The Oil Transport Boom & the Salish Sea
U.S. domestic CO2 emissions are declining for the first time in 20 years, much of it due to increasing auto mileage standards. But fossil-fuel companies are finding other ways to market their products...
...and they want to export a lot of it through ports in the Pacific Northwest:
Lac Mégantic
July 6, 2013
47 people killed
Worst train accident ever in North America
Casselton, N.D.

December 30, 2013
Lynchburg, VA
James River
Downtown
April 30, 2014
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Railroad</th>
<th>Crude Source</th>
<th>Fire?</th>
<th>Spill Volume (U.S. Gallons)</th>
<th>Type of Incident</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar. 27, 2013</td>
<td>Parkers Prairie, Minnesota</td>
<td>Canadian Pacific</td>
<td>Canada, possibly tar sands</td>
<td>No</td>
<td>10,000-15,000</td>
<td>Derailment</td>
</tr>
<tr>
<td>Jul. 5, 2013</td>
<td>Lac-Mégantic, Quebec, Canada</td>
<td>Montreal, Maine &amp; Atlantic Railway</td>
<td>Bakken, North Dakota</td>
<td>Yes</td>
<td>&gt;26,500</td>
<td>Derailment</td>
</tr>
<tr>
<td>Oct. 19, 2013</td>
<td>Gainford, Alberta, Canada</td>
<td>Canadian National</td>
<td>Unknown</td>
<td>Yes</td>
<td>Unknown</td>
<td>Derailment</td>
</tr>
<tr>
<td>Nov. 8, 2013</td>
<td>Aliceville, Alabama</td>
<td>Genesee &amp; Wyoming</td>
<td>Bakken, North Dakota</td>
<td>Yes</td>
<td>&lt;748,400</td>
<td>Derailment</td>
</tr>
<tr>
<td>Dec. 30, 2013</td>
<td>Casselton, North Dakota</td>
<td>BNSF</td>
<td>Bakken, North Dakota</td>
<td>Yes</td>
<td>&gt;400,000</td>
<td>Derailment</td>
</tr>
<tr>
<td>Jan. 7, 2014</td>
<td>Plaster Rock, New Brunswick, Canada</td>
<td>Canadian National</td>
<td>Unknown, Western Canada</td>
<td>Yes</td>
<td>Unknown</td>
<td>Derailment</td>
</tr>
<tr>
<td>Feb. 3, 2014</td>
<td>Wisconsin/Minnesota</td>
<td>Canadian Pacific</td>
<td>Unknown</td>
<td>No</td>
<td>&lt;12,000</td>
<td>Leak from tank car over 70 miles of track</td>
</tr>
<tr>
<td>Feb. 13, 2014</td>
<td>Vandergrift, Pennsylvania</td>
<td>Norfolk Southern</td>
<td>Tar Sands Bitumen, Alberta, Canada</td>
<td>No</td>
<td>4,550</td>
<td>Derailment</td>
</tr>
<tr>
<td>Apr. 30, 2014</td>
<td>Lynchburg, Virginia</td>
<td>CSX</td>
<td>Bakken, North Dakota</td>
<td>Yes</td>
<td>&lt;50,000</td>
<td>Derailment</td>
</tr>
<tr>
<td>May 9, 2014</td>
<td>LaSalle, Colorado</td>
<td>Union Pacific</td>
<td>Niobrara, Colorado</td>
<td>No</td>
<td>6,500</td>
<td>Derailment</td>
</tr>
</tbody>
</table>
The West Coast is becoming a major destination for oil-by-rail

Figure 10: Crude Unloading (Midstream & Downstream) Capacity by Region

- East Coast
- Midwest
- Gulf Coast
- Rocky Mountain
- West Coast
- Canada

Thousands of Barrels per Day

- 2013
- 2014
- 2015
- 2016
In Puget Sound, plans are underway for expanded shipment of both refined and crude “light tight” Bakken and Tar Sands crude oil.
Oil companies with shoddy track records, like Enbridge and Kinder Morgan, are proposing to send 600 additional tankers through the Salish Sea with Tar Sands oil alone, most with dirty oil from Canada’s tar sands. This would be a 700% increase from current levels.
U.S. crude oil export ban does not apply to Canadian crude oil exported from U.S. ports:
- Tar Sands producers are using this loophole
- Tar Sands pipeline proposals are all hitting opposition
- Oil trains to Pacific NW ports are the cheapest way out
- E.g., Phillips 66 Ferndale project near Bellingham

Increasing pressure to lift the export ban on U.S. crude oil
- American Petroleum Institute
- Sen. Lisa Murkowski
- European Union
Oil from Canada’s tar sands is the dirtiest oil in the world. Worst yet, when it spills in water, it sinks.

So what?

Well, it’s virtually impossible to clean up.

Wait—so there’s no known way of dealing with the inevitable spills?

Yup.
A single tar sands tanker accident could destroy our coastline, wiping out our orca, salmon, and seals.
A major oil spill in the Salish Sea would cost our region an estimated $10.8 billion and 165,000 jobs, devastating our local tourism, fisheries and other industries.
Arco Anchorage, Dec. 21, 1985
239,000 gal. of crude spilled in PA Harbor
Spread from Dungeness to Neah Bay
Killed thousands of birds, fish, mammals
Cost $13 million to recover ½ the oil

Photos: Peninsula Daily News
VTRA 2010 FINAL REPORT

Preventing Oil Spills from Large Ships and Barges
In Northern Puget Sound & Strait of Juan de Fuca
Increased Potential Oil Loss for Combined Terminal Expansions (68% above Base Case 2010 Oil Loss)
Comparison of Potential Oil Loss by Waterway Zone

Zone: Diff. | Factor
Guemes: +5.3% | x 1.31
Rosario: +0.5% | x 1.03
Saddlebag: -0.8% | x 0.94
PS South: 0.0% | x 1.00
PS North: +0.3% | x 1.03
ES/J: +13.9% | x 2.42
Haro/Bound.: +36.9% | x 4.75
WS/J: +5.0% | x 2.04
Islands Trt: +1.8% | x 1.38
Georgia Str.: +3.2% | x 1.81
Buoy J: +1.9% | x 4.44
Tac. South: +0.0% | x 1.00
ATBA: 0.0% | x 0.93
Sar/Skagit: 0.0% | x 0.93
SJ Islands: +0.2% | x 2.89

% Base Case Pot. Oil Loss (POL) - ALL_FV

CASE-T

T: GW - KM - DP: 168% (+68.2% x 1.68)
P: Base Case: 100%

Figure 8. Relative comparison of POTENTIAL oil outflow by waterway zone. Blue bars show the percentage by waterway zone for the base case 2010 year, red bars show the percentage for Case T in terms of base case percentages. Absolute differences by waterway zone and relative multipliers by waterway zone are provided in the y-axis labels. (see Page 97 for detailed explanation of output format).
“Finding 6: While evaluated POTENTIAL risk increases as a result of the three maritime developments may be deemed significant, the VTRA 2010 analysis supports that most of those system-wide risk increases may be mitigated utilizing a well designed RMM portfolio. “

In other words: with additional risk-prevention measures, potential risk can be kept at the same level as now. But:

• There’s still risk!
• The prevention measures have costs, and the companies involved will want to avoid these costs.
Say goodbye to our orcas: Adding over 600 tankers to West Coast waters would turn up the noise level 10-fold, and biologists predict that the orca population would abandon areas along tanker routes, including Puget Sound.
...and the biggest risk of all is the climate risk once all that oil gets burned.
Don’t we need the jobs from expanded oil port development?

- Construction jobs are temporary
- Relatively few lasting jobs
- Hundreds of jobs at stake in tourism, fisheries, other coastal industries

And guess what… you can create more jobs by investing in alternative energy!
Primary information sources:

http://priceofoil.org/?s=crude+exports
http://priceofoil.org/content/uploads/2014/05/OCI_Runaway_Train_Single_reduce.pdf
http://tarsandssos.org/faqs
http://www.seas.gwu.edu/~dorpjr/tab4/publications_VTRA_Update_Reports.html