

## Election 2015 Candidate Survey from GSA : Entry # 269

### Information about you

#### Name

Lisa Barrett

#### Email

[lbarrett@vcn.bc.ca](mailto:lbarrett@vcn.bc.ca)

#### Riding

Vancouver Centre

#### Party

Green Party of Canada

### Survey Questions

#### 1. In light of the recent Marathassa oil spill in English Bay, what do you see as the top three priorities for improving marine oil spill preparedness and response on BC's west coast?

1. Legislate a full coastal ban on oil tankers in our waters. The Nathan E Stewart has been plying coastal inland waters from Burrard Inlet to Alaska using loopholes in regulation and carrying dangerous loads that should fall under the provision of the tanker moratorium.
2. Reign in the Federal Port Authorities and require far more pro-active accountabilities on their part to adhere to their mandate to act in the public interest, \*not\* corporate interests. The Port Authority must ensure every vessel entering waters under their jurisdiction have regularly tested onboard monitoring of any and all releases and strict reporting requirements. The marine oil spill response crews must be funded equitably by west coast commercial marine users that make such a program necessary. The Coast Guard must be significantly re-funded and relocated at key high traffic areas and be mandated and staffed for co-ordinating marine oil spill responses.
3. Work immediately to reduce and eliminate tar sands bitumen transportation through pipelines to west coast waters.

#### 2. What specific actions can the federal government take to ensure that local communities are meaningfully involved in oil spill planning and response?

As this issue requires cooperation between various levels of government, a Council of Canadian Governments as proposed by the Green Party could convene to include federal, provincial/territorial, municipal/local, and First Nations, Metis and Inuit.

#### a) The establishment of a Citizens Advisory Council to facilitate citizen input into and oversight of Canada's marine oil spill preparedness and response regime?

I would support a Citizens Advisory Council that would ensure a fully participatory consultative process (so long as the Council is not populated with vested interest apart from representative citizens from affected communities).

#### b) Federal funding for local governments to ensure that they are adequately prepared to play their part in a coordinated spill response, and manage the impacts of an oil spill on their community?

While the industry should bear the burden of costs associated with their industry and operations, the federal

I think the industries should bear the burden of risk associated with their industry and profit takings. The federal government could reallocate funds presently provided to fossil fuel industries in the form of direct and indirect subsidies to that sector. The redirected fund could be partially spent on remedial programs that may be called in when industry fails to respond adequately.

There must be a funding recovery mechanism legislated to charge the industry responsible for the spill for any public funds expended to remediate their damages. This should be enforced through bonding requirements.

### **3. Do you support or oppose Kinder Morgan's proposed TransMountain pipeline expansion project?**

I absolutely oppose expansion and would go further to examine the shut down of current operations, given the findings of inadequate safety and fire protection reported by the Burnaby Fire Department.

### **4. What are your views on the National Energy Board's pipeline review process, including its current TransMountain review?**

Stephen Harper repealed the Canadian Environmental Assessment Act with Bill C-38, another disastrous omnibus budget bill, placing pipeline environmental assessment reviews in the hands of the NEB – an organization that's denied the public access and refused to include climate change as an issue of concern.

Citizens of BC must have a definitive say about the proposal to dramatically increase bitumen-loaded tankers through our waters. Elizabeth May is an intervenor in the Kinder-Morgan National Energy Board hearing process. However, the process has been reduced to largely a rubber-stamping exercise, by eliminating the opportunity for oral cross-examination, the weakness of Kinder-Morgan's evidence may escape public exposure. Economist Robyn Allen's reason for withdrawal from the process are compelling.

As the NEB is comprised of industry insiders, it's no surprise that the review is currently suspended due to a conflict of interest.

### **5. What are the three most important steps the federal government should take to tackle climate change?**

We must stop the \$-billions of public subsidies going to the dinosaur fossil fuel industries. Given climate realities and volatile international oil prices, expanding oil sands production is uneconomical and . Most of the bitumen in the Alberta oil sands must remain in the ground. The Green Party will create new jobs by investing in education for displaced tar sands workers and building a vast cohort of workers to fix our crumbling infrastructure, retrofit existing buildings and innovate in the clean tech industries across Canada.

We'll implement a National Energy Strategy that includes a price on carbon. Climate and energy are two sides of the same coin. We urgently need a comprehensive, science-based national climate strategy to address rising sea levels, drought, extreme weather events, changing rainfall patterns, increased forest fires, melting permafrost and crumbling Arctic infrastructure. A robust Canadian Climate and Energy Strategy begins with eliminating all fossil fuel subsidies. Canada currently provides more than \$1 billion dollars a year in subsidies to the fossil fuel industry, meaning, on a per capita basis, Canadian taxpayers provide more handouts to the fossil fuel industry than almost every other country in the G20. Next, we must work together to put a national price on carbon. In the complete absence of federal leadership, the provinces have taken up the challenge of climate change on their own. Although some progress has been made, notably in British Columbia, Ontario, and Quebec, this patchwork of climate strategies is an inefficient way to tackle an issue that faces all Canadians. The Carbon Fee and Dividend Plan is the smartest, most efficient, and most effective way to shift away from burning fossil fuels. We will place a fee on carbon, and pay the funds it generates directly to every Canadian over age 18 in the form of an annual carbon dividend. This plan will defend our climate, diversify our energy mix, grow our economy, and ensure energy security for Canadians.

A key part of this strategy will be to get provinces off using coal for electricity. As much GHG pollution comes from Alberta's coal plants as from the oil sands. The GPC promotes renewables and a major improvement of our east-west electricity grid for the sale of clean energy across Canada while more new renewable energy ramps up in each of the currently fossil-based provinces.

Invest in an infrastructure that promotes renewable energy, and a more robust east-west electricity grid to promote renewable energy transmission between provinces, while reducing the enormous waste in our energy systems. We still waste more than half the energy we use. It's time to save money and reduce pollution by going after waste.

**6. Would you support a cumulative effects assessment to provide information on the combined impacts of all oil, coal and LNG projects currently proposed for the Georgia Strait region?**

I would definitely support this and have done so for many years, starting with my opposition to the McNabb Creek LNG plant proposal.

**7. How should the federal government address the chronic problem of derelict vessels spilling fuel and releasing other contaminants into the marine environment?**

Derelict and abandoned vessels pose a serious threat to the environment of B.C.'s coastal communities but the federal government has been reluctant to act.

The Transport Canada Ship-Source Oil Pollution Fund can only be used for clean-up after a spill has occurred. That's too late.

The Green Party stands by the principle that polluters must pay and be held responsible for their actions. Registration, insurance and vessel safety codes should be in place to ensure that boat owners are in compliance with the standards necessary to protect our coastal waters.

We also stand by the precautionary principle and would empower the Canadian Coast Guard to take action in situations where vessels have been abandoned in substandard conditions and pose a threat to the environment.

Our local economies depend greatly on the vital role played by our harbours in the fishing, tourism and transportation industries. They must be protected with the full force of federal legislation.

The Green Party will support legislation that holds owners of derelict vessels responsible but which also empowers Transport Canada and the Coast Guard, providing the necessary funding to be proactive and deal with derelict and abandoned vessels before they cause environmental disasters.