

Statement by Greenberry Industrial to the State of Washington EFSEC Open House & Public Meeting on the Tesoro Savage Vancouver Energy Distribution Terminal Project

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Oct. 28, 2013

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When you think of key regional areas for the oil and gas industry in the United States, usually Texas, North Dakota and the Gulf Coast come to mind. However, Vancouver is playing a growing role in the global energy business and is developing a reputation as a trusted, strategic location. That's why Greenberry Industrial is in favor of this ground lease agreement and supports its passage.

Since moving its operations to the Columbia Business Center three years ago, Greenberry Industrial has seen a surge in opportunities for complex projects for the oil and gas industry. Vancouver and its local workers are building and delivering key energy projects across the country to help serve the nation's energy needs.

Transloading domestically-sourced energy resources in Vancouver will greatly contribute to Southwest Washington's economic development and a healthy regional economy. The economic impact of this lease will mean hundreds of family wage jobs during construction and afterwards. It will add to our region's reputation as a strategic port that can service the entire West Coast.

This new facility presents an opportunity for Vancouver to lead the way in building a safe and responsible infrastructure to transport domestically-sourced oil reserves along the West Coast. These opportunities do not present themselves very often and we hope this lease moves forward. If it does, it will further the reputation of Vancouver as an energy leader, just like Texas, North Dakota and the Gulf Coast.

From our view, this adds up to a prime opportunity for Vancouver to put its mark on the U.S. oil and gas industry and help support U.S. energy independence.

My Name is Bill Milmore, I am
a resident of Clark County since 1990.
I teach music, piano, guitar, yoga,
forest gardening and social dancing. Thank
you to everyone for being here today.

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We the people need to lead ourselves
and each other towards thriving on this planet.
As human beings we need clean water, clean
air and healthy soil. In the past we have
sacrificed our environment for babbles such
as cars, TV's, radios, phones etc. Our society
is oriented around military and cars not people
and peace. Walking, biking are sustainable and
healthy for us the air, water and soil.

Gardening is an excellent way to reduce our need for external energy. Permaculture or food forest gardening (The Vegan alternative promoted by Robert Hart) can also provide us with ample fuel (wood) for heating, cooking etc. especially when combined with rocket stoves or rocket mass heaters.

Developing the codes, zoning and social emotional support for ~~our~~ environmentally zero impact housing & work centers here in Vancouver and Clark County,

Boycotting destruction, cruelty and violence is our most important tool for creating & maintaining peace, love and compassion.

we need ..

1. nourishment clean air water +
good food

2. Community

3. spiritual development

Solution:

2 Vancouver Food Co-operative
Shop, volunteer and/or join

1 Gardening grow food not lawns

3 Find a path for spiritual development

2 create more cooperatives

2 Be an activist to educate others about
causes you believe in

2 Create housing + meaningful work around
people not cars (eco-villages)

3 develop a practice (Christian or Jewish
meditation, music, art, dance, Tai chi, yoga
etc)

3

Bill Melrose, Clark County resident
since 1990, I am a vegan, urban farmer
+ museum and avid walker. meadows + the urban farm
- MUSICIAN

Our current system is insensitive
to people and the environment, cruel to people and
the environment and violent to people and the
environment. ^{lets} When we shop we support ^{those who + what we} ~~the~~

Boycotting is our most powerful way
to change the present and the future. I have
been working for 8 years to find partners to
create a small ecovillage, a place where
we the residents ^{individual} ~~could~~ ^{reduce} ~~our~~ ^{energy}
purchases by 50-90% for transportation and 50-90%
for heating + cooling for our housing, and 50% or more for
our food. We need to work to make regulation
zoning + support sane human development
peace, love and compassion

Stephen Posner, Interim EFSEC Manager,
Energy Facility Evaluation Council, PO Box 43172,
1300 S Evergreen Park Dr. SW
Olympia, WA 98504-3172.

Dear Mr. Posner:

Hello my name is Michael Piper and I am a resident of Arnada neighborhood here in Vancouver. I walk my dogs most days over the land bridge here and I see coal, oil and other hazardous materials continually moving by rail along the river here. I cannot imagine the huge rail impact this will have on the existing rail systems and traffic through our small towns.

I used to be Sustainability Coordinator for the City of Vancouver and Clackamas County, and was the Assistant Director of the Washington State Department of Commerce under three consecutive Governors, and previously I helped head up BPA's energy conservation programs in the 1980's. I know something about jobs and economic development. I know about environmental risk and sustainable development. In my opinion this proposal is a bad idea anyway you look at it.

I am opposed to this proposal for a number of reasons, but to keep my testimony short, I will focus only on a couple of key issues.

Oil shipments by rail pose significant risk to our Columbia River Gorge. I have hiked and kayaked many parts of the river – there is no way you can get skimmers or booms in many places in the Gorge. Needless to say, it would be devastating should a spill or derailment take place.

Washington, the state's oil spill response program is funded through a tax on crude oil coming into the state by vessel but not rail. If the state transitions from vessel shipments of Alaskan oil to rail shipments of oil from North Dakota or Canada, it is possible that the program may find itself under-funded and unprepared for a disaster.

Crude oil-by-rail infrastructure is by no means restricted to serving the Bakken oil fields; it could also act as a vehicle for transporting bitumen from the Canadian oil sands. Wider use of tar sands oil is currently impeded by serious transport bottlenecks. In Canada, pipelines planned to the Pacific Ocean are facing delay and staunch opposition, while US activists have questioned the wisdom of constructing the Keystone XL Pipeline, which would deliver Canadian oil to the Gulf Coast. Large scale build-out of oil-by-rail projects in the Northwest could, in effect, serve as a pipeline on wheels for Canadian Tar Sands.

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Regardless of the origin of the crude oil to be shipped by rail, it is not clear where the product is destined. In some cases, oil delivered to West Coast refineries may displace existing supplies of crude such as those from Alaska's North Slope oil fields that currently arrive in tanker vessels. In other cases, the oil may be destined for export to Asia. Under current law, US crude oil can only rarely be exported overseas, but many in the oil industry are calling for Congress to lift the ban, enabling oil producers to sell American crude oil to China and other countries. Oil from Canada, however, is not subject to the ban, so it is conceivable that Oregon and Washington could become a transshipment hub for tar sands oil headed to Asia.

When evaluating this proposal, please consider the combined impact of all the proposed oil and coal developments. Examining this proposal in isolation does not give you a true assessment of its potential impact. And much like Governor Inslee did for the proposed coal developments, please consider a full review, including climate impacts.

There are also concerns about contribution to climate change which is too numerous to address here and others have commented on.

There are serious concerns that a large scale oil terminal will cause trepidation or fear among investors in the downtown waterfront under development by the City of Vancouver and Gramor. I wouldn't want to live there. Who would??

And there will be impact to the western neighborhoods of Vancouver. Not only are they at risk for an explosion, but the stink of oil will permeate the air – making these areas undesirable for health and smell reasons.

But I want to address one aspect head on. The Tesoro Corporation. This proposal includes the Tesoro and Savage corporations acting as developer and operator of this oil terminal.

Tesoro says:

“Social responsibility is an integral part of our business practices—as well as our corporate culture. This is a responsibility, and a promise, we uphold to our employees, shareholders and the communities and environment in which we operate.”

Really?! Tesoro's real-world record demonstrates a level of irresponsibility that stands out even in the oil industry.

Just in the past few weeks there have been Tesoro leaks in North Dakota that took weeks to be reported.

Earlier this year, the company had a record \$2.4 million fine for 39 “willful violations” at its refinery in Anacortes, Washington, where an April explosion killed seven Tesoro workers. The explosion was, in the words of Washington Labor and Industries, “preventable.” And the safety violations that led to this loss of life were not the first discovered by Washington regulators, nor the first discovered at Tesoro facilities elsewhere.

A fire at Tesoro’s Salt Lake City refinery is under investigation by the Chemical Safety Board and has been described as “eerily similar” to the situation that led to the deaths of 15 workers (and the injury of scores of other workers) at BP’s Texas City refinery in 2005.

Residents of Martinez, California, in the San Francisco Bay area, endured a plume of choking black smoke after a fire broke out at Tesoro’s nearby refinery earlier this month.

Air quality violations at the Martinez plant in 2005 earned the company a fine of \$1.1 million, one of the largest ever charged to any of the five Bay Area refineries.

In 2008, Tesoro negotiated a settlement for 77 violations at the same refinery. It paid \$1.5 million.

In August of this year, the company paid another \$366,000 to settle 44 additional violations, including the release of illegal amounts of carbon monoxide and ammonia.

The US Environmental Protection Agency is suing Tesoro for violating the law by failing to test its gasoline for harmful contaminants such as cancer-causing benzene at the company’s refineries in Alaska, North Dakota, Utah, and Washington. Reports Courthouse News: “Tesoro broke the law at its Mandan [North Dakota] refinery alone ‘on no less than about 4,000 occasions’ between February 2005 and May 2006, and 600 times at Salt Lake City, the EPA says. “The company could face penalties of up to \$32,500 per day.”

Tesoro is one of the top 50 toxic air polluters in the US, according to data from the federal Toxics Release Inventory assembled by researchers at the University of Massachusetts.

Tesoro has been switching to high-sulfur, “sour crude” at its refineries in California. This cheaper feedstock, some of which comes from the Alberta Tar Sands, results in significantly more toxic waste per barrel processed than does “sweet” crude. In 2009, Tesoro used twice as much dirty as clean crude at its California plants, according to the civil rights organization, the Ella Baker Center.

Tesoro’s Los Angeles refinery generates more toxic releases per barrel refined than any of the eight other refineries in the Los Angeles region, according to an analysis we conducted of data reported to the federal Toxics Release Inventory. It produces more toxics per barrel of oil than

all but two other facilities in California. Tesoro's Bay Area refinery is the fifth ranked releaser of toxics per unit of product in the state.

According to researchers at two California universities, Tesoro "rank(s) worst in health impacts among all companies with refining operations in the state."

Please do not support this proposal and if this project is approved please consider the impacts to the neighborhoods of Vancouver and small businesses that will be harmed by smell or worse – a leak or explosion.

And as for jobs, if this project goes forward the likely jobs will be supported by taxpayers who could spend years cleaning up a spill in the Gorge – or worse rebuilding a part of the city.

And for the audience, tonight, please come down to the Vancouver Landing this weekend and tour the Greenpeace Ship the new Rainbow Warrior. Learn more about clean energy, climate change and oil and coal shipments.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Michael Piper", with a long, sweeping horizontal line extending to the right.

Michael Piper

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