

Liquefied Natural Gas on the Columbia River

Threatening our Salmon, Forests, Farms and our Sustainability



Map of Oregon LNG terminal and Pipeline

5 Reasons to Oppose LNG:

- 1) Fish. The proposed LNG terminals and pipelines would damage endangered Salmon, Smelt and Steelhead habitat.
- 2) Forests. The proposed pipelines threaten to clear-cut thousands of acres of public forestland including old growth and Northern Spotted Owl habitat.
- 3) Farms. Thousands of Oregon agriculturalist and landowners face eminent domain for LNG-related pipelines. Farmers would be restricted from growing deep-rooted crops over the pipeline.
- 4) Climate. LNG is 30% more greenhouse gas polluting than domestic natural gas.
- 5) Energy Future. The U.S. shouldn't increase energy dependence on foreign nations, putting our national security at risk. We should be investing in efficiency and renewable energy.

What is Liquefied Natural Gas (LNG)?

Liquefied Natural Gas is natural gas that is super-cooled to -261° F. The gas is extracted from the ground or produced as a by-product of oil or coal extraction, piped into liquefaction facilities, liquefied and piped onto LNG tankers. The LNG is then shipped overseas via tanker ship and delivered to import re-gasification terminals. At these import re-gasification terminals, the liquid is heated to return to its gaseous form and piped into pipelines to be delivered to the pipeline grid. The process of extracting, liquefying, shipping and re-gasifying adds a massive carbon footprint to LNG, making it 30% more greenhouse gas emitting than domestic natural gas.

What is proposed for Oregon?

The state of Oregon is currently facing two proposals for LNG import terminals and three new LNG-related pipelines adding up to nearly 600 miles of new pipelines in Oregon. One of the proposed import terminals would be located on the Columbia River and one import terminal would be sited on the North Spit of Coos Bay.

Do we need LNG in Oregon?

No, Oregon has no need for LNG. In 2008 the Oregon Dept. of Energy studied the need for LNG in Oregon and found that LNG: is more expensive than domestic sources of natural gas; has a higher carbon footprint than domestic natural gas; would likely be supplied by countries in the Middle East; that there is existing unused LNG capacity in import terminals in the U.S.; and that LNG is not needed to meet current or projected energy needs in Oregon. LNG imported to Oregon would be pumped through transmission pipelines destined for the California energy market. California has rejected 5 proposals to build LNG import terminals.

What is Oregon LNG Proposing?

Oregon LNG proposes to build an industrial complex on the Skipanon Peninsula in Warrenton, Oregon at the mouth of the Columbia River to import and re-gasify LNG. The re-gasification terminal would import more than three times the amount of gas that is currently used in Oregon. Oregon LNG also proposes to build the 117 mile Oregon LNG Pipeline that would stretch from Warrenton, through 6 counties in Oregon, to Molalla. This transmission pipeline would carry non-odorized LNG-sourced gas.



The Oregon Chapter of the Sierra Club is working to stop needless LNG and related pipeline development. For more info visit: <http://oregon.sierraclub.org/goals/lng.asp>

Oregon LNG Terminal and Pipeline

Oregon LNG and Oregon LNG Pipeline Impacts



Oregon LNG is proposed on these Wetlands close to Astoria

The Oregon LNG Import Terminal and Pipeline Pose Public Safety Risks

- If 10% of an LNG tanker cargo spills over water, the resulting flammable vapors can travel 3 miles, enveloping the communities of Astoria and Warrenton including the Young's Bay Bridge, Hwy 101, heavily trafficked shopping centers and residences.
- Oregon LNG's tanks would jut into protected air space for the Astoria Airport. The FAA waived restrictions to allow the Oregon LNG tanks to enter the flight path of planes.
- The proposed terminal site is surrounded by fault lines, is within a Tsunami Flood Zone and would be built on a sand peninsula with no bedrock, in a populated area.
- The LNG tankers would have to cross the Columbia River Bar, recognized as one of the most dangerous stretches of navigated waters in the world, in an area known as the "Graveyard of the Pacific."

Environmental Impacts of Oregon LNG terminal and Oregon LNG Pipeline

Forest Impacts: The proposed Oregon LNG Pipeline would stretch 117 miles from the Skipnon Peninsula in Warrenton, at the mouth of the Columbia River, to Molalla where it could connect to the proposed Palomar Pipeline. **Oregon LNG pipeline would clearcut a minimum 120 foot wide swath through Clatsop and Tillamook State Forests.** The pipeline would also impact hundreds of acres of private forest land.

River Impacts: Oregon LNG pipeline would cross hundreds of rivers, streams and wetlands on its path to Molalla. **Of special note are the Lewis & Clark, Young's, Nehalem and Willamette Rivers all of which would be crossed by the pipeline.** The Oregon LNG terminal would be located at the mouth of the Columbia River where industrial operations would harm Columbia River fish habitat including endangered Green Sturgeon. Construction of the terminal would require 1.3 million cubic yards of dredging in the Columbia River over 109 acres. The terminal would be built on what is now a wetland and hiking trail system.

Air Impacts: As a carbon intensive fuel, LNG development not only **affects our global climate but would also affect air quality at the terminal site.** Operations at the terminal include idling LNG tankers that burn bunker diesel for fuel and the planned flaring of excess gas at the terminal. One LNG import terminal in Oregon would produce Co2 emissions equivalent to 13 million cars.

**Oppose the Oregon LNG Terminal and Oregon LNG Pipeline!
Take Action Today – Contact Governor Kulongoski!**

Governor Kulongoski:

Phone: (503) 378-4582

Email: http://www.oregon.gov/Gov/contact_us.shtml

