From: Don Steinke [mailto:crvancouverusa@gmail.com]
Sent: Monday, April 06, 2015 10:38 AM
To: Planning and Sustainability Commission
Subject: Pembina Propane

Please, come to the hearing next Tuesday, April 7, at 2:15 for the rally and 3 p.m. for the hearing at the Portland Planning & Sustainability Commission, 1900 SW 4th Avenue. Raise your voice. Write letters. Share this urgent petition far and wide.

http://petitions.moveon.org/sign/tell-portland-mayor-hales…

We must not let this propane terminal and these propane bomb trains come to Portland.

From Don Steinke – Sierra Club — SW Washington.
To the Portland Sustainability Commission
Re: Pembina Propane

Has anyone at the Port of Portland asked the following questions?

1. What is the sidewall puncture resistance speed rating for propane tank cars?
2. What is the probability of a propane train derailing above that speed?
3. When was the most recent propane train explosion?
4. What is a propane train explosion like?
5. Are other communities put at risk?
6. Do massive explosions affect the sustainability of communities like Cascade Locks, Stevenson or Spokane Washington?

I doubt it.

Propane is generally carried in tank cars, which are stronger than DOT 111s. But they can still explode, and propane explosions are more powerful than oil explosions because propane vaporizes almost instantly.

On Oct 19, 2013, in Gainford Alberta, a propane train exploded and on February 24, 2015 . . .
The Transportation Safety Board of Canada ruled that:
Track defects caused the derailment.
Inspection equipment failed to detect cracks in the rails.
The side wall of one tank was ruptured by the coupling of another car.

We've all been learning recently that when rail terminals are considered, Port authorities rarely think of the consequences of their decisions on up-track communities.

Your decision is not just about greenhouse gasses and the Port of Portland.
The propane trains will endanger a million people in rail communities between Portland and the wellhead.
This is predictable and avoidable.

- Think of other communities.

- The transport of propane is safe only if the tank cars stay on the tracks, but the railroads average 1 derailment outside of rail yards per million miles. Choose 2014 and accident/incident rates. Generate Statistics, and scroll beyond counts to rates. "Other Track" means outside of yards.
- The proposed standards for the new oil tank cars requires tank thickness of 9/16 inch with sidewall puncture resistance up to 12 mph. The tank cars will never be strong enough to survive a derailment above 12 mph.
- Rail inspection equipment fails
- Tracks fail
- Propane tank cars rupture and explode.

If you've never seen a propane train explosion, Google "BLEVE 2"

A million people can thank the Port of Longview Commissioners for voting 3-0 on March 10, against a propane terminal there.

The oil industry has tricked us into thinking natural gas and propane are transition fuels by focusing on the end use and ignoring all the fugitive emissions.

We don't need a bridge fuel. We don't have time for a transition. Atmospheric levels of CO2 need to come down now to prevent feedback loops from kicking in.

Vote NO on the propane terminal.

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