



For Immediate Release

Canadian Tar Sands Corporation's Proposed Propane Terminal Would Make A Farce of Portland's "Climate Champion" Title

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Portland, Ore. (January 13, 2015): A proposal to build a propane export terminal in Portland is being pushed through by the largest pipeline company in the Canadian tar sands region without appropriate citizen input and government oversight. The terminal would threaten Portland's reputation as an environmental leader and should be rejected, experts with the Center for Sustainable Economy said.

"Using scarce port lands to facilitate a \$6 billion-a-year foreign company's exports of a greenhouse gas pollutant originating in the tar sands in order to help China be more competitive in production of plastics and unhealthy food additives could not be further from Portland's recently achieved title of 'climate champion,'" said Dr. John Talberth, President and Senior Economist with the Center for Sustainable Economy. "Portland does not do economic development by whim and land use policy by exemption and amendment to accommodate every corporate snake-oil salesman with a rap about jobs and tax revenues. Instead, we need to stick to the commitments made in the context of the visionary economic development, land use, and sustainability plans that have earned the City its reputation as a leader."

Portland was recently awarded the title of "climate champion" by the White House. Yet Portland Mayor Charlie Hales has expressed support for the propane terminal, a project which could increase Portland's contribution to greenhouse gas emissions by between 43% and 83%, according to CSE's analysis. The propane would be delivered by Pembina Pipeline Corporation, the largest pipeline company in the Canadian tar sands, to the Port of Portland where it would then be shipped in very large carrier vessels to Asia for the manufacture of propylene, a substance used in the manufacture of plastics, solvents, and food additives

The propane is likely to be sourced from "fracked" gas and Alberta's tar sands, one of the bleakest scenes of man-made destruction, and the target of international protests due to the impact tar sands extraction is having on First Nations peoples and the environment. The world's most prominent climate scientist, Dr. James Hansen, has called full exploitation of the tar sands "game over" for the planet, given that existing conventional oil and gas is likely to continue to be burned as well. Fracking has been banned in several states due to its serious health and environmental impacts and recent studies suggest fracked gas can be more climate-destabilizing than coal due to inevitable fugitive methane emissions.

The Pembina project 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. This terminal is one of many projects proposed around the country originating in the tar sands that have been met with resistance by grassroots groups.

“To avoid runaway climate change, 80 percent of all proven fossil fuel reserves must stay in the ground, starting with the most carbon-intensive fuels, coal and tar sands. This propane is sourced from a company engaged in exploiting the most highly polluting of fossil fuels, tar sands, and should not be supported,” said Daphne Wysham, Climate Policy Fellow with CSE and Associate Fellow with the Institute for Policy Studies.

President Obama recently set a target of overall emissions reductions for the United States of 26-28 percent below 2005 levels by 2025. Portland’s own goal is to reduce its emissions by 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050.

A rally in opposition to the terminal is being held on Tuesday, Jan. 13, at the Bureau of Planning and Sustainability at 1:30 p.m. at 1900 SW 4th Ave, Portland, OR. Talberth will be submitting formal testimony at the hearing starting at 2:30. [\(That written testimony is attached.\)](#)

CSE is joining a wide array of groups in calling for a moratorium on all fossil fuel infrastructure and transportation construction in Oregon pending a full economic, social and environmental review by a democratically appointed citizens’ commission.

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