

Woodfibre LNG does not meet minimum safety standards

Five basic truths about LNG, People and Tankers Through Howe Sound:

1. **STORED HEAT.** A 60,000 tonne LNG cargo carries within it the heat equivalent of 72 Hiroshima Atom Bombs. The danger lies in the LNG vapour cloud from a ruptured cargo tank, not yet dispersed therefore still denser than air and surface-hugging, which moves down wind until it becomes diluted to within its flammability range of 5 – 15% mixed with air, at which point any spark, cigarette etc. can cause a blaze lethal to people, structures, forests, birds and shallow marine life, anywhere down wind within several km of the spill.
2. **ACCEPTABLE PROBABILITY ZERO.** The Society of International Gas Tanker and Terminal Operators (SIGTTO), the acknowledged world authority on LNG issues, has set standards for the LNG trade (not one of which is met by Woodfibre as a terminal site). SIGTTO's first and overriding criterion: There is no acceptable probability of a catastrophic LNG release. i.e. the only acceptable probability is ZERO.
3. **MINIMUM SAFE SEPARATION.** Sandia National Laboratories has defined for the US Department of Energy three hazard zones of 500m, 1600m, and 3500m surrounding LNG tankers. The largest, a circle of 3500m radius centred on the moving ship, represents the minimum safe separation between tanker and people. Other LNG hazard experts say at least 4800m is a more realistic minimum safe separation distance.
4. **NARROW CHANNELS.** Almost nowhere in Howe Sound can a ship in mid-channel be more than 1600m from shore. North of Britannia Beach, the Sound is only about 2700m wide. The 3 possible outbound routes from there to the Salish Sea (one east and two west of Bowen) contain another 14 choke points, where the average width is reduced to just 1850m. Thus the Sandia 3500m minimum safety zone extends more than 2 kilometres beyond each side of all those channels. Virtually the entire Sea to Sky Highway country from Britannia down to Eagle Harbour, Anvil, Bowyer, Bowen, eastern Gambier, most of Keats, and the Pasley Island group - and the thousands of people who live there – all lie well within the 3500m zone.
5. **HPTFTU.** The TITANIC was unsinkable. The QUEEN of the NORTH, on autopilot, missed a scheduled course change and carried on at full speed straight into Gil Island. Other examples of the Human Proclivity To F Things Up include EXXON VALDEZ, COSTA CONCORDIA, MARATHASSA ... the list is endless.

The immense amount of heat lurking in an LNG cargo, SIGTTO's zero acceptable probability criterion, Sandia's 3500m Safe Separation Zone, Howe Sound's too narrow channels and the HPTFTU together expose Woodfibre LNG to be an ill-conceived, extremely dangerous project which puts far too many lives, communities, homes and forests at risk and therefore simply cannot be accepted.

- Roger Sweeny, Cert. of Service as Master Foreign Going, Master Home Trade, Commander RCN ret.

“The Terrorist Threat to Liquefied Natural Gas: Fact or Fiction?”

Written by political-military research analyst, Lt Commander US Navy Reserve Cindy Hurst, this study describes terrorist attacks on LNG tankers as a “core part” of known terrorists' historical strategy. The report concludes:

“The goal should be to place a large enough buffer between tankers (and terminals) “from any dense urban areas so as to minimize appeal of the target, which lies in its potential to provide a mass casualty incident.”

Risks that the Government of *Canada* cannot accept in New Brunswick

“We oppose the passage of LNG tanker traffic through Head Harbour and we will continue to do so.”

- Prime Minister Stephen Harper, in Question Period, Hansard, House of Commons September 26th, 2006

On February 14, 2007 the Canadian Government formally announced that it would prohibit the “passage of LNG tankers through the environmentally-sensitive and navigationally-challenging marine and coastal areas of the sovereign Canadian waters of Head Harbour Passage,” because such passage would “*present risks to the region of southwest New Brunswick and its inhabitants that the Government of Canada cannot accept.*” <http://saveourbay.ca>

Yet the BC and Canadian Government will accept these risks in Howe Sound?