

Kinder Morgan TransMountain Pipeline Expansion
Frequently Asked Questions
February 13, 2014

Q: What is the Kinder Morgan Trans Mountain pipeline proposal?

A: Oil pipeline giant Kinder Morgan wants to build a new pipeline alongside an existing one from the Alberta tar sands oil fields to an oil shipping terminal in Burnaby, British Columbia, a suburb of Vancouver, B.C.

- The project would roughly triple capacity of the existing pipeline from approximately 300,000 barrels per day to 890,000 barrels per day.
- If the expansion occurs, it will create a quantum leap in the number of marine oil tankers and associated tug boats travelling through Coast Salish fishing grounds, increase the risk of a catastrophic oil spill, and dramatically increase the risk of introducing invasive species through the discharge of ballast water from the tankers.

Q: What is the Canadian National Energy Board?

A: Canada's National Energy Board (NEB) is the Canadian federal regulatory agency charged with reviewing this project. The NEB will hold hearings and gather evidence about the risks, harms, and benefits of the project. Ultimately, the NEB will recommend to the Canadian federal government whether the project should be approved, disapproved, or approved with conditions. The final project decision lies with the Canadian federal government.

Q: What is the timeline – what's next?

A: Kinder Morgan filed its expansion application in December 2013. The NEB opened the process to interventions until February 12, 2014. The NEB will announce its decision on intervention in an order, within one to three months. The NEB will hold its evidentiary hearings later this year. At that time, the Tribes will present evidence that the project will interfere with their treaty rights and increase the risk of oil spills and introduction of invasive species that could devastate the Salish Sea.

Q: What is the Salish Sea?

A: The name "Salish Sea" recognizes the Juan de Fuca Strait, Haro Strait, the Strait of Georgia and Puget Sound as a single marine ecosystem. At the naming of the Salish Sea, the Canadian Government's Minister of Aboriginal Relations and Reconciliation approved a Declaration stating that:

Since time immemorial, the Salish Sea has nourished, transported, and inspired those who live on its shores. The adoption of the name "Salish Sea" honors a common path of reconciliation between government and the Coast Salish Nations

and recognizes the symbiotic relationship of the Coast Salish Peoples and these waters.

The Salish Sea also includes all the connecting channels and adjoining waters, such as the waters in an around Haro Strait, the San Juan Islands, Rosario Strait, Bellingham Bay, Hood Canal, and the Gulf Islands in British Columbia, Canada.

Q: Why do U.S. and Canadian Coast Salish tribes care about Salish Sea impacts?

A: The project would have direct and substantial impacts for Coast Salish nations on both sides of the U.S./Canadian border. Washington tribes have treaty-protected fisheries rights in the Salish Sea and are co-managers of those fisheries with the State of Washington. Their concerns include:

- If built, the project will result in a quantum leap in the number of oil tankers navigating through Boundary Pass, Georgia Strait, Haro Strait, and the Strait of Juan de Fuca.
- According to Kinder Morgan's own estimates, the existing Westridge Marine Terminal typically loads 5 tankers and 2-3 barges per month.
- If the project is approved, the number of tanker loadings is predicted to increase to at least 34 per month.
- 444 total loadings per year means that Kinder Morgan plans to send one oil-loaded tanker through tribal fishing grounds every single day, and on every fifth day it would send two tankers.
- The tankers will arrive empty and will therefore need to discharge ballast water as they are loaded – the discharged ballast water can result in the introduction of invasive species that can devastate the ecosystems that are relied on to provide harvestable surpluses of salmon and shellfish.
- Tug boat traffic and the use of anchorages will increase, which will further interfere with tribal fishing.

Several projects are pending that will add to this quantum leap in vessel traffic in the Salish Sea and magnify the risk of oil spills and other accidents. These include coal export terminals in both Washington and British Columbia. If all these projects proceed, the potential increase in additional tankers and bulk cargo vessels and tugboat traffic in this sensitive and already-threatened ecosystem is staggering.

Q: What's at stake?

A: The Trans Mountain expansion, with its massive increase in ocean-going oil tankers, presents many issues of concern to the Tribes, including:

- (1) physical interference with the exercise of treaty fishing rights and access to fishing areas, as well as the safety of tribal fishers;
- (2) impacts of oil spills and pollution in coastal waters and intertidal areas;
- (3) potential oil spills on cultural resources;

- (4) the lack of knowledge about how tar sands crude oil, including additives such as diluted bitumen (dilbit), react in the marine environment;
- (5) impacts of increased extraction of tar sands crude on the First Nations in the Alberta area; and
- (6) harmful climate change impacts from the extraction and burning of tar sands crude.

Q: What U.S. Coast Salish Tribes and Canadian First Nations have sought to be involved in the NEB process?

A: In the United States, the Swinomish Indian Tribal Community, Tulalip Tribes, Suquamish Tribe, and Lummi Nation have formally asked to intervene because they are directly affected, have commercial, property, resource, and cultural interests at stake, and have relevant information and expertise for the Board to consider. In Canada, the Tsleil-Waututh Nation and many other First Nations have already intervened. A full list of intervenors to date is available at the [NEB website](#).