

Mythbusters about Tesoro's Proposed LA Refinery Merger, Expansion, & Crude Oil Switch

Tesoro says this:	Why is that wrong? (Just a few examples why the Air District needs to re-write the Draft EIR & correct errors.)
<p>The new refinery tanks would only be for Tesoro to offload crude oil faster from the ships, which would <i>reduce</i> port pollution, because ships that burn fuel and cause pollution will be in port for shorter times.</p>	<ol style="list-style-type: none"> 1) Experts found the Project would allow increased total volumes of crude oil to be sent through the ports, causing increased air emissions. The EIR does nothing to limit this. 2) The Draft EIR failed to analyze benzene or sulfur content increases in crude oil that the Tesoro project enables by bringing in high benzene North Dakota Bakken crude oil, or high sulfur Canadian Tar Sands crude oil, by providing a place to store unprecedented volumes of this crude oil, and by modifying the refinery to use these new crudes. 3) The Draft EIR failed entirely to acknowledge Tesoro's publicly stated plans to use the Tesoro/Savage rail to ship terminal in Vancouver Washington to bring this crude oil to Los Angeles. Tesoro repeatedly described this to investors, and has a permit application pending. 4) The volume of the new tanks almost doubles crude oil storage capacity – adding 3.4 million barrels of new tanks, like a whole new oil terminal (six new 500,000 barrel, and two new 300,000 barrel tanks,). 5) The <i>additional new</i> crude oil throughput allowed (the speed of crude oil going into and out of the new tanks) is about 420,000 barrels per day, which is bigger than the whole refinery's crude oil daily rate (380,000 barrels per day), according to the Draft EIR. 6) Nothing in the Draft EIR evaluates where the huge allowance of extra crude oil throughput would go: More to the Tesoro refinery? Sold to other refineries? Exported? All of the above are allowed, causing a massive influx of dirtier crude oil to LA. 7) Tesoro stated to investors that it is interested in new third party sales through its Tesoro "Logistics" operations. The new storage tanks would enable such sales.
<p>This is a "Clean Air" Project, because of shutdown of the old Wilmington FCC Unit (Fluid Cat Cracker).</p>	<ol style="list-style-type: none"> 1) Tesoro will not retire "offset" allowances from the Wilmington Cat Cracker shutdown, but instead will use these offsets to expand other parts of the refinery, including many heaters, boilers, incinerators, tanks, cogeneration, and other expanded sources. 2) Tesoro left out air pollution increases from many sources (for example, zero emissions were included for a dozen new connections of pressure relief devices to flares that can add tons per hour of emissions, and no emissions increases were included despite higher maximum heat rate allowances for large heaters).
<p>There is no crude oil switch occurring, because the refinery uses many different types of crude oils over time.</p>	<ol style="list-style-type: none"> 1) Southern California, and in particular Tesoro has had access to only very low volumes of North Dakota Bakken or Canadian Tar Sands crude oil in the past, because of the geographic and infrastructure bottleneck isolating these crudes, and these crudes are very different from Tesoro's existing crude oil characteristics. 2) This would drastically change if Tesoro gains permit approval for its plans. Tesoro would suddenly have access to 360,000 barrels a day of crude oil, about 75% Bakken crude oil (explosive, high benzene, fracked, high greenhouse gases during extraction), and about 25% extremely heavy Canadian Tar Sands crude oil strip mined from previously pristine lands in Canada. 3) These new crudes would be brought by rail to Vancouver, Washington, and then by ship to the Los Angeles refinery complex, which would become the largest refinery on the West Coast. 4) Tesoro is also connecting its own pipelines in North Dakota to the Dakota Access Pipeline.

CBE and others have spent extensive time reviewing the Draft Environmental Impact Report (EIR), the Draft Title V permit and applications, Tesoro investor reports, and many other documents, to establish these facts. For more details and citations, contact Julia@cbeal.org.