

# Statement **in opposition** to approval of the Jordan Cove LNG Terminal proposal

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References are listed in:

**LNG: Neither Safe Nor Wise**

[www.tombender.org/societyworthlivingforarticles/lng.pdf](http://www.tombender.org/societyworthlivingforarticles/lng.pdf)

**Oregon Coast Impacts of Global Warming**

[www.tombender.org/societyworthlivingforarticles/GLOBAL%20WARMING.htm](http://www.tombender.org/societyworthlivingforarticles/GLOBAL%20WARMING.htm)

# The Jordan Cove LNG Terminal Proposal violates Oregon Land Use

## Goal 2: Land Use Planning

- It fails to evaluate alternative courses of action and ultimate policy choices.
- Energy efficiency and renewable resources provide a safer, cheaper, more environmentally friendly, and anti-global-warming source of energy.
- Those alternative courses of action would have more favorable impacts on the community and its economy.
- The proposal **did not evaluate** such courses of action and related ultimate policy choices.

The alternative option of focusing on renewable energy and energy efficiency rather than LNG for meeting any global energy need is the only safe and affordable option.

Two-thirds of NW electricity comes from renewable sources, and half of the NW energy “supply” over the last twenty years has come from energy efficiency.

We have proven their value and need to be given full priority.

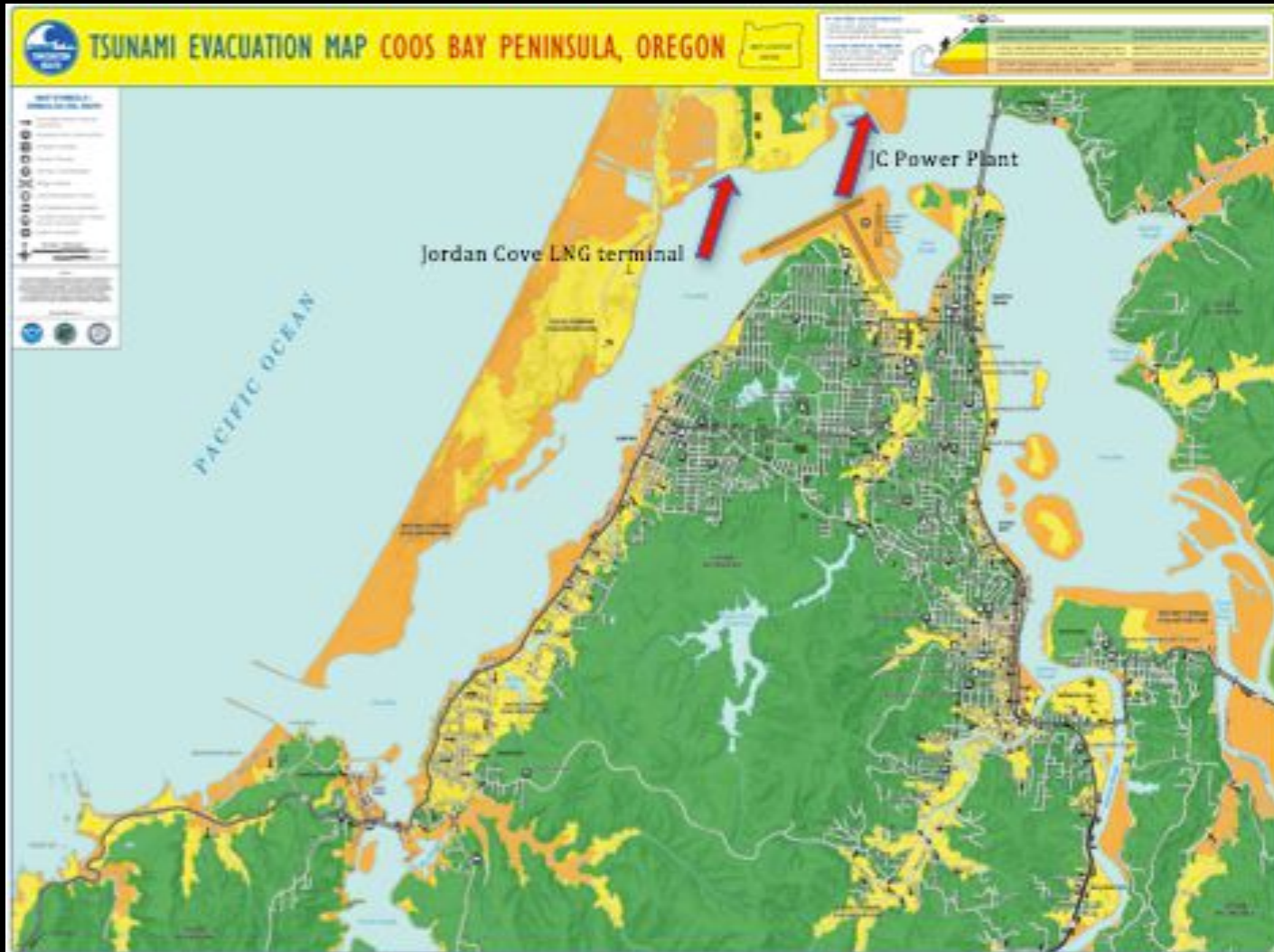
They are secure, less expensive, and sustainable – which LNG is not. We need to focus on them.

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## Goal 7: Areas Subject to Natural Hazards

Its site is subject, **within its project life,**  
to **submergence,**  
and to **impacts of an R-9.5 earthquake,**  
from global warming sea level rise, subduction  
earthquakes, and tsunami inundation.

The 2012 DOGAMI Tsunami Inundation map shows the Jordan Cove LNG site is subject to inundation by tsunami, and subject to horizontal earthquake movement **FIVE TIMES** greater than previously anticipated.



Devastating Oregon Coast impacts of global-warming storm intensity and sea level rise are likely to **ban the use of fossil fuels such as LNG for generating electricity.** CO<sub>2</sub> release from liquifaction of LNG would **increase the potential impacts of such “natural hazards.”**



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**Goal 9: Economic Development**



“A proposal for variance from comprehensive plans and policies must demonstrate that it contributes to a stable and healthy economy in all regions of the state.”

- A hazardous, lengthy, and disruptable source-path for moving dangerous materials cannot provide a stable economy.
- A foreign-trade based energy source that depletes our energy reserves cannot provide a stable economy.
- No fossil-fuel based economy is stable or sustainable.
- An energy source – such as LNG – that contributes to global warming, threatens the health and stability of our local and state economy.



LNG exports,  
tied to a  
shrinking  
dollar, can raise  
local energy  
prices,  
destroying our  
local economy.



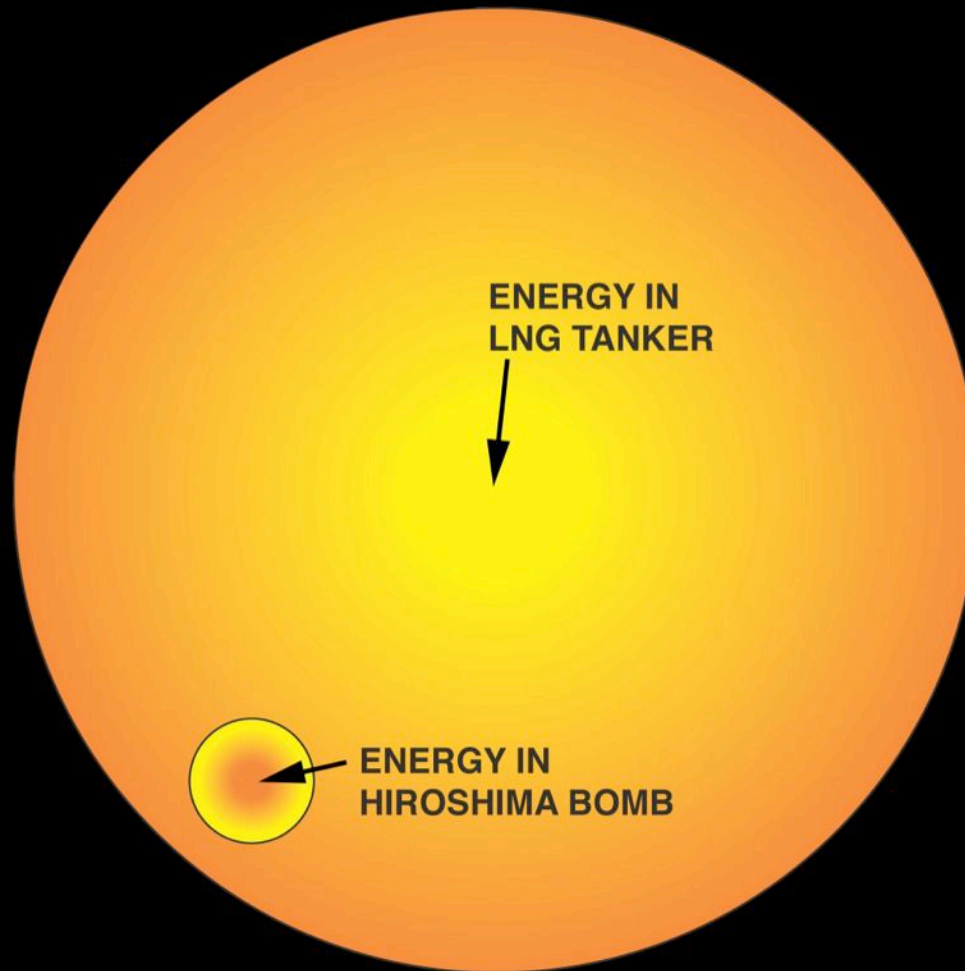
# The Jordan Cove LNG Terminal Proposal presents unacceptable safety hazards.

- The immense economic cost of shipping delays would pressure shippers to operate under unsafe conditions.
- The terminal, and ships in transit, would create a major potential terrorist target.
- The impacts of a terrorist event with an LNG ship or terminal surpass the capabilities of any public safety system.

The greatest single disasters affecting a city in history were the atomic bombing of Hiroshima and Nagasaki.



The energy contained in 35,000,000 gallons of LNG **in a single tanker** represents the energy equivalent of **60 to 80** Hiroshima bombs.





The Sandia report failed to assess the potentials of airborne terrorist attack on LNG ships.



While tanker hulls are designed for some protection from impact, tanker tops are NOT.



A ten minute search on the internet can provide anyone with information on fuel-air bombs, where to obtain or how to make them.



A fuel-air bomb is the closest non-nuclear equivalent to an atomic bomb. It disperses its “fuel” contents into the air, combining with its oxygen, then detonating to create a massive shock wave. This can breach an LNG tanker’s LNG tanks, dispersing LNG into the air and detonating it as a “super-fuel-air bomb” similar to how atomic bombs are used to set off a hydrogen bomb.

For details, see “LNG: Neither Safe Nor Wise”, Tom Bender, HIPFISH, January 2005.



# Explosion of an LNG tanker could incinerate Coos Bay and surrounding communities.

This FEIS image is based on water-top burn of liquid LNG.

A shock-wave explosion possible with a fuel-air bomb terrorist incident could be far more devastating.

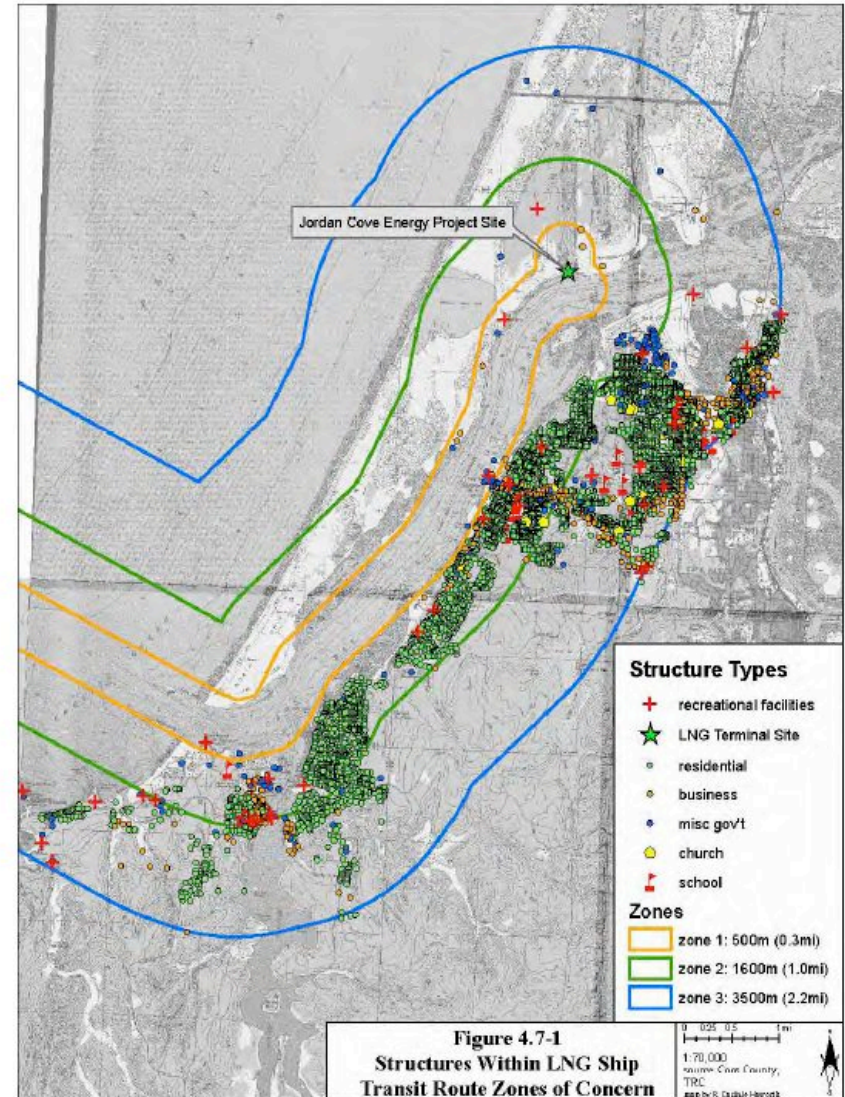
## Jordan Cove LNG Tanker Hazard Zones (FEIS Page 4.7-3)

Zone 1 (yellow) - No one is expected to survive in this zone. Structures will self ignite just from the heat.

Zone 2 (green) - People will be at risk of receiving 2<sup>nd</sup> degree burns in 30 seconds on exposed skin in this zone.

Zone 3 (blue) - People are still at risk of burns if they don't seek shelter but exposure time is longer than in Zone 2.

Map does not include the hazard zones for the South Dunes Power Plant and the Pacific Connector Gas Pipeline.



# The Jordan Cove LNG Terminal Proposal thus violates Oregon Land Use

## Goal 11: Public Facilities and Services

- There is no way that public safety services can be provided to deal with the magnitude and extent of accidental or terrorist-caused explosions of LNG tankers in transit or in terminal.
- Even in routine operation, distance to facilities and services, and lack of their capacity would result in safety being compromised for employees, construction workers, emergency response personnel, and the local county population.

# The Jordan Cove LNG Terminal Proposal violates Oregon Land Use Goal 12: Transportation

It fails to “minimize adverse social, economic and environmental impacts and costs”, and reduces our “ability to have a safe, convenient and economic transportation system”;

- The transportation of LNG is hazardous, not safe.
- Bringing natural gas into Coos Bay is not safe. Recent explosions at LNG facilities and gas pipelines underscore this risk.

# The Jordan Cove LNG Terminal Proposal violates Oregon Land Use

## Goal 13: Energy Conservation

“Land and uses developed on the land shall be managed and controlled so as to **maximize the conservation of all forms of energy**, based upon sound economic principles.”

“.... 2. The allocation of land and uses permitted on the land **should seek to minimize the depletion of non-renewable sources of energy.**”

The extraction, liquifacation, shipping, regassification, pipeline pumping, conversion to electricity, and transmission of the energy as electricity consumes 75-80% of LNG's energy.

Direct use, in the country of origin, is therefore five times as efficient.

Even creating “LNG” violates “maximizing the conservation of all forms of energy”, and “minimize the depletion of non-renewable sources of energy.”

Development of  
Jordan Cove LNG,  
or **ANY** new LNG projects  
*ANYWHERE IN THE WORLD*,  
would appear to violate expected  
agreements at the Lima Climate  
Change Conference.

**ANY** energy system consuming 75-80% of the  
energy involved before use cannot deal with global  
warming.

LNG IS  
a non-renewable  
source of energy.

Using it in any location  
inherently causes its depletion, and  
does not  
“minimize the depletion of  
non-renewable sources of energy.”

The less-expensive and safer alternatives of energy-efficiency and renewable  
energy are required to be addressed and evaluated.



- **Full information has not been made available to the public and the county.**
  - **The proposal fails to present and evaluate alternatives.**
    - **The proposed LNG terminal site is unsafe.**
- **LNG represents a major threat to the safety and security of the county.**
  - **LNG threatens the economic health of the county.**
  - **LNG threatens the air, water, and natural environment of the county.**
    - **LNG threatens the quality of life in Coos County.**

**I request that DLCD deny Jordan Cove's Federal Consistency Application under their Coastal Management Program.**