

Jim Lichatowich  
P O Box 439  
Columbia City, OR 97018  
June 5, 2017

Oregon Public Utility Commission  
[scott.gibbens@state.or.us](mailto:scott.gibbens@state.or.us)  
PO Box 1088  
Salem, OR 97308-1088

**RE: PORTLAND GENERAL ELECTRIC: (Docket No. UP 349)**

Dear PUC Commissioners:

In January 2017, Portland General Electric Company agreed to the sale of their tank farm to Cascade Kelly Holdings LLC (a subsidiary of Global Partners, LLC) at the Port Westward Industrial Park near Clatskanie, Oregon. The sale of the tanks will allow Global Partners to undertake a massive expansion of their transshipment of ethanol and crude oil from their Port Westward facilities. The proposed expansion doubles or triples the number of unit trains of crude oil and ethanol that will be delivered to Port Westward from as far away as the Central Plains of the United States. This will create transportation problems throughout Columbia County that have not been addressed. The PUC's approval of the tank farm sale will create a project that is much larger than imagined when the ethanol plant was contemplated in 2005. The supporting documents submitted to the PUC Commission document a lack of environmental stewardship of the area around the tank farm. The Beaver Army Terminal (tank farm) site was listed on February 1, 2017 on the Oregon DEQ Confirmed Release List (ECSI#3839).

With the 2012 purchase of the bankrupt ethanol plant, Global Partners also acquired all applicable permits. This purchase gave Global Partners a foothold in Columbia County. Most importantly they achieved this without a public hearing that aired the potential safety issues related to the shipment of explosive Bakken crude oil through residential areas, near schools and business of Scappoose, St. Helens, Columbia City and Rainier. When the train carrying crude oil derailed at Mosier, Oregon and exploded, it showed how outrageous it was to subject the residents of those cities to the danger of trains carrying Bakken crude without even alerting the people.

Now is not the time to expand Global Partner's operation at Port westward. It is time to pause and evaluate what we have learned since the rail cars carrying crude oil exploded and wiped out the town of Lac Magantic and more recently the train derailment and explosion in the Columbia River Gorge at Mosier, Oregon. The PUC should table the proposed sale until Global Partners and the Port of St. Helens can hold a series of public hearings that address the long term plan for the use of Port Westward as a ethanol and crude oil export facility. The public meetings must include a discussion of the health, safety, transportation and environmental issues associated with the plan

I believe, when all the piecemeal decisions that created the oil-by-rail terminal at Port Westward are exposed and discussed the people of Columbia County will decide that the expansion of Global Partners export facility is not consistent with the public interest.

Sincerely,

Jim Lichatowich