

FACT SHEET

Oil Pollution Emergency Plan

An Oil Pollution Emergency Plan (OPEP) has been developed by the Vancouver Airport Fuel Facilities Corporation (VAFFC) to enable response in the unlikely event of a spill during the offloading of aviation fuel at the marine terminal and to minimize potential environmental effects.

About the OPEP

- The OPEP has been prepared by Western Canada Marine Response Corporation (WCMRC)
- VAFFC will engage WCMRC to respond to any marine fuel spills
- WCMRC provides the response resources required to contain, control and recover any spilled fuel
- The development and maintenance of the OPEP is required under the *Canada Shipping Act*
- The VAFFC marine terminal is required to have the capacity to respond to a spill of up to 10,000 tonnes
- The OPEP includes details on initial responses, sources of response equipment and personnel, response action detail, interaction with other plans and contact notification checklists for individuals and organizations
- All terminal operational personnel and those involved with responding to marine terminal oil spills must have full knowledge and understanding of the plan
- The OPEP will be updated annually and after any spill incident or exercise

Spill Response Modelling

- In June 2011 WCMRC conducted an assessment of spill response techniques for protection of sensitive areas on the Fraser River to inform the development of the OPEP
- As a result of the assessment, WCMRC concluded that the spill response safety measures outlined in the OPEP will ensure WCMRC has a superior capability to respond to a spill at the VAFFC Marine Terminal and will also improve the response capability of all users of the Fraser River
- The combination of industry best practices for terminal design, dock operations, dock spill preventative measures and tanker preventative measures coupled with a solid response readiness plan reduces the risk of a spill ever happening
- In the unlikely event of a spill all of the safety measures will ensure a rapid response to minimize the effects

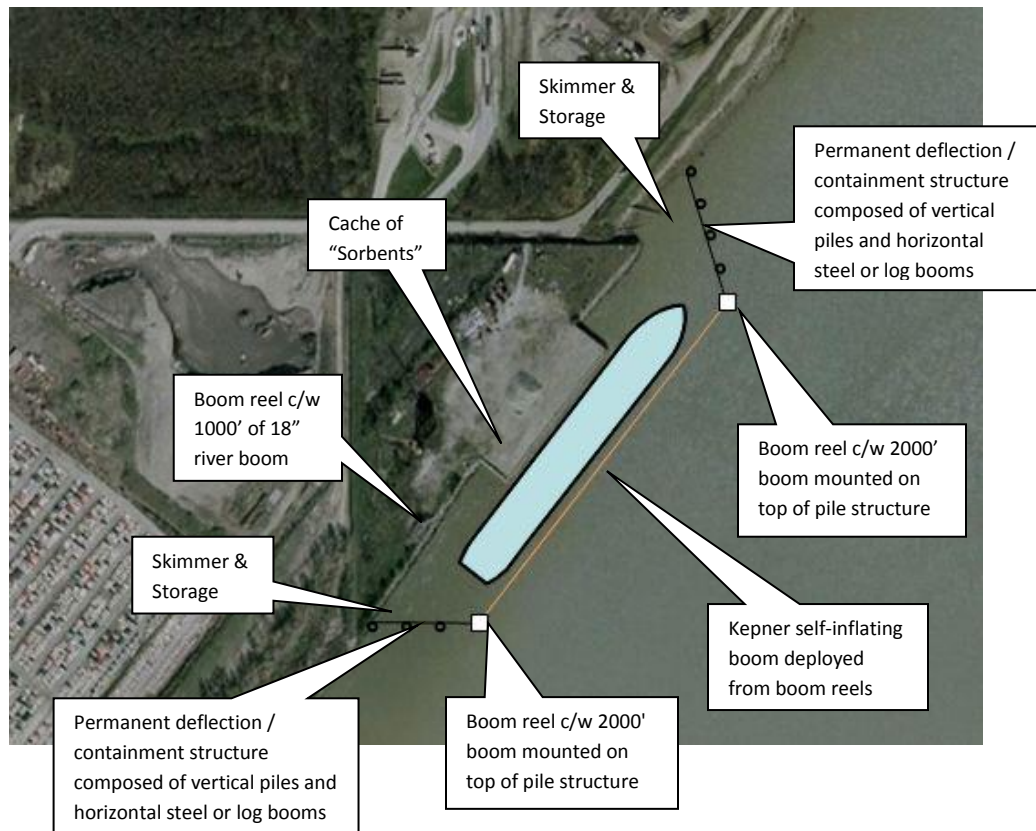
About the VAFFC Marine Terminal

- Fuel will be transferred from vessels to shore using hydraulically-operated articulated unloading arms
- The unloading arms will be designed to have flexibility and move with the vessel as winds, tides and currents change and as the vessel rises higher in the water as the fuel is offloaded

- If the movement of the vessel exceeds the safe range, the fuel transfer process will be automatically stopped and the arms will be disconnected using leak-free emergency release couplings
- The terminal will be equipped with pre-deployed permanent booming complete with a pile deflection/protection system and skimmers to collect any fuel spilled

On-site Spill Response Equipment & Supplies

- The following spill response equipment will be available at the VAFFC marine terminal:
 - Two response boats complete with boom and skimmers during vessel arrival and offloading, two boom reels with over 600 meters of self-inflating boom, fast-current skimmers, one boom reel with over 300 meters of river boom, temporary storage for recovered fuel, sorbents and an array of related parts such as anchors and towing vanes
- Before a vessel is offloaded, the boom and skimmers will be positioned around the vessel to contain a spill in the unlikely event of an accidental release of product onto water, and to recover the product as quickly as possible (see the figure below)
- The two response boats would be on standby to deploy boom in the open river if required
- The sorbents would be used to absorb any spilled fuel



Spill Reporting:

- In the event of a spill, VAFFC has the responsibility to ensure the Canadian Coast Guard and federal and provincial authorities are promptly notified

Properties of Jet A Fuel:

- Aviation fuel is a refined product and if spilled on water, the fuel will spread on the surface and rapidly evaporate
- The rate of evaporation will be influenced by air temperature, water temperature, wind and wave conditions