

# Tesoro-Savage Oil Terminal Threatens Vancouver



A huge new oil terminal threatens Vancouver, Washington and rail communities along the Columbia River. According to the Vancouver *Columbian*, Tesoro and Savage companies propose to build and operate the largest oil-by-rail facility in the United States. The State of Washington will decide whether to approve or deny the project. Governor Inslee will make the ultimate decision after the Energy Facility Site Evaluation Council (EFSEC) issues a recommendation.

## HEARINGS ANNOUNCED!

**Tuesday, January 5: 1:00 - 11PM (Rally at 5pm)**

**Tuesday, January 12: 5:00 - 11PM**

**Clark County Event Center at the Fairgrounds. Hall B**

**17402 NE Delfel Road**

**Ridgefield, WA 98642**

**Thursday, Jan. 14: 5:00-11PM (Rally at 4:30 PM)**

**Centerplace Regional Event Center**

**2426 N. Discovery Place**

**Spokane Valley, WA 99216**

## Unprecedented size and impacts

Tesoro Savage proposes shipping a **staggering 360,000 barrels of crude oil each day by rail to the Port of Vancouver, Washington**. That's 42% of the capacity of the proposed Keystone XL pipeline. The proposed oil terminal would require **at least four unit trains per day**, with each train extending for **approximately 1.5 miles**. At the terminal, Tesoro would store and pipe oil onto ocean-going ships or barges to sail down the Columbia River.

## Why Oil-By-Rail Is a Bad Deal for Columbia River Communities and Beyond

**Public Safety at Risk.** Oil-by-rail catastrophes are not theoretical. In the past several years, multiple oil trains have derailed, exploded, and burned, spilling millions of gallons of oil and generating destructive fires and plumes of toxic air pollution. In 2013, 47 people were killed when a crude oil train derailed in Lac Megantic, Quebec. Despite the disaster, crude-by-rail shipments have increased, and additional derailments in Alabama, Ontario, North Dakota, Virginia, West Virginia, and elsewhere are causing communities to demand a moratorium on crude-by-rail projects.

**Oil Spill Risk Skyrockets.** The terminal would increase rail traffic and oil spill risks through Washington, including the Columbia River Gorge National Scenic Area, Spokane and Vancouver. Oil spills have the potential to cause dramatic harm to fish habitat and nearby neighborhoods

and businesses along the proposed rail route. Recent oil spills using the same types of rail cars carrying the very same Bakken crude oil that Tesoro plans to ship to Vancouver have not only caused explosions, they have also polluted downstream drinking water and aquatic habitat.

**Heavy Toll of Rail Traffic.** The terminal would require at least four full and four empty unit trains of oil each day – each one is 1.5 miles long - to ship 360,000 barrels of oil on a daily basis. These long, heavy trains would exacerbate traffic delays in communities along the rail lines in Washington, such as Spokane, Camas, and Vancouver. The eight oil unit trains could come in addition to proposed coal unit trains – 34 of them – destined for Longview and Bellingham.

**Impacts Near & Far.** The proposed oil terminal is initially intended to ship shale oil from the Bakken formation in North Dakota and Montana to West Coast refineries. Oil companies extract Bakken oil through the process of hydraulic fracturing (“fracking”), a notoriously dirty method of producing fossil fuels that has polluted aquifers and damaged agricultural lands.

**Paving the Way for Tar Sands Export.** In the future, the proposed oil terminal could be used to ship Canadian tar sands oil to overseas markets, much like the controversial Keystone XL pipeline. Tar sands oil is one of the dirtiest fossil fuels on the planet.

**Dirty Energy or Clean Energy Future?** The proposed oil terminal will increase access to and consumption of dirty oil. At 360,000 barrels of oil per day, the terminal will ship over 131 million barrels of crude oil per year. The combustion of this oil, alone (not counting the energy cost of producing the oil) will release over 56 million metric tons of carbon dioxide each year, *as much as almost 12 million cars worth of greenhouse gas pollution.* Washington and Oregon can do better than becoming a trafficker of dirty fossil fuels.

**Compromising the City of Vancouver’s Investment in Downtown and Waterfront Businesses.** Vancouver’s Columbia Waterfront development group hopes to invest over \$1 billion in remaking Vancouver’s waterfront, and has warned the Port of Vancouver that safety concerns surrounding the Tesoro Savage terminal and rail traffic will undermine the showcase project. Additionally, over a dozen business owners attended a Port hearing in 2014 urging the Port of Vancouver to cancel the project.

## ***Weigh In With the Your Opposition to Oil-By-Rail in Washington***

In 2014, the City of Vancouver voted to oppose the Tesoro-Savage oil-by-rail terminal. The City’s resolution cites safety, environmental, and economic concerns. In November 2015, the City of Portland also passed a resolution against the oil terminal. But the final decision on the project remains in the hands of Governor Inslee and his advisors—the Energy Facility Site Evaluation Council—who must evaluate the steep costs of oil-by-rail in an Environmental Impact Statement (EIS).

***For information on how to get involved, go to [Columbiariverkeeper.org](http://Columbiariverkeeper.org) or contact Dan Serres (503) 890-2441 ([dan@columbiariverkeeper.org](mailto:dan@columbiariverkeeper.org)). Please plan to attend hearings, write a comment, and tell your friends and neighbors to do the same!***