

Canadian Premier Trudeau & Governor Inslee
Canadian/US Transboundary Partnership
Makah Tribal Council Talking Points

With the likelihood of the export of Canadian Oil Sands through joint Canadian and US waterways becoming a reality in the near future the Makah Tribal Council, as a federally recognized Treaty Tribe and Resource Trustee, views the opportunity to share our experience in vessel traffic safety and oil pollution with our Canadian neighbors as a potentially mutually beneficial one.

It is the understanding of the Makah Tribal Council (MTC) that at the peak of export operations of Canadian Oil Sands from Vancouver, BC an out bound laden oil tanker will transit our joint waterways on a daily basis. This action increases the risks presented to our treaty protected resources orders of magnitude and challenges our current transboundary spill response capacity dramatically.

In order to meet these challenges in an effective manner the MTC stresses the need for Canadian and US interests to work together in a wholly synchronized manner.

To that end the MTC would present the following actions for planning and implementation consideration:

1. Establish an annual Canadian/US Transboundary Vessel Safety Conference; (see attachment 1.)
 - The MTC has been involved in ongoing discussions with Admiral Roger Girouard (ret.), Canadian Coast Guard, to begin to explore the means to coordinate the Canadian Ocean Protection Plan goals and objectives with similar interests in our region of the US.
 - Enhance peer-to-peer learning and coordination for waterways management and maritime risk mitigation between First Nations and U.S. treaty tribes, Federal Agencies, industry, governmental and non-governmental partners in BC and WA-to better align and support implementation of Canada's Oceans Protection Plan in our shared waters.
 - Continue the work with Washington State Dept. of Ecology and the Canadian Consulate Patrick Higgins to establish a Canadian/US Transboundary Harbor Safety Committee.
2. To address the heightened risk of oil spills that increased vessel traffic presents to our shared waters Makah is engaged in two major maritime infrastructure improvement projects. (see attachment 2.)

Phase II of our dock improvements involves building an addition onto the existing commercial fish dock that can provide moorage for the Neah Bay Emergency Response Towing Vessel (ERTV) and temporary oil storage barge, a large oil spill response vessel, and a variety of smaller specialized response vessels. Makah is seeking out funding partners in this endeavor.

The other infrastructure improvement, is the deepening and widening of the channel at the entrance to Neah Bay Harbor. We are working with the Army Corps of Engineers to dredge the channel to a depth of 25 feet, the preferred alternative in the ongoing Environmental Assessment. This will allow deeper draft vessels to call upon Neah Bay Harbor and remove the tidal restrictions for the Neah Bay ERTV.