



# Protect the Northwest from LNG Export

## Tell Decision Makers to Reject LNG

Comment Deadline - January 17, 2015 at 5:00 p.m.

The Oregon Department of Environmental Quality (DEQ) and U.S. Army Corps of Engineers (Corps) are holding a public comment period to decide whether to issue key permits for Oregon LNG's terminal and pipeline. Oregon LNG cannot build its terminal and gas pipeline without permits from DEQ and the Corps. This factsheet explains how you can help convince DEQ and the Corps to deny these critical permits.

Although Clatsop County's decision to deny the pipeline should be the end-game for the project (Oregon LNG cannot build the terminal and pipeline without local land use approvals), Oregon LNG is still pressing on. Because the stakes are so high, we cannot put all of our eggs in one basket. This requires convincing multiple levels of government to deny permits for the project. Together, we can protect our values, our climate, and our river from LNG!



**Destroying important Estuary habitat.** The site of Oregon LNG's proposed terminal, industrial dock, and 135 acre LNG tanker turning basin covers high quality salmon habitat and wetlands.

### How to Submit Comments

1. Submit a [comment](#) online right now.
2. Mail your comments to DEQ & the Corps describing specific reasons why the agencies should deny LNG.

#### Send Comments to the Corps:

Email: OregonLNG@usace.army.mil

Mail: U.S. Army Corps of Engineers

Attn: Richard Chong (CENWP-OD-G)

PO Box 2946

Portland, OR 97208-2946

\*include the application number, NWP-2005-748, in the subject line

#### Send Comments to DEQ:

Email: 401publiccomments@deq.or.us

Mail: Oregon DEQ, NW Region

Attn: 401 Water Quality Certification Coordinator

2020 SW 4<sup>th</sup> Ave., Suite 400

Portland, OR 97201-4953

\*include the application number, NWP-2005-748, in the subject line

## How DEQ & the Corps Can Stop LNG

- **U.S. Army Corps:** Oregon LNG cannot build the terminal, industrial dock, 86 miles of pipeline or dredge the Columbia River without a Clean Water Act Section 404 Permit. The Corps can deny the permit if it determines that Oregon LNG's project is not in the public interest. **Sending the Corps a comment is your chance to explain why the project is not in the public interest.**
- **Oregon DEQ:** Clean Water Act Section 401 empowers states to decide if federal permits comply with state laws designed to protect water quality, fish, and other aquatic life. The Corps cannot issue the critical in-water work permit (aka "Clean Water Act Section 404 Permit") if DEQ denies 401 certification. **Sending DEQ a comment is your chance to explain why Oregon LNG's project harms water quality and endangered salmon.**



**Endangered salmon at risk.** Oregon LNG's terminal threatens dozens of endangered species, including salmon, sea turtles, and humpback whales. Credit: USFWS.

## Suggested Comments

Urge DEQ and the Corps to deny Oregon LNG's permits because the project would:

- *Destroy over a hundred of acres of critical endangered salmon habitat in the Columbia River Estuary.* Oregon LNG proposes destroying over 130 acres of high-quality endangered salmon habitat in Youngs Bay, located in the Columbia River Estuary. This is one of the most popular recreational and commercial fishing areas on the Columbia River. Youngs Bay is one of four Select Area Fisheries Enhancement (SAFE) sites, also known as "terminal fisheries" sites, in the Lower Columbia River. The Oregon Department of Fish and Wildlife out-plants hatchery fish to net pens in Youngs Bay to increase salmon fishing opportunities. Of the four terminal fisheries sites in the Columbia River Estuary, the Youngs Bay site has the highest five-year average for Chinook harvest.
- *Push commercial and recreational fisherman off the river.* LNG tankers would require exclusion zones. This would restrict fishing and directly interfere with recreational boating. Under federal safety regulations, the terminal requires a permanent vessel exclusion zone extending out into Youngs Bay. The U.S. Coast Guard would also impose moving exclusion zones around LNG vessels while traveling to and from the terminal.



**Blast zones cover homes and businesses in Warrenton & Astoria.** Oregon LNG provided this image to the U.S. Coast Guard showing the blast zone in the event of an LNG tanker explosion. The proposed dock and LNG tanker appear inside the red circles. The orange and green circles show the blast zone extending into Warrenton and Astoria. Credit: Oregon LNG.

- *Undermine our region's investment in restoring—not destroying—the Columbia River Estuary.* The Columbia River Basin hydroelectric system and other development decimated salmon populations. The Corps and other federal and state agencies—along with tribes and non-profits—have invested billions of dollars in restoring the Columbia River Estuary. Why? Because scientists agree that the Estuary is critical to recovering endangered and threatened salmon and steelhead. Oregon LNG's project completely undermines our region's investment in salmon restoration.
- *Harm water quality in dozens of streams crossed by the pipeline.* Oregon LNG proposes building and operating over 80 miles of pipeline. This requires crossing dozens of salmon-bearing streams and rivers—including drilling and building a pipeline under the Columbia River.
- *Degrade water quality in the Columbia River, a river already overburdened by pollution.* The Columbia River is already degraded by toxic pollution. Fish advisories warning people to limit how much fish they eat—or in some cases not consume any fish from certain areas—demonstrate the gravity of the problem. Pollution from Oregon LNG's terminal conflicts with existing work to clean up the Columbia so that people can eat fish without fear of toxic pollution.

- *Threaten public safety.* Oregon LNG could not have selected a worse location for building an LNG terminal. Oregon LNG proposes building the terminal within the tsunami inundation zone on former dredge spoils (i.e., saturated sand). Sandy soils are extremely unstable when earthquakes occur because they amplify the effects of ground shaking. The terminal is also located close to businesses, homes, and an active fishing area.
- *Harm property values.* Oregon LNG will take private property using eminent domain to build the gas pipeline. Oregon LNG's pipeline requires a 95-foot wide construction right-of-ways and 75-foot wide permanent easements that restrict how landowners use the property indefinitely.



**Destructive path of an LNG pipeline.** Oregon LNG proposes building a high-pressure, non-odorized gas pipelines through Oregon and Washington. Clatsop County voted unanimously to deny the pipeline based on its impacts to landowners and the Columbia River Estuary. Oregon LNG is challenging that decision in court. Credit: FERC.

- *Harm forestland crisscrossed by the pipeline.* Oregon LNG's pipeline will cross private and public forestland. Building the pipeline and maintaining a permanent easement will remove land from timber production and harm endangered species habitat.
- *Destroy scenic vistas in the Estuary.* The National Park Service has raised a number of concerns about the terminal and associated tanker traffic's impact on the breathtaking scenery of the Columbia River Estuary.
- *Harm our climate.* The lifecycle carbon impacts of LNG are just as bad as coal. Methane is fracked, piped hundreds of miles, super-cooled to a liquid, and shipped overseas, creating a dirty and inefficient product.
- *Increases rates for Pacific Northwest consumers and businesses.* LNG export will increase natural gas prices for Americans by forcing us to outbid high-priced Asian markets.

- *Harm local businesses.* Do you own a business in Astoria or Warrenton? Does your livelihood depend on strong salmon runs or tourism? Explain to the Corps and DEQ how Oregon LNG’s project will harm the local economy.

## Summary of Oregon LNG’s Proposal

- **Natural Gas Extraction.** Oregon LNG will use natural gas feedstock from Western Canada or the western U.S.<sup>1</sup> This type of gas is known as “shale gas.” Shale gas production (as well as coalbed and tight sands production) requires the controversial practice of hydraulic fracturing, or fracking. Fracking causes air pollution, surface and groundwater pollution, habitat destruction, and contributes to climate change.
- **LNG Terminal – Upland.** The Terminal would occupy 88.7-acres of a 96-acre parcel of state-owned land located on the East Bank of 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 a gas flare system. To operate the Terminal, Oregon LNG proposes withdrawing 10,100-acre feet of water per year from the Columbia River Estuary.<sup>2</sup> According to Oregon LNG’s water pollution discharge permit application, the Terminal would discharge between 1,000 and 2,600 gallons per minute of process wastewater and up to 1,500 gallons per minute of stormwater to the Columbia River.<sup>3</sup>
- **LNG Terminal – Below the High Water Line.** The marine facilities associated with the Terminal cover approximately 148 acres of aquatic area.<sup>4</sup> Oregon LNG proposes building a 2,128-foot pier with a ship berth for one LNG vessel.<sup>5</sup> The 12-foot-wide pier provides access for two-way vehicle traffic and an 11-foot-wide pipeway.<sup>6</sup> Oregon LNG also proposes a 135-acre turning basin for LNG vessels. This requires **dredging 1.2 million cubic yards** in Youngs Bay.<sup>7</sup> To maintain the turning basin, Oregon LNG would dredge 300,000 cubic yards every three years.<sup>8</sup>
- **LNG Tanker Traffic.** One LNG tanker alone is longer than three football fields and towers 20-stories high. Each departing tanker would carry the amount of gas equal to 8 percent of what

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<sup>1</sup> Oregon LNG Prefiling Review Draft Resource Report 1 at 1-4.

<sup>2</sup> Oregon LNG Water Right Application S-87920. Oregon LNG also proposes withdrawing water for pipeline testing, Terminal construction, and fire suppression testing. See Oregon LNG Water Right Applications S-87921, LL-1486, LL-1487.

<sup>3</sup> Oregon LNG NPDES Permit Application (July 3, 2013).

<sup>4</sup> Oregon LNG BA (hereafter “OLNG BA”) at 2-12.

<sup>5</sup> *Id.*

<sup>6</sup> *Id.*

<sup>7</sup> *Id.* at 2-25.

<sup>8</sup> *Id.* at 2-27.

the U.S. uses every day.<sup>9</sup> The terminal would require **127 new inbound vessels crossing the Columbia River Bar** every year, for a total of **254 new vessel trips (inbound and outbound)**.

Each ship requires a moving security zone of a minimum of 500 yards.<sup>10</sup>

The U.S. Coast Guard would also impose a security zone around the waterside area of the Terminal.<sup>11</sup>

LNG vessel impacts include engine cooling water and ballast water intakes and discharges, with amounts varying depending on vessel design and whether the vessel is importing or exporting LNG.<sup>12</sup>



**LNG Tankers Harm Fishing.** Credit: Globe Staff Photo/David Ryan. LNG tankers are not your average ship. Due to their dangerous cargo, LNG tankers require security exclusion zones. The result: less fishing opportunities in the iconic Columbia River Buoy 10 fishery. Credit: Globe Staff Photo/David Ryan.

- **Oregon LNG’s Pipeline in Oregon & Washington.** Oregon LNG proposes **building 86 miles of high-pressure pipeline** in Oregon (Clatsop and Columbia counties). The company would drill under the Columbia River and connect to the Williams Pipeline in Woodland, Washington. This route crosses agricultural and forest lands, residential properties, rivers, streams, and wetlands.
- **Williams Pipeline in Washington State.** 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 pipeline would run from Washington’s northern border south to Woodland, Washington. Williams would also increase existing compression horsepower at five existing compressor stations.

## Support Columbia Riverkeeper

Columbia Riverkeeper is a nonprofit organization powered by a team of scientists, grassroots organizers, and lawyers. We depend on the support of our members to continue the fight to protect Columbia River communities from LNG. Please visit [www.columbiariverkeeper.org](http://www.columbiariverkeeper.org) or call (541) 387-3030 to join our growing campaign against LNG.

<sup>9</sup> Calculation based on U.S. Energy Information Agency report, [http://205.254.135.24/dnav/ng/ng\\_prod\\_sum\\_dcu\\_NUS\\_a.htm](http://205.254.135.24/dnav/ng/ng_prod_sum_dcu_NUS_a.htm), and capacity of Q-Max LNG vessels, <http://www.chemlink.com.au/conversions.htm>.

<sup>10</sup> Waterway Suitability Assessment (WSA) for the Proposed Oregon LNG Receiving Terminal in Warrenton, Oregon at v.

<sup>11</sup> *Id.*

<sup>12</sup> OLNG BA at 2-4.