

Chair Tran and Members of the Committee.

My name is David Labby. I am a member of Tank the Tanks

Many of us have been closely following DEQ's Fuel Tank Seismic Stability program. What we have learned is that while reengineering can lower the CEI Hub risk, there is no way reengineering can make the tank farms 100% risk free. Many uncertainties and residual risks will remain, underscoring the importance of passing the two CEI Hub bills in front of you.

First, for example, no one knows exactly what will happen when the subduction zone breaks loose. A major earthquake certainly; but also, years of aftershocks. In Japan, the comparable 2011 Tohoku earthquake had over 5000 aftershocks in the following year, the largest a 7.9 event, with 7.0 events continuing for decades. Aftershocks compound the engineering challenge; what can withstand not just one, but multiple major earthquakes?

Second, DEQ is requiring only that if the current tanks spill, their contents be contained by encircling walls. This will likely create giant open pools of spilled fuels. What will happen to these oil pools? Will they survive the aftershocks? There is currently no plan, and it is hard to imagine what one would look like in the aftermath of a major earthquake.

Third, DEQ's High Hazard Rail program reports that around 15,000 oil cars come into the hub each year. There is as yet no plan for on-site oil train derailments. But the risk clear: not just spills, but sparks potentially igniting the spills and even those pools of contained fuels, a huge incendiary bomb in the middle of Oregon's population and economic center.

The CEI Hub is a wicked problem with no guaranteed solution. I urge you to do what you can by supporting HB4100-2, the risk bond bill to provide financial assurance for these inescapable residual risks and HB4032, the fuel diversification bill to lower CEI Hub risk while increasing energy security throughout the state.

Thank you.

David Labby