

## **PRESS RELEASE**

### **Governments of Canada and B.C. Guilty of “Project Creep” and “Project Splitting” and Ignoring Public Submissions**

Do you want dangerous LNG Tankers daily on the Fraser River, in Burrard Inlet, and through the Salish Sea?

Over a thousand public submissions voicing concerns have been ignored and buried.<sup>1</sup>

Ignoring due, and legal<sup>2</sup>, process, the Governments of Canada and B.C. refuse to appropriately call for a federal Review Panel Environmental Assessment of plans for massive, full-scale LNG operations, including an LNG Marine Terminal, at Tilbury Island, Delta.

Through a sneaky process called “Project Creep”, the Governments of Canada and B.C. have allowed a small LNG operation at Tilbury Island to gradually expand without any environmental assessments.

In 2015, the federal National Energy Board granted Tilbury LNG a licence to export 3.5 million tonnes of LNG annually<sup>3</sup>. Through Orders-in-Council in 2013<sup>4</sup> and 2014<sup>5</sup>, the B.C. Government permitted a 46-times increase in liquefaction and a new storage tank that almost tripled LNG storage capacity.<sup>6</sup>

Now the Governments are saying plans for a massive increase to full-scale LNG liquefaction and storage is a separate project from the planned LNG marine terminal on the adjacent property, with the same project owner, FortisBC. This Project-Splitting is to avoid the highest level of assessment, a federal Review Panel Environmental Assessment. The projects are interdependent with plans for LNG tankers daily transporting Tilbury LNG for local bunkering and for export.

The federal government has permitted project-splitting with two B.C Substitution Environmental Assessments thereby avoiding credible accountability to federal energy, shipping, safety, and environmental protection laws.

Plans for the LNG Marine Terminal contravene [international safety standards](#) published by the *Society of International Gas Tanker and Terminal Operators*.<sup>7</sup> These standards warn against locating very hazardous LNG Terminals and related tanker traffic in narrow, winding rivers, and highly populated areas such as Richmond and Delta.

Over 1,000 public submissions in May-June, 2015, stating these concerns, were not posted, or incorporated, in the assessment of the Tilbury Marine Terminal. It was never disclosed that the public clearly did not trust the B.C. Substitution process and called for a federal Review Panel Assessment of all Tilbury LNG operations.<sup>8</sup>

This highly hazardous project destroys critical habitat, and threatens human lives in communities of the lower Fraser; around the bunkering facilities in Burrard Inlet; and along the shipping routes through the Salish Sea. The public submitted concerns and governments buried them.

## References

<sup>1</sup> Buried Public Input to Tilbury LNG Marine Terminal Project, Boundary Bay Conservation Committee, August 26, 2022, [http://actionintime.ca/wp-content/uploads/2022/08/buried\\_public\\_input\\_to\\_tilbury\\_lng\\_marine\\_terminal\\_project.pdf](http://actionintime.ca/wp-content/uploads/2022/08/buried_public_input_to_tilbury_lng_marine_terminal_project.pdf)

<sup>2</sup> Project Splitting avoids assessment thresholds. The Tilbury Marine Jetty Project is being assessed under CEAA 2012. The Operational Policy for CEAA 2012, outlines the determination of scope for an assessment:

In determining whether a project scope should be expanded beyond the project as proposed by the proponent, responsible authorities should consider how the additional components are linked to the project as proposed by the proponent. Where these components are connected actions, for instance:

- where one is automatically triggered by another;
- where one cannot proceed without the other; or
- where both are part of a larger whole and have, if considered separately, no independent utility.

<sup>3</sup> NEB decision letter to grant Tilbury LNG export licence <https://apps.cer-rec.gc.ca/REGDOCS/Item/View/2774368>

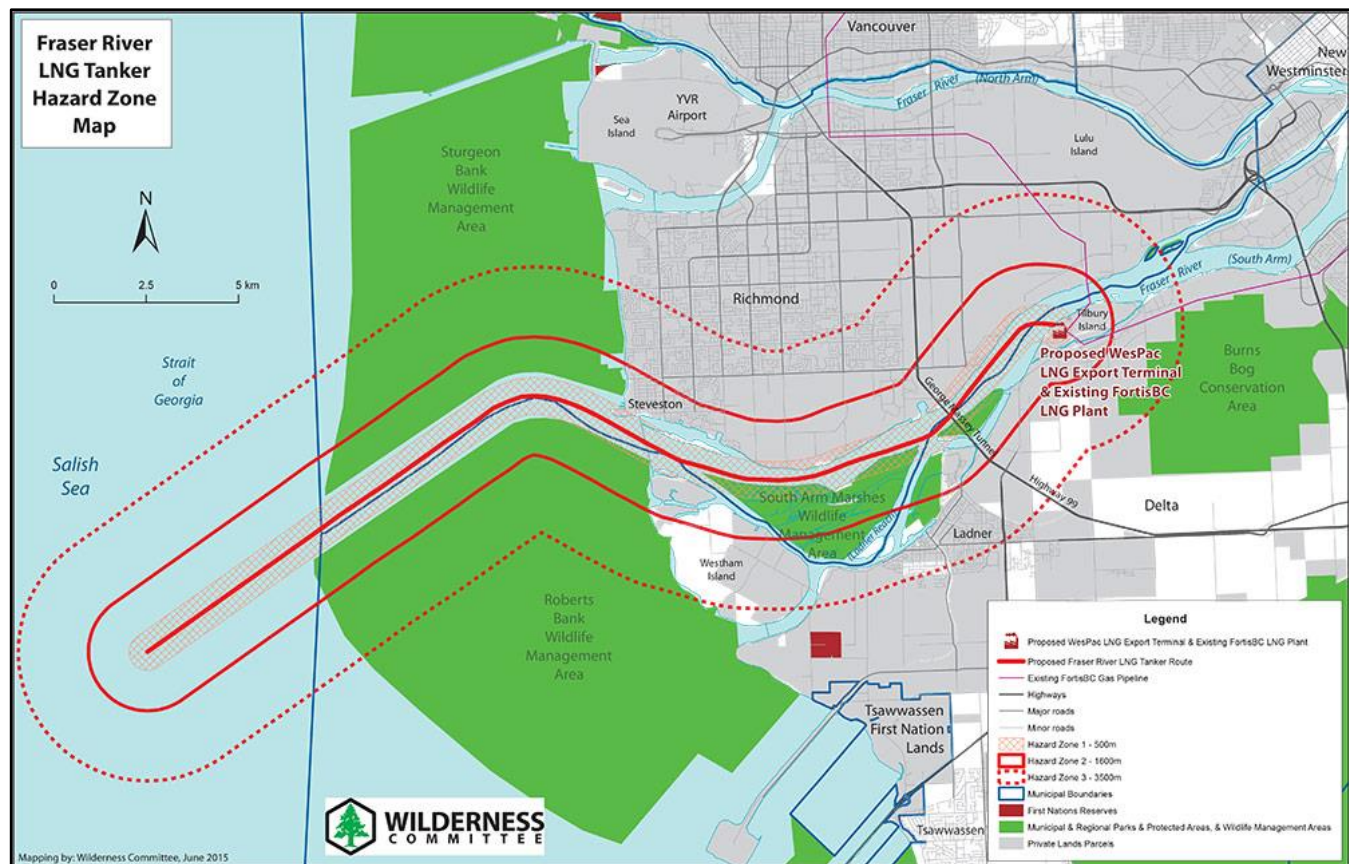
<sup>4</sup> OIC 557, Nov. 27, 2013 [https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc\\_oic/0557\\_2013](https://www.bclaws.gov.bc.ca/civix/document/id/oic/arc_oic/0557_2013)

<sup>5</sup> BC Reg.265/2014 [https://www.bclaws.gov.bc.ca/civix/document/id/bcgaz2/bcgaz2/v57n23\\_265-2014](https://www.bclaws.gov.bc.ca/civix/document/id/bcgaz2/bcgaz2/v57n23_265-2014)

<sup>6</sup> Tilbury Phase 2 Expansion Project, Detailed Project Description Rev 2, Sept. 2021 Scrolled Page 26 [https://projects.eao.gov.bc.ca/api/public/document/6138dcca17ba3b0022913ab0/download/FortisBC\\_Tilbury\\_DPD\\_Package.pdf](https://projects.eao.gov.bc.ca/api/public/document/6138dcca17ba3b0022913ab0/download/FortisBC_Tilbury_DPD_Package.pdf)

<sup>7</sup> LNG Terminal Siting Standards, Society of International Gas Tanker and Terminal Operators <http://www.savepassamaquoddybay.org/standards.html>

<sup>8</sup> Buried Public Input to Tilbury LNG Marine Terminal Project, Boundary Bay Conservation Committee, August 26, 2022, [http://actionintime.ca/wp-content/uploads/2022/08/buried\\_public\\_input\\_to\\_tilbury\\_lng\\_marine\\_terminal\\_project.pdf](http://actionintime.ca/wp-content/uploads/2022/08/buried_public_input_to_tilbury_lng_marine_terminal_project.pdf)



Fraser River LNG Tanker Hazard Zone Map, Wilderness Committee – based on safety international safety standards

<https://www.wildernesscommittee.org/news/fraser-river-lng-project-highlights-federal-governments-double-standards>

---

## About the Boundary Bay Conservation Committee (BBCC)

The Boundary Bay Conservation Committee (BBCC) was established in 1988 to enhance public awareness of the Fraser River delta and estuary. We have worked with other conservation groups to obtain protection and recognition for this world class ecosystem.

## Statistics for incremental expansions of Tilbury LNG operations

1971: Liquefaction: 60 tonnes per day  
Storage: storage tank = 28,000 cubic meters of LNG

2013: Phase 1 expansions approved through B.C. Orders-in-Council

Phase 1A:

Liquefaction: added 700 tonnes per day for a total of 760 tonnes per day.  
Storage: new storage tank added 46,000 cubic meters of LNG for a total storage capacity of 28,000 plus 46,000 = 74,000 cubic meters

Phase 1B:

Liquefaction: added 2,000 tonnes per day of liquefaction for a total of 2,760 tonnes

2021: Phase 2: Planned Expansion

Liquefaction: will add up to 7,770 tonnes per day for a total of 10,460 tonnes per day

Storage: new storage tank will add 142,400 cubic meters of LNG for a total of 216,400 cubic meters

Tilbury Phase 2 Expansion Project Detailed Project Description Rev 2- September 2021, Scrolled pages 26, 32 and 33  
[https://projects.eao.gov.bc.ca/api/public/document/6138dcca17ba3b0022913ab0/download/FortisBC\\_Tilbury\\_DPD\\_Package.pdf](https://projects.eao.gov.bc.ca/api/public/document/6138dcca17ba3b0022913ab0/download/FortisBC_Tilbury_DPD_Package.pdf)

Tilbury Marine Terminal - to be built on the adjacent property with LNG tankers daily on the lower Fraser River carrying LNG for local bunkering and for export.

Both Projects are owned by FortisBC. The company that has no accountability, or liability, for accidents, or issues, beyond the footprint of the Tilbury operations.

There are no substantive laws protecting the environment and the public – just regulations that are rarely enforced.