



Key Facts on the oil refinery, crude-by-rail & LPG export terminals at the Port of Longview

Another crude-by-rail proposal on the Columbia—and an oil refinery and LPG export terminal, too!

- Riverside Refining expanded its plans for the Port of Longview. In addition to a refinery, Riverside's backers are also promoting the Washington Energy Storage Transfer (WEST) project: a crude-by-rail trans-loading terminal and an LPG export terminal. Riverside and WEST are both backed by a company called Waterside.
- Riverside and WEST propose to bring explosive Bakken crude oil or heavy crude from the Alberta tar sands to Longview by rail—up to two unit trains each day-- and send tankers carrying crude oil and refined petroleum through the environmentally sensitive Columbia River estuary. Riverside plans to refine 30,000 barrels for crude per day at the Port of Longview, WA.
- WEST proposes to bring one unit train of LPG per day (72,500 barrels per train) to the Port of Longview for export to international markets.
- WEST, Riverside, and the Port of Longview, and officials in the Washington Governor's office have been discussing the refinery for months behind closed doors.

Crude-by-rail and oil refineries don't belong in our communities, or on the Columbia.

- Crude-by-rail is extremely dangerous. Even new-generation rail tank cars are only puncture resistant up to 12 miles per hour.
- Oil refineries emit carcinogens and neurotoxins into the air we breathe.
- Riverside Refining LLC's proposed refinery and the WEST crude-by-rail and LPG export terminals would be less than a quarter mile from homes and commercial businesses in Longview.
- A major oil spill in the Columbia River would devastate important economic, cultural, and environmental resources like salmon habitat and salmon fisheries.

Dirty crude oil and biofuels don't mix.

- Riverside's oil refinery proposal at the Port on Longview, called Riverside Refining, states that it would refine up to 15,000 barrels per day of biofuels. Washington doesn't need a new oil refinery for dirty Bakken and tar sands crude oil in order to make biofuels.
- A biofuels refinery already sits idle across the Columbia River, at Port Westward, OR. The only activity at the "Columbia Pacific Bio-Refinery" is Global Partners' crude oil trans-loading operation.
- Riverside Refining LLC would not use American crops to make biofuels. Riverside has already indicated that they would source their feedstock from international markets. Some refineries import Indonesian palm oil to make biodiesel, but palm oil plantations destroy rainforests and biodiversity, and have large carbon footprints.

Refinery's backers don't pay their debts?

- After their biofuels-related business in Odessa, WA, tanked, backers of Riverside Refinery and WEST may owe an agricultural supply company almost \$2 million. A recently filed case alleges that Riverside and WEST backers lied on credit applications, under-capitalized their business, and lined their own pockets instead of paying outstanding debts.

About the Proposals

- **Riverside Refining – Oil Refinery**
 - **Capacity:** 30,000 barrels/day oil.
 - **Fact:** Would be first west coast oil refinery in 25 years and the largest refinery in the continental United States since 1976.
 - **Fact:** Riverside claims that it will refine 15,000 barrels per day of biofuels. However, documents obtained by Columbia Riverkeeper reveal that the feedstock for the bio-fuels will "be sourced international" -- likely palm oil from threatened tropical rainforests.
 - **Status:** Riverside is negotiating a lease with Port of Longview; needs approval from the Port of Longview Commission and permits from Washington State.
- **Washington Energy Storage & Transfer (WEST) – Crude-By-Rail Terminal**
 - **Capacity:** Up to two unit trains a day (82,500 barrels per train) of "U.S. sourced light sweet and/or Canadian heavy crude oils." "Current plans call for the terminal to handle up to one LPG train per day and up to two crude trains per day, but never more than a total of two trains per day regardless of products."
 - **Fact:** "Crude will be first used to supply the Riverside refinery (30,000 barrels/day) and any excess (50,000 barrels/day) shipped by barges to other west coast refineries."
 - **Status:** Riverside is negotiating a lease with Port of Longview; needs approval from the Port of Longview Commission and permits from Washington State.
- **Washington Energy Storage & Transfer (WEST) - LPG Export Terminal**
 - **Capacity:** One unit train of LPG per day (72,500 barrels per train). The propane would be "loaded onto very large gas carriers for export to international customers." "Current plans call for the terminal to handle up to one LPG train per day and up to two crude trains per day, but never more than a total of two trains per day regardless of products."
 - **Fact:** Earlier this year the Port of Longview rejected an LPG export terminal.
 - **Fact:** Massive LPG tankers require 'security zones' of up to 500 yards and could interfere with recreational and river traffic.
 - **Status:** Riverside is negotiating a lease with Port of Longview; needs approval from the Port of Longview Commission and permits from Washington State.

What can you do?

- Call the Port of Longview TODAY! Ask them to decline signing a lease with the for a dirty oil refinery at the Port of Longview. Call today: (360) 425-3305
- Stay involved! Sign up for email alerts and learn more at www.ColumbiaRiverkeeper.org
- Get involved locally! Attend the next Landowners and Citizens for a Safe Community (LCSC) meeting to find out how you can prevent dirty fossil fuels from polluting Longview. Meetings are the third Wednesday of each month at 6PM at 1520 Commerce Avenue Suite A, Longview, WA. 'Like' LCSC on Facebook: LCSCdoingbetter
- Write a letter to the editor! Letters must be 175 words or less. Email them to letters@tdn.com