

IPP Controversy

Voters in the May 12, 2009 provincial election were offered a clear choice concerning the future of independent power producer (IPP) project development in British Columbia.

The BC NDP said that, if elected, it would impose a moratorium on new private power projects until a full review of supply and demand was completed.

The BC Liberal Party signalled that it would stay the course, although it did commit to establishing a Green Energy Advisory Task Force to look at how BC “might maximize our growth in clean energy at the lowest net impact to our environment.”

With the Liberal win, BC Hydro will likely soon announce the IPP projects that will receive energy supply contracts from the June 2008 “Clean Power Call”. In total, 68 new projects (including 45 hydro and 19 wind) submitted proposals to supply BC Hydro with power.

Among the bidders is the Bute Inlet hydroelectric project. Proposed by Plutonic Power Corporation Inc. and its partner, GE Energy Financial Services, at a location 150-200 kilometres northeast of Powell River, the project has become the flashpoint for anger over how the IPP sector is being developed, as it would comprise:

- 17 run-of-river hydroelectric facilities constructed in three interconnected groups

Article continues on page 6



Weir and related facilities for Ashlu Creek IPP project

The Red Chris Mine Intervention:

Fighting to protect both fish lakes and environmental assessment

West Coast Environmental Law (West Coast) is seeking leave to intervene at the Supreme Court of Canada when it considers a proposal to convert a fish lake into a mines tailings pond to accommodate the proposed copper-gold mine in northwestern British Columbia.

The Red Chris Mine is one of several mines across Canada seeking permission from the federal government to dump untreated toxic waste into fish habitat.

This appeal, brought by MiningWatch Canada, will be the first time the Supreme Court of Canada has heard a case on the correct interpretation of the *Canadian Environmental Assessment*

Act (CEAA). MiningWatch is challenging the practice of the federal government, endorsed by the Federal Court of Appeal, of avoiding detailed “comprehensive” assessments of large-scale developments simply by breaking the projects into pieces, and only assessing small parts of them.

For example, the Red Chris Mine will produce 30,000 tonnes of copper and gold per day over 25 years. It will include two open pits, a processing plant, a tailings impoundment area (the lake), a waste rock dump, an explosives factory, water systems, roads, a power line, and other components. The mine site itself will cover 110 square kilometers of wilderness areas

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INSIDE...

Oil tankers and pipelines

Also: Environmental Law Alert: Cutting Federal EA



Back to Business

Anyone who has ever been denied the right to vote in a free and fair election would've been disappointed by the low turnout at the polls in these last provincial elections.

Nevertheless, it was heartening to see — perhaps for the first time in BC — the political parties' environmental platforms occupying as many column inches in the news as, say, the economy, or healthcare.

Among these, independent power projects (IPPs) — particularly run-of-the-river hydro projects — generated significant heat in the public exchange, with emotions running so high, there was little room left, sadly, for genuine dialogue. To shed some light on the issues, West Coast published a backgrounder on IPPs for the benefit of all candidates and the interested public.

Available on our website, it provides unbiased, solid information for those seeking some context to the story as it continues to evolve, the subject of this issue's lead article.

The threat of potential oil tanker traffic along BC's north and central coast — violating a 37-year de-facto moratorium — also figured in the campaign. It's an issue that West Coast has been working on for many years now, for we believe that the unique ecosystems and natural splendour of our coast are the best of BC. More about our progress in the centrespread of this issue.

Lastly, environmental assessment (EA) is not an issue that was talked about in the campaign, probably because it seems too dry and difficult to explain. However, it's anything but. I urge you to read the article in this issue, because once you do,



you'll understand why EA is pivotal to protecting our environment and why everyone should care.

Patricia Chew

Cutting Federal EA

Environmental Law Alert

In March, the federal Minister of Environment, Jim Prentice, confirmed publicly that the government plans to radically reduce the number of federal environmental assessments (EAs) from approximately 7,000 projects per year to a target of 200–300, a 95 percent reduction.

Parliament is legally required to conduct a formal review of the *Canadian Environmental Assessment Act* (CEAA) by October 2010, but the Government is already moving to eliminate what it sees as “unnecessary” federal EA “burdening”

Whereas previously the Exclusion List identified projects that most would fairly agree with the government were “insignificant” in their environmental effects, the new amendments add categories of projects that appear anything but – including landfills, wastewater treatment plants, roads and highway expansions .

economic development. It has stated it will conduct a complete review of the Act over the next two years.

On March 12, and without notice, the government registered *Regulations Amending the Exclusion List Regulations*, 2007 SOR/2009–88 and brand new *Infrastructure Projects Environmental Assessment Adaptation Regulations*, SOR/2009–89.¹ The first regulation amends the Exclusion List (the list of projects not requiring EA) to include a range of infrastructure projects funded by the *Building Canada* federal infrastructure economic stimulus package. The second regulation establishes an “adaptation” process that enables the Minister to substitute provincial for federal EA process, provided stipulated federal criteria are met. EA results would then be passed to the federal government for a decision.

On April 30, the government registered two more regulations² that expand the earlier regulations' reach: to the Exclusion List the regulations add many projects funded under

14 other federal infrastructure funding initiatives, and they render infrastructure projects not caught by the Exclusion List eligible for the new “adaptation” (substitution) process. The Exclusion List also adds a new category of exclusions — outdoor pools or rinks, sports fields or courts, community parks, recreational trails or bicycle paths funded under the plans.

The new regulations expire at the end of March 2011 — presumably, just in time for a new Act.

West Coast has two grave concerns. First, we are concerned the regulations signal an erosion of Canada's commitment to ensure development is sustainable. Second, we are concerned by the lack of consultation.

The amendments to the Exclusion List signal a fundamental shift in the government's interpretation of the term “insignificance”. Whereas previously the Exclusion List identified projects that most would fairly agree with the government

were “insignificant” in their environmental effects, the new amendments add categories of projects that appear anything but — including landfills, wastewater treatment plants, roads and highway expansions. The reason given for adding the exclusions is the need to stimulate the economy without delay; however, the decision to deem these projects insignificant based on “past experience”, strains credulity. Even good public projects³ can, in the wrong places or done poorly, create significant adverse environmental effects. By excluding EA, we risk environmental damage that may well bear a significant cost later.

Exceptions to Exclusion List categories used to be based on a project being “within 30m of a water body.” In these regulations, one of the criteria for exceptions to the new categories is that a project be “within 250m of an ‘environmentally sensitive area’” (ESA). However, since an ESA is defined to mean areas protected for environmental reasons by a federal or other government plan or body, and since most water bodies have no such protection, this is less likely to trigger an exception than the traditional water body exception.

Some projects will now be exempt from all EA, if they previously would have triggered only a federal review and not a provincial one. For those infrastructure projects that will now undergo “adapted” EA, in many cases that EA will be less accessible to the public and less rigorous than previously.

West Coast finds the government’s lack of public consultation on the regulations deeply troubling. The government has



violated its own regulatory policy requiring the posting of proposed regulations in the *Canada Gazette I* for 30 days of public comment. That process was not followed, nor was there any other public consultation. Most noticeably, there was a failure to notify or consult with the Minister’s own Regulatory Advisory Committee (RAC), a multi-stakeholder committee (of which West Coast is a member) which has advised the Minister on new CEAA regulations and policy since before the Act’s inception.

West Coast believes EA legislation is a critical tool for achieving sustainable development and environmental protection across Canada, one that is needed now more than ever. We are committed to working to

strengthen the EA process and its pillars of public participation, transparency and accountability.

Susan Rutherford

¹Published in the *Canada Gazette Part II*, March 19 2009 edition.

²SOR/2009-131 Regulations Amending the Exclusion List Regulations, 2007 and SOR/2009-132, Regulations Amending the Infrastructure Projects Environmental Assessment Adaptation Regulations, published in the *Canada Gazette Part II*, May 13, 2009 edition.

³Whether these are may well be debatable – the infrastructure package in many cases supports old “big infrastructure” ways of doing things rather than more modern, low impact, distributed resource recovery approaches.

West Coast Environmental Law has been BC’s legal champion for the environment since 1974. Our mandate is to empower citizens and organizations to use the law to protect our environment and to advocate for the innovative solutions that will build a just and sustainable world. We:

- Have helped establish mechanisms for public participation in decision-making and to champion key legal reforms.
- Act as a watchdog; alerting British Columbians to the weaknesses in existing and new laws, and the potential impacts of change.
- Make environmental law accessible to citizens through community legal education.
- Help thousands of British Columbians resolve critical environmental issues by providing legal advice and access to legal and technical representation.



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West Coast Environmental Law staff and project workers are: Patricia Chew, Executive Director; Jessica Clogg, Senior Counsel; Andrew Gage, Susan Rutherford, Greg Gowe, Josh Paterson, Staff Lawyers; Todd Monge, EDRF; Lucy Pearson, Director of Development; Anna Beard, Donor Relations Officer; Ceciline Goh, Office Administrator; Allison Grose, Executive Assistant and Project Manager; Ingrid Molloy, Systems Administrator.

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Keeping Tankers Out Of BC's Coastal Waters

Oil tanker and pipeline proposal for BC's north coast revived

It's back. After being set aside in 2006, Enbridge Northern Gateway Pipelines has reactivated its application to build its twin 1,170km-long pipelines crisscrossing northern BC from Alberta to a proposed oil tanker port and tank farms at Kitimat. The public comment period on the proposed scope of the federal environmental assessment process ended in April.

The pipelines will carry tar sands crude oil to the coast, and natural gas condensate — a toxic chemical used to dilute heavy oil for transportation — in the other direction. Along the way, the pipelines will cross over 1,000 rivers and streams, including the headwaters of the Skeena, Fraser, and Mackenzie rivers. The volume of oil and condensate proposed by Enbridge would mean an average of 225 massive tankers each year attempting to navigate the treacherous waters of Hecate Strait and Dixon Entrance, and across the Inside Passage into Kitimat. In order to do this, the 37-year-old federal ban on oil tanker traffic in BC's northern coastal waters would need to be set aside. As a recent protest in Terrace demonstrates, people across the province are becoming increasingly vocal in their opposition to the plan to bring crude oil supertankers through northern BC's dangerous inside coastal waters, and oil pipelines through BC's north. They are worried about the potentially disastrous consequences for BC's people, our coastal and interior environment, and the economy.

Energy Corridor Means Oil Tankers

The Enbridge pipelines are part of the provincial government's broader plan to carve out a "Northern Energy Corridor" from one end of the province to the other — essentially a cluster of pipelines funnelling oil through northern BC to waiting oil and gas tankers at Kitimat. The plan, first announced in the February 2008 Throne Speech, involves

pipelines and oil tankers that will put BC's coast, rivers, and land at serious risk. As experience demonstrates, wherever oil is moved by tankers and pipelines, there are spills. Based on the amount of oil proposed to travel through the Northern Gateway pipeline, there would be a crude oil spill of over 1,000 barrels about every five years, with a catastrophic spill of over 10,000 barrels once every 12 years.¹ This year has already seen a damaging tanker spill on the coast of Queensland, Australia and a major tank farm oil spill in Burnaby — just two years after the same pipeline system sprayed oil all over a Burnaby neighbourhood, and ultimately, into the Burrard Inlet.

Alberta government reports show that the oil industry in that province averaged 803 pipeline failures each year between 1990 and 2005.² Between 2003 and 2007, Enbridge corporate documents disclosed that it averaged 67 pipeline spills each year in North America, "despite our best efforts to prevent them."³ As Enbridge's own experience shows, promises of advanced technology can't prevent spills from happening, and can't protect the environment and livelihood of downriver

and coastal communities in the event of a spill.

The Federal Government's Flawed Environmental Assessment

The federal government is in the early stages of its process to review the proposed pipeline. Its environmental assessment will be conducted by a joint review panel, combining the authority of the Canadian Environmental Assessment Agency and the National Energy Board. The federal government developed its proposed approach to First Nations consultation without the input of affected First Nations, and there are serious questions as to whether it is consistent with the Crown's constitutional duties (see West Coast's publication *Legal Background: the Crown's Approach to First Nations Consultation on the Enbridge Gateway Pipeline* at <http://www.wcel.org/articles/FN%20Enbridge%20Process%20Options%20Backgrounder%20April7%20revised.pdf> for further details). For example, this approach relies heavily on the project proponent — in this



case, Enbridge — to actually conduct much of the consultation with First Nations. The proposed process also fails to engage First Nations downriver of the project. Furthermore, the terms of reference for the proposed environmental assessment process do not address many of the important questions that British Columbians need to have answered before the project is approved, such as what the impacts of the project will be on Canada's greenhouse gas reduction commitments, and whether oil tankers should be permitted at all in our sensitive coastal ecosystems (see West Coast's publication: *The Enbridge Northern Gateway Pipeline: Getting the Decision Right* at <http://www.wcel.org/articles/EnbridgeGettingDecisionRight%20outreach%202009%20apr1.pdf> for further details).

Outreach

West Coast lawyers Jessica Clogg and Josh Paterson spent a week travelling the pipeline route to discuss the legal aspects of the process and the government's duty to consult with First Nations, as part of a tour with local and provincial NGOs to raise awareness about the pipeline. Alaskan scientist Dr. Riki Ott joined the tour to speak of her community's challenges after the Exxon Valdez spill, where, twenty years later, oil still remains on the shore with the same toxicity as in the weeks after the spill. The tour attracted hundreds of concerned citizens to hear about the potential impacts of the pipelines and tankers, and the connection to Canada's worst greenhouse gas emitter, the Alberta tar sands. In Kitimat, seats were set out for twenty people and a crowd of about 120 residents attended, spilling out the door of the room.

There were a number of poignant moments on the tour that West Coast want to share with our supporters. In Burns Lake, where the pipelines will pass right through their community, a lot of

residents are hoping for jobs and economic spin-offs from their construction — although according to Enbridge, many of the construction workers will be brought in from out-of-province to build the lines quickly. While a low turnout was expected in Burns Lake, again, the room was packed. People had tough questions and were really engaged. Up until then, most of the information they received about the pipeline was from Enbridge. A man, in his late forties or early fifties, listened carefully to the presentations, and to most of the question-and-answer period before saying anything. He then spoke up calmly and said that before the presentations, he had been inclined to support the pipeline. But he said that the information that was laid out painted a “dark” scenario, and that his mind had changed. When he spoke, the room was silent. People listened. It was a powerful moment.

In Hazelton, a number of Gitksan young people came to the presentation. When one teenage girl came in at the beginning, she was offered a petition to sign in opposition to the pipeline and tankers on the north coast. She said “no, thanks” and that she wanted to listen to what the presenters had to say first. When she left, she went over to the petition table on her own, and signed.

These are just two examples of people living in northern BC becoming informed, and speaking out to oppose the Enbridge Northern Gateway Pipeline project that threatens communities and the environment. Partly because of the tour, more than 1,000 individuals and groups wrote to the federal government to express concerns about the narrow scope of the proposed environmental assessment process — more than three times the typical maximum number of submissions that the government receives. West Coast is continuing to work with affected communities, and particularly with First Nations along the pipeline route and in the Fraser and Skeena watersheds, to help

What's At Risk?

The north coast is an extremely ecologically rich area. It includes numerous salmon and Gray whale migratory routes, at least 650 spawning rivers, the Pacific Flyway, and the feeding habitat of Humpback whales and Orca. The coastal fishery employs about 16,000 people; and sport fishing, fish processing and commercial fishing generate close to \$1.7 billion combined each year. An oil spill along the BC north central coast could devastate marine and coastal animals and destroy their habitats as well as drastically affect the fishing and tourism industries. Pipeline spills are also a very serious concern. Oil and condensate spills and leaks at stream crossings can be devastating for rivers and streams. Areas downstream of a spill are at significant risk of short- and long-term negative impacts, such as the death or disease of fish, aquatic insects, birds and other wildlife, and contamination of water supplies. An oil spill on a river is impossible to fully contain or to clean up. See West Coast's publication *The Enbridge Northern Gateway Pipeline: Do British Columbians Stand to Gain?* at <http://www.wcel.org/articles/Enbridgeoutreachmaterials2009%20apr1.pdf> for further details.

them in their legal strategies to have an effective voice. West Coast is working equally hard to ensure that the federal moratorium on oil tankers along the north coast is respected and strengthened through legislation.

Josh Paterson

¹Dogwood Institute, Fact Sheet: Estimated Frequency of Oil Spills from Enbridge Inc.'s Northern Gateway Project, March 5 2009, adapted from table 3.5 of Timothy Van Hinte. 2005. Managing impacts of Major projects: An analysis of the Enbridge Gateway Pipeline Proposal, Simon Fraser University thesis available at <http://ir.lib.sfu.ca/handle/1892/707>.

²Alberta Utilities and Energy Board. 2007. Pipeline Performance in Alberta, 1990-2005.

³Enbridge Inc. 2008, Corporate Social Responsibility Report. Accessed at <http://www.enbridge.com/csr2008/environmental/en23.php>.

EDRF in Action

Water concerns block Vancouver Island development

A major development proposed for Union Bay on Vancouver Island is back to square one after Justice Wilson of the BC Supreme Court struck down the bylaws of the Comox Strathcona Regional District that allowed the development to go ahead. Funding from the Environmental Dispute Resolution Fund (EDRF) allowed the Baynes Sound Area Society for Sustainability (BSASS) to hire lawyer John Alexander, to challenge the bylaws because of concerns about where the water for such a large development would come from.

“We felt that the lack of an assured water source for the largest development on Vancouver Island ran counter to the democratic and legal process,” according to BSASS spokesperson, Karen Hurley. “In this day and age, having assured clean drinking water is a vital and key component to the well-being any community.”

During planning for this development, the Regional District and the developer, Kensington Island Properties, repeatedly changed their plans for the development’s water supply, flip-flopping between several sources.

Justice R.D. Wilson ruled that an eleventh hour change in the source of the water deprived the community of the ability to meaningfully comment, and rendered the bylaws illegal, writing: “The public was not afforded an opportunity to be heard or to present submissions on that about-face. That is not fair.”

The BSASS case emphasizes the importance of clear, early and consistent planning for environmental resources. Where there is a need to change key aspects of a planned development, the obligation is on local governments to ensure that these changes are conveyed to the public, and to ensure that the public has an opportunity to comment on those changes.

The complete judgment of Justice Wilson may be found on-line at <http://www.courts.gov.bc.ca/jdb-txt/SC/09/05/2009BCSC0565.htm>.

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on tributaries to rivers that run into the inlet;

- a sub-station and associated access roads and ancillary works; and
- approximately 440 kms of total transmission lines.

The Bute Inlet project, which is expected to cost \$4 billion to construct, would also have a potential generation capacity of 1,027 megawatts (MW). By way of comparison, the massive Site C Dam, which BC Hydro/the Province are proposing for northeast BC, would have just 900 MW of capacity.

A comparison of the approaches that have been used to evaluate the proposed Bute Inlet project and the proposed Site C Dam to date signifies, for many, all that is problematic with the IPP sector.

Specifically, in order to assess the merits of building the Site C Dam, BC Hydro is currently engaged in a multi-year, multi-staged evaluation process. At the end of each stage, the utility is to make a recommendation to the provincial government on whether to proceed to the next stage. Stage 2 alone, currently underway and focussed on “Project Definition and Consultation”, is scheduled to take two years.

By anyone’s measure, BC Hydro has been aggressively reaching out to British Columbians during this stage to solicit feedback on the proposed dam (as well as on higher level public policy issues concerning BC’s energy supply). For example, from just October through December 2008, the utility held 26 stakeholder meetings and seven open houses, including some in the Greater Vancouver area.

Whether the Site C Dam’s ability to help meet BC’s projected electricity deficit outweighs the accompanying environmental and social costs is an issue still up for debate. Further, extensive consultation by BC Hydro will not, in and

of itself, make this massive industrial project benign. These efforts do, however, ensure that the voices of the impacted communities are at least heard.

In contrast, the opportunities for public input (through the BC and federal environmental assessment processes) on the Bute Inlet project have been far more limited, and public meetings have not been held in the population centres of Greater Vancouver and Victoria, despite their relative proximity to the project and despite keen interest in the project across the province.

This, however, is about to change. The federal Environment Minister announced on May 13, 2009 that the Bute Inlet project will undergo an environmental assessment by a federal review panel. This is the level of assessment under the *Canada Environmental Assessment Act* (CEAA) that provides for the highest level of public participation and includes a full public hearing.

The Terms of Reference to establish the review panel and the federal-provincial guidelines for the preparation of the environmental impact statement are now available on the CEAA website. The agency has also stated that it will make funding available to assist First Nations and the public to participate in the environmental assessment process.

The public hearing will be held in the communities most affected by the proposed project. To obtain information about the review process, to be kept informed, or to register as an interested party, call 1-866-582-1884 or provide a mailing or e-mail address to the attention of:

Panel Manager, Bute Inlet Hydroelectric Project
Canadian Environmental Assessment Agency
160 Elgin Street, 22nd Floor
Ottawa ON K1A 0H3
bute.review@ceaa-acee.gc.ca

Greg Gowe

Fighting to protect both fish lakes and environmental assessment continued from page 1

on the Todagin Plateau, between the Klappan and Iskut River watersheds.

Under the *Canadian Environmental Assessment Act*, a mine the size of the Red Chris requires a comprehensive study, including public participation. However, Fisheries and Oceans Canada defined the project as excluding the actual mine and processing facilities, and instead assessed only the tailings pond, the water diversion system and the explosives plant. Since the “project” no longer included a large mine, no comprehensive assessment was required. The Federal Court of Appeal agreed.

West Coast recognized the importance of this case as it made its way through the courts, and helped fund the costs of MiningWatch’s application to the Supreme Court for permission to appeal through our Environmental Dispute Resolution Fund.

Now that the Supreme Court has agreed to hear MiningWatch’s appeal, we feel it is important to be present. On May 12th, West Coast filed



The Red Chris Mine will be an open-pit mine, similar to this one depicted.

an application to intervene in the Supreme Court of Canada in the case of *MiningWatch Canada v. Canada*. If leave is granted, West Coast lawyers will join lawyers from the Canadian Environmental Law Association (CELA) in arguing the case before the Supreme Court in October.

In addition to itself and CELA, West Coast will be representing the Quebec Environmental Law Centre, Friends of the Earth, Sierra Club of Canada and the Inter-American Association for Environmental Defence. On

behalf of these interveners, West Coast hopes to argue that CEAA should be seen as a fulfillment of the government’s obligations to protect the environmental rights of current and future generations. In conjunction with CELA, we are also arguing that CEAA should be interpreted in light of Canada’s international obligations and the clear jurisprudence from the United States against assessing only small pieces of projects.

Andrew Gage

Announcing...

West Coast has opened a satellite office in Victoria! Staffed by Andrew Gage, Staff Counsel, contact particulars are:

West Coast Environmental Law
301-1195 Esquimalt Road
Victoria, BC V9A 3N6
Tel. 250-412-9784
Toll-free. 1-800-330-9235, ext. 206

Andrew can still be reached at the same email address: andrew_gage@wcel.org

Legacies are for us to create now! They give us energy and focus. West Coast Environmental Law has been BC’s legal champion for the environment for 35 years, and will continue to be, well into the future. By leaving a gift to West Coast Environmental Law in your will, you are making a significant contribution to the future sustainability of an organization working to protect what you value most. It will put a smile on your face knowing that what you have left behind will make British Columbia and the world a better place for generations to come. Please call 604-601-2509 and ask Lucy for more information.



LEAVE A LEGACY™
Make a Difference in the Lives that Follow

A “Natural” Problem Solver

When Rhys Griffiths entered into retirement after a lengthy and successful career as an engineer in the telecommunications industry, he was determined to keep busy.

In 1995, Rhys and his wife, Annabel, moved to their retirement home in Langley, adjacent to Brydon Lagoon on the edge of the Nicomekl floodplain. “Every day, we can see the birds out our windows,” says Rhys, referring to the many mallards, mergansers, eagles, herons and other avian residents.

A city dweller most of his life, Rhys’ appreciation for nature grew soon after arriving in this rural community.

Although Rhys confesses he’s always been the “environmentalist”, whereas Annabel is the “naturalist” of the family, they both joined the Langley Field Naturalists (and continue to be involved over a decade later). Rhys’ engineer instincts have been put to work with the Langley Field Naturalists over the years, helping to resolve numerous environmental issues.

The Langley Field Naturalists (LFN) was first helped by West Coast Environmental Law in 1997 through legal advice regarding a rezoning application for a proposed golf course above a drinking water aquifer in which toxic fertilizers were planned to

be used. In 2007, LFN was once again supported by West Coast with a legal aid grant through our Environmental Dispute Resolution Fund to oppose a proposed development on an ecologically sensitive wetland.

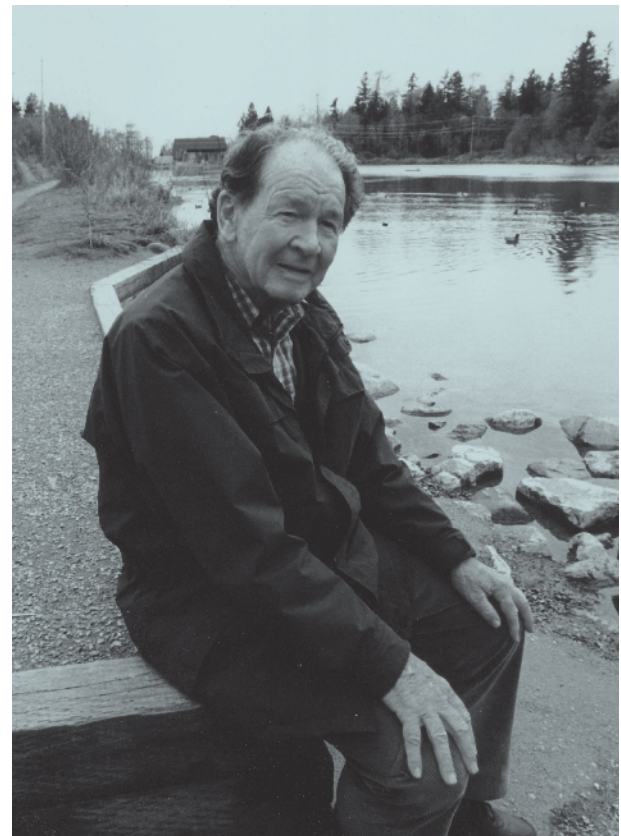
Rhys likes West Coast for its legal help — because, as Rhys states, “almost every environmental problem ends up as a legal issue” — and he likes that West Coast has the political and legal experience to “point individuals and communities in the right direction”.

What Rhys finds especially valuable about West Coast is that it works with communities on an individual basis to tackle local environmental

problems; but in the bigger picture, he appreciates how each local issue informs the broader work of West Coast and ultimately leads to environmental policies and legislation that protect all communities and habitat areas in BC.

“The Langley Field Naturalists has received significant support from West Coast Environmental Law and our Society owes you a big ‘thank you’. I am now a personal donor to West Coast in support of all the work you do to help protect our environment,” says Rhys.

“The Langley Field Naturalists has received significant support from West Coast Environmental Law and our Society owes you a big ‘thank you’. I am now a personal donor to West Coast in support of all the work you do to help protect our environment,” says Rhys.



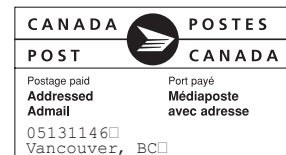
Rhys might slow down a bit this summer to celebrate his and Annabel’s 50th wedding anniversary with their family. Congratulations Rhys and Annabel!

Lucy Pearson

Hundreds of communities across BC have received legal advice and financial aid from West Coast Environmental Law. Many of the beneficiaries in turn provide ongoing personal support to West Coast, because they realize it is through donations from individuals that West Coast can continue to influence and shape environmental law reform on behalf of all British Columbians.



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