

October 29, 2013

RECEIVED

OCT 29 2013

ENERGY FACILITY SITE
EVALUATION COUNCIL

The State of Washington
Energy Facility Site Evaluation Council
PO Box 43172
Olympia, Washington 98504-3172

Tesoro Savage Vancouver Energy Distribution Terminal; Public Comments

Thank you for allowing me to speak at the October 28, 2013 initial meeting but not being use to public speaking I have decided to make further comments that I could not make the evening before. I will focus on only one aspect that I feel disqualifies this project. I am surprised that Tesoro Savage had selected the Port of Vancouver, Washington in the first place. The Port is a bottleneck for smooth product transportation by sea. The Port of Vancouver sits 90 miles away from the Pacific Ocean. The river channels are narrow and ships transiting must pass close. I had the occasion to serve in the US Navy as a qualified Officer of the Deck on a ship similar in length and width to the vessels that will be used in transporting oil and ships of this nature are hard to stop and difficult to maneuver in almost any situation but in inland waters this presents a particular problem. Tesoro Savage will say that the ships being used are of the highest quality and manned by American crews. But the ships using the Columbia River are all not so qualified. Ships plying the Columbia come from all Pacific Rim Countries and are of questionable quality and crewed by maybe not so qualified crews. The difference now becomes apparent that the ships are not all carrying wood and grain products from the Northwest, but they are now carrying oil. If an accident should occur containment of an oil spill even from double bottom ships is an ever present possibility. Containment of oil in a river system will require traffic to be stopped in both directions until the clean-up is complete if at all. Once oil enters the estuaries of the various tributaries to the Columbia River, oil will be very hard to clean up; the effect on juvenile salmon fish using the estuaries for growth before entering the ocean will be dealt a death blow. The Pacific Northwest has spent millions of dollars in fish restoration and risking salmon recovery for short term profit, I believe, is not worth the price. What about low water in the river system. The Columbia River depends on Canadian snows and the water is also controlled by water users down the Columbia River system. Fish passage regulations now in place will require even further allocation restrictions. If global warming has an effect, who gets the water? Farms, Fish or Ships? What if the Columbia River Bar is closed because of winter storms? It has been closed in 2007 for at least 48 hours. Ships cannot move out to the ocean smoothly but must wait for a "Columbia River Bar Pilot" to take them safely across the Columbia River Bar. If ships must wait, they will have to anchor in the channel and wait their turn thus risking a possible collision from another ship maneuvering. If there is a delay in moving ships in and out of the Columbia River what about the trains coming into Vancouver. Trains carrying Oil, Coal, other products and Amtrak requesting space on just two tracks in Vancouver. I doubt that there is enough sidetrack in the Port of Vancouver to accommodate all the possible trains should the oil by ship transportation be delayed. The effect of having multiple trains stacked up in the system I feel will become detrimental to Vancouver and its continued growth. It all comes down to the main question, is the small profit in money and jobs that will come to Vancouver worth the risk? I say NO! Other ports will have to share in the burden from the inclusion of more ships in the river. Port of Portland, Longview, Kalama, and Astoria just to name a few.

Thank you
Philip Durkee

