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Ecology caught the shell company Northwest Innovation Works in yet another lie. On page 13 of the DSSEIS Ecology describes how the methanol produced in the Kalama Methanol Refinery could be burned as fuel, even 100% of it burned as fuel, despite the first amendment of the dock use agreement between the Port of Kalama and NWIW. The June 2019 amendment(1) states, "No quantity of methanol produced at the Facility shall be sold for use as fuel products." Frankly this is contradictory to logic, reason, and public statements made by company executives.

As Ecology noted, once a tanker leaves dock, the product on board can be sold to anyone on the global market including wholesale commodity traders who could sell the methanol to other middlemen. Sale records would be impossible to track. Port has no way to enforce what the Chinese government does with the methanol or even if its destination is China.

The amendment says that NWIW will self-report any violations. But we know that NWIW is not credible, there have been so many lies. The Port and NWIW have a very cozy relationship. We rarely hear from NWIW, the Port Commissioners seem now to be NWIW's spokespersons.

In terms of the end use of the methanol, NWIW tells one thing to potential investors and another to the public and regulatory agencies. Reporting in April 2019, Oregon Public Broadcasting, our local PBS, caught NWIW in a major lie, telling investors the methanol is to be burned as transportation fuel while telling the public that it is to be used as an olefin for plastic production(2).

In summer 2017 NWIW sponsored an industry conference called "Sowing the Seeds of a Cleaner Future"(3) that focused on the prospects of using methanol as a liquid fuel, even going so far as calling it 'Liquid Sunshine'(4). The conference reading materials do not even mention plastic production.

Wu Lebin, the chairman of C.A.S. Holdings, has repeatedly said the end use of the methanol is for fuel including to Reuters in December 2017(5)(6) admitting a goal of the company is to "drive use of methanol as a transportation fuel for cars and ships." More recently, for an International Capital Conference last November(7), Mr. Lebin's bio says that NWIW will use the ULE process to convert North American gas to methanol to provide China with fuel.

It is avidly clear that with this amendment the Port is trying to sidestep the shorelines process, limit the scope of the cradle-to-grave GHG emissions in the FEIS, and mislead the public and state regulators. They are building this huge fracked-gas-to-methanol refinery, they've marketed the methanol as a fuel source, and now they are asking us to believe the methanol will never be burned. And note if it is burned as fuel, according to their own FSEIS (Appendix B, page 50), that would add an additional 5.44 million tons of carbon pollution annually. This dock use "promise" cannot substitute for the legal requirements of a full true SEPA analysis of GHG emissions including from burning NWIW's methanol as fuel. We are counting on Ecology for holding true to that science, not the speculation described in the DSSEIS.

Don't get me wrong. I vehemently oppose this project no matter the end use of the methanol because methane gas is too environmentally damaging, and our state should and can be a model to the nation in moving to clean renewable energies immediately. But NWIW and the Port of Kalama are trying to have it both ways, while lying to the public, state regulatory agencies, and the Dept. of Ecology.

DENY the shorelines permits.

1. http://opb-imgserve-production.s3-website-us-west-2.amazonaws.com/original/proposed_dock_usage_agreement_amendment_no_1.pdf
 2. <https://www.opb.org/news/article/methanol-plant-kalama-fossil-fuel-china/>
 3. <https://nwinnovationworks.com/news/sowing-seeds-cleaner-future.html>
 4. https://ngi.stanford.edu/sites/default/files/20170731_Liquid_Sunshine_Pre-reading_material.pdf
 5. <https://www.reuters.com/article/us-china-usa-gas-methanol/chinas-cas-plans-gas-to-methanol-plant-on-u-s-west-coast-idUSKBN1DZ0BH>
 6. http://www.chinadaily.com.cn/business/2017-04/05/content_28793866.htm
- <http://www.internationalcapitalconference.com/speakers/wu-lebin>