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rs provided by the applicant. Safety margins are not usually added if a company is confident in the accuracy of their pollution estimates. Even small variations from this superficial test will result in massively different levels of pollution and given that the plant will be 37,000 bigger than the testing unit, a 15% safety margin is completely insufficient—it could work as a margin for a single unit, but not the entire plant. If a unit has a 0.01% chance of failing (sounds promising right?), the odds of 37,000 of those units working perfectly at the same time is 2.47% (pathetically low feasibility). That means there is a 97.53% chance that the plant will experience at least one failure. What will the exact level of redundancy be? Will more fuel cells be rubberstamped or pollution levels overlooked in five years or less due to age-related inefficiencies? What about cases of catastrophic failure? Are we approving those deadly incidents of pollution in advance without any real data informing us of the risks at this scale? Highly flammable hydrogen under high pressure only needs a microscopic crack to leak out, ignite, explode, and level entire neighborhoods and schools while sending shockwaves into nearby counties. Assuming this risk, an act of gross negligence, at a scale that has never even remotely been demonstrated in practice would be unbelievably careless. These permits must be denied outright. If further deliberation is desired, a public hearing in Santa Teresa is non-negotiable.