

FACT SHEET

Expansion of Current System Option

Among the 14 alternate long-term fuel delivery options studied by VAFFC was upgrading the current pipeline system connection the Chevron Refinery and Westridge Terminal on Burrard Inlet and YVR.

Background

- The existing 40-kilometre pipeline system was built in the late 1960s, when four refineries were operating in the area. Only the Chevron refinery remains and it provides only 40% of current fuel required at YVR. Another 40% arrives by tanker or barge at the Westridge Marine Terminal on Burrard Inlet.
- The Chevron Refinery and Westridge Marine Terminal still do not meet YVR's needs, and have to be augmented by daily tanker truck deliveries from Washington State (remaining 20%).
- One of the options considered by VAFFC was an upgrade to the existing pipeline or a complete replacement to accommodate current and future fuel demand. The current pipeline is only 15 cm (6 in) in diameter.

Weaknesses

- An upgraded or replaced pipeline would require additional facilities at Westridge Marine Terminal for receiving marine shipments and storing fuel, and these facilities are not part of the pipeline system and are owned by a third party.
- Space is limited at the terminal for the addition of fuel storage tanks.
- The option of upgrading the existing pipeline with the addition of pumping stations would only provide a short-term solution, and not meet the long-term needs of YVR.
- Replacement of or twinning the 40-kilometre pipeline would be very difficult and expensive due the need to keep it operating to supply YVR and the route through Burnaby and Richmond, which is considerably more urbanized than when the line was completed in the late 1960s..
- This option does not provide increased access to offshore sources and therefore achieves a low evaluation score for security and flexibility of supply.
- Kinder Morgan Canada owns the pipeline and right-of-way, so an upgrade or replacement is not within VAFFC's control.
- Kinder Morgan is planning to twin its existing Trans Mountain Pipeline and increase the exporting of oil and refined products from the Westridge Marine Terminal, which would result in up to 34 tankers a month using the terminal compared with five a month currently. This would limit VAFFC's access to the marine terminal.