have been reviewed and a summary report of them is available on the ministry's [Phase Two regulation website](#).

8. APPENDICES

8.1 Definitions

Advisory committee: An advisory committee would consist of key parties with an interest in spill response for a given geographic area, such as Indigenous communities, local governments, community associations, first responders, and environmental groups.

Stakeholders: Stakeholders may include key parties with an interest in the outcome of a spill response for a given geographic area. Stakeholders may include local governments, community associations, and environmental groups.

Response times: Response times are timeframes for when response actions take place following a spill incident such as an oil spill. Linking response times to significant response milestones, or achievements, helps ensure that a response will unfold in a timely manner. Response times can be established for multiple aspects of an incident response including resource activation, arrival of equipment and personnel on-site, establishment of an Incident Command Post, initiation of containment activities, public notification, and sampling and monitoring activities. Currently, the Province does not have regulations in place for response time requirements.

Geographic Response Plans: GRPs identify sensitive, natural, cultural, and/or significant economic resources at risk from spills and prioritize response strategies to minimize impacts to these resources. GRPs have two primary goals: direct response actions in the first 48 to 72 hours, and identification of sensitive resources at risk from spills. Currently, B.C. does not have regulations requiring industry to prepare GRPs.

Compensation for loss of public and cultural use: Compensation for loss of public and cultural use refers to mechanisms designed to provide compensation for the effects of a spill on the social, cultural, economic, and psychological wellbeing of impacted communities. It ensures that communities are compensated by spillers for negative impacts, particularly loss of use of public and cultural resources. The impacts could be temporary or long-lasting, direct or indirect.

Marine application of Provincial regulations: Marine application of provincial regulations refers to the opportunity to enhance ministry authorities to ensure provincial interests are fully addressed in marine spill prevention, preparedness, response, and recovery, while recognizing federal authorities. While the primary responsibility for ship-source spills (the majority of marine spills) currently lies with federal agencies, a spill of any significance will impact and involve all orders of government. The Province is interested in exploring what enhancements may be possible within Provincial authority, or by federal agencies, through federal authority.

8.2 Spills Regulation Engagement Questionnaire

Response Times

Response times are timeframes for when response actions must take place following an incident such as an oil spill. Linking response times to significant response milestones or achievements helps ensure that a response will unfold in a timely manner. Response times can be established for multiple aspects of an incident response including resource activation, arrival of equipment and personnel on-site, establishment of an incident command post, initiation of containment activities, public notification, and sampling and monitoring activities. At present, the province of B.C. does not have regulations setting out response time requirements.

To what extent do you agree or disagree with the following statements about how response time standards should be developed?

Spill response time standards set by the province should:

	1 - Strongly Disagree	2	3 - Neither Agree nor Disagree	4	5 - Strongly Agree	Don't Know/No Opinion
Be tougher than existing industry standards, standards in other jurisdictions, and/or federal requirements.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Be consistent with existing industry standards, standards in other jurisdictions, and/or federal requirements.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Put the focus only on planning standards, to make sure plans and resources are in place that would meet response time benchmarks.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In addition to planning standards, also set response time standards that detail how quickly spillers must respond to a spill	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Make allowances for extenuating circumstances (e.g. severe inclement weather) which may delay safe response actions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
	1 - Strongly Disagree	2	3 - Neither Agree nor Disagree	4	5 - Strongly Agree	Don't Know/No Opinion

Establish requirements with respect to how quickly transporters (industry) must respond following notification of an actual spill, with associated penalties for failure.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Include additional requirements for higher volume transporters (those transporters who transport larger quantities of product via pipelines and rail).	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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With respect to the issues presented in the preceding question, are there any other considerations or information that you think should be taken into account in the development of spill regulations?

Please provide your comments on response times. (please limit your response to 600 characters)

Geographic Response Plans

Geographic response plans (GRPs) identify sensitive, natural, cultural, and/or significant economic resources at risk from spills and prioritize response strategies to minimize impacts to these resources. GRPs have 2 primary goals: direct response actions in the first 48 to 72 hours and identification of sensitive resources at risk from oil spills. At present, B.C. does not have regulations requiring industry to prepare GRPs.

What types of areas should be highest priority for development of Geographic Response Plans?

Choose one of the following answers

- GRPs for all areas of the province should have the same priority.
- GRPs for high volume transportation corridors on land, such as major pipelines and rail corridors, should be a higher priority than GRPs in other areas of the province.
- GRPs for highways and/or sensitive areas along highway corridors should be a higher priority than GRPs in other areas of the province.
- Collaborative work on marine GRPs between B.C. and the federal government (which is the legislated lead for marine spill planning) should be a higher priority than terrestrial (on land) GRPs

Indicate your level agreement or disagreement about how those plans should be developed:

Definitions:

- An advisory committee would consist of key parties with an interest in spill response for a given geographic area, such as First Nations, local governments, community associations, first responders, and environmental groups.
- Stakeholders may include key parties with an interest in the outcome of a spill response for a given geographic area. Stakeholders may include local governments, community associations, and environmental groups.

	1 - Strongly Disagree	2	3 - Neither Agree nor Disagree	4	5 - Strongly Agree	Don't Know/No Opinion
Transporters should be required to establish an advisory committee when developing GRPs. Advisory committees would be made up of key parties with an interest in spill response in a given geographic area.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
First Nations participation in GRP development should be funded by industry.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Stakeholder and First Nations participation in GRP development should be funded by industry.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

With respect to the issues presented in the preceding questions, are there any other considerations or information that you think should be taken into account in the development of spill regulations?

Please provide your comments on **Geographic Response Plans**. (please limit your response to 600 characters)

Compensation for Loss of Public and Cultural Use

Compensation for loss of public and cultural use refers to mechanisms designed to provide compensation for the effects of a spill on the social, cultural, economic, and psychological wellbeing of impacted communities. It ensures those communities are compensated by spillers for negative impacts, particularly loss of use of public resources. The impacts could be temporary or long-lasting, direct or indirect.

As the government develops regulations regarding compensation for loss of public and cultural use associated with spills, what priority do you believe should be assigned to each of the following?

Please read the following statements and consider carefully which ones should be a higher or a lesser priority.

	1 - Not a priority	2	3 - Medium Priority	4	5 - High Priority	Don't Know/No Opinion
Impacts to tourism	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts to frequently used beaches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts to cultural resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts to wild food sources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Impacts to remote natural settings	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use of restorative justice processes (resolution through discussion and negotiation between spiller and those impacted)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



Working with the Federal Government to make the compensation process more efficient, and increase the amount of compensation available following marine spills from ships

With respect to the issues presented in the preceding questions, are there any other considerations or information that you think should be taken into account in the development of spill regulations?

Please provide your comments on compensation for loss of public use in the event of a spill. (please limit your response to 600 characters)

Marine Application of Provincial Regulations

Marine Application of Provincial Regulations refers to the potential opportunity to enhance ministry authorities to ensure provincial interests are fully addressed in marine spill prevention, preparedness, response, and recovery, recognizing federal authorities in this area. While the primary responsibility for ship-sourced spills (the majority of marine spills) currently lies with federal agencies, a spill of any significance will impact and involve all levels of government. The province is interested in exploring what enhancements may be possible within provincial authority, or by federal agencies, through federal authority.

In the B.C. government’s consideration of marine applications of provincial spill regulations, what priority do you believe should be assigned to each of the following considerations?

Please read over the following statements and consider carefully which ones should be a higher or a lesser priority.

1 - Not a priority 2 3 - Medium Priority 4 5 - High Priority Don't Know/No Opinion

B.C.'s spill reporting requirements should be tougher than the federal government's existing requirements.

Spill reporting requirements for both B.C. and the federal government should be consistent.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Geographic response plans should be in place for coastal areas to help protect those areas under provincial jurisdiction that could be impacted by a marine spill from a ship.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Encouraging the federal government to strengthen its spill compensation mechanisms.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If there is a marine spill then very stringent environmental recovery plans need to be put into action.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

With respect to the issues presented in the preceding questions, are there any other considerations or information that you think should be taken into account in the development of spill regulations?

Please provide your comments on marine application of provincial regulations (above and beyond federal regulations). (please limit your response to 600 characters)

NOTE: This and the following questions are used to understand who is responding to the feedback form. Your responses are confidential. All responses will be compiled and analyzed as a group. Responses will not be identified by individual.

Which region of the province do you live in?

- Choose one of the following answers
- Cariboo
 - Kootenay
 - Mainland/Southwest
 - Nechako
 - Northeast
 - North Coast
 - Thompson/Okanagan
 - Vancouver Island/Coast
 - I live outside of B.C.
 - Prefer not to answer

Are you a member of an Indigenous (First Nations, Métis or Inuit) community in B.C.?

Choose one of the following answers

- Yes
- No
- Prefer not to answer

To which age category do you belong?

Choose one of the following answers

- Younger than 25 years
- 25 - 34 years
- 35 - 44 years
- 45 - 54 years
- 55 - 64 years
- 65 years and older
- Prefer not to answer

Thank you for your feedback.

After the survey closes **April 30, 2018**, results will be analyzed, and the Province will prepare a summary report on the findings that will be made available to the public later in 2018.

Do you know of anyone else with an interest in Spills Regulation?

Please share and encourage others to submit their feedback.