From: Grossman, Zoltan <grossmaz@evergreen.edu>
Sent: Thursday, November 21, 2013 3:23 PM
To: EFSEC (UTC)
Cc: Grossman, Zoltan
Subject: Comments on Tesoro-Savage Oil Terminal

Categories: Green

Dear Mr Posner,

I am a Professor of Geography and Native Studies at The Evergreen State College in Olympia, and co-editor of the anthology Asserting Native Resilience: Pacific Rim Indigenous Nations Face the Climate Crisis (Oregon State University Press, 2012). http://osupress.oregonstate.edu/book/asserting-native-resilience

I am writing to comment on the Tesoro-Savage Oil Terminal scoping process. Just at a time when our state and local governments are trying to reduce our carbon footprint, Washington ports are becoming more complicit in the expansion of the fossil fuel industry. If you like the coal trains, you'll love the oil trains. The negative effects of coal dust are cumulative over time, but a *single* oil shipment can utterly devastate an entire town, river, or coastline.

The oil boom in North Dakota's Bakken shale basin is reverberating throughout the country. The process of "fracking" (the hydraulic fracturing of bedrock with water and chemicals) has recently made the state number two in U.S. oil production, after Texas. The oil boom has been a social scourge, with housing shortages, prostitution and sex trafficking in "man camps," displacement of Fort Berthold tribal members, and endless traffic of chemical and water trucks. Fracking has also been an environmental disaster, lowering and contaminating water tables, yet the process is exempt from the Safe Drinking Water Act. In September, a North Dakota pipeline spilled at least 20,600 barrels of crude oil into a wheat field.

In July, an oil train from North Dakota exploded in a Quebec town, killing 47, and in November a second train exploded in Alabama. The Federal Railroad Administration is now investigating whether Bakken crude is more flammable than other oil. The FRA, together with the Pipeline and Hazardous Materials Safety Administration, has been raiding crude-by-rail shipping companies, to seize documents it suspects will show that the companies have been covering up the volatility of Bakken oil. The federal agencies are calling the raids "Operation Classification," or simply the "Bakken Blitz." Any assessment of the Tesoro-Savage project should include an examination of the volatility of Bakken crude, and the issues with any oil additives. http://thehill.com/blogs/e2-wire/319459-feds-launch-bakken-blitz-of-oil-by-rail-inspections

Given fracking's track record, why are our public ports enabling Big Oil to expand in North Dakota? According to a Sightline Institute report "The Northwest's Pipeline on Rail," if all ten Northwest oil-by-rail plans proceed, they could cumulatively carry as much crude oil as the proposed Keystone XL pipeline. Efforts to curb greenhouse gasses will be moot if our fossil fuel addiction continues to grow. Washington ports can act locally to help roll back global climate change, by halting shipments of fracking supplies and fracked oil. They can ship more wind-turbine blades, rather than helping to hasten climate change and rising seas--which, ironically, threaten to inundate the ports themselves.

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