

# Cathryn Chudy

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Good afternoon. I planned for two minutes, so I will just say at the beginning that I went to your website and could not find anything. Maybe I was just looking in the wrong place, but there was nothing that I could find on your homepage or when I went to oil spill prevention and all over there was a place that has events, but there was some things related to sewage or something but there was nothing that I could find about these hearings. And so if there isn't, that is, I think that is an oversight or that is a problem because people want to know about this and when they hear the Department of Ecology is doing hearings they, unless they have contacts the way I do, they would go to your website and not be able to find it. So. Anyway, my name is Catherine Chetty and I live in Vancouver Washington. So, having been to your website I see that it has extensive information about comprehensive oil spill prevention in our state. I am not reassured, however, because our region is now faced with an increase in oil by rail of tar sands crude oil. We face serious risks and challenges that are not covered in the scope of your draft rule as written. Because tar sands crude is not a floating oil when spilled, response times and resource capability must be sufficient to respond before the oil submerges and sinks. Planning requirements must be based on the best available current science, not outdated and inadequate models that provide false reassurance by overestimating response capacity and putting off necessary improvements. Planning needs to encompass a worst-case spill of an entire train. When we were fighting the Tesaro Savage oil terminal proposal here at our port, BNSF railroad executives were in Vancouver assuring us that the highest safety measures would be applied. At the same time, they were in Washington DC lobbying to keep the latest safety braking systems from being required on trains carrying crude oil and they were successful. Those braking systems weren't put into effect. I recently talked to a BNSF employee who told me off the record that he and other employees recognized that BNSF rail are not safe for carrying this dangerous oil through our gorge and our community. I recently heard Director Maia Bellon speak in Washington DC about the federal assault on the EPA and Clean Water Act. I appreciate her concerns for our state and your agency's commitment to doing all you can to protect our freshwater marine ecosystems in shoreline communities. We do not want a Kalamazoo to happen anywhere in Washington. And you are our best hope to keep the catastrophic results that occurred in Michigan from happening here. That means you must protect us by employing stringent regulations that show companies transporting tar sands crude oil that you take the unique risks of this climate polluting toxic fossil fuel seriously. I believe keeping all fossil fuels in the ground is the right answer for our safety and well-being and I'm hoping your agency will say no to the shorelines permit for the proposed Kalama methanol refinery. That is just an aside. And because we remain a target for the fossil fuel industry, with its drive to get tar sands crude oil to markets we need you to strengthen your draft oil spill rule accordingly. Thank you.