

## **Tesoro-Savage DEIS public hearing**

### **I care about...**

**Oil train accidents.** The DEIS predicts a derailment of a loaded oil train **once every two years in Washington State**. Each derailment could result in oil spills, fires, and explosions causing injury or death. There's been a string of oil train derailments, fires, and explosions across the U.S. and Canada in the last few years; we should not be inviting disaster into Vancouver and our state. These are risks I do not want my community to face.

**Oil spills in the Columbia River.** The trains to feed this terminal would roll along the Columbia River, exposing it to the possibility of an oil spill that would harm the river and also sweep spilled crude oil into the Columbia River Estuary. The DEIS predicts a 5% yearly chance that an oil tanker will crash, rupture, and spill crude oil into the Columbia River Estuary—**a prediction that means a large oil spill once every 20 years**. The DEIS also predicts an oil spill of between 42,000 and 420,000 gallons every 34 years. The DEIS does not explain the resources necessary to prevent and clean up an oil spill, instead simply calling for further study.

**Rail delays and transportation problems.** Tesoro-Savage's proposal would cause some rail segments to exceed capacity and—along with other oil-by-rail proposals—have “major cumulative impacts to transportation” in the Pacific Northwest. Tesoro-Savage's trains could increase vehicle delays up to 26% at 200 at-grade railroad crossings in Washington. Crossing delays could impact emergency response, and would particularly impact low-income and communities of color.

**Harm to endangered salmon.** Oil tanker ships could destroy shallow water habitat in the Columbia River Estuary, resulting in harm to endangered salmon, steelhead, and eulachon. Many studies have shown that salmon and other fish are harmed by exposure to crude oil even in very small amounts. To protect a healthy Columbia River, we should deny the permits for these projects.

**Impacts on climate change.** In order to have any chance to stave off global warming disaster, we must start weaning ourselves off of fossil fuels. Tesoro-Savage's proposal would generate the equivalent of roughly 54 million metric tons of CO<sub>2</sub> per year—**an amount of CO<sub>2</sub> that is significant on a global scale** (roughly 0.1% of all global greenhouse gas emissions). The DEIS improperly limits its cumulative effects on climate change analysis to this one terminal, even though federal agencies, like the U.S. Fish and Wildlife Service, have called on state agencies to review the cumulative impacts of all oil and coal shipping terminals proposed for Washington ports.

**Increased oil train traffic through the Columbia River Gorge National Scenic Area.** If approved, Tesoro combined with all other proposed oil terminals in the Northwest would result in 102 loaded oil trains per week traveling through the Columbia River Gorge National Scenic Area. The DEIS failed to consider how resources of the Columbia River Gorge would be affected by increased rail traffic and increased risks of derailment and oil spills. State and federal law require agencies to evaluate the indirect and cumulative effects of the project on the

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Columbia River Gorge and to use the National Scenic Area Management Plan to evaluate those effects and determine the project's consistency with these laws.

**The type of crude oil being shipped through my community.** The DEIS fails to adequately review the type of crude oil being shipped through these terminals. Bakken oil from North Dakota and tar sands crude from Alberta are both extremely hazardous but in different ways, and the final EIS needs to fully review their unique health risks, spill clean-up issues beyond how each react when spilled in water, and global warming impacts.

**Building hazardous oil terminals in an earthquake/liquefaction area.** An earthquake causing direct damage, liquefaction, or shoreline subsidence could cause an oil spill into the Columbia River; these well-known risks simply cannot be mitigated.

**Economic impacts on Vancouver.** The DEIS fails to adequately analyze the harms and negative impacts of these terminals, not only if there is an accident, but impacts on other proposed developments, the marine resources economy, small businesses, tourism, and property values.

**Crude oil export.** Tesoro-Savage gives lip service to energy independence, but the DEIS explains that this project could currently export dirty Canadian Tar Sands crude. With changes in U.S. law being pushed hard by oil companies, the Tesoro-Savage terminal could eventually export domestic crude as well.

**Respecting tribal treaty rights and tribal culture.** The Columbia River Tribes have lived in this area since time immemorial. These tribes have a treaty with the U.S. government to fish and gather in the Columbia River region. These tribes are concerned with impacts to fishing, culture, and disturbance of cultural and archaeological materials.

**Cumulative impacts from proposed fossil fuel terminals.** Looking broader, with proposals for other crude-by-rail terminals, coal export terminals, and LNG shipping terminals, the impacts on communities throughout Washington and Oregon of this rush to turn the Pacific Northwest into a thoroughfare for dirty and dangerous fossil fuels does not comport with my vision of our future.

**The type of community I live in.**

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*EFSEC should fill the gaps and inadequacies in the DEIS analysis. The analysis and findings of significant environmental impacts that cannot be mitigated in the DEIS should be used to reject this massive proposed oil shipping terminal.*