

Subject: [Fwd: Notice of Motion - Report Councillor Crist]

Date: Tue, 14 May 2002 15:16:27 -0700

From: Brian Platts <brian_platts@telus.net>

To: Corrie Kost <kost@triumf.ca>

CC: Dave Sadler <davesadler@telus.net>

Subject: Re: Notice of Motion - Report Councillor Crist

Date: Tue, 14 May 2002 23:14:09 +0100 (BST)

From: Elizabeth James <cagebc@yahoo.com>

To: Ernie Crist <CristE@dnv.org>, Nathalie Valdes <ValdesN@dnv.org>

CC: "FONVCA \ (E-mail)" <fonvca@fonvca.org>

14 May, 2002

Dear Clr. Crist:

Thank you for advising us of your intended action with respect to the Mohawk Oil application; we support your motion 100%. In fact, we would suggest that the District should also oppose the GVRD suggestion that companies be allowed to 'buy credits' from companies that are performing well, environmentally-speaking, so that they, themselves, can carry on polluting. This is just not acceptable.

Of course, the idea is not a new one, but is one that, apparently, has been embraced by the Chretien government and, left unchecked, will likely set back the whole idea of Kyoto by many years. Further, while we're on the subject, it was noted in this morning's issue of the Vancouver Sun, that ICBC is not performing the majority of on-the-road air checks on large trucks. Is there any way of enforcing compliance within municipal boundaries?

We recognize that a large part of the problem, once again, is being caused by the fact that the Chretien Liberals have backed off the oil industry with respect to toughening up regulations on sulphur content of diesel fuels. While doing some of my TransLink 'research' in May of last year, I discovered the following, courtesy of Paul McKay of the Ottawa Citizen and others:

- It is the high sulphur content which causes most of the problems with diesel fuel;
- The fuel of one transport truck - a 'big-rig' - produces as much pollution as 150 automobiles;
- The pollution is of the most carcinogenic kind;
- There are 375,000 'big rigs' plying Canadian roads - equal to **56.25 million** automobiles;
- These rigs also produce **45 million tonnes** of carbon dioxide;
- 2,600 'big rigs' cross the Canadian border in BC every day - equal to 39,000 automobiles;

The above is less than half of the story; read on.....

- Canada Post uses the so-called 'dirty-diesel' in its vehicles;
- TransLink recently opted to use the dirty diesel in its buses in the name of cost-saving [did they factor in health-care costs we wonder?];
- The term 'big-rigs' does not take into account: tour buses, transit buses, dump-trucks, delivery vans, construction vehicles and, yes, some SUV's and heavy pick-up trucks;

Clr. Crist, the foregoing would be understandable if there were no other option available, no solution. Such is not the case. If the Federal Government, which has the overall authority to do so, were to enact legislation to reduce the sulphur content of fuels, it could take place virtually tomorrow. In fact, at last hearing, there already are two oil companies which produce the lower sulphur fuel and we urge that a boycott of the others be initiated.

Is cost the problem? No, it isn't, for only about 1-cent/litre would be added to the cost of diesel fuel. While I

recognize constraints already apply to the trucking industry, our contention is that if Canadians want clean air and we believe this is so, then we must be prepared to pay for it in the form of slightly higher cost of goods. As it is, we seem to manage OK when the cost of gas goes up willy-nilly - with no apparent benefits in sight. So, I believe, would we absorb the costs of cleaner fuel.

The question to you then: can the District control, not just the Mohawk emissions, but also the type of fuel used by trucks, buses and other such vehicles plying their trade within the boundaries of our municipality?

In closing, at an upcoming meeting of Council, we plan to present a paper which will recommend a motion be considered that the five North Shore municipal councils determine the costs:benefits of withdrawing from GVRD, period. If that withdrawal could be achieved, then the five Staffs should look at the possibility of enlarging the Blue Bus system to cover the whole North Shore. Further, they could also look at the chances of a PPP for another Seabus.

Last but not least, upon withdrawal, the North Shore municipalities would not be required to subsidize still more SkyTrain which is of absolutely no use to us but, even more importantly, is so very expensive that it will virtually guarantee the North Shore will never get the transportation services it so badly needs; at least not in our lifetime.

Sincerely,

Liz James, Chair
Coalition for Accountability in Government Enterprises
Box 16090, 3017 Mountain Highway,
NORTH VANCOUVER, B.C.
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[604] 988-2066

P.S. In case you did not receive a copy of my - lengthy - letter of a year ago on this topic, I am sending it on to you. If you already have it, you can consign the new one to the round filing cabinet!

Ernie Crist <CristE@dnv.org> wrote:

Motion - Report Councillor Crist

That the "Mohawk Lubricants Air Discharge Permit Amendment for Increased Emissions" be opposed by Council and that both staff and the District representative to the GVRD accordingly be instructed to provide further specific action in line with District goals of improving the quality of life and health for District residents .

Rationale:

Through a recent staff report it has come to light that "Mohawk" is seeking a permit from the GVRD to increase its present discharge of pollutants in its Maplewood plant in the District of North Vancouver. This flies in the face of District goals of improving the quality of life and health in the community.

In March 2002 the District of North Vancouver DNV Legislative Services received a copy of an application for Permit Amendment under the GVRD Air Quality Management Program for Mohawk Lubricants, located at 130 Forester St. North Vancouver.

According to the District Staff report the application calls for a

- 27 % in yearly increase in emission of particulates
- 27% increase in sulphur oxides
- 33 % increase in lead emissions.
- 27% increase in hydrogen Chloride.

The District Staff report recommends

- 1) that Mohawk prepare a detailed long term greenhouse gas management plan that addresses the following District concern over increased green house gas emissions and
- 2) a full public hearing, hosted by Mohawk, where the area residents can hear first hand what Mohawk's long term plans are for reducing greenhouse gas emissions.

Notwithstanding the above staff recommendations, this matter is of such a serious nature that it requires far more than an appeal to Mohawk to have such a meeting. This is a matter for the District Council to address and involve itself directly and to provide leadership on terms suitable for the well being of the residents of the District.

This is not a matter of discussing conditions for increased emissions but a matter of preventing such an increase in emissions period. District residents including parents of children in the Maplewood school have in the past and repeatedly complained about foul air and its effect on local residents including children. This not a time to talk about increased emissions but a time to reverse this trend.

Most of all this is a time of providing strong leadership by District Council.

> ATTACHMENT part 2 application/ms-tnef

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