

PROTECT THE NORTHWEST FROM DESTRUCTIVE LNG PIPELINES & TERMINAL

Public Commenting Guide



Prepared by Columbia Riverkeeper



Introduction

For over ten years, citizens across Oregon and Washington have successfully protected farms, communities, and the Columbia River from dangerous and destructive liquefied natural gas (LNG) proposals. We celebrated a David beats Goliath victory in 2010 when Northern Star pulled the plug on its Bradwood Landing LNG terminal, and again in 2011 when Northwest Natural withdrew plans for the Palomar Pipeline.

Together, we can shut the door on Oregon LNG and the Williams Pipeline Company's latest proposal to sacrifice livelihoods and the safety of communities in the name of LNG export. ***Columbia Riverkeeper's Citizen Guide will help you navigate the companies' latest plans and provide critically-needed input to the Federal Energy Regulatory Commission's (FERC), City of Warrenton, Oregon Department of Environment Quality, and other decisionmakers.***



Why attend public hearings & submit public comments?

Public involvement was in key in defeating the proposed Bradwood LNG terminal and pipeline. With your help, we can succeed again. You are the experts on local impacts. You have the most to lose if LNG development succeeds. Public hearings and comment periods are your chance to make the compelling case to decisionmakers about why LNG is a bad bet for the Pacific Northwest.

In 2015, the FERC will hold hearings and accept written comments on a Draft Environmental Impact Statement. Before FERC can issue a license to build the LNG terminal and pipelines, FERC **must** prepare an Environmental Impact Statement (EIS) that examines how the export project and pipelines, including the Williams Pipeline, will

affect the environment, communities, and public health. Public input is critical to ensure that FERC considers the wide-ranging consequences of LNG development.

The City of Warrenton will also hold public hearings and accept written testimony on whether to grant local land use approval for the terminal and a segment of pipeline. Land use laws give the City broad discretion to deny Oregon LNG's destructive project. Without local land use approval, the State of Oregon cannot sign off on Oregon LNG's project under a critical federal permit, known as the Coastal Zone Management Act Certification.

Other state agencies, including the Oregon Department of Environmental Quality and Oregon Department of State Lands, will also hold public comment periods and hearings on Oregon LNG. Sign up for Columbia Riverkeeper's email or mailing list to stay informed about upcoming public involvement opportunities. You will also receive in-depth Citizen Guides to help you navigate the complicated regulatory process.

How can you make a difference?

Get Involved

Learn how you can make a difference in the fight to protect the Northwest from LNG. Contact Dan Serres, Columbia Riverkeeper's Conservation Director, at dan@columbiariverkeeper.org or (503) 890-2441.

Support Columbia Riverkeeper

For over ten years, Columbia Riverkeeper has successfully worked with communities across Oregon and Washington to protect our farms, forests, and salmon from the threat of LNG. We are a nonprofit organization powered by a team of scientists, grassroots organizers, and lawyers. We depend on the support of our members and generous donations from the public to continue the fight to protect our way of life from LNG. *Please visit www.columbiariverkeeper.org or call (541) 387-3030 to join our growing campaign against LNG.*

What is Oregon LNG's current proposal?

Oregon LNG proposes to export natural gas from a terminal on the banks of the Columbia River in Warrenton, Oregon. Oregon LNG claims that the facility will be "bidirectional," allowing the company to import LNG if market conditions shifted. However, Oregon LNG's filings are clear: the company plans to operate an LNG export terminal for the foreseeable future. Here is a breakdown of the current proposal.

- **LNG Terminal.** Oregon LNG's proposes a terminal on 96-acres of state-owned land on the Skipanon Peninsula between the Skipanon River and Youngs Bay. The terminal includes two, 160,000 cubic meter LNG storage tanks, each 17-stories tall, and facilities

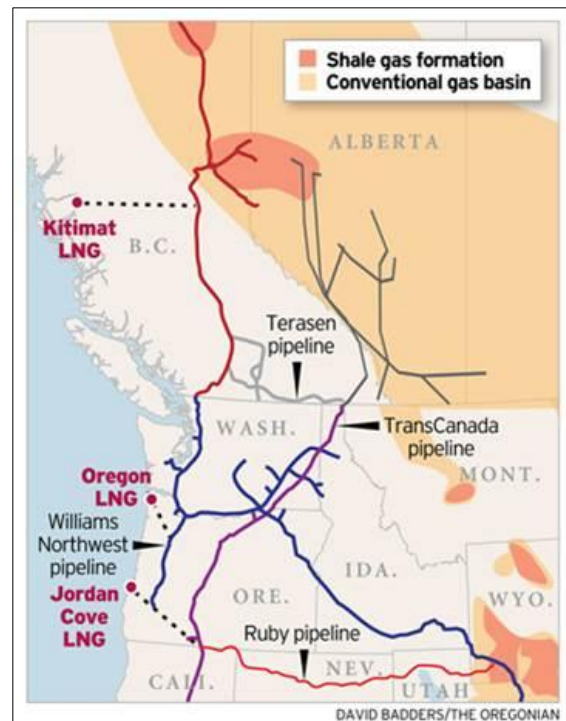
that support ship berthing and LNG loading. To export LNG, the company must dredge 1.2 million cubic feet of river bottom material in high-quality salmon habitat.

- **LNG Tankers.** LNG tankers are not your average ship. One LNG tanker alone is bigger than three football fields and towers 20-stories high. According to Oregon LNG's filings, its terminal will require roughly 125 new ships crossing the Columbia River bar (inbound and outbound) every year. Each departing tanker would carry a staggering eight percent of total U.S. daily gas consumption.
- **Oregon LNG's Pipeline in Oregon & Washington.** Oregon LNG proposes **86 miles of high-pressure pipelines** through Clatsop and Columbia counties. The company would drill under the Columbia River and connect to the Williams Pipeline in Woodland, Washington. This route cuts a destructive path through agricultural and forest lands, residential properties, and rivers and streams.
- **Williams Pipeline in Washington.** The Williams Pipeline Company plans to build **136 miles of new, high-pressure pipeline** in ten different segments in or near the existing Northwest Pipeline right-of-way. Segments of the new LNG pipeline would run from Washington's northern border south to Woodland, Washington, threatening hundreds of landowners and communities along the way. Williams will also expand existing compression horsepower at five existing compressor stations.

How do LNG proposals affect the Northwest?

Overall Impacts

- **LNG's Impact on Your Life.** We encourage you to tell your story and ask decisionmakers to consider how LNG export will impact your life and livelihood. Bring pictures, maps, and documents to submit to decisionmakers.
- **Cumulative Impacts of Exporting North American Natural Gas.** Exporting more LNG would lead to greater hydraulic fracturing, or fracking, activity that threatens the health of local residents and jobs. Decisionmakers must analyze the combined environmental, social, and economic impacts of exporting as much as 47 billion cubic feet of LNG per day—the current amount of LNG proposed for export in pending LNG applications.



Threatening our Economy and Jobs

- **Deterring Economic Development & Threatening Property Values.** Oregon LNG's terminal will deter economic development, decrease property values, cause the loss of tourism and recreation related jobs, and result in a generally reduced quality of life around the Estuary. The pipelines will degrade property values, including farms and forestlands, by preventing customary uses of land, causing erosion and environmental damage, harming drainage systems, and creating a safety risk.
- **Increasing Rates for Pacific Northwest Consumers.** LNG export will increase natural gas prices for every Northwest resident by forcing us to outbid high-priced Asian markets. Paul Cicio, President of the Industrial Energy Consumers of America, stated, "In the end, it's going to be every homeowner, every farmer buying fertilizer, and every manufacturer trying to create jobs who is going to be hurt by this." Decisionmakers must consider the environmental and social impacts of LNG export on ratepayers.
- **Impacts from Exclusions Zones in the Columbia River.** LNG ships and the terminal itself require boat exclusion zones. This will restrict fishing and directly interfere with recreational kayaking and boating. Decisionmakers must take a hard look at how LNG tankers and associated marine traffic would change the face of commerce, recreational fishing, and other uses of the Columbia River.

Endangering Public Safety

- **Risks from Pipeline Explosions.** As recent natural gas pipeline explosions demonstrate, even with modern safety standards and inspections, deadly pipeline explosions continue to occur. The proposed pipelines will use odor-less gas and have a high-impact blast zones of over 800 feet. Decisionmakers must examine direct and indirect impacts of building and operating the pipeline, including the risk of loss of life, property destruction and damage, impacts to wildlife (including endangered species), and wildfires from a pipeline explosion.
- **Impacts from a Catastrophic Accident or Terrorist Attack.** Decisionmakers must consider the risks of a catastrophic accident along the LNG shipping route and at Oregon LNG's terminal. The consequences of an accidental or terrorist-induced ignition of a vapor cloud from an LNG tank or tanker would be devastating.
- **Demand Maps of Who is at Risk.** Federal, state, and local agencies must level with the public about who is at risk in the event of a release and near instantaneous ignition of LNG vapors or a release that was followed by LNG vapors drifting and subsequent ignition. Decisionmakers should prepare a specific description of the properties and residences that would be adversely affected in the event of a LNG release.

Destructive Environmental Impacts

- **Impacts to Water Quality and Salmon.** LNG tankers and terminals wreak havoc on water quality. For example, LNG tankers expel hot water from their engines and chemically treated water from their re-gasification terminals. LNG tankers also

discharge ballast water containing invasive species. Decisionmakers must evaluate the direct impacts of Oregon LNG's terminal and tankers on water quality, endangered salmon, and other aquatic life in the Columbia River.

- **Air Pollution from the Terminal & Tankers.** Oregon LNG's terminal would degrade local air quality at the terminal and in the surrounding communities of Astoria and Hammond. LNG operations emit air pollution from compressors, vaporizers, ships, harbor tugs, support vehicles, gas-turbines, construction dust, and a myriad of other sources. LNG tankers and the security vessels that accompany them are required to run their engines during the entire cargo loading cycle, spewing exhaust and air pollutants that would impact surrounding communities. Decisionmakers must analyze how LNG will compromise clean air and the quality of scenic vistas in the Columbia River Estuary. LNG-related pipelines also require large compressor stations that generate air pollution and noise.
- **Dredging in Linchpin Salmon Habitat.** Oregon LNG proposes deepening the Columbia River—removing 1.2 million cubic yards of river bottom—to dock LNG tankers. ***The company will also dredge 300,000 cubic yards of river bottom every three years to maintain its dock.*** As taxpayers, we are investing hundreds of millions of dollars in recovering the Northwest's iconic salmon runs and other endangered species (*i.e.*, smelt and green sturgeon). LNG threatens our region's investment in the future.
- **Impacts from Energy Consumption.** Operating an LNG terminal takes a lot of energy. ***At a minimum, Oregon LNG will likely require 350 MW of energy every day, which is more energy than the average U.S. power plant generates in a day.*** In a region committed to reducing energy consumption, how does Oregon LNG fit into this vision for a green economy? Decisionmakers must analyze the environmental and social impacts of generating electricity that will fuel the massive LNG terminal. This includes the impacts of hydroelectric power, wind power, and coal-fired power.
- **Light and Noise Pollution at the LNG terminal.** LNG terminals operate around the clock, lighting the night sky as part of their 24-hour surveillance requirements and creating loud noises as they convert natural gas into LNG. According to Oregon LNG's latest filings, the export terminal will require the ability to flare gas—a visual nightmare in the scenic Columbia River Estuary. Decisionmakers must examine how noise and light pollution will harm the communities of Warrenton and Astoria, as well as wildlife and aquatic life.
- **Impacts from Consuming Billions of Gallons of Water.** Oregon LNG's terminal will use billions of gallons. Oregon LNG plans to connect to the Warrenton municipal water and wastewater systems. Decisionmakers must consider the environmental impacts of using precious water resources for LNG and the ability of Warrenton to absorb this burden.

- **Combined Impacts from LNG & Other Fossil Fuel Export Ship Traffic.** The Columbia River is at the epicenter of national movement to export fossil fuels. Coal. Crude oil. Tar sands. Propane. Any one of these projects would significantly increase river and marine traffic. Combined, the impacts of fossil fuel export and LNG are staggering. Decisionmakers must analyze these reasonably foreseeable future and existing energy export projects.
- **Impacts to Climate Change.** Decisionmakers must examine the lifecycle greenhouse gas emissions of extracting, exporting, and burning natural gas. This includes the associated impact on climate change. ***LNG derived from conventional gas wells has a 30 percent larger carbon footprint than domestic natural gas.*** On a global scale, LNG will have a greater impact to climate change than current natural gas sources used in the Pacific Northwest.

Impacts Beyond the Northwest

- **Environmental & Social Impacts where Gas Extracted.** Oregon LNG's impacts extend well beyond the Northwest. Decisionmakers must examine significant environmental impacts from extracting natural gas.
- **Threatening Marine Life.** LNG export directly and indirectly threatens marine life. Oregon LNG's project will increase current ship traffic on the North Pacific Great Circle Route, including passing through sensitive marine life habitat such as feeding and breeding grounds and migratory routes. For example, Oregon LNG's tankers will pass through the Aleutian Islands Alaska Maritime Wildlife Refuge. Decisionmakers must analyze the impacts of additional maritime traffic, including the increased risk of vessel spills, accidents, and harm to sensitive marine life.