

Planning Commission Meeting
September 12, 2019

Good evening Planning Commissioners, my name is Anne Cody. I am a progressive, a pragmatic progressive.

Good public policy requires critical thinking – the careful evaluation of facts and data. After reading & evaluating the proposed amendments it seems as if County Council is unburdened by facts, so I'd like to provide some (and I've provided links to data sources):

1. The refineries here are involved with renewable diesel - a fuel which lowers LIFE-CYCLE carbon emissions 50 to 85% according to the California Air Resources Board. BP started- up a renewable diesel co-processing plant in 2018 and Phillips 66 is working on a project to build a new 100% renewable diesel plant. A similar renewable diesel plant built by Neste in Singapore cost \$776M in 2010 – that's over \$1 billion in 2019 dollars. Imagine losing a billion-dollar local investment to produce the lower carbon fuels we need now, because the Council's amendments would tax the GHG emissions from a new plant at a level which makes the project uneconomic. Remember – Climate Change is a GLOBAL problem. It's LIFE-CYCLE emissions that matter. Treating Whatcom County like an island where new emissions from processing are prohibitive means that renewable fuels WON'T be produced here.
2. Our two Whatcom county refineries are the most efficient (in terms of GHG emissions per barrel) of all the refineries on the entire West Coast. This is based on GHG emissions reporting data from EPA.gov and capacity data from Oil & Gas Journal. Wouldn't we want to encourage the efficient local production of fuels at BP and Phillips?
3. The transition to low- carbon energy is imperative, but a massive change in infrastructure takes time:
 - a. 15-20 years to turn over the car inventory, longer for jets.
 - b. Even Governor Inslee's plan to convert the WA ferry fleet of 23 boats to hybrid-electric power continues through 2040, with only three out of 23 converted in the next 5 years. In the meantime, Whatcom County could be fueling the ferries with locally produced renewable diesel.
4. Gasoline, jet and diesel demand in the PNW will continue during this transition and can either be produced by local refineries and transported by pipeline or imported by boat from less efficient California refineries – meaning higher, not lower, GHG emissions during both production & transport.
5. Businesses which can't adapt to the future become uncompetitive and survive only by cutting costs. Case in point: a refinery in Philadelphia in the news in June. That refinery - originally ARCO, then later Sunoco - became uncompetitive and was bought by Philadelphia Energy Solutions, a company owned by a private equity group (not exactly experts in refining). They slashed worker benefits and scaled back on capital spending. That refinery had a serious explosion in June and has permanently shut-down. Over 1000 workers lost their jobs.

I urge you to consider the facts and reject the amendments as written. Direct the Council to go back to the drawing board and draft something that is fair, feasible, and protects both the environment and the public interest.

Thank you.

BP renewable diesel plant

<https://www.bellinghamherald.com/news/business/article220440550.html>

Phillips 66 proposed renewable diesel project

<https://investor.phillips66.com/financial-information/news-releases/news-release-details/2018/Phillips-66-and-Renewable-Energy-Group-Announce-Plans-for-Large-Scale-Renewable-Diesel-Facility-on-West-Coast/default.aspx>

Renewable Diesel reduces lifecycle GHG by 50 to 85% compared to conventional diesel according to the California Air Resources Board

<https://www.gladstein.org/the-potential-and-challenges-of-renewable-diesel-fuel-for-heavy-duty-vehicles/>

Neste Renewable Diesel Plant in Singapore in 2010.

\$776M (in 2010 USD). Assume annual 3% inflation: $776 * 1.03^9 = \$1.012$ BILLION

800,000 metric tons/year capacity of Neste Plant is roughly 15 thousand barrels per day

<https://in.reuters.com/article/neste-biodiesel-singapore-idINSP44138920090306>

Greenhouse Gas Reporting Data

<https://www.epa.gov/ghgreporting>

Refinery Capacities from Oil & Gas Journal

<https://www.ogj.com/>

Automobile Fleet Turnover Time

<https://iopscience.iop.org/article/10.1088/1748-9326/aaf4d2>

US Energy Information Agency – vehicle fleet information

<https://www.eia.gov/tools/faqs/faq.php?id=93&t=4>

Washington Ferries – Two articles

University of Washington School of Marine and Environmental Affairs (Jan 19, 2019)

<https://smea.uw.edu/about/student-blog/blog/generating-hope-washington-state-ferries-plans-to-decarbonize-their-fleet-by-switching-to-electric-power/>

King 5 article (September 10, 2019). This article shows delivery of first vessel has been delayed by 1 year.

<https://www.king5.com/article/news/local/long-term-ferries-plan-calls-for-electric-hybrid-vessels-16-new-boats/281-208cb060-617e-4296-bfad-cce4d171bf0f>

Philadelphia Energy Solutions – Two stories

<https://philadelphia.cbslocal.com/2019/06/26/philadelphia-energy-solutions-to-permanently-shut-down-refinery-report-says/>

<https://news.yahoo.com/exclusive-philadelphia-energy-solutions-seeks-041404021.html>