



LETTER TO THE EDITOR

June 29, 2006

The Editor
Prince Rupert Daily News

In response to the June 27, 2006 article concerning the offshore oil and gas moratorium, it is important to correct the facts regarding how the moratorium affects tanker traffic off the B.C. coast.

The federal moratorium was established specifically to prevent offshore oil and gas exploration on the westcoast of B.C. This was never designed to limit or control the movement of goods on and off the mainland.

There is also a voluntary tanker exclusion zone that companies are choosing to participate in which prohibits tankers from travelling from US ports, like Alaska, through the Inside Passage, to southern US ports. It was not designed to keep Canadian tankers from moving from B.C. ports to other locations – be they on routes through the Inside Passage or otherwise. Rather the intent is to prevent tankers from Alaska from travelling south through the Inside Passage to US ports.

Since the inception of the moratorium, tankers have moved up and down B.C.'s outer coast; about three crude oil tankers are enroute from Valdez, Alaska to the lower 48 daily.

There are clear safety and environmental standards in place for any shipment of goods to and from coast. This is managed by the federal government's Technical Review Process of Marine Terminal Systems and Transhipments (the TERMPOL process).

Let me be clear – tanker traffic in and out of B.C. ports, including transportation of condensate, liquefied natural gas, and grain – is perfectly legal under all federal and provincial laws. The moratorium on offshore exploration is limited to that – offshore exploration; it does not include stopping all shipment of goods to and from the north coast of B.C, with its vibrant ports and unique opportunities to reach the US and Asia Pacific.

Sincerely,

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