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## Community Safety Committee

Anderson Room, City Hall  
6911 No. 3 Road

Tuesday, June 9, 2015  
4:00 p.m.

Pg. #      ITEM

### MINUTES

- CS-4      *Motion to adopt the **minutes** of the meeting of the Community Safety Committee held on Tuesday, May 12, 2015.*



### NEXT COMMITTEE MEETING DATE

Tuesday, July 14, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

### LAW AND COMMUNITY SAFETY DIVISION

1.      **RCMP'S MONTHLY REPORT - APRIL 2015 ACTIVITIES**  
(File Ref. No. 09-5000-01) (REDMS No. 4571109)

CS-10

**See Page CS-10 for full report**

*Designated Speaker: Supt. Renny Nessel*

### STAFF RECOMMENDATION

*That the report titled "RCMP's Monthly Report – April 2015 Activities," dated May 4, 2015, from the Officer in Charge, Richmond RCMP, be received for information.*



Pg. #

ITEM

2. **COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – APRIL 2015**

(File Ref. No.) (REDMS No. 4570042)

CS-23

See Page CS-23 for full report

*Designated Speaker: Ed Warzel*

STAFF RECOMMENDATION

*That the staff report titled “Community Bylaws Monthly Activity Report – April 2015,” dated May 14, 2015, from the General Manager, Law and Community Safety, be received for information.*



3. **RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT - APRIL 2015**

(File Ref. No. 09-5000-01) (REDMS No. 4579376)

CS-30

See Page CS-30 for full report

*Designated Speaker: Deputy Chief Tim Wilkinson*

STAFF RECOMMENDATION

*That the staff report titled “Richmond Fire-Rescue Monthly Activity Report – April 2015,” dated May 14, 2015 from the Fire Chief, Richmond Fire-Rescue, be received for information.*



4. **NATIONAL ENERGY BOARD (NEB) PUBLIC CONSULTATION: EMERGENCY MANAGEMENT INFORMATION**

(File Ref. No. 09-5125-01) (REDMS No. 4582650)

CS-41

See Page CS-41 for full report

*Designated Speakers: Deputy Chief Tim Wilkinson & Deborah Procter*

STAFF RECOMMENDATION

(1) *That the staff report titled “National Energy Board Public Consultation: Emergency Management Information” be forwarded to the National Energy Board, in response to their request for written feedback by June 25, 2015; and*

Pg. #

ITEM

- (2) *That the National Energy Board be advised that the City of Richmond would be pleased to participate in further consultation and stakeholder meetings.*

☐

5. **ENGLISH BAY BUNKER OIL SPILL**  
(File Ref. No. 09-5125-02-01) (REDMS No. 4568420 v. 5)

CS-47

See Page CS-47 for full report

*Designated Speaker: Deborah Procter*

STAFF RECOMMENDATION

*That the staff report titled “English Bay Bunker Oil Spill,” dated May 20, 2015, from the General Manager, Law and Community Safety, be received for information.*

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6. **FIRE CHIEF BRIEFING**  
(Verbal Report)

*Designated Speaker: Deputy Chief Tim Wilkinson*

Items for discussion:

- (i) *Ships to Shore*
- (ii) *Salmon Festival*
- (iii) *AskRail Mobile Application*

7. **RCMP/OIC BRIEFING**  
(Verbal Report)

*Designated Speaker: Supt. Renny Nessel*

Item for discussion:

None.

8. **MANAGER’S REPORT**

ADJOURNMENT

☐



## Community Safety Committee

Date: Tuesday, May 12, 2015

Place: Anderson Room  
Richmond City Hall

Present: Councillor Bill McNulty, Chair  
Councillor Derek Dang  
Councillor Ken Johnston  
Councillor Alexa Loo  
Councillor Linda McPhail

Also Present: Councillor Carol Day (entered at 4:10 p.m.)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

### MINUTES

It was moved and seconded

*That the minutes of the meeting of the Community Safety Committee held on Tuesday, April 14, 2015, be adopted as circulated.*

**CARRIED**

### NEXT COMMITTEE MEETING DATE

Tuesday, June 9, 2015, (tentative date) at 4:00 p.m. in the Anderson Room

## **LAW AND COMMUNITY SAFETY DIVISION**

**1. COMMUNITY BYLAWS MONTHLY ACTIVITY REPORT – MARCH 2015**

(File Ref. No.) (REDMS No. 4556252)

Ed Warzel, Manager, Community Bylaws, noted that vandalism and meter failure resulted in decreased parking revenue in March 2015; however, the installation and design of new parking meters should result in decreased vandalism. He further noted that to ameliorate current bylaw enforcement activities an Animal Control Officer has been hired to patrol specific areas with respect to dog licensing and off-leash dog violations.

It was moved and seconded

*That the staff report titled Community Bylaws Monthly Activity Report – March 2015, dated April 22, 2015, from the General Manager, Law and Community Safety, be received for information.*

**CARRIED**

**2. RCMP'S MONTHLY REPORT - MARCH 2015 ACTIVITIES**

(File Ref. No. 09-5000-01) (REDMS No. 4544502 v. 2)

Superintendent Renny Nessel, Officer in Charge (OIC), Richmond RCMP, provided background information and commented on the rise of pickpocket thefts throughout the Lower Mainland, and that thefts from motor vehicles, while decreasing, exceeded the five year average.

In response to a query from Committee, Supt. Nessel advised that the Aston Martin vehicular accident has not been resolved as the investigative analysis is ongoing.

It was moved and seconded

*That the report titled RCMP's Monthly Report - March 2015 Activities, dated May 4, 2015 from the Officer in Charge, Richmond RCMP, be received for information.*

**CARRIED**

**3. RICHMOND FIRE-RESCUE MONTHLY ACTIVITY REPORT – MARCH 2015**

(File Ref. No. 09-5000-01) (REDMS No. 4559289)

In reply to a query from Committee, Kim Howell, Deputy Fire Chief, Richmond Fire-Rescue (RFR), commented that, in preparation for the demolition of Fire Hall No. 1, hazard abatement will take place over the next three weeks.

**Community Safety Committee**  
**Tuesday, May 12, 2015**

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It was moved and seconded

*That the staff report titled **Richmond Fire-Rescue Monthly Activity Report - March 2015, dated April 20, 2015 from the Fire Chief, Richmond Fire-Rescue, be received for information.***

**CARRIED**

*Councillor Day entered the meeting (4:10 p.m.).*

4. **BRITISH COLUMBIA EARTHQUAKE PREPAREDNESS  
CONSULTATION REPORT**

(File Ref. No. 09-5126-20-01) (REDMS No. 4559378 v. 3)

In response to queries from Committee, Deborah Procter, Manager, Emergency Programs, accompanied by Lloyd Bie, Manager, Engineering Planning, provided the following information:

- construction in Richmond is based on current industry standards including improved soil conditions;
- whether built on bedrock or soft soil, infrastructure damage would occur during a major seismic event;
- 100% of eligible response costs and 80% of recovery costs for non-insurable eligible costs are reimbursed by the Province; the Municipal Insurance Association of British Columbia is looking to develop a plan that would cover the additional 20%; and
- staff are working with the University of British Columbia regarding a seismic study that will provide information related to anticipated damages per Richter Scale magnitude earthquake.

Councillor Day spoke to information presented at a Local Government Management Association meeting that compared Lower Mainland municipalities' earthquake preparedness. The Chair requested that a copy of the said information be provided to Council.

It was moved and seconded

*That a letter be sent to the Members of Parliament and Members of the Legislative Assembly for the City of Richmond, requesting that the recommendations and key actions contained in the **British Columbia Earthquake Preparedness Consultation Report, dated December 2014, be acted upon.***

**CARRIED**

## Community Safety Committee

Tuesday, May 12, 2015

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5. **EMERGENCY COMMUNICATIONS SERVICE DELIVERY IN BRITISH COLUMBIA - STRATEGIC VISION AND DISCUSSION PAPER FROM THE MINISTRY OF JUSTICE**

(File Ref. No. 09-5130-01) (REDMS No. 4570329 v. 2)

John McGowan, Fire Chief, RFR, provided background information on the Ministry of Justice's Emergency Communications Service Delivery - Strategic Vision Discussion Paper.

In reply to a query from Committee, Fire Chief McGowan stated that E-Comm dispatches to approximately 80% of the population of British Columbia and options to provide 100% 911 coverage are being explored.

It was moved and seconded

- (1) *That the staff report titled Emergency Communications Service Delivery in British Columbia – Strategic Vision and Discussion Paper from the Ministry of Justice be forwarded to the Ministry of Justice, in response to their request for written feedback by May 15, 2015 and Metro Vancouver and UBCM for information; and*
- (2) *That the Ministry of Justice be advised that the City of Richmond would be pleased to participate in further consultation and stakeholder meetings.*

**CARRIED**

6. **FIRE CHIEF BRIEFING**

(Verbal Report)

*(i) Summer Safety*

Fire Chief McGowan advised that upcoming safety messaging will focus on water and boat safety, such as reminding boaters to use personal flotation devices and to obtain a valid operator's certificate. He further advised that additional messaging will provide information on barbeque safety.

*(ii) Doors Open Richmond*

Fire Chief McGowan stated that RFR will be participating in the Doors Open Richmond event scheduled for June 6 to 7, 2015, at Fire Hall No. 2 - Steveston.

*(iii) Tim Horton Camp Day*

Fire Chief McGowan advised that an update on the Tim Horton Camp Day will be provided in the near future.

## Community Safety Committee

Tuesday, May 12, 2015

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### *(iv) Engineering and Public Works Open House*

Fire Chief McGowan spoke of the City's Engineering and Public Works Open House to be held on Saturday, May 23, 2015 and noted that RFR's Public Safety trailer will be on site and that a new obstacle course will be unveiled at the event.

In response to a query from Committee, Fire Chief McGowan commented that limited resources and on-going training and inspection schedules resulted in off-duty RFR personnel attending the McHappy Day event held on Wednesday, May 6, 2015.

### 7. **RCMP/OIC BRIEFING**

(Verbal Report)

#### *(i) Police Week*

Supt. Nasset advised that, as part of National Police Week from May 11 to 15, 2015, Richmond RCMP will be holding several events including (i) a food hamper drive in Steveston on Tuesday, May 12, 2015, (ii) a carwash at Ironwood Mall between 10 a.m. and 4 p.m. on Thursday, May 14, 2015, and (iii) participation in random acts of kindness at Lansdowne Centre Mall on Friday, May 15, 2015.

### 8. **MANAGER'S REPORT**

Councillor Day spoke to the fuel spill at the Shelter Island Marina and Boatyard. She raised concerns regarding the containment efforts of the Harbour Authority, the Canadian Coast Guard and the environmental agency on site and requested that staff report back to Committee on actions taken by the City.

Phyllis Carlyle, General Manager, Law and Community Safety, stated that staff could comment on the agencies' response efforts to said fuel spill; noting that the City's Public Works and Environmental Departments' efforts on the matter were focused on ensuring that the City's water supply was not impacted.

Committee requested that staff prepare a memorandum updating Council on the efforts of the various agencies.

## **ADJOURNMENT**

It was moved and seconded

*That the meeting adjourn (4:37 p.m.).*

**CARRIED**



**Community Safety Committee**  
**Tuesday, May 12, 2015**

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Certified a true and correct copy of the Minutes of the meeting of the Community Safety Committee of the Council of the City of Richmond held on Tuesday, May 12, 2015.

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Councillor Bill McNulty  
Chair

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Heather Howey  
Committee Clerk



# City of Richmond

## Report to Committee

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**To:** Community Safety Committee **Date:** May 4, 2015  
**From:** Rendall Nasset, Superintendent **File:** 09-5000-01/2015-Vol  
Officer In Charge, Richmond RCMP Detachment 01 (15.12)  
**Re:** RCMP's Monthly Report - April 2015 Activities

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### Staff Recommendation

That the report titled, "RCMP's Monthly Report – April 2015 Activities," dated May 4, 2015 from the Officer in Charge, Richmond RCMP, be received for information.

Rendall Nasset, Superintendent  
Officer In Charge, Richmond RCMP Detachment  
(604-278-1212)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

## Staff Report

### Origin

At the request of the Community Safety Committee, the Officer in Charge will keep Council informed on matters pertaining to policing in the Richmond community. This report supports Council's Term Goal #1 Community Safety:

*To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

### Analysis

Below is the RCMP's monthly report for April 2015 activities.

#### Noteworthy Files and Activities

##### *Pickpocket Artists Picked Off*

Two pickpocket artists have been nabbed by the Richmond RCMP Quick Response Team (QRT) following a 3 month investigation. The pickpockets or distraction theft artists, usually target victims located in the food court areas of local Richmond shopping malls. As victims entered and sat down in the food court, the pickpockets watched for victims who specifically hung their coats on the backs of chairs. The pickpockets would sit in close proximity to their victims and steal their wallets, cell phones, keys and other personal items from their coats.

Investigators noticed a pattern in the frequency of lost property reports in those areas. With the assistance of the Detachment's Crime Analysts, police were able to narrow their focus and two males from Vancouver were subsequently arrested and charged. A 48 year old male has been charged with 5 counts of Theft Under \$5,000 and a 43 year old male has been charged with 3 counts of Theft Under \$5,000.

##### *Police Investigating Suspicious Fire*

On April 13 at 2:00 am the Detachment attended the 10,000 block of Cornerbrook Crescent to investigate a house fire. This fire was determined to be a homicide resulting in the death of two people. The Richmond RCMP has called in the Integrated Homicide Investigation Team (IHIT) to investigate further.

##### *Police Respond to Shots Fired*

On April 28 just before 1:30 pm the Detachment responded to a report of shots fired in the area of Blundell Road and Colonial Drive. Police confirm one shot was fired and there have been no reported injuries. A dark colored vehicle was observed leaving the area at a high rate of speed. Police are still investigating.

## Community Policing

### *Auxiliary Constables*

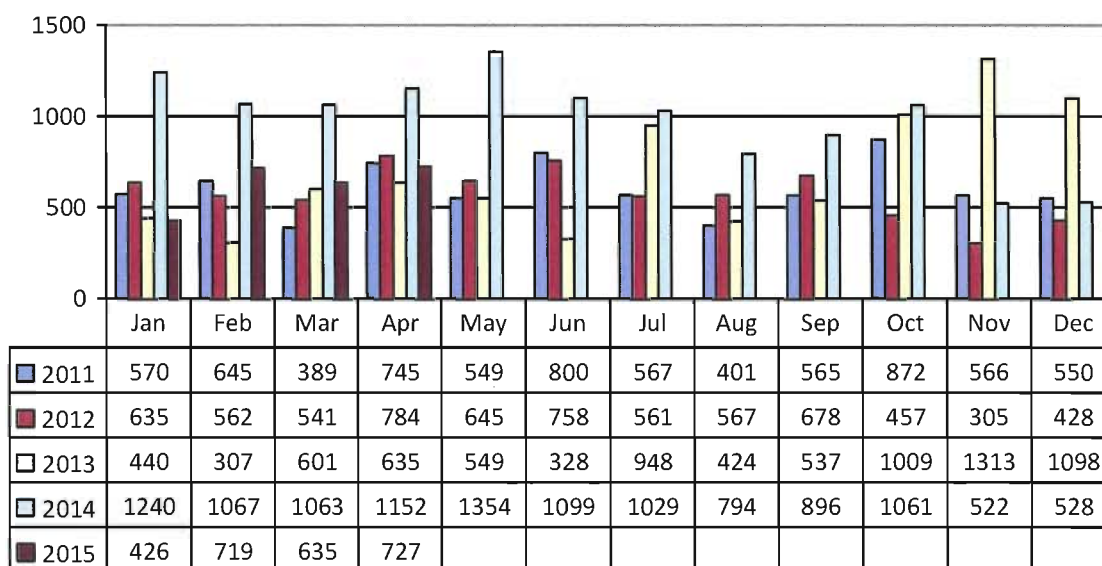
The primary mandate of Richmond's Auxiliary Constables is to support community police activities relating to public safety and crime prevention.

#### *Total Auxiliary Constable Volunteer Hours*

Total Auxiliary Constable volunteer hours include community policing activities as well as hours spent in training, court, ride-along and call-outs. As of the end of April 2015, Richmond Detachment's complement of Auxiliary Constables was 40. The Auxiliary Constables volunteered 727 hours during the month of April.

Figure 1 compares the monthly hours of service for the years since 2011.

**Figure 1: Auxiliary Constables Volunteer Hours**



### *Volunteer Recognition*

- Volunteers are Stars Awards – Auxiliary Constable Michael Dally was nominated for a “Constellation Award” for his contributions to the community at the Volunteer Richmond event.
- 911 Awards – Auxiliary Constables Michael Dally, Randall Walrond and Yvonne Marinakis were recognized as the “Police Team, Officer or Auxiliary Member of the Year” at the Richmond Chamber of Commerce 911 Awards event.
- RCMP ‘E’ Division - Auxiliary Constables Michael Dally and Yvonne Marinakis both received awards for volunteer service in excess of 1000 hours in 2014. Auxiliary

Constables Michael Gunion and Randall Walrond received awards for volunteer service in excess of 500 hours in 2014.

*Activities for April 2015 include:*

- Crime Watch – provided uniformed support to Crime Watch volunteers on weekend patrols.
- Lock Out Auto Crime – provided assistance to RCMP members in checking vehicles in areas of concern.
- Mental Health Initiative – attended the Pathways Clubhouse with RCMP officers to provide support and encouragement to Pathway clients that have mental illness and to create positive client relationships with police. Auxiliary Constables accompanied RCMP officers on checks of client's well-being throughout the community.
- Youth Programs – participated with RCMP officers in the "Difference Makers" initiative to promote youth leadership and mentoring to foster social responsibility. Participated in school sports events at elementary schools.
- Youth Academy – participated in scenario based training exercises for high school students that have been selected to attend this annual training event.
- Training Support – assisted in supporting a simulated crash at YVR.
- Training – regular recertification training for the Emergency Medical Responder course as is required by policy.
- Ride-a-longs – provided support to RCMP officers with Traffic and General Duty shifts.

*Block Watch/Business Link*

*Activities for April 2015 include:*

- There were 45 residential and 18 business break and enter email alerts and 193 residential and 16 business letters sent during this period to registered Richmond residents and businesses. These emails and letters informed home and business owners that a break and enter had occurred, provide crime prevention information, and direct residents and business owners to the crime prevention web pages.
- As of the end of April, there are 9,379 Block Watch participants in 401 groups with 542 Block Watch Captains and Co-Captains. This is an increase of 10 Block Watch participants, 3 groups, 5 Block Watch Captain/Co-Captain since March.
- The Crime Prevention and Business Link 1<sup>st</sup> Quarter 2015 paper copies were distributed to the Community Police Stations, the Richmond RCMP Detachment Front Counter, and City of Richmond's Front of House and to the Emergency Social Services Volunteers. Copies are available online at the City of Richmond's web pages:  
<http://www.richmond.ca/safety/police/news/bizwatch.htm> and  
<http://www.richmond.ca/safety/police/news/crprevention-news.htm>.

- During April there were 1,302 visits to the online Criminal Activity Maps averaging 43 visits per day.

### *Community Police Stations*

#### *Richmond Detachment Stolen Auto Recovery and Lock-Out Auto Crime Statistics*

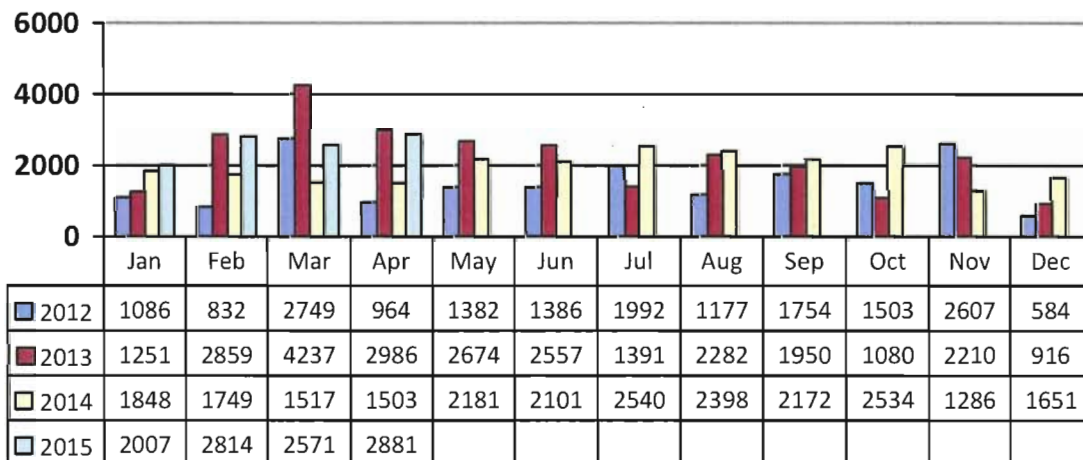
In partnership with ICBC, these programs involve volunteers patrolling city streets and parking lots for automobile security vulnerabilities and stolen vehicles. Under the Lock-Out Auto Crime Program notices supplied by ICBC are issued to every vehicle inspected indicating to the owner what issues, if any, need to be addressed in order to keep the vehicle and its contents safe.

Inspection criteria include:

- Does the vehicle have an anti-theft device (e.g.: alarm, immobilizer or steering wheel-lock)?
- Are there any personal belongings in plain view?
- Is the vehicle locked?
- Have all steps been taken to prevent auto crime?

Figure 2 provides a comparison by year for the number of vehicles issued a notice.

**Figure 2: Stolen Auto Recovery / Lock-Out Auto Crime Vehicles Issued a Notice**



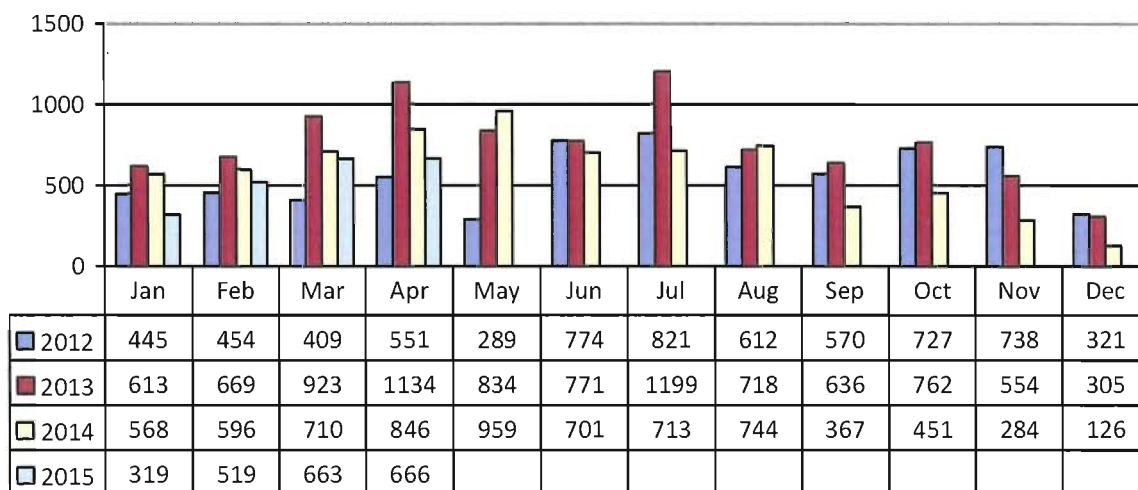
### *Speed Watch Statistics*

Speed Watch promotes safe driving habits by alerting drivers of their speed in school zones and on roadways. Trained volunteers are equipped with radar and a speed watch reader board that gives drivers instant feedback regarding their speed. The volunteers record the license plate

number and the speed, and a letter is sent to the vehicle's registered owner when there is an infraction. The letter includes the date, time, location and what the penalties would be if the driver had received a violation ticket.

Figure 3 provides a comparison by year of the number of letters sent.

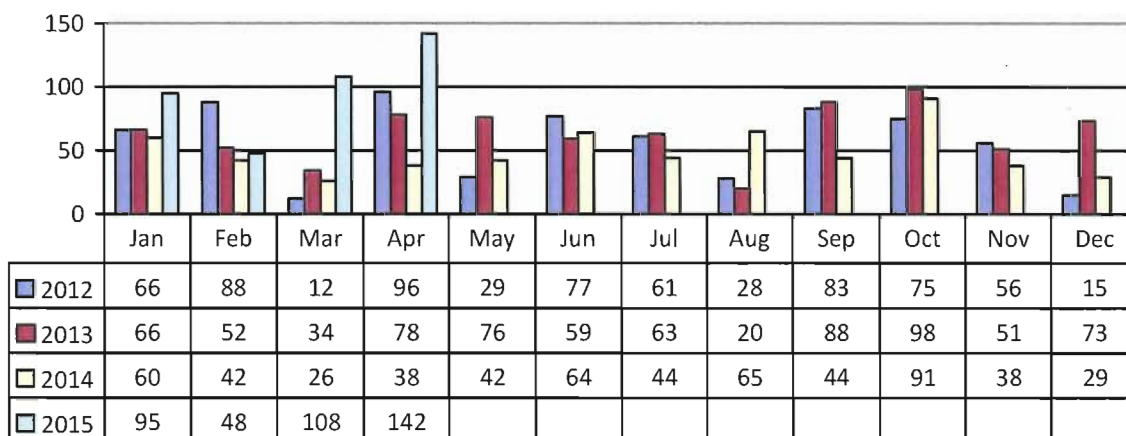
**Figure 3: Speed Watch Letters Sent**



#### *Distracted Drivers Statistics*

While volunteers are performing bike/foot patrols or Speed Watch duty, they note drivers that are on their cell phones, using other electronic devices, reading a newspaper, shaving or putting on makeup. The registered owner of the vehicle is sent a letter with the date, time and location of the observed offence. Also included in the letter is the type of driving infraction and amount the fine would be had the driver received a violation ticket.

Figure 4 provides a comparison by year for the number of letters sent.

**Figure 4: Distracted Driver Letters Sent**

#### *Volunteer Foot/Van Patrol and Bike Patrol Program*

In April 2015, there were 5 foot/van patrols, totaling 49 hours and 10 bike patrols totaling 79 hours. The volunteers assisted the public with directions, general questions and minor vehicle collisions. They also reminded jaywalkers to use the crosswalks, noted any distracted drivers and used palm pilots to run license plates to see if any vehicles were stolen. During the patrols, the volunteers visited local parks and schools to make sure these areas were safe and looked for possible grow ops and abandoned houses.

#### *Volunteer Highlights include:*

- On April 9, 8 volunteers participated with Cst. Kandola in the Mail Theft Reduction Project. The volunteers went to Garden City and Ferndale complexes and handed out packages to the residents.
- The annual RCMP Volunteer Appreciation Dinner was held on April 10. RCMP members, City staff and 165 volunteers were in attendance.
- On April 14, 12 volunteers participated in a Lock-Out Auto Crime blitz. The volunteers gave out 397 notices.
- On April 20, while the volunteers were out on bike patrol in the Hamilton area they came across a campground where homeless people are residing at the west end of Gilley Road. The information was passed on to the Detachment's Bike Section.
- On April 28, 10 volunteers participated in a Lock-Out Auto Crime blitz. The volunteers gave out 501 notices.
- On April 29, Cst. James Simpson gave a presentation to the volunteers on social media and life at the RCMP's Depot Academy in Regina, Saskatchewan.
- On April 30, while the volunteers were out on bike patrol they came across a severely vandalized vehicle parked near Dyke Road and No. 3 Road. According to local residents



the vehicle has been there for quite some time and there was a male sleeping inside the vehicle. The information was passed on to the Detachment's Bike Section.

#### Road Safety Unit

Name	Act	Example	Jan 2015	Feb 2015	Mar 2015
Violation Tickets	Provincial Act Offences	Speeding	904	754	755
Notice & Orders	Equipment Violations	Broken Tail-light	391	462	433
Driving Suspensions	Motor Vehicle Act	24 hour driving prohibition for alcohol or drugs	50	55	25
Parking Offences	Municipal Bylaw	On or off the street Municipal parking offences	11	14	15
MTI's	Municipal Ticket Information	Any other Municipal Bylaw offence	0	1	1

#### Victim Services

- During April, Richmond RCMP Victim Services provided services to 43 new clients and attended 17 crime and trauma scenes, in addition to maintaining an active caseload of 220 on-going files.
- Victim Services provided on-going emotional support to help victims of robberies, family disputes, and medical related sudden deaths. Referrals are provided for long term help.
- Victim Services Coordinator Wendy Coulter was nominated for the Community Safety Award the Richmond Chamber of Commerce 911 Awards event.

#### **Financial Impact**

None.

#### **Conclusion**

The Officer in Charge, Richmond Detachment continues to ensure Richmond remains a safe and desirable community.



Lainie Goddard  
Manager, RCMP Administration  
(604-207-4767)

LG:jl

Att. 1: Crime Stats  
2: Crime Maps



## APRIL 2015 STATISTICS

This chart identifies the monthly totals for all founded Criminal Code incidents, excluding Traffic Criminal Code. Based on Uniform Crime Reporting (UCR) scoring, there are three categories: (1) Violent Crime, (2) Property Crime, and (3) Other Criminal Code. Within each category, particular offence types are highlighted in this chart. In addition, monthly totals for Controlled Drugs and Substances Act (CDSA) incidents are included.

The Average Range data is based on activity in a single month over the past 5 years. If the current monthly total for an offence is above average, it will be noted in **red**, while below-average numbers will be noted in **blue**.

Year-to-Date percentage increases of more than 10% are marked in **red**, while decreases of more than 10% are **blue**. Please note that percentage changes are inflated in categories with small numbers (e.g.: Sexual Offences).

	CURRENT MONTH	5-YR AVERAGE	5-YR AVERAGE RANGE	YEAR-TO-DATE TOTALS			
	Apr-15	April		2014	2015	% Change	Change in # of Incidents
<b>VIOLENT CRIME</b> (UCR 1000-Series Offences)	<b>99</b>	<b>105.8</b>	<b>91-121</b>	<b>400</b>	<b>364</b>	<b>-9.0%</b>	<b>-36</b>
<i>Robbery</i>	<b>2</b>	6.2	3-9	23	26	<b>13.0%</b>	<b>3</b>
<i>Assault Common</i>	35	38.2	33-44	138	145	5.1%	7
<i>Assault w/ Weapon</i>	9	8.8	6-12	37	33	-10.8%	<b>-4</b>
<i>Sexual Offences</i>	6	7.6	5-10	32	16	-50.0%	<b>-16</b>
<b>PROPERTY CRIME</b> (UCR 2000-Series Offences)	<b>682</b>	<b>595.0</b>	<b>530-660</b>	<b>2726</b>	<b>2699</b>	<b>-1.0%</b>	<b>-27</b>
<i>Business B&amp;E</i>	32	34.6	26-43	119	127	6.7%	8
<i>Residential B&amp;E</i>	<b>57</b>	41.6	38-45	284	278	-2.1%	-6
<i>MV Theft</i>	25	23.6	20-28	101	108	6.9%	7
<i>Theft From MV</i>	200	174.2	114-234	921	743	-19.3%	<b>-178</b>
<i>Theft Other</i>	<b>127</b>	99.8	88-112	406	546	<b>34.5%</b>	<b>140</b>
<i>Shoplifting</i>	<b>47</b>	57.0	49-65	227	187	-17.6%	<b>-40</b>
<i>Fraud</i>	<b>75</b>	43.2	35-51	196	230	<b>17.3%</b>	<b>34</b>
<b>OTHER CRIMINAL CODE:</b> (UCR 3000-Series Offences)	<b>176</b>	<b>160.8</b>	<b>144-178</b>	<b>653</b>	<b>710</b>	<b>8.7%</b>	<b>57</b>
<i>Arson - Property</i>	3	3.8	2-5	17	16	-5.9%	-1
<b>SUBTOTAL</b> (UCR 1000- to 3000-Series)	<b>957</b>	<b>861.6</b>	<b>781-942</b>	<b>3779</b>	<b>3778</b>	<b>0.0%</b>	<b>-1</b>
<b>DRUGS</b> (UCR 4000-Series Offences)	60	60.6	48-73	191	208	8.9%	17

Prepared by Richmond RCMP.

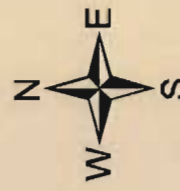
Data collected from PRIME on 2015-05-07. Published 2015-05-07.

This data is operational and subject to change. This document is not to be copied, reproduced, used in whole or part or disseminated to any other person or agency without the consent of the originator(s).



Map of the area around the intersection of Blake St and Victory St. The map shows the following streets: Blake St, Victory St, Nelson Ave, Rumble St, Terson Ave, and Gle Ave. A yellow shaded area is labeled "Attachment 2".

**CS - 19**



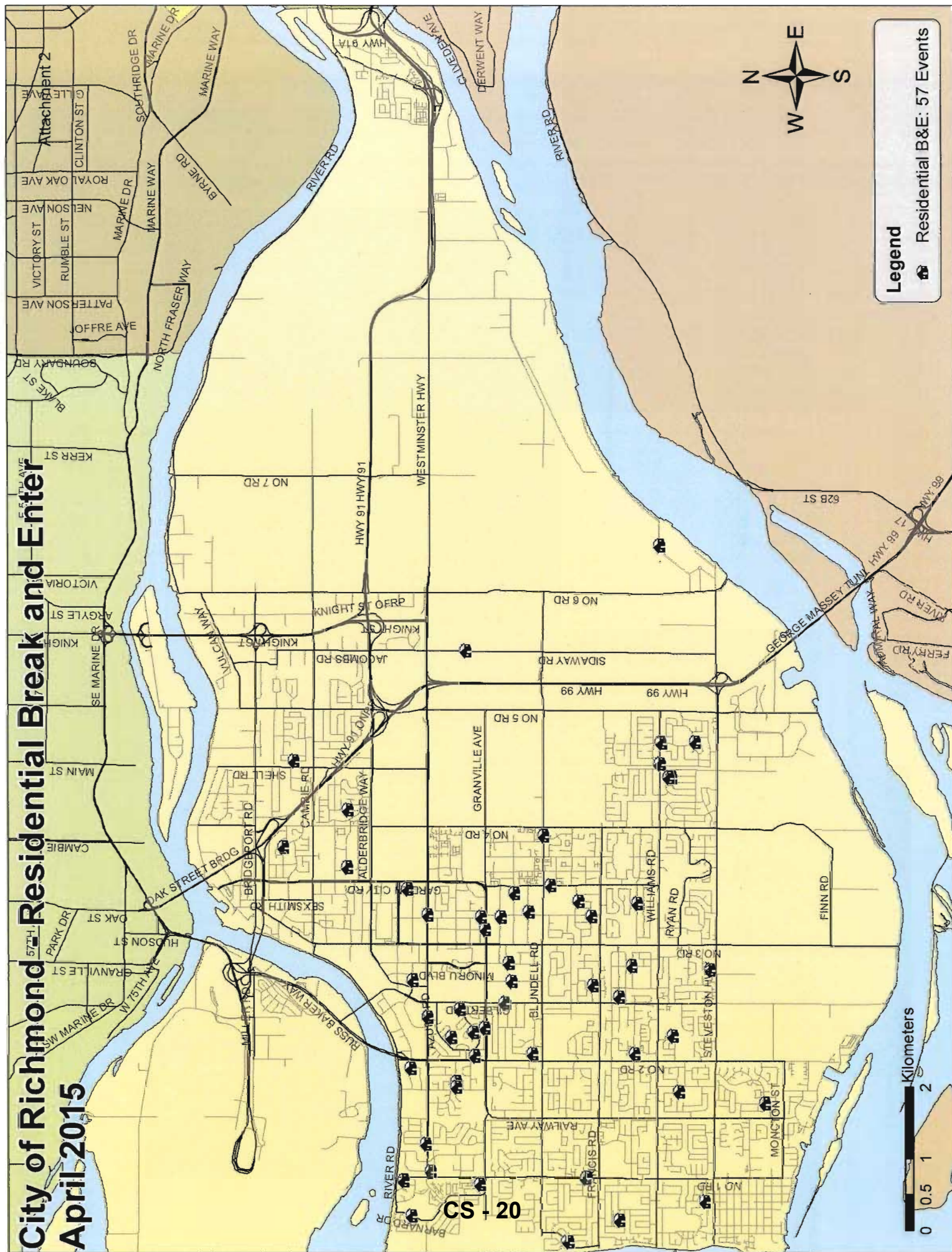
### Legend

★ Business B&E: 32 Events





# City of Richmond - Residential Break and Enter April 2015

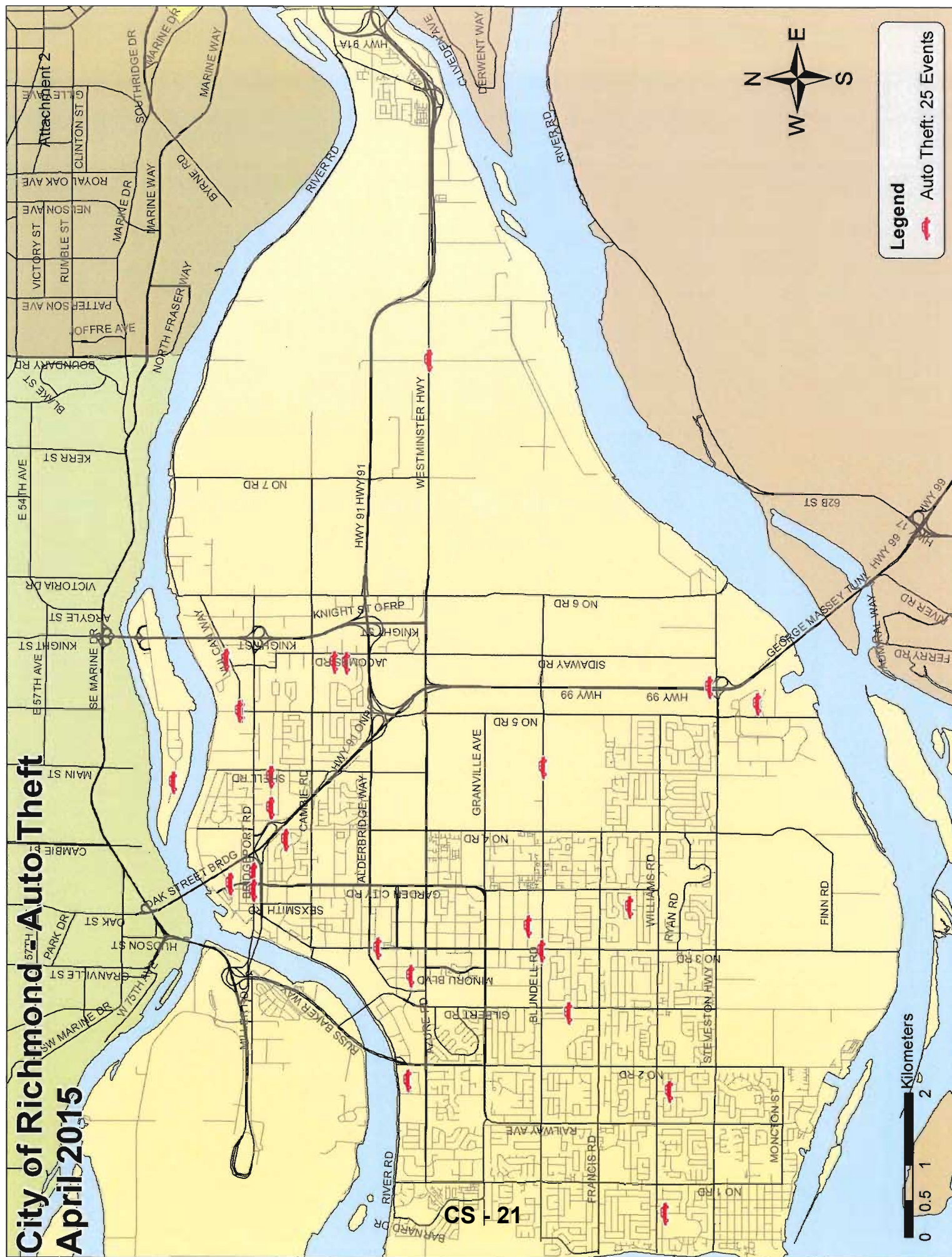




# City of Richmond - Auto Theft

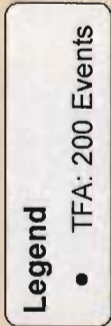
## April 2015

CS - 21





Attachment 2



**CS - 22**



# City of Richmond

## Report to Committee

**To:** Community Safety Committee

**Date:** May 14, 2015

**From:** Phyllis L. Carlyle  
General Manager, Law and Community Safety

**File:**

**Re: Community Bylaws Monthly Activity Report – April 2015**

### Staff Recommendation

That the staff report titled “Community Bylaws Monthly Activity Report – April 2015,” dated May 14, 2015 from the General Manager, Law and Community Safety, be received for information.

Phyllis L. Carlyle  
General Manager, Law and Community Safety  
(604-276-4104)

REPORT CONCURRENCE	
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>
Finance Department	<input checked="" type="checkbox"/>
Parks Services	<input checked="" type="checkbox"/>
Engineering	<input checked="" type="checkbox"/>
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 
<b>APPROVED BY CAO</b> 	

## **Staff Report**

### **Origin**

This monthly activity report for the Community Bylaws Division provides information on each of the following areas:

1. Property Use
2. Grease Management Program
3. Parking Program
4. Adjudication Program
5. Animal Control
6. Revenue & Expenses

This report supports Council's Term Goal #1 Community Safety:

*To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

### **Analysis**

#### **1. Property Use**

##### *Customer Service Response*

An average of 17 daily calls for service was fielded by administrative staff in April 2015. These calls for service include voice messages, directly-answered calls, as well as emails. This activity represents an increase of 13.3% compared to the number of calls that were fielded in March 2015 and an increase of 13.3% compared to the number of calls that were fielded in April 2014.

##### *Enforcement Activity*

Property use officers managed 210 new investigational files during the month of April 2015. This activity represents an increase of 0.5 % compared to the number of files that were handled in March 2015 and an increase of 29.6% compared to the number of files that were handled in April 2014.

The year over year change can be attributed to a moderate increase in the number of demolition permits, unsightly premise and zoning files, as well as a significant increase in the number of towing permits issued by auxiliary officers. In total 155 files of this nature were handled during April 2015, compared to 96 such files handled during April 2014.

Community Bylaws continues to monitor the number of abandoned and vacant homes within the City of Richmond. The City currently has 26 residences remaining on the "Abandoned/Vacant Home Joint Operations" list.



Figure 1a, 1b & 1c compares *Property Use Service Demand* for April 2015 by issue and by year;

Figure 1a: Service Demand Comparison

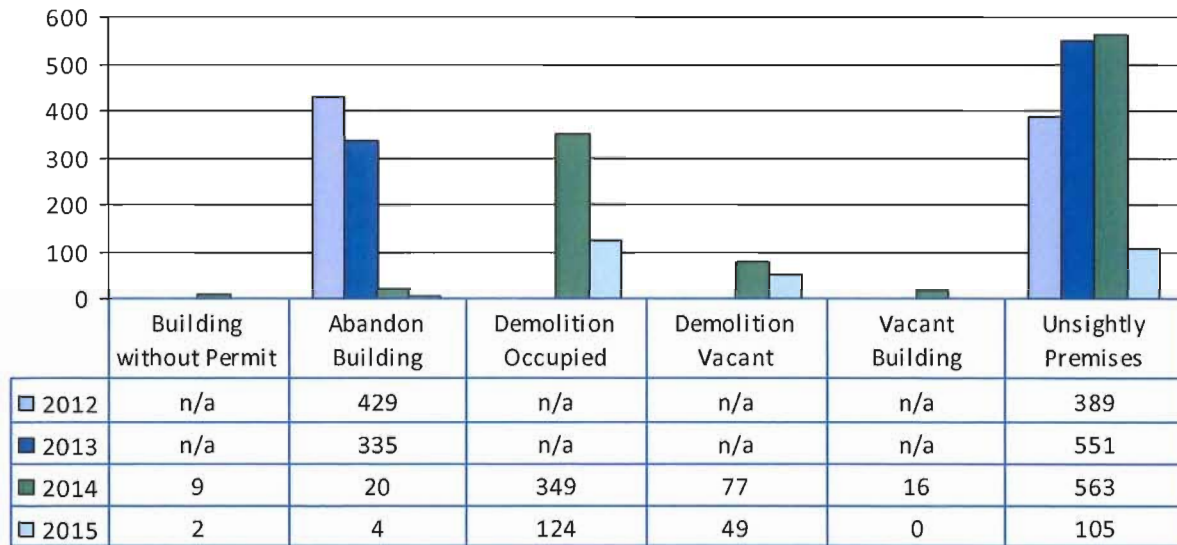


Figure 1b: Service Demand Comparison

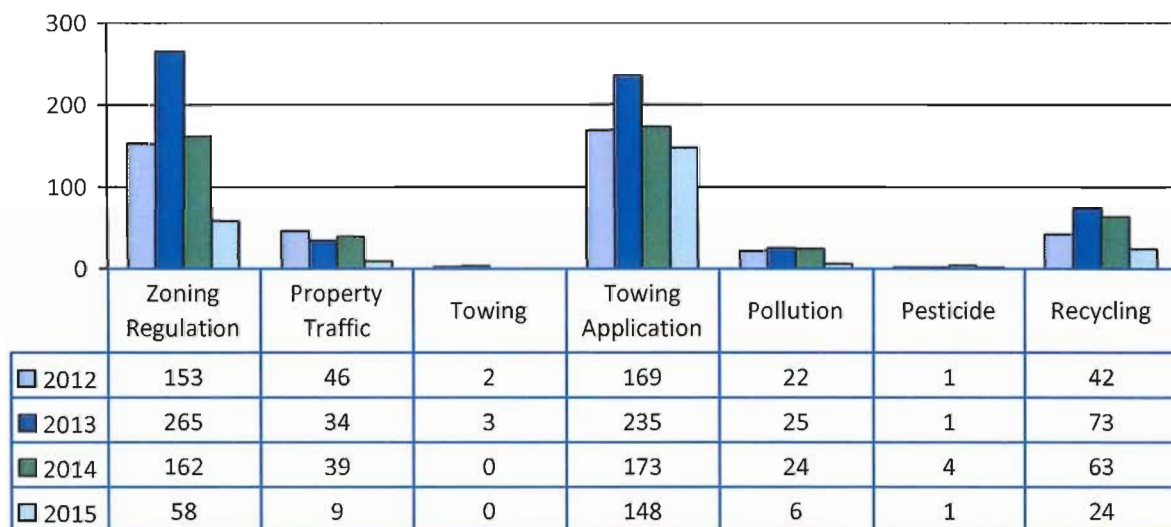
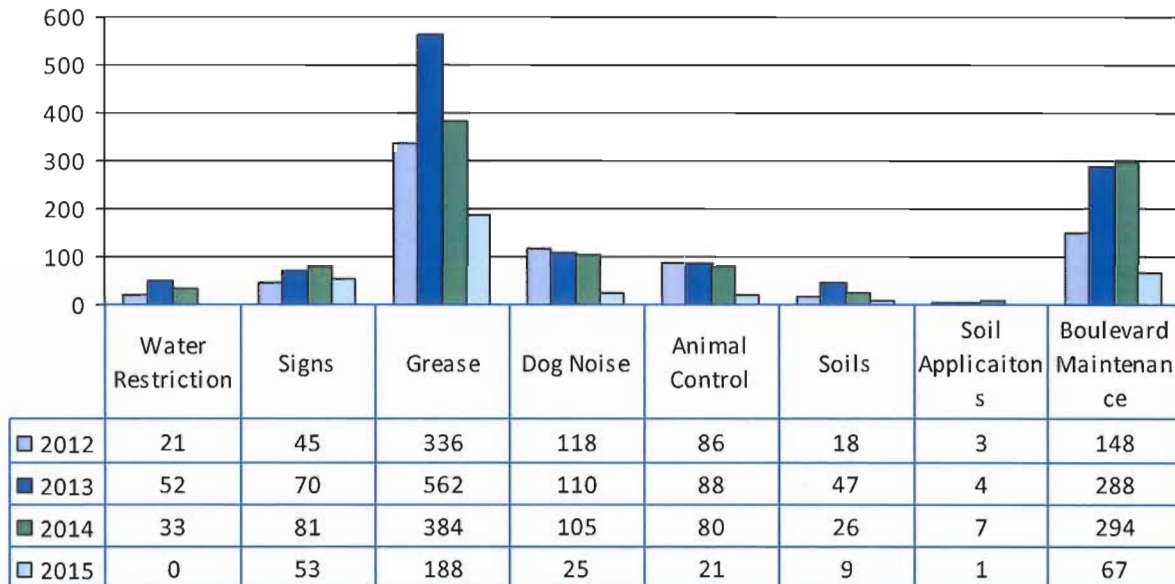


Figure 1a, 1b & 1c compares *Property Use Service Demand* for April 2015 by issue and by year;

Figure 1c: Service Demand Comparison



## 2. Grease Management Program

The Grease Management officer(s) conducted 38 regulatory visits to 38 food sector establishments, 21 of these inspections were concluded during the month of April 2015. These inspections resulted in the issuance of 1 bylaw violation, with 1 infraction being amended to a warning.

## 3. Parking Program

### *Customer Service Response*

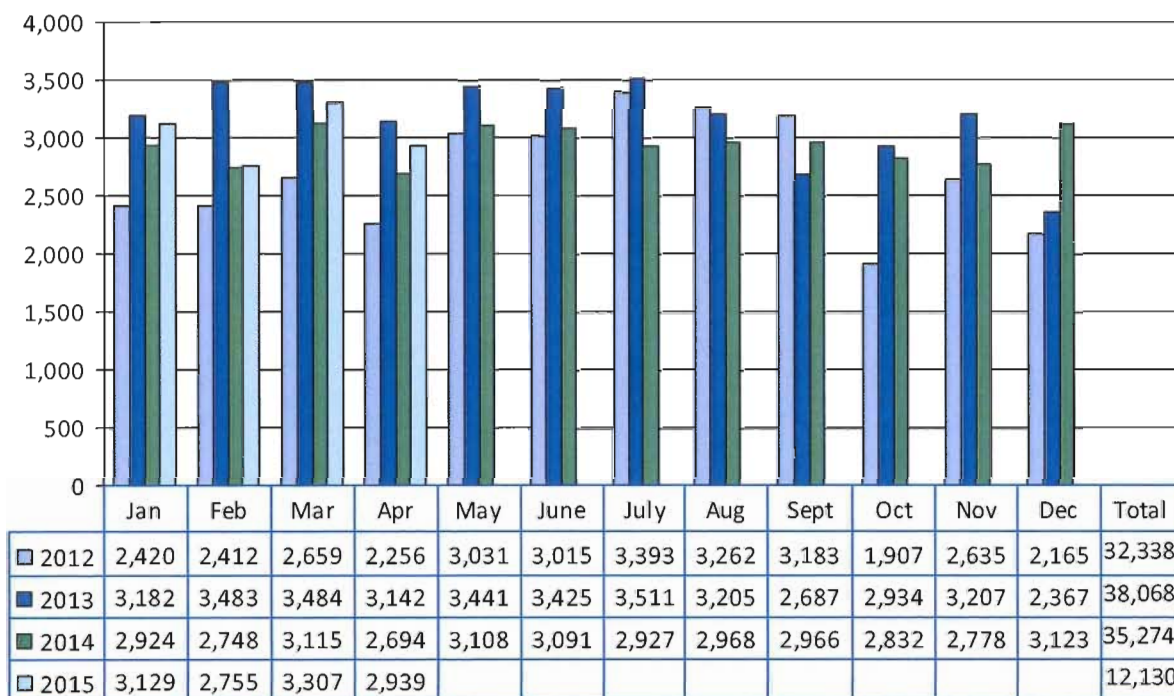
An average of 36 daily calls for service was fielded by administration staff in April 2015. These calls for service include voice messages, directly-answered calls, as well as emails. This activity represents an increase of 44.0% compared to the number of calls that were fielded in March 2015 and an increase of 16.1% compared to the number of calls that were fielded in April 2014.

### *Enforcement Activity*

A total of 2,939 violations were issued for parking, safety and liability infractions during the month of April 2015. This activity represents a decrease of 11.1% compared to the number of violations that were issued in March 2015 and an increase of 9.1% compared to the number of violations that were issued in April 2014.

Figure 2 compares the number of *violations issued* by month from 2012 through to 2015:

Figure 2: 2012 - 2015 Comparison for Parking Violations Issued



In April 2015, 212 tickets were issued as “warnings” while 178 violations were subsequently changed to ‘warnings’. Together these “warnings” represent 13.3% of all tickets issued during the month.

Pursuant to City Policy No. 1100 the following breakdown reflects Council grounds for violation cancellation:

Section 2.1 (a)	Identity issues	14
Section 2.1 (b)	Exception specified under this bylaw or other bylaw	5
Section 2.1 (c)	Poor likelihood of success at adjudication for the City	16
Section 2.1 (e)	Multiple violations issued for one incident	5
Section 2.1 (f)	Not in the public interest	9
Section 2.1 (g)	Proven effort to comply	56
—	Administrative entries	73

#### 4. Adjudication Program

The adjudicator ruled on 19 cases during a hearing held on March 17, 2015. These rulings resulted in 18 violations being upheld and 1 violation being dismissed. The next adjudication hearing is scheduled for June 23, 2015.

#### 5. Animal Control

The Community Bylaw Division issued 128 new dog licences during the month April 2015. This activity represents an increase of 15.3% compared to the number of licenses issued in March 2015 and an increase of 88.2% compared to the number of licenses issued in April 2014.

The increases in dog licensing can be attributed to the City's Animal Patrol pilot project. In mid March 2015 a dedicated full-time Animal Patrol officer was deployed to enforce activities in the parks and on the dykes. In April the officer issued 65 tickets and 26 warnings related to various dog violations. It is estimated that approximately 55 new dog license purchases were generated in April as a result of this enforcement program.

The month of April ended with 5805 dogs licensed within the City including 86 "dangerous dogs". Animal Control officers responded to a total of 4 dog bite incidents during this month with all initiating dangerous dog investigations.

### **Financial Impact**

#### 6. Revenue and Expenses

The following information is a month to month analysis of April 2015 compared to April 2014.

#### **Consolidated Parking Program Revenue:**

The total of meter, monthly permit and enforcement revenue decreased by 3.9% over the same period last year to \$144,881 in April 2015 from \$150,767 in April 2014.

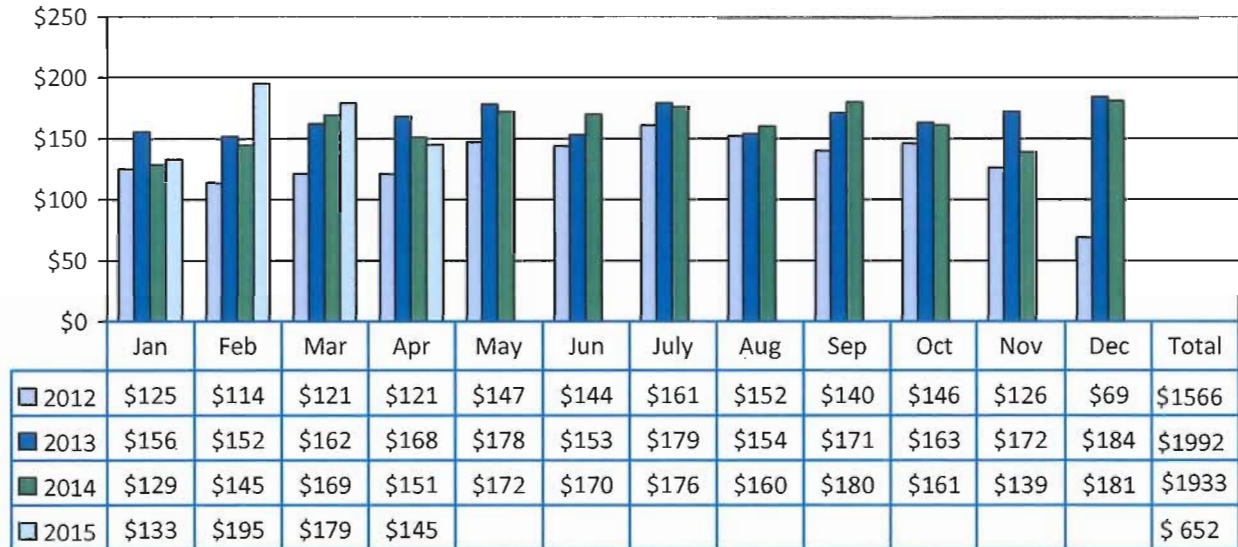
**Meter Revenue** decreased by 29.8% over the same period last year to \$31,604 in April 2015 from \$45,032 in April 2014. This decrease is primarily attributed to the final stages of the transition and replacement of old parking meters with the new meters.

**Permit Revenue** increased by 16.8% over the same period last year to \$14,311 in April 2015 from \$12,247 in April 2014.

**Enforcement Revenue** increased by 5.9% over the same period last year to \$98,966 in April 2015 from \$93,488 in April 2014.

Figure 3 compares *consolidated revenue* by month from 2012 through to 2015:

Figure 3: Consolidated Parking Revenue (000's)



## Conclusion

Community Bylaw staff strive to maintain the quality of life and the safety of residents through coordinated efforts with other City departments and community partners, as well as working as a team to promote a culture of compliance.

Edward Warzel  
 Manager, Community Bylaws (604-247-4601)  
 EW:ct



# City of Richmond

## Report to Committee

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**To:** Community Safety Committee **Date:** May 14, 2015  
**From:** John McGowan **File:** 09-5000-01/2015-Vol  
Fire Chief, Richmond Fire-Rescue 01  
**Re:** **Richmond Fire-Rescue Monthly Activity Report - April 2015**

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### Staff Recommendation

That the staff report titled "Richmond Fire-Rescue Monthly Activity Report - April 2015," dated May 14, 2015 from the Fire Chief, Richmond Fire-Rescue, be received for information.

John McGowan  
Fire Chief  
(604-303-2734)

Att. 2

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

## Staff Report

### Origin

This report provides Council with an update on Richmond Fire-Rescue (RFR) activities. Through the delivery of its programs and services, RFR continues to work towards the City's vision of being the most appealing, livable, and well-managed community in Canada. RFR is reporting on its activities in support of its mission:

*To protect and enhance the City's livability through service excellence in prevention, education and emergency response.*

This report supports Council's Term Goal #1 Community Safety:

*To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

### Analysis

#### Community Involvement

Safety messages for April included a focus on personal earthquake preparedness plans and being prepared in an emergency. Facebook posts and firehall sign messages were used to remind the public of key safety points.

RFR participates in events and activities to advance public education and community bridge building. During April 2015 the following took place:

- Safety presentations were provided to *Tiffany Manor Strata, Cornerstone Academy Tomsett Elementary K Classes* and the *Salvation Army*. There were a total of 190 participants in attendance.
- Hall tour was provided to the *Richmond Scouts* and *Richmond Cubs*. There were a total of 80 participants in attendance.
- Community events attended during April included the *Nurse Next Door – Wellness and Home Fair, Daniel Woodward Elementary Spring Fair, Local 1286 Firefighters Easter Egg Hunt* and *Gilmore Elementary Reading to Classes Day*. Over 1,000 children and adults attended these events where crews engaged with the community groups, provided fire safety and public relations information.



## Training

Live Fire classroom sessions were completed mid-April. These sessions reinforced existing training techniques and provided updates on new procedures. These sessions were very well received by RFR crew members. These classroom sessions led into the Live Fire exercises held in Langley starting April 21.

RFR Training office staff attended a staged crash exercise at YVR Airport. This crash scenario was held on April 29. The exercise went well with Inter-agency communications, RFR support of Emergency Response Services initial actions and unified command were monitored. The exercise was a joint operation attended by other Emergency Response partners.

## Emergency Response

Our goal is to respond to all calls quickly and minimize loss of life and property.

There were 44 fires in April 2015. Fire losses during the month are estimated at \$122,900. This total includes \$122,900 for building loss and \$0 for content loss. The total building and content value at risk was estimated to be \$133,212,500, and the total value preserved was \$133,089,600. These numbers translate to 99.9% of value protected (Figure 1).

<b>Figure 1: Fire Calls By Type and Loss Estimates – April</b>						
<b>Incident Type Breakdown</b>	<b>Call Volume</b>	<b>Estimated Building Value (\$)</b>	<b>Estimated Building Loss (\$)</b>	<b>Estimated Content Value (\$)</b>	<b>Estimated Content Loss (\$)</b>	<b>Estimated Total Value Preserved (\$)</b>
Residential:						
Single family	4	1,250,000	30,000	-	-	1,220,000
Multi family	6	600,000	-	180,000	-	780,000
Commercial / Industrial	7	100,000,000	-	30,000,000	-	130,000,000
Fire – Outdoor	22	850,000	400	240,000	-	1,089,600
Vehicle	5	92,500	92,500	-	-	-
<b>Totals*</b>	<b>44</b>	<b>102,792,500</b>	<b>122,900</b>	<b>30,420,000</b>	<b>-</b>	<b>133,089,600</b>

\*The dollar losses shown in this table are preliminary estimates. They are derived from RFR's record management system and are subject to change due to delays in reporting and confirmation of actual losses from private insurance agencies (as available).

Fire crews minimized loss and limited the fire to the place of origin in notable April incidents:

1. Crews responded to a house fire on Corner Brook Crescent. On arrival crews were informed that two people were unaccounted for. Crews began searching and found a young boy suffering from smoke inhalation and a woman who had succumbed to the fire. The boy was taken to hospital by BCAS crews. Crews attacked the fire to bring under control and to stop further spreading. Incident under ongoing investigation by RCMP.



2. Crews responded to a fire call at a recycling depot on Mitchel Island. RFR arrived to a fully involved vehicle fire inside a building which had resulted in nearby recycling materials catching fire. The building was completely evacuated including buildings to the East and West. The bulk of the fire was extinguished with two hose lines and Cold Fire. The Incident Command System was used to maintain control of the crews on site and the Rapid Intervention Team was deployed. There were no injuries at this fire which resulted in significant damage to the machinery and the building.
3. Crews responded to a fire located in an elevator at the Richmond Oval. On arrival crews extinguished the fire and ensured the power was shut off and the elevator and mechanical room were secured. The property representative was called to assign a repair person to the elevator.
4. Crews attended to a fire in a hotel suite located on St. Edwards Drive. The fire was quickly mitigated by crews but resulted in water cleanup from floors 14<sup>th</sup> to 6<sup>th</sup> floors.
5. Crews responded to a car fire on the second level of a parkade on Westminster Highway. On arrival crews quickly mitigated the fire and contained any leakages from the vehicle.
6. During April crews attended multiple outdoor related fires including: a wild land fire on River Road, separate brush fires on Bates Road and Bridgeport Road, a rubbish fire on River Road, construction waste fire on Twigg Place and bonfires on Triangle Road. All fires were quickly mitigated and at locations where smoke was present, crews provided ventilation to the areas.

RFR crews responded to multiple medical and rescue incident calls, including:

1. A hazmat call for a gas line to a house on Sunnybank Avenue. The gas line to the house had been cut by a landscape contractor. This action was very dangerous as a static electric charge may have ignited the gas. The contractor was educated about line off safety by fire crew and attending Fortis BC staff.
2. Attendance to an unresponsive male found deceased under the Knight Street Bridge. Event under ongoing investigation by RCMP.
3. A motor vehicle incident involving a motorcycle and a car on No. 6 Road. On arrival crews quickly secured the scene and began to respond to both parties involved. The car driver and motorcycle rider both suffered injuries and patient care was provided.
4. Two separate incidents of cardiac arrest where CPR and an Automated External Defibrillator were used including: a male on Bird Road and a male on Lansdowne Road. Unfortunately both patients were unable to be revived.

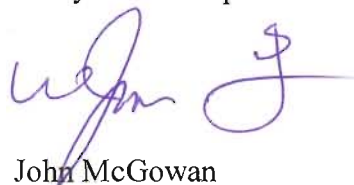
A summary of 9-1-1 emergency response statistics is found in Attachment 1, Tables 1, 2, 3 and 4. The location of fire, medical and motor vehicle incident calls in April are depicted in Attachment 2, Figures 1, 2 and 3.

## **Financial Impact**

None

## **Conclusion**

Our service delivery model is prevention focused and based on the belief that prevention, education and emergency response activities must be well established and integrated to have a positive impact on community safety. We believe "safety is everyone's responsibility and it is always better to prevent a situation from occurring".



John McGowan  
Fire Chief  
(604-303-2734)

JM:js

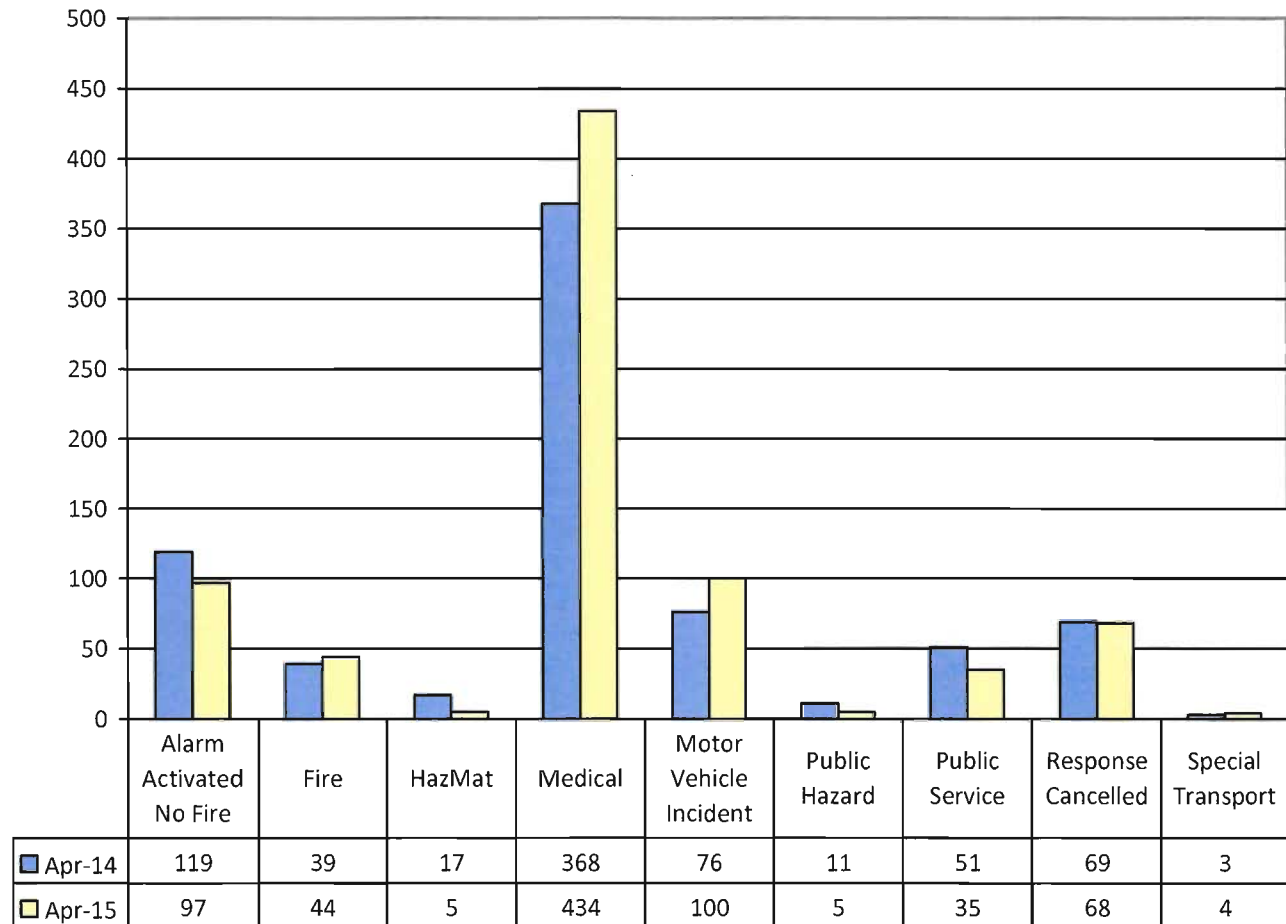
Att. 1: Suppression Activity

Att. 2: Location of April's Fire, Medical and MVI calls

## Suppression Activity

The following chart provides a month to month comparison regarding incidents occurring in April 2014 and 2015. In April 2015, there were a total of 792 incidents, compared to 753 in April 2014. This represents an increase of 5.2%.

**Table 1: April 2014 & 2015 Calls for Service Volumes**



**Call Type Legend:**

**HazMat:** includes fuel or vapour; spills, leaks, or containment

**Medical** includes: cardiac arrest, emergency response, home or industrial accidents

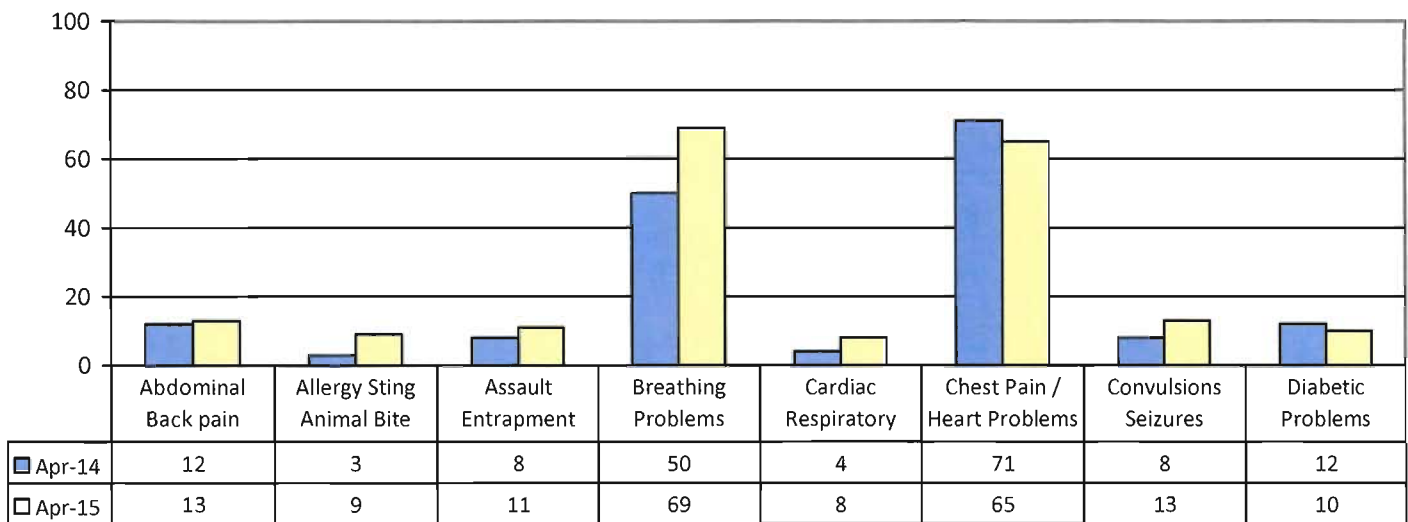
**Public Hazard** includes: aircraft emergency, bomb removal standby, object removal, or power lines down

**Public Service** includes: assisting public, ambulance or police, locked in/out, special events, trapped in elevator, water removal

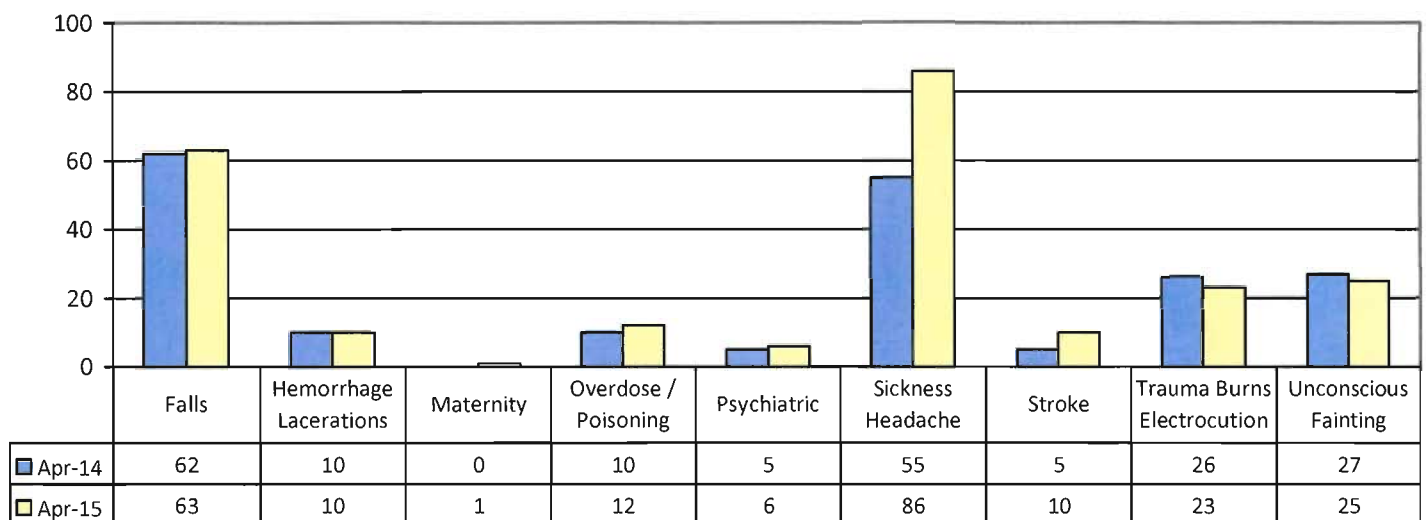
### First Responder Totals

Medical First Responder incidents comprised 54% of the total emergency responses for RFR during the month of April. A detailed breakdown of the medical incidents for April 2014 and 2015 is set out in the following table by sub-type. There were a total of 434 medical incidents in April 2015 compared to 368 in April 2014 an increase of 17.9%.

**Table 2a: April 2014 & 2015 Medical Calls by Type**



**Table 2b: April 2014 & 2015 Medical Calls by Type**



## Fire Investigations

The fire investigation statistics for April 2015 are listed below:

<b>Table 3: Total Fire Investigation Statistics – April</b>			
	<b>Suspicious</b>	<b>Accidental</b>	<b>Undetermined</b>
Residential - Single-family	-	-	4
Residential - Multi-family	-	6	-
Commercial/Industrial	-	7	-
Fire – Outdoor	7	9	6
Vehicle	-	2	3
<b>Totals</b>	<b>7</b>	<b>24</b>	<b>13</b>

All suspicious fires are reported to the RCMP, and Richmond Fire-Rescue Investigators work in conjunction with staff at the RCMP to address any risks to the community.

## HazMat

<b>Table 4: HazMat Calls By Type – April</b>	
	<b>Details</b>
Natural Gas / Propane Leaks (small)	4
Unclassified	1
<b>Totals</b>	<b>5</b>

Figure 1: Location of fires in April (total 44)

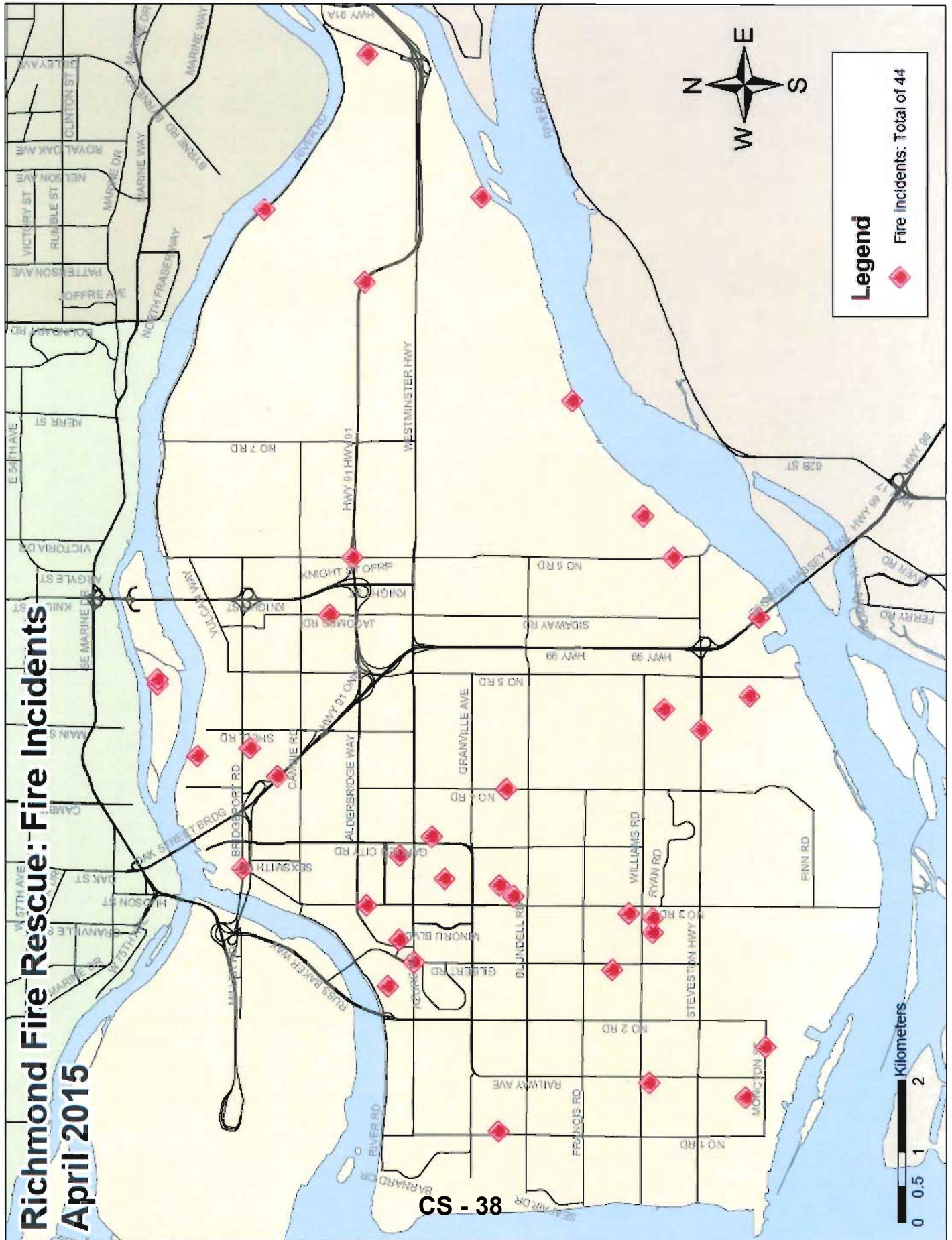




Figure 2: Location of medical calls in April (total 434)

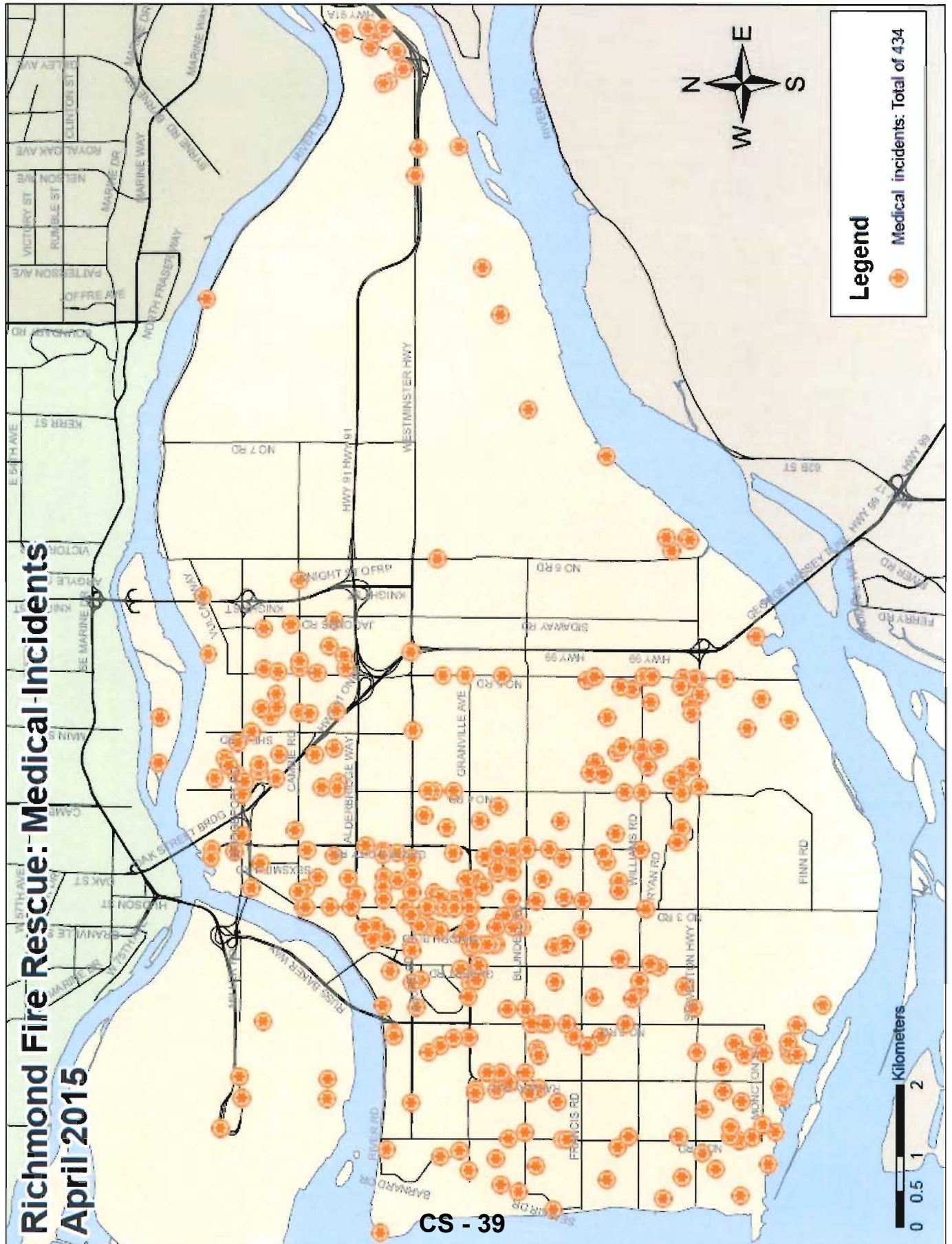
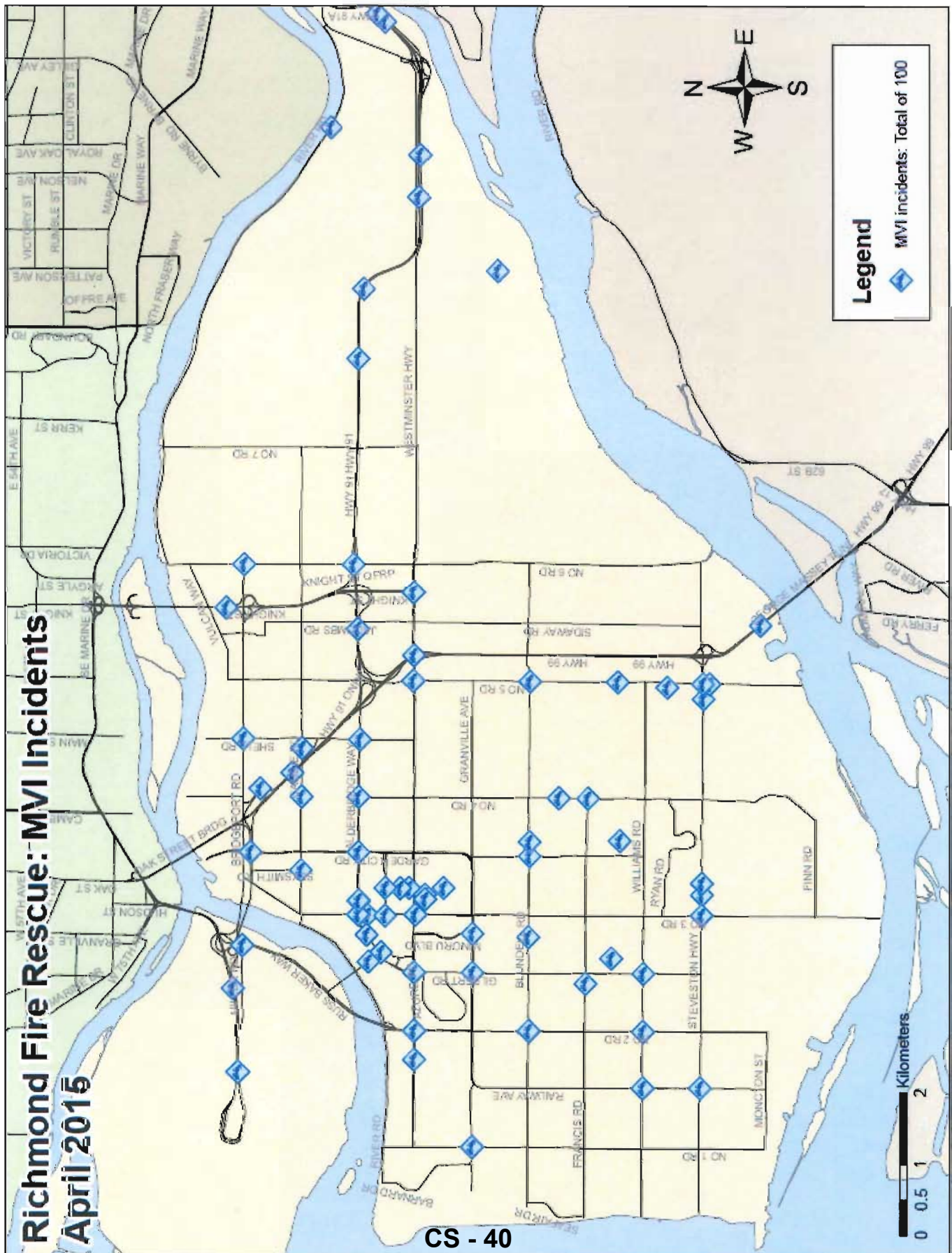


Figure 3: Location of MVI calls in April (total 100)







# City of Richmond

## Report to Committee

**To:** Community Safety Committee  
**From:** John McGowan  
Fire Chief, Richmond Fire-Rescue  
**Date:** May 20, 2015  
**File:** 09-5125-01/2015-Vol  
01  
**Re:** **National Energy Board (NEB) Public Consultation: Emergency Management Information**

### Staff Recommendation

That the staff report titled "National Energy Board Public Consultation: Emergency Management Information" be forwarded to the National Energy Board, in response to their request for written feedback by June 25, 2015.

That the National Energy Board be advised that the City of Richmond would be pleased to participate in further consultation and stakeholder meetings.

John McGowan  
Fire Chief  
(604-303-2734)

REPORT CONCURRENCE		
<b>ROUTED TO:</b>  Sustainability	<b>CONCURRENCE</b>  <input checked="" type="checkbox"/>	<b>CONCURRENCE OF GENERAL MANAGER</b> 
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 	<b>APPROVED BY CAO</b> 

## Staff Report

### Origin

This report supports Council's Term Goal #1 Community Safety:

*To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

### Findings of Fact

On April 30, 2015, the National Energy Board (NEB) published "Engaging with Canadians on Emergency Response" for public consultation. This consultation was being held to obtain information regarding "concerns about the transparency of emergency management information should a pipeline incident occur" and "specifically, the clarity and consistency of NEB Emergency Procedures Manual filing requirements" to "verify that the public, local authorities, emergency responders, aboriginal groups and other stakeholders have the information they need, when they need it regarding pipeline emergency response"<sup>1</sup>.

### Discussion Questions

1. What information would help you better understand how prepared a company is to respond in the event of an emergency, beyond what is currently available?

**City Response:** A company would need to provide evidence of having a comprehensive emergency management program which would be based on the four pillars of emergency management: prevention/mitigation, preparedness, response and recovery and align with the British Columbia Emergency Response Management System.

A comprehensive Hazard Risk Vulnerability Impact Analysis must be completed by the company with input from subject matter experts and considerations from those local authorities, jurisdictions and First Nations that may be impacted.

Public Safety Canada (2012) states that this type of hazard analysis includes but is not limited to the structures and products owned and operated and transported by the company, security of vulnerable infrastructure and includes short and long term impacts on land, environment, waterways, marine life and ecosystems, economy, security, society and psychosocial impacts of the individuals impacted.

This type of hazard analysis has not been completed on recent NEB projects within the region in an acceptable manner to local authorities or stakeholders. For example, local authorities have uncertain jurisdictional authority over many activities on City lands (pipelines, port activity, rail activity), local authorities currently have limited ability to see that risks are identified and

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<sup>1</sup> Engaging with Canadians on Emergency Response – Public Consultation, National Energy Board, April 30, 2015. Accessed: <http://www.neb-one.gc.ca/sftnvrnmnt/mrgnc/rspns/index-eng.html>

addressed, and local authorities are challenged to measure risk exposure, as information sharing may be limited for “security” or other reasons.

Currently, there’s no formal structure or mandate for local authorities to see that these issues are identified or addressed, even during the project review and approval process. This inability to understand the risks, mitigation and impacts of NEB projects compromises the City’s ability to fulfill its mandate under the *BC Emergency Program Act* section 2 (1) which states that”

*“A local authority must reflect in the local emergency plan prepared by it under 6(2) of the Act.*

*(a) the potential emergencies and disaster that could affect all or any part of the jurisdictional area for which the local authority has responsibility, and*

*(b) the local authority’s assessment of the relative risk of occurrence and potential impact on people and property of the emergencies or disasters referred to under paragraph (a)”<sup>2</sup>.*

The company must demonstrate that a comprehensive Hazard Risk Vulnerability Impact Assessment was completed in good faith, with an acceptable scope and sharing of information with local authorities who require information to meet Provincial legislative requirements. The process and outcomes of identifying risks, impacts and mitigation measures taken to reduce those risks must be shared with local authorities and stakeholders.

Prevention and mitigation is defined by Public Safety Canada as “actions taken to identify and reduce the impacts and risks of hazards before an emergency or disaster occurs”.<sup>3</sup> Local authorities and stakeholders would benefit from having a clear understanding as to the types of mitigation steps that were taken during the project planning, design, development and construction to limit potential impacts on infrastructure and containment of product. What engineering controls have been designed and implemented to establish procedures to reduce or eliminate risks? The company should provide documentation to substantiate review of mandates, best practices within the industry and the development of new research and technologies that have been evaluated and implemented.

Preparedness is defined by Public Safety Canada as a process to increase “ability to respond quickly and effectively to emergencies and to recover more quickly from their long-term effects and involves actions taken prior to an event to ensure the capability and capacity to respond”<sup>4</sup>. This pillar is characterized by the creation of emergency plans, training and exercising to provide education and demonstrate competency so that should an event occur, the response and communication will be structured, effective and efficient at protecting life safety, property, the environment and the long term effects of an oil spill or related event.

Documentation should reflect the required training and exercise schedule for those individuals with roles within response plans. The BC Oil & Gas Commission Emergency Management Manual (2014) outlines training and exercises for personnel but does not define personnel as

<sup>2</sup>Government of British Columbia. Emergency Program Act Local Authority Emergency Management Regulation. Accessed: [http://www.bclaws.ca/civix/document/id/complete/statreg/380\\_95](http://www.bclaws.ca/civix/document/id/complete/statreg/380_95)

<sup>3</sup> Public Safety Canada. Emergency Management Planning. March 4, 2014. Accessed: <http://www.publicsafety.gc.ca/cnt/mrgnc-mngmnt/mrgnc-prprdnss/mrgnc-mngmnt-plnng-faq-eng.aspx>

<sup>4</sup> Public Safety Canada. Emergency Management Planning

including those outside of the company. It would be recommended that training and exercises should be conducted for company staff as well as those agencies and stakeholders who may be responding and/or impacted by an event to increase understanding, expectation, roles and coordination of efforts and communication prior to an emergency.

IPIECA is the international global oil and gas industry association for environmental and social issues and is the industry's principal channel of communication with the United Nations. IPIECA and the International Association of Oil & Gas Producers published The IAOGP/ OGP Report No. 510 (June, 2014) Operating Management System Framework for Controlling Risk and Delivering High Performance. This document reviewed legislative and industry mandates and multiple sector organization and associated organization documents and recognized that although "these [documents] are usually based on similar concept, but often vary in scope; covering such areas as environment, social responsibility, quality, process safety and offshore operations".<sup>5</sup> This document template has been made available to the general public and all oil and gas industry companies and could serve as the basis for a conversation between the companies and the local authorities as a provision of emergency information.

Response is defined by Public Safety Canada as referring to "actions taken during or immediately after an emergency or disaster for the purpose of managing the consequences"<sup>6</sup>. Although the company may focus on sector specific requirements and actions taken, there should be inclusion of information to provide understanding, knowledge, guidance and provision of expectations to local authorities to outline the response and steps that may be taken to provide life safety, decrease impacts and aid the community into recovery.

The company should identify what response capabilities exist internally, are contracted externally as well as any limitations that may exist in capacity to respond, such as delay in arrival or access to equipment, etc. Due to the urgent nature of these types of incidents there should also be identified time response thresholds identified to provide local authorities and response agencies with an understanding of expectations of internal and external responders. Providing this information would assist communities in understanding the time line between identification of an incident, communication to responders and stakeholders and having responders on site to begin, assessment, containment and remediation of an oil spill.

Recovery is defined by Public Safety Canada as "actions taken after an emergency or disaster to re-establish or rebuild conditions and services"<sup>7</sup>. This cycle of events, decisions and implementation of strategy to assist the community begins during response and may take longer than any other phase.

Due to the unique nature of every event, it is important that benchmarks to measure recovery are established prior to the event occurring. Areas at risk of impact from construction, operations, or spills must have been documented prior to the initiation of a project. This documentation must be routinely updated as conditions change over the life of the project and as cumulative effects of other projects impact the local and regional ecosystems and communities. This documentation is

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<sup>5</sup> IPIECA. Operating Management System Framework for controlling risk and delivering high performance in the oil and gas industry. Accessed: <http://www.ipieca.org/publication/operating-management-system-framework-controlling-risk-and-delivering-high-performance->

[http://www.ipieca.org/sites/default/files/publications/Operating\\_management\\_system\\_framework\\_2014.pdf](http://www.ipieca.org/sites/default/files/publications/Operating_management_system_framework_2014.pdf)

<sup>6</sup> Public Safety Canada. Emergency Management Planning.

<sup>7</sup> Public Safety Canada. Emergency Management Planning.

the only way to measure the true impacts of an event, and the success of any longer-term recovery efforts.

A company should have established best practices utilizing current technologies, third party specialists, subject matter experts and response organizations to understand the most likely situations/types of events and possible outcomes. Information regarding these findings should be shared with communities that may be impacted to assist in emergency and recovery planning.

2. What detail in Emergency Procedures Manuals is useful that would improve understanding amongst first responders and emergency personnel should a pipeline incident occur?

**City Response:** Useful information would include knowledge of site information, processes and procedures to identify and notify local authorities and response organizations that an event has occurred, expected capability/limitations and procedures to assess and respond to the event and provide structure for multiple agencies to effectively integrate in a coordinated response with adequate training and exercises prior to an event. This document should provide an overview of procedures and capabilities that exist within the organization, provided by contractors on behalf of the company and by those local authorities and first responders.

Responders would benefit by obtaining specific information regarding the details and characteristics of the product such as volume of product, site plan, location of response equipment, training (including response and Incident Command System). Emergency Planning Zone maps that are clearly marked with infrastructure, locations of equipment and any other responder information would be useful.

The BC Oil & Gas Commission Emergency Management Manual states that an emergency response map is required as part of the Emergency Management Plan under s.15 of the Emergency Management Regulation<sup>8</sup>. Access to this type of information would be useful for local authorities for emergency planning and response.

3. Please add any additional comments on the transparency and the availability of emergency management and response information that you feel we should hear.

**City Response:** Guidance is provided by The BC Oil & Gas Commission Emergency Management Manual in identifying that companies “must share emergency management information with local authorities to ensure coordination of emergency response activities and to ensure that the applicant or permit holder is familiar with the local authority’s communication procedure and chain of command”<sup>9</sup>. There is no guidance on what type or level of information should be shared and therefore it is at the company’s discretion which may not meet the needs of the local authority. Due to the legislative mandates to the City by the *Emergency Program Act*, the local authority should have the ability to have input as to the level and amount of information needed to provide adequate planning and response capabilities for the community.

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<sup>8</sup> Public Safety Canada. Emergency Management Planning.

<sup>9</sup> The BC Oil & Gas Commission. Emergency Management Manual V.1 (2014) accessed: <http://www.bcogc.ca/node/5767/download>

When communicating information regarding hazards and risks to a community due to a project or existing oil structure/transport system, the information has to be holistic and in good faith. Recently Robyn Allen, former president and CEO of ICBC resigned from the NEB's Trans Mountain Expansion Project hearings due to multiple reasons that included her questioning the transparency and ethics of the review, she stated "the scope of the issues [being presented for review] are so narrow from a professional level that it puts the public interest at risk" and she then utilized the example that the review restricts pipeline activities assessment to 12 nautical miles which is less than minimal distance for areas to be impacted by a large spill<sup>10</sup>. Ms. Allen also highlighted that the project being reviewed is only focused on new facilities and does not include the pre-existing pipeline which is 61 years old. This type of information decreases faith in the review process, transparency of information and can create a lack of trust in the process and information received.

Local authorities require accurate, unbiased, holistic information provided by companies to ensure that understanding of the company, products, infrastructure and possible failures are identified, planned for and that communication, training and exercises take place prior to an event to provide adequate public safety for the community.

### **Financial Impact**

None at this time.

### **Conclusion**

City staff will continue to participate in further consultation and stakeholder engagement with the NEB, and recommend that the report titled "National Energy Board Public Consultation: Transparency of Emergency Management Information" be submitted to the National Energy Board in response to their request for public consultation.



Deborah Procter  
Manager, Emergency Programs  
(604-244-1211)

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<sup>10</sup> <http://vancouver.24hrs.ca/2015/05/19/economist-says-neb-hearings-rigged>



# City of Richmond

## Report to Committee

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<b>To:</b>	Community Safety Committee	<b>Date:</b>	May 20, 2015
<b>From:</b>	Phyllis L. Carlyle General Manager, Law and Community Safety	<b>File:</b>	09-5125-02-01/2015- Vol 01
<b>Re:</b>	English Bay Bunker Oil Spill		

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### Staff Recommendation

That the staff report titled "English Bay Bunker Oil Spill," dated May 20, 2015 from the General Manager, Law and Community Safety, be received for information.

Phyllis L. Carlyle  
General Manager, Law and Community Safety  
(604-276-4104)

REPORT CONCURRENCE	
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>
Sustainability	<input checked="" type="checkbox"/>
Communications	<input checked="" type="checkbox"/>
Fire Rescue	<input checked="" type="checkbox"/>
<b>REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE</b>	<b>INITIALS:</b> 
<b>APPROVED BY CAO</b> 	

## Staff Report

### Origin

This report responds to the following referral from Council on April 15, 2015:

*That staff report back on the response time, clean up, availability and location of equipment, the necessity for additional equipment, and communication strategies relating to the recent Vancouver oil spill, and how a similar spill and response from a jet fuel tanker may or may not succeed, and, if not, how it might affect the Fraser River estuary.*

This report supports Council's Term Goal #1 Community Safety:

*To ensure Richmond remains a safe and desirable community to live, work and play in, through the delivery of effective public safety services that are targeted to the City's specific needs and priorities.*

### Analysis

#### Background

The MV Marathassa is a Panamax sized bulk grain carrier that was on its maiden voyage from Korea when it spilled bunker oil into English Bay. The first report was made at 5:05 pm on April 8, 2015 by a sailboat owner who observed the oil and called 911, and was then connected with the Canadian Coast Guard. At approximately 6:00 pm, Port Metro Vancouver had a vessel on site. The sailboat owner remained on scene until approximately 8:00 pm when Canadian Coast Guard had still not arrived on site. The Canadian Coast Guard officially activated Western Canada Marine Response Corporation (WCMRC) at 8:06 pm.

WCMRC is privately owned by Imperial Oil, Shell Canada, Chevron, Suncor and Trans Mountain Pipeline. Transport Canada has certified WCMRC as a response organization and their geographical area of response includes the entire coast of British Columbia to the 200 nautical mile limit and all inland navigable waters. Richmond is included in the designated Port of Vancouver for response for WCMRC.

Under the Canada Shipping Act, oil tankers of 150 gross tonnage or more, vessels of 400 gross tonnage that carry oil as cargo or as fuel, groups of vessels that are towed or pushed that are of 150 gross tonnage or more in aggregate and carry oil as cargo and oil handling facilities that received more than 100 tonnes of oil in the preceding 365 days are required to have an arrangement with a response organization. WCMRC has a customer base of over 2,000 members that include full members who are required to have an arrangement and subscriber members who are not required to have an arrangement under the Canada Shipping Act but do so for the response to potential oil spills. WCMRC also offers services through third party agreements with responsible parties at the time of an oil spill when equipment and personnel are required. WCMRC's certification as a response organization from Transport Canada is for a maximum capacity of 10,000 tonnes of oil.



WCMRC crews arrived onsite at 9:25 pm and identified the mystery spill as oil. WCMRC vessels worked through the night cleaning the oil spill and when the MV Marathassa was determined to be the source of the oil spill, placed a boom around the vessel at 5:25 am on April 9<sup>th</sup>.

The City of Vancouver was notified of the oil spill by WCMRC at 5:06 am and by 5:50 am their Emergency Operations Centre (EOC) was activated. The City of Burnaby, District of North Vancouver and the North Shore Emergency Management Office were notified of the oil spill at 7:14 am. North Shore Emergency Management Office advised the CAOs of the District of West Vancouver and City and District of North Vancouver of the incident.

The North Shore Emergency Management staff were requested to support the City of Vancouver in their EOC at 9:30 am and remained there until 2:40 pm when a Coast Guard map indicated that the bunker oil spill was close to the West Vancouver. At that time, North Shore Emergency Management staff left to activate their EOC (shared among the three North Shore municipalities) for the District of West Vancouver. The first reports of oil washing up on land at Denman and Davie were received at 9:17 am.

An Incident Command Post was established at 6:00 am on April 9<sup>th</sup> at Port Metro Vancouver's offices at Canada Place as a matter of convenience. Port Metro Vancouver does not have a response role, they have a supporting role by assisting the lead agencies. A Unified Command was established with the Canadian Coast Guard as the lead agency with over a hundred representatives from Canadian Coast Guard, the responsible party (owner of the MV Marathassa), Polaris Applied Sciences (providing scientific support for spill response), Squamish and Tsleil-Waututh First Nations, BC Ministry of Environment, City of Vancouver, District of West Vancouver, City and District of North Vancouver and WCMRC. On April 18<sup>th</sup>, the Incident Command Post was relocated to the Fisheries and Oceans Canada regional offices at 401 Burrard Street.

### Roles and Responsibilities

<u>Agency</u>	<u>Responsibility</u>
Canadian Coast Guard	Incident Command on the water
Responsible Party (ship owner)	Liable for response and recovery costs
WCMRC	On water oil clean up
BC Ministry of Environment	Environmental monitoring and shoreline assessment (Shoreline Cleanup and Assessment Technique – SCAT)
Canadian Wildlife Services	Wildlife response
Vancouver Coastal Health Authority	Public health
Local Authority (City of Vancouver, District of West Vancouver)	Emergency Operations Centre response, situational awareness, communications, volunteer management

Response to the oil spill included the cleanup of the oil on and in the water, the inspection, cleaning and reopening of beaches and shoreline in English Bay and Burrard Inlet, the inspection and cleaning of affected vessels and the rehabilitation and return to habitat of affected wildlife. The MV Marathassa was confirmed to be the responsible party at 8:00 pm on April 10<sup>th</sup> and at 12:55 am on April 11<sup>th</sup>, Transport Canada issued a detention order on the MV Marathassa. The ship was decontaminated and released back to its operations on April 20<sup>th</sup>.

Shoreline Cleanup Assessment Techniques (SCAT) teams and Environmental Health Officers from Vancouver Coastal Health conducted shoreline and beach inspections since the spill occurred. SCAT teams from the Ministry of Environment, Canadian Coast Guard, Tsleil-Waututh Nation, Squamish First Nation, and supported by impacted local authorities identified sixteen affected beaches and progressed through the stages of inspection, cleaning, clearing, and sign off by all parties.

On April 24<sup>th</sup>, a Project Management Office under the leadership of the Canadian Coast Guard was established to oversee the long-term monitoring and the continuation of the environmental assessment and sampling program required to follow up on any future potential impacts of the oil spill at the Fisheries and Oceans Canada's regional offices. Their work continues with support from Environment Canada, Fisheries and Oceans Canada, BC Ministry of Environment, Tsleil-Waututh Nation, Squamish Nation, City of Vancouver, District of West Vancouver, City and District of North Vancouver, and the Vancouver Aquarium.

All agencies involved in the response to the MV Marathassa oil spill are debriefing their response and developing lessons learned with a view to improving coordination and response to an oil spill. Those reports will not be available for some time.

#### A Jet Fuel Tanker Spill on the Fraser River

In the MV Marathassa oil spill, the spilled product was bunker oil, used to fuel ships. It is a dense, viscous oil that when spilled on water, typically spreads in thick patches of large amounts of oil, often with tarballs that can travel great distances and wash up on shore. Bunker oil can float, remain suspended in water or sink to the river floor and remain present for many years. It does not evaporate, and has severe impacts to birds and fish because it covers their airways and they ingest it.

Vessels delivering jet fuel to the Vancouver Airport Fuel Facilities Corporation proposed marine terminal would likely be Panamax ocean going vessels, similar to the MV Marathassa. The Fraser Surrey Docks have submitted an application to amend their existing permit from Port Metro Vancouver (Permit No. 2012-072) that gives it conditional approval to build and operate a Direct Transfer Coal Facility onto Panamax ocean going vessels rather than barges. This could increase the number of Panamax vessels headed to their docks by as much as 29%. Both of these activities would increase the number of bunker oil fueled Panamax vessels in the Fraser River and a potential exists that a similar bunker spill may occur.

WCMRC has two trailers, a boom trailer and an equipment trailer at Tilbury. Their vessels are located in Burnaby on the Burrard Inlet. They do not have any vessels on the Fraser River but

they do contract with fishermen and others on the water as part of their emergency response team to deploy this initial response equipment.

While jet fuel is a much lighter petroleum product with a high evaporation rate, usually within 1 – 2 days of a spill, some of the hydrocarbons are soluble in water and, under turbulent water conditions, may remain dissolved for a longer period. Jet fuel contains high concentrations of toxic compounds that are deadly to marine life. Jet fuel also poses a health risk to people by irritating skin upon exposure and potentially harming respiratory systems and causing brain damage when inhaled. Jet A fuel is classified as a combustible product by Occupational Safety and Health Administration (OSHA). Combustible products while ignitable are determined to have a low risk of ignition because they cannot ignite under normal atmospheric conditions. Combustible liquids must either be heated to auto-ignition temperature or at least the flash point temperature and then be exposed to an ignition source” The decision to evacuate an area impacted by jet fuel would have to be made promptly, and would be based upon the size of the spill and whether it is contained or not.

The Vancouver Airport Fuel Facility Corporation (VAFFC) has done spill modeling in the Fraser River on a jet fuel spill, but has not done any spill modeling based on bunker oil. Their reports indicate that the jet fuel would reach Richmond’s shores within a few hours, but there is high variability as this would depend on timing with the tide cycle, wave conditions, etc. For an oil spill, such as the Marathassa, Environment Canada would provide spill modeling for a specific incident and would be based on current weather conditions, marine conditions, tidal changes, etc.

#### Fraser River Response

Should there be a jet fuel or bunker oil spill on the Fraser River, the anticipated response would be similar to that of the MV Marathassa’s spill. There would be unified command, with similar parties expected to participate under the lead of the Canadian Coast Guard.

The responsible party (ship owner or facility owner if the spill is land-based) will bear the costs of the response and recovery to the spill. The responsible party would be a member of WCMRC and could expect a response within their response standards. Similarly, there will be booms placed around the ship with WCMRC equipment used to remove the spilled fuel.

Responding to a fuel spill in the Fraser River requires different response techniques than in open waters or waters such as English Bay. Booms may be placed to deflect the oil to a location along the shoreline, placed to exclude the oil from environmentally sensitive areas, or used to collect oil in a v-shaped boom.

The nature of an oil spill in a river varies with the density of the oil. The density of river water is usually about 1 gram per cubic centimeter (g/cc). Water in the open ocean is denser due to its salinity, usually around 1.02 – 1.03 g/cc. The density of jet fuel is about 0.804 g/cc so it would float on both river and sea water. The density of bunker oil is about .99 g/cc so it will float on the river but can also be suspended in the water. When bunker oil reaches sea water, it may rise up and float. (<http://response.restoration.noaa.gov/oil-and-chemical-spills/oil-spills/resources/oil-spills-rivers.html>) Spill modeling at the time of a specific spill by

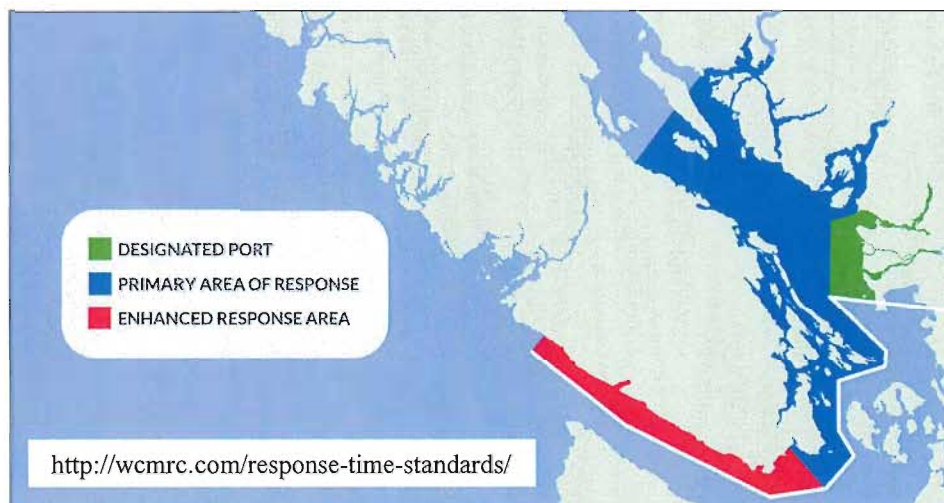
Environment Canada will take all these factors into consideration when determining the extent of the spill.

The response time standards for WCMRC responding to an oil spill off the shores of Richmond as part of the designated Port of Vancouver would be:

- Under 150 tons      Deployed on scene within 6 hours
- Under 1,000 tons      Deployed on scene within 12 hours

In the Primary Area of Response and the San Juan Enhance Response Areas, WCMRC's response times are:

- Under 2500 tons      Deployed on scene within 18 hours
- Over 2,500 tons      Deployed on scene within 72 hours



Response times are only guaranteed for their 2,000+ members. Non-members can rent personnel and equipment for emergency response once they have signed a third party agreement and accept responsibility for all response costs. WCMRC has 28 response vessels and over 50 response trailers pre-positioned along the BC coast.

### City Response

Public Works would not have a significant role in an oil spill on the water. Their capacity to place containment booms is limited to minor spills in the ditches.

Public Works would shut off water intake from the River for irrigation of farms in the area and, depending on time of year, this could have a significant impact on agriculture. In the event of a jet fuel spill, shut off would likely be for a couple of days. In the event of a bunker oil spill, shut off could be for considerably longer. The farming community may or may not have the capacity to switch to the City's water. This would depend on each farmer's capacity to pump from municipal sources and from an environmental perspective; they would have to ensure chlorinated water doesn't enter into the ditch system. Additionally, such a significant draw from the City's

water system could impact fire protection in areas of the City; an assessment of the impact on the City's water would have to be done at the time.

In terms of foreshore assessment and remediation, the responsible party or ship owner remains responsible for shoreline assessment and would retain a response organization for this purpose. The Ministry of Environment has some capacity for an initial assessment and determination but the responsible party would need to bring professionals in for the prolonged response. The Shoreline Cleanup and Assessment Technique (SCAT) is an established methodology for surveying and responding to an oil spill. Local authority staff would form part of unified command and provide support and input into the SCAT process.

Response to an impacted foreshore would vary with the specifics of an incident, but strategies may include booming off environmentally sensitive areas or washing off riprap rock into a boomed containment area and cleaning the oil from that containment area. Removing oil from vegetation is much more difficult than a sandy beach; responders often cut, burn or flush it with water. The Fraser River foreshore includes beach, areas of riprap rock and environmentally sensitive grass/marsh areas.

### Economic Impact

The City of Vancouver released a study titled "Potential Economic Impact of a Tanker Spill on Ocean-Dependent Activities in Vancouver, British Columbia" on May 19, 2015 that looked at the potential economic costs of a major oil spill in the Burrard Inlet. The study concluded that a major oil spill of 16 million litres could negatively impact the Vancouver's economy by up to \$380 – \$1,230 million in output value, 3,238 – 12,881 PY of employment and \$201 – \$687 million in GDP. This study looked at Vancouver's five key ocean-dependent activities:

1. Commercial fishing
2. Port activities (shipping and cruises)
3. Inner harbor transportation
4. Tourism (marine recreation, waterfront events, visiting beaches and seawall)
5. Recreation<sup>1</sup>

The study did not look at the broader economic impacts of a major oil spill, nor did it look at the costs of response, clean up and litigation. A similar study has not been done for the City of Richmond and its river and ocean based economy but it is safe to conclude that the economic impact of a major oil spill in the Fraser River would be significant.

### Communications

Similar to the MV Marathassa spill, communications to the public will be key to ensuring public health and coordinating response. The incident drew significant media interest, as well as an outpouring of support from residents who wanted to volunteer in assisting with clean-up efforts.

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<sup>1</sup> Potential economic impact of a tanker spill on ocean-dependent activities in Vancouver, British Columbia. Accessed <http://vancouver.ca/images/web/pipeline/Bjarnason-et-al-oil-spill-economic-impact-report.pdf>

Through unified command, a joint information centre would be established with all the stakeholder agencies present to develop joint messaging for the incident. As part of the communications plan for the incident, Parks staff would place signs closing off access points to the water.

The City of Richmond has a robust Emergency Information Plan to ensure the dissemination of cohesive public messaging to safeguard public health and respond to public interest. Messaging would be distributed through media, social media, the City's website, the Emergency Notification System, and other mediums. As provided for within the Emergency Information Plan, an Emergency Call Centre and Emergency Media Centre may also be activated to respond to public and media demand for information.

### **Financial Impact**

none

### **Conclusion**

Because of the different properties between bunker oil and jet fuel, the response process will be similar but with a different result. The high evaporation rate of jet fuel means that it will mostly be gone within a couple of days. With bunker oil, with its slicks and tarballs and its continuing presence for many years, response means many years of monitoring and clean up for the affected shores.



Deborah Procter  
Manager, Emergency Programs  
(604-244-1211)

DP:dp