



# Act Now!

## Washington Unprepared to Respond to Threats of Tar Sands Crude Oil

*Updated Oil Spill Contingency Plan Falls Short in Addressing Spills of Canadian Tar Sands Crude Oil*

### What's happening

Washington waters are already exposed to the risk of oil spills with crude oil movement via trains that run along our coastlines; tankers and barges that transit the waters of Washington's outer coast, the Salish Sea, and the Columbia River; and pipelines that cross many marine and freshwater tributaries. Numerous fossil fuel terminal and pipeline projects are being proposed that would dramatically increase the volume of crude oil and refined products being transported through the Salish Sea (see graphic).

Par Pacific's recent purchase of the US Oil refinery in Tacoma is a key example of these risks. In a recent presentation to investors, Par Pacific revealed a graphic that showed their intent to transport crude oil along with refined products from their Tacoma refinery to their refineries in Hawaii. This shift in activity would likely mean an increase in both oil trains and oil-laden vessels coming and going from the Tacoma refinery, further increasing the risk of an oil spill in Washington communities and the Salish Sea.

As required every five years, the Washington State Department of Ecology (Ecology) is updating their [Oil Spill Contingency Plan](#) to require large commercial vessels, oil handling facilities, and pipelines to have detailed oil spill contingency plans for appropriate equipment and trained personnel to respond to spills that may occur. Ecology is required to specifically address non-floating oils (oils that can submerge and sink), which include Canadian Tar Sands crude oils. Early drafts of the update considered by Ecology fell far short to adequately require enhanced response capabilities for non-floating oils in marine environments where containment and recovery is already complex. This failure does not embrace the full intent of legislation that was passed in 2018.

The Canadian government's recent re-approval of the Trans Mountain pipeline expansion and its associated increase in dilbit-laden (tar sand oil) tanker traffic underscores the urgency of being fully prepared for an oil spill. Furthermore, Washington has already seen an increase in heavy tar sands oil moving through our region from oil trains carrying tar sands oil along the Columbia River Gorge to recently converted terminals in Portland and Port Westward. Communities and ecosystems in Washington should not have to carry the heightened risks of sinking oils caused by these industries and deserve urgent updates to our protections.

### What is needed

With so many proposed fossil fuel projects in our region that would result in an increase of tar sands crude oil and Bakken crude oil being transported along our waterways and throughout the Salish Sea, Ecology must act now to establish the strongest possible protection from oils that are likely to submerge and sink in Washington State's waters with additional equipment and personnel that can be deployed more quickly. This can only occur if Ecology uses more robust, quantitative and realistic methodology to evaluate oil spill response capabilities.



## PROJECTED NEW ANNUAL VESSEL TRANSITS

1	Discovery LNG	732*
2	Woodfibre LNG	80
3	Nanaimo Port Authority	222*
4	Fibreco Export	18
5	Neptune Terminals	104
6	G3 Terminal	224
7	Centerm Container	130
8	Canada's TMX Pipeline	696
9	Pacific Coast Terminals	88
10	Fraser Surrey Docks	160
10	Fraser Surrey Docks	364
11	WesPac LNG	136
12	Vancouver Airport Fuel	96
13	Roberts Bank Terminal 2	520
14	Westshore Terminals	62
15	GCT Deltaport	222*
15	GCT Deltaport	222*
16	Phillips 66 & REG	144
16	Phillips 66	TBD
17	Marathon (formerly Tesoro)	120
18	Cruise Seattle	TBD
19	Seaport Alliance	TBD
20	US Oil & Refining Co	72* + TBD
21	Puget Sound Energy LNG	TBD
22	Grays Harbor	42*
TOTAL PROJECTED NEW TRANSITS		4,232 + TBD
2018 TRANSITS		12,120
TOTAL 2018 + NEW TRANSITS		16,352 + TBD

\* = Estimate

### Opportunity and significance

To protect Washington's communities and waters, we can no longer assume our admirable oil spill prevention record is sufficient to protect the Salish Sea and all those dependent on it from the potential devastation of a sinking oil spill and we must act now to establish the strong protections that Washington requires and deserves.

### How to Provide Your Comments

- Comments must be submitted by **October 6, 2019 at 11:59 PM**.
- Submitted through Ecology's online comment tool at: <http://cs.ecology.commentinput.com/?id=V6ATc>
- For sample comment letter or for more information please contact: Alex Ramel, [alex@stand.earth.org](mailto:alex@stand.earth.org), Anna Doty, [anna@wecprotects.org](mailto:anna@wecprotects.org) or Lovel Pratt, [lovel@sanjuans.org](mailto:lovel@sanjuans.org).

**Public hearings** (please send RSVP to Rein Attemann, [rein@wecprotects.org](mailto:rein@wecprotects.org) )

Date	Time	Location
Tuesday, September 17	1:00 pm	Courtyard Seattle-Everett Downtown, 3003 Colby Avenue, Everett
Thursday, September 19	1:00 pm	Ramada by Wyndham Spokane Airport, 8909 West Airport Dr, Spokane
Tuesday, September 24	1:00 pm	Webinar and in-person at: Hilton Vancouver Washington 301 W. 6 <sup>th</sup> Street, Vancouver. Webinar: <a href="https://global.gotomeeting.com/join/424089589">https://global.gotomeeting.com/join/424089589</a> . For audio: 1-646-749-3122 / access code 424089589.
Thursday, September 26	6:00 pm	Webinar Only. <a href="https://global.gotomeeting.com/join/696815493">https://global.gotomeeting.com/join/696815493</a> . For audio,1-571-317-3122 / access code 696815493