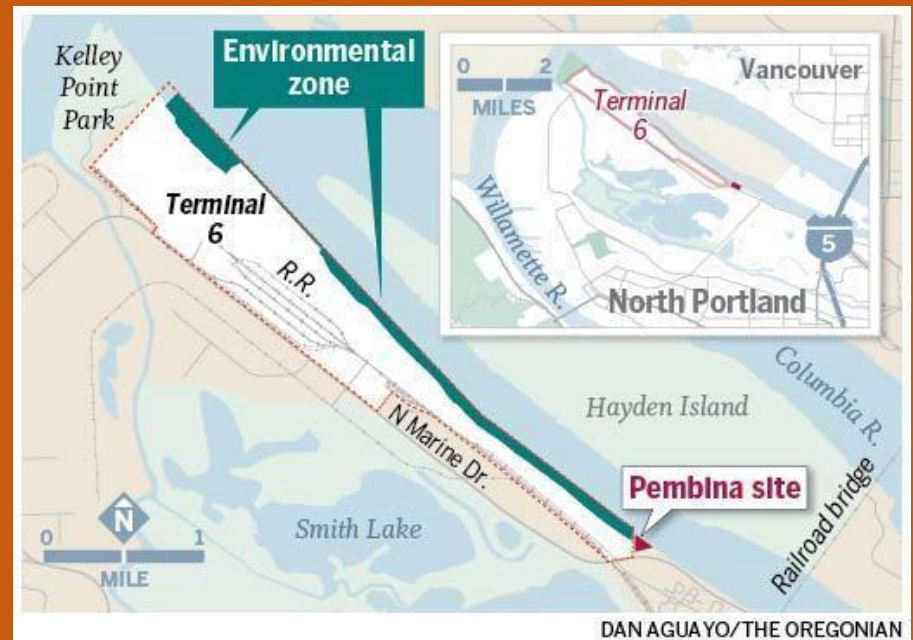


Pembina Corp's Proposed Hayden Island Propane Export Terminal, and Indigenous Resistance to North America's Expanding Fossil Fuel Infrastructure

Linda Meanus & Joel Root
Portland State University
INS 399: Contemporary Issues in Indian Country
March 3, 2015

What is being proposed?

- \$500 million dollar propane export terminal
- One of the most expensive development projects in Portland history
- 37,000 barrels per day shipped from Northern Alberta (tar sands) to international markets



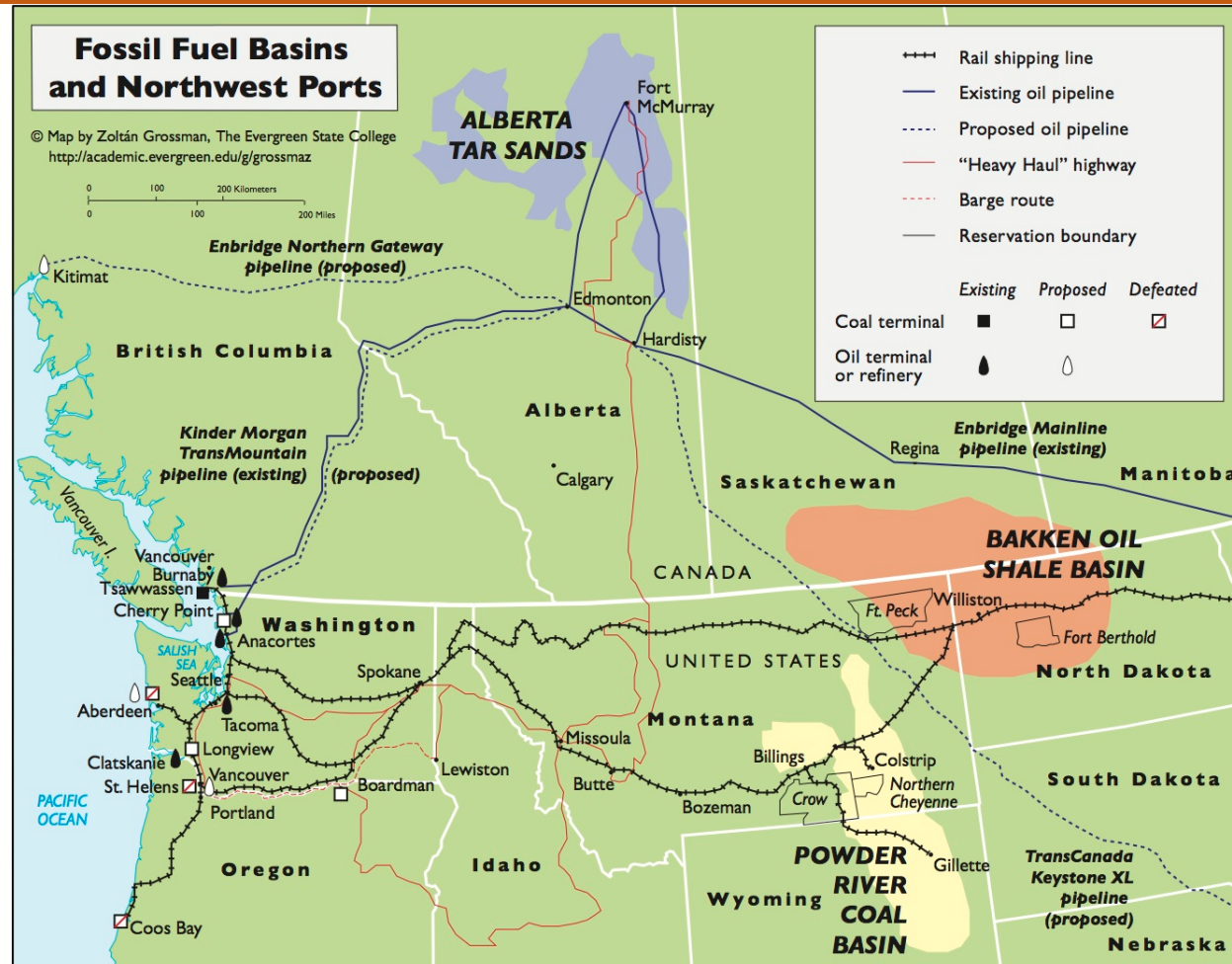
Proposed Site in North Portland



Proposed Site in North Portland



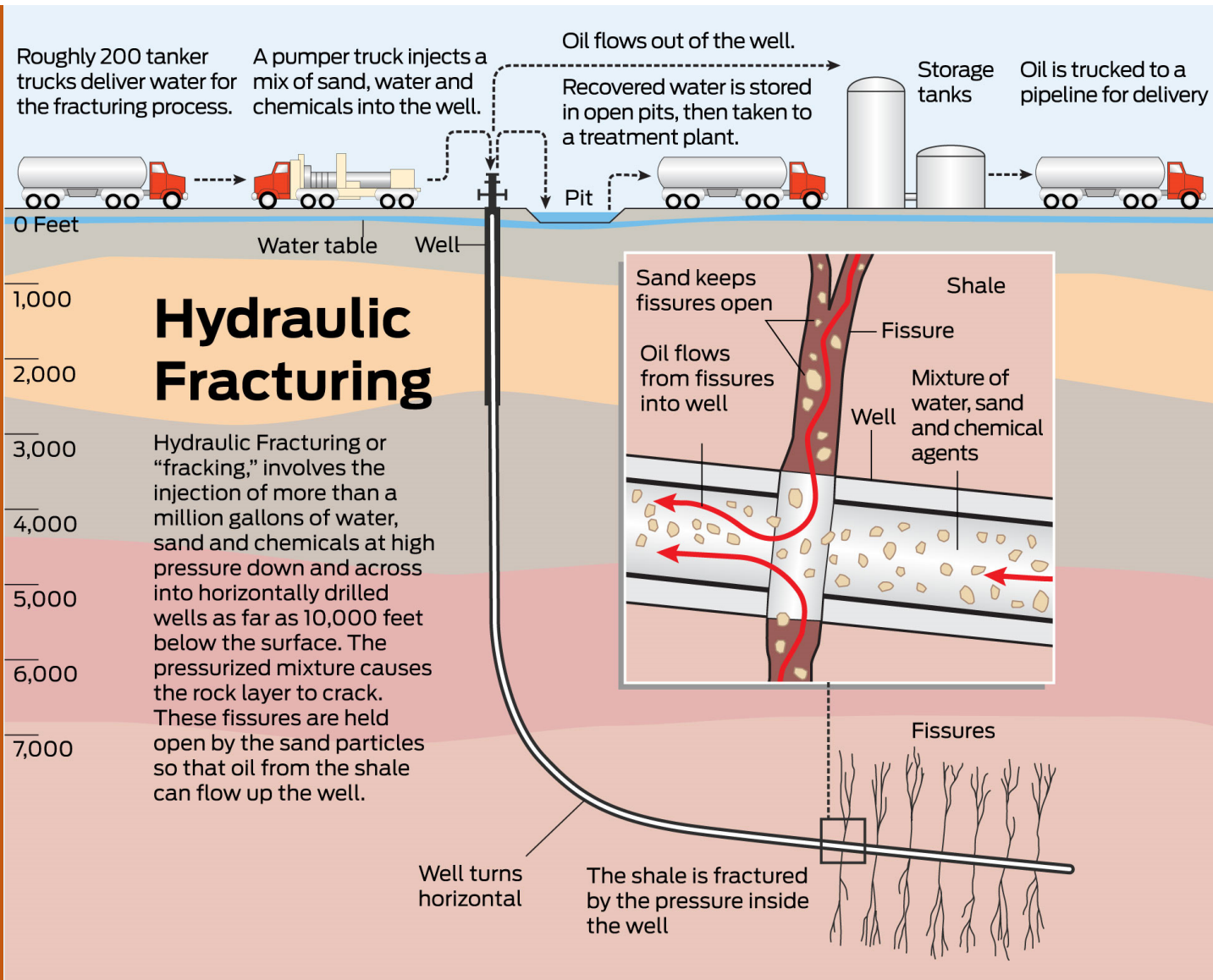
Where's it Coming From?





Alberta Tar Sands

Um...how did that happen, and how do they get propane from it?



Source: goodyearlake.org

FRANK VACULIN • AVALANCHE JOURNAL

Who wants to do this again?



- The biggest pipeline company operating in Alberta
- one of the companies trying to illegally push a pipeline through the Unist'ot'en camp in British Columbia
- Responsible for oil spills totaling 34 million liters between 1975-2013.

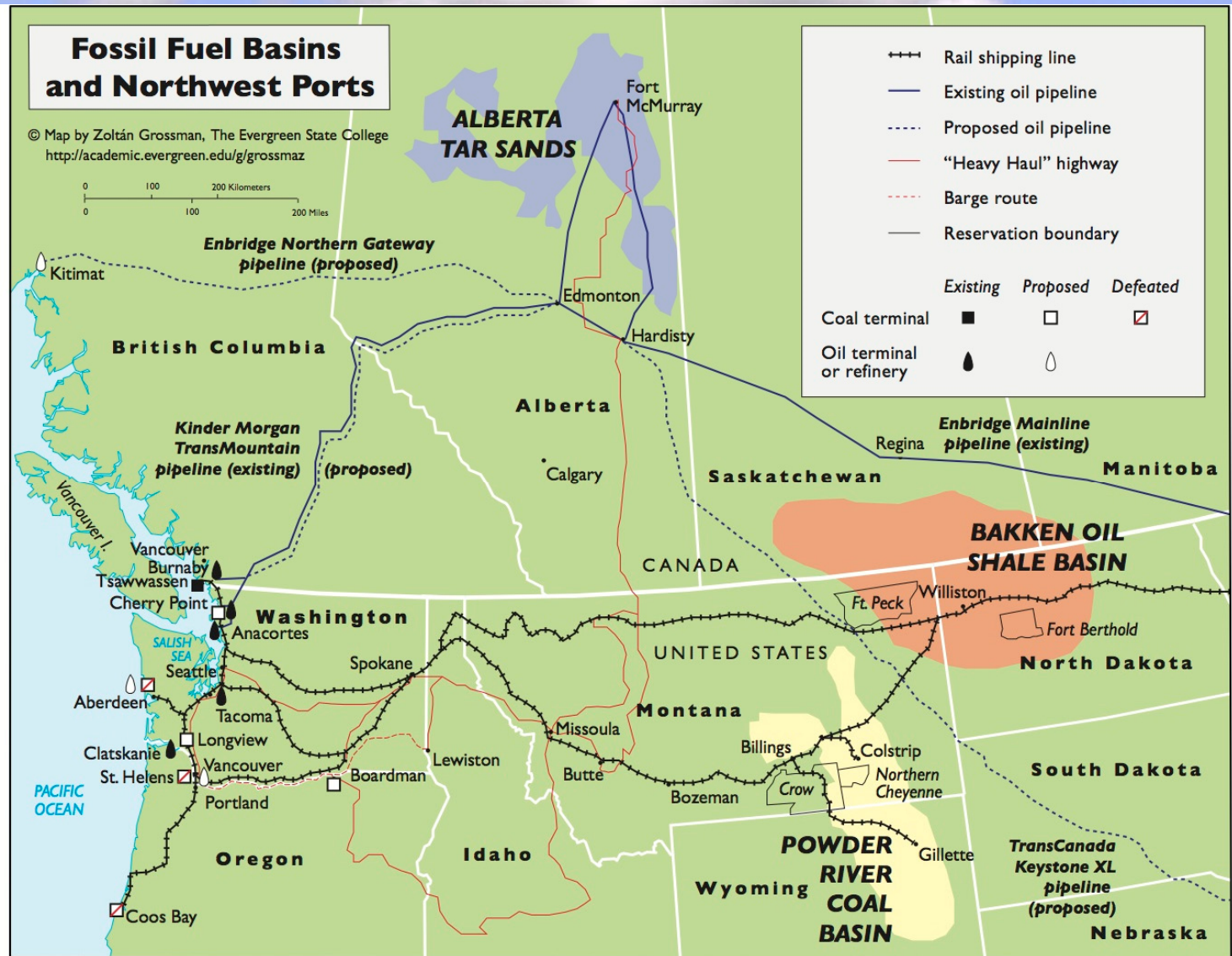
How are they bringing propane into Portland?



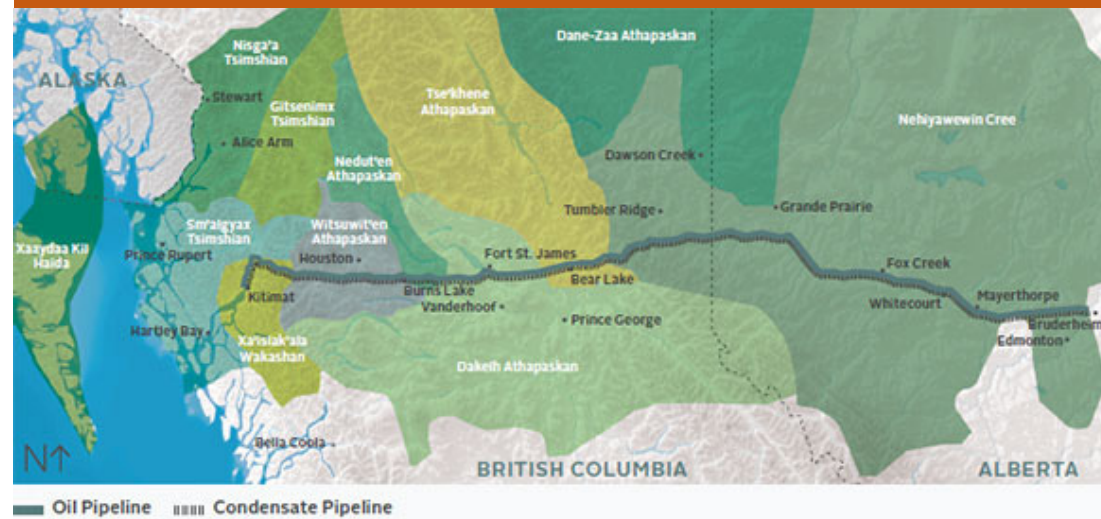
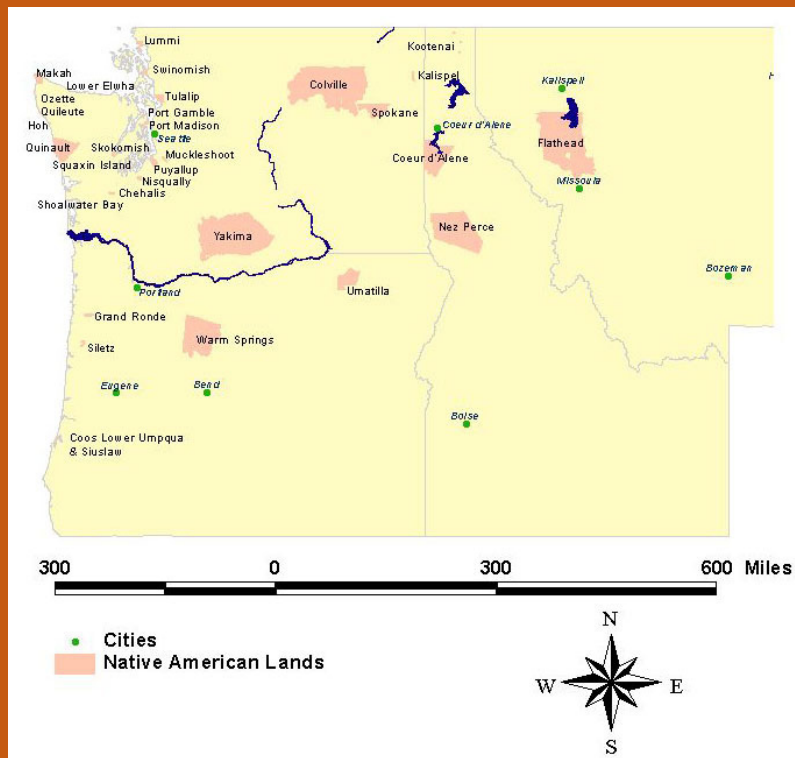
Is it Safe?



What
route do
the trains
take?



Whose land do they cross?



Has there been dialogue with Indigenous Nations?

- According to Pembina, they have “met with Tribes with an interest in the Columbia River and its future”
- Pembina website: Aboriginal Relations

<http://www.pembina.com/our-responsibility/aboriginal-relations/>

Indigenous Resistance



No coal trains, no export ports, say Northwest Indian tribes

Posted on May 20, 2013 | By [Joel Connelly](#)

Fossil fuels should not be transported through the Pacific Northwest and exported out of ports in Washington and Oregon, according to a resolution adopted late last week by the Affiliated Tribes of Northwest Indians, representing 57 Native American groups in the region.

Indigenous Resistance



A Coastal Community In Washington Contemplates Oil Terminals

by [Ashley Ahearn](#) KUOW | Feb. 9, 2015 10:15 p.m. | Updated: Feb. 18, 2015 7:58 a.m.



A Quinault Indian Nation fishing boat comes in to unload its catch in Grays Harbor, not far from the locations of three proposed oil train-to-ship facilities. Ashley Ahearn/KUOW

Coast Salish opposition to new Kinder Morgan TransMountain pipeline



“Coast Salish peoples on both sides of the U.S.-Canadian border vowed to oppose the project as intervenors before Canada’s National Energy Board: the Swinomish Indian Tribal Community, Tulalip Tribes, Lummi Nation, and Suquamish Tribe in Washington state, and the Musqueam, Squamish and Tsleil-Waututh Nations in British Columbia.” (2/13/14)

Megaload “Heavy Haul” to Alberta



Nez Perce blockade of megaloads in Idaho, Aug. 2013; injunction Sept.

Megaload “Heavy Haul” to Alberta



Umatilla & Warm Springs at megaload blockade in Oregon, Dec. 2013



Nisqually tribal member
Grace Byrd
testifies on trains by
treaty fishing grounds

Coast Salish leaders at Seattle protest





Vancouver WA

Cager Clabaugh, president of the International Longshore and Warehouse Union Local 4, speaks Tuesday during a rally against a proposed oil terminal in Vancouver. The local union opposes the project, Clabaugh said, despite the fact that it could benefit from the jobs it would provide. (Greg Wahl-Stephens)

Grays Harbor (Aberdeen) WA



Quinault Nation razor clam harvest



Billy Frank Jr.

March 9, 1931 - May 5, 2014



Northwest Indian Fisheries Commission

Serving the Treaty Tribes of Western Washington

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Keep Big Oil Out of Grays Harbor

May 5th, 2014 • Category: [Being Frank](#)

Our environment, health, safety and communities are at risk from decisions being made now to transport and export trainloads of coal and oil through western Washington.

If coal export terminals proposed for Cherry Point near Bellingham, and Longview on the Columbia River are approved, hundreds of trains and barges would run from Montana and Wyoming every day, spreading coal dust along the way. That same coal will continue to pollute our world when it is burned in China and other countries thousands of miles away.

Now that threat is joined by proposals to use mile-long crude oil trains to feed massive new oil terminals in Grays Harbor. Safety is a huge concern. Since 2008 nearly a dozen oil trains have been derailed in the U.S. In December, a fire burned for over 24 hours after a 106-car train carrying crude oil collided with a grain train in North Dakota. In July, an oil train accident killed 47 people and leaked an estimated 1.5 million gallons of oil in Quebec, Canada.

It's clear that crude oil can be explosive and the tankers used to transport it by rail are simply unsafe. These oil trains are an accident waiting to happen to any town along the route from the oil fields of the Midwest to the shores of western Washington.

Plans for shipping crude oil from Grays Harbor also include dredging the Chehalis River estuary, which will damage habitat needed by fish, shellfish and birds. Large numbers of huge tanker ships moving in and out of the harbor would interfere with Indian and non-Indian fisheries and other vessel traffic.

The few jobs that the transport and export of coal and oil offer would come at the cost of catastrophic damage to our environment for years. We would have to live with that damage for many years. Everyone knows that oil and water don't mix, and neither do oil and fish, oil and wildlife, or oil and just about everything else. It's not a matter of whetherspills will happen, it's a matter of when.

Mi'kmaq anti-fracking blockade



Anglophone and Acadian supporters
in New Brunswick





“Indigenous sovereignty is all about protecting the land, the water, the animals, and all the environment we share.”

--Idle No More co-founder Sylvia McAdam



INM “is about protecting the Earth for all people from the carnivorous and capitalistic spirit that wants to exploit and extract every last bit of resources from the land.... It’s not a Native thing or a white thing, it’s an Indigenous worldview thing. It’s a ‘protect the Earth’ thing.” --Gyasi Ross

Focus on Portland

- Climate Champion?
 - Project would increase Portland's fossil fuel contribution by between 43 and 83 percent
 - Propane shipped in large carrier vessels to Asia, where it would be used for the manufacture of propylene, a substance used in the manufacture of plastics, solvents, and food additives.
 - would require the Portland Sustainability Commission to amend its environmental code, thereby undermining a fragile estuary home to endangered salmon and birds, and opening the door to similar projects elsewhere in the city of Portland.

Focus on Portland

- What's Next?

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