



Photo: Rein Attemann

2017 ENVIRONMENTAL PRIORITY HB 1611 | Rep. Farrell SB 5462 | Sen. Carlyle

Protecting Washington from Crude Oil

One of the 2017 Environmental Priorities presented by a coalition of over twenty organizations in Washington committed to advancing strong environmental policy.

Washington faces many risks to our communities and waterways from oil spills from pipelines, trains, and vessels. That risk is growing in the face of aggressive efforts to make Washington an oil export hub; but, there are common sense ways we can improve safety in our communities for oil that has to come to serve our existing refineries and avert the threat of additional crude oil.

The state has lots of work to do to protect iconic waters like Puget Sound, ensure sustainable funding for oil spill prevention and response, and address risks posed by pipelines. To make progress on reducing these threats, the legislature should pass the Oil Transportation Safety Act during the 2017 session.

Current Elements of House Bill 1611 & Senate Bill 5462

Funding and Financial Responsibility

- Update the barrel tax to provide reliable funding for oil spill prevention and oil transportation safety by eliminating the export tax credit and expanding the barrel tax to pipelines.

Marine Protection

- Direct the state to adopt rules to protect Puget Sound from increased threat of barge traffic and risk of new tanker traffic carrying tar sands
- Improve transparency and decision making if an existing facility changes from importing crude oil to exporting oil.

Pipeline Safety

- Ensure a fair review and public input on projects to build a new pipeline or expand capacity of an existing pipeline.

Why now?

Oil transportation continues to pose unacceptable risk to our communities and waterways. We have seen the costs and risks from crude oil spills, most recently in Mosier, OR where a community's water system and the aquifer was contaminated.

The urgency is now greater with the federal government lifting the ban on crude oil shipments, now allowing our refineries to become transshipment terminals and the approval of the Kinder Morgan pipeline, the increase in tanker traffic could significantly increase through the Salish Sea. The state has a \$4 million funding shortfall for existing protections, there is an increase in oil moving through pipeline, and more terminals on the table.

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