

RESOLUTION 9:8 - 2 OF 2014

EXPRESSING CONCERNS ABOUT TRANSPORTING CRUDE OIL BY RAIL, BARGE AND SHIP & CALLING FOR NEW YORK STATE TO FULLY STUDY THE ENVIRONMENTAL IMPACTS OF THE PROPOSED EXPANSION OF GLOBAL COMPANIES' NEW WINDSOR, NEWBURGH, AND ALBANY FACILITIES

WHEREAS, crude oil is increasingly being transported by railroads from production fields in the west (particularly from the Bakken shale oil formation of North Dakota and heavy tar sands oil fields of Alberta, Canada) to ports including Albany, New York, for transfer to barges and ships to be transported on the Hudson River to East Coast refineries;

WHEREAS, crude oil from the Bakken shale deposits has proven to be more explosive and more corrosive than typical crude oils; and heavy, sinking oils from tar sands formations is more viscous than typical crude oils, making the protection of public safety and environmental health from these particular types of oils, as well as spill response and remediation, extremely difficult and dangerous;

WHEREAS, the NYS Department of Environmental Conservation has granted numerous permits to subsidiaries of Global Partners LP (Global) and Buckeye Partners LP (Buckeye) which authorize the transfer of up to 2.8 billion gallons per year of crude oil from train to barge or ship in the Port of Albany, for transport down the Hudson River;

WHEREAS, approximately one articulated barge per day carrying 4 million gallons and one tanker per week carrying 7 million gallons currently pass Hyde Park on the Hudson River;

WHEREAS, the *Stena Primorsk*, the first tanker carrying crude oil on the Hudson River, ran aground and pierced its outer hull just six miles downstream of the Port of Albany in December 2012, though none of the 12 million gallons of oil it carried were spilled;

WHEREAS, recent barge collisions resulting in petroleum spills in the Mississippi River and Galveston Bay have shown that even double-hulled vessels are not protective in all accidents;

WHEREAS, Global has submitted pending applications to the New York State Department of Environmental Conservation (DEC) seeking approval to redevelop its oil terminals in New Windsor and Newburgh to handle between 1.3 billion and 1.8 million gallons of crude oil per year; the expanded facility could double the number of trains and marine vessels carrying crude oil that pass through the Hudson Valley;

WHEREAS, Global has submitted an application to the New York State Department of Environmental Conservation to modify its Title V Air Facility Permit to install boilers to heat heavy crude oil at its facility in the Port of Albany, which would give Global Partners and its affiliates the capability to ship heavy crude oils, such as tar sands bitumen from Alberta, Canada, through Orange County on the Hudson River;

WHEREAS, approximately 102,000 people rely on drinking water drawn directly from the Hudson River, including 12,000 Hyde Park residents in the water districts of Hyde Park, Staatsburgh and Harbours Hills which draw water from the river at Fuller Lane on Rogers Point, and the Arbors and Greenbush water districts in the Town of Hyde Park, which rely on drinking water drawn from the Hudson River in Poughkeepsie;

WHEREAS, a spill of tar sands or other heavy crude oils that sink would pose a particular risk to drinking water intakes that may require the shutdown of Hudson River intakes for extended periods;

WHEREAS, there have been no spill response drills focused on responding to a spill of heavy crude oil in the mid-Hudson Valley, where several drinking water intakes are located;

WHEREAS, the Hyde Park water system draws drinking water from the Hudson River and the Hyde Park shorelines include private residences and businesses, public parks, and critical public infrastructure that would be at significant risk in the case of a crude oil spill

WHEREAS, tourism supported by a clean environment is an important part of Hyde Park's economy;

WHEREAS, several habitats in the Hudson River in the vicinity of Hyde Park have been designated by the state as Significant Coastal Fish and Wildlife Habitats, including Vanderburgh Cove and Shallows, and Kingston-Poughkeepsie Deep Water and the Town has designated Indian Kill critical Environmental Area;

WHEREAS, the tidal nature of the Hudson River could cause oil from a spill to be quickly transported both up- and downriver, harming fish and wildlife;

WHEREAS, the nationwide volume of crude oil transported by rail has increased to more than 400,000 carloads in 2013 compared to 9,500 carloads in 2008, a more than 40-fold increase; as much as 20% of the highly volatile crude oil extracted from the Bakken formation is transported through New York State communities and ecosystems;

WHEREAS, roughly two to four crude oil unit trains, each carrying approximately 3 million gallons of crude oil, travel everyday through the Hudson Valley, including along the Hudson River from West Park to Haverstraw, across the river from portions of Hyde Park;

WHEREAS, crude is commonly transported in class DOT-111 rail tank cars designed for general purpose liquid transport, not for hazardous cargos, despite the fact that these railcars lack even the most basic safety measures (such a shields, pressure vents, or double hulls), and despite repeated recommendations from the NTSB over the past 30 years (most recently in March 2012 and January 2014) that they not be used for crude oil transport;

WHEREAS, PHMSA and FRA issued a joint safety advisory on May 7, 2014 advising railroad companies to avoid using DOT-111 railcars to ship Bakken crude oil whenever reasonably practicable;

WHEREAS, DOT-111 railcars are unacceptably dangerous, particularly in light of the woeful state of railroad enforcement, inspection, oversight, and safety, highlighted by the testimony of the Chair of the Surface Transportation Board in April, 2014, that “no community is prepared for a worst-case scenario” for crude oil-by-rail disasters;

WHEREAS, the volume of oil carried in a DOT-111 railcar is just small enough to avoid triggering the development of a “comprehensive” response plan, meaning that no collaboration must take place between the railroads and the towns through which these rail cars transport crude (along the Hudson or through the rest of the nation), and that no official government certification that there is adequate response capacity for emergencies is required;

WHEREAS, there have been a series of crude oil train derailments in the United States and Canada that have led to loss of life, loss of property, and significant economic and environmental damage, including the loss of 47 lives in Lac-Mégantic, Quebec, in July 2013;

WHEREAS, on April 30, 2014, 17 tanker cars derailed in Lynchburg, Virginia, including three that rolled into the James River and one that spilled about 30,000 gallons of crude oil into the river, requiring the shutdown of a downstream public water supply;

WHEREAS, there have been at least four oil train derailments in New York State since December 2013, including those in West Nyack, Town of Ulster, Selkirk, and Cheektowaga;

WHEREAS, CSX Corporation was fined \$10,000 for failing to timely report its two February 2014 oil train derailments in Ulster and Selkirk, New York;

WHEREAS, a train carrying crude oil blocked access to about 60 homes in the Town of Saugerties on March 31, 2014, for approximately 90 minutes without notifying local emergency responders;

WHEREAS, on June 29, 2014, 100 gallons of oil spilled from a rail car at the Global Partners, LLC terminal facility in the Port of Albany, a spill that was not reported to local officials;

WHEREAS, joint state-federal “inspection blitzes” have identified dozens of train and rail car safety defects requiring corrective action in rail yards in Albany and Buffalo, highlighting the chronic, widespread and acute risks facing our communities and environment;

WHEREAS, on January 28, 2014, New York State Governor Andrew Cuomo signed an Executive Order recognizing that crude oil transportation by rail car and river vessels presents an ongoing major risk to New York communities and the environment, shortly after two safety recommendations by the National Transportation Safety Board reached the same conclusion and called for major system-wide reforms;

WHEREAS, on May 7, 2014, the United States Department of Transportation Secretary Anthony Foxx issued an Emergency Order requiring rail carriers to provide State Emergency Response Commissions with advance notice; it is imperative that emergency managers and first responders are given up-to-date information on what materials are being transported through their regions, when these transports are occurring, and where this crude oil will be stored;

NOW, THEREFORE, BE IT RESOLVED, that the Hyde Park Town Board recognizes that the transport of crude oil, especially Bakken and heavy crudes, by rail and marine vessel through our communities presents an immediate, significant risk for the people, economy and environment of our region; and be it further

RESOLVED, that the Hyde Park Town Board calls on the DEC to immediately rescind its Negative Declaration of Significance for Global’s proposed expansion of its Albany Terminal operations and order a full, integrated environmental impact study of the proposed expansion of Global’s operations at its terminals in New Windsor, Newburgh and Albany, including the potential impacts of increased crude transport by train, barge, or ship through the Hudson Valley; and be it further

RESOLVED, that the Hyde Park Town Board calls on the DEC to immediately revoke permits granted to Global and Buckeye allowing for the transport of up to 2.8 billion gallons per year of crude oil on the Hudson River, order full environmental impact studies, including the potential impacts of a crude oil spill in the Hudson River affecting Hyde Park drinking water intakes, shoreline property and environmental resources; and be it further

RESOLVED, that the Hyde Park Town Board orders the Town Clerk to mail copies of this Resolution to Governor Andrew Cuomo, DEC Commissioner Joe Martens, Dutchess County Executive Marc Molinaro, Dutchess County Water and Wastewater Authority, Poughkeepsies' Water Treatment Facility, Dutchess County legislators representing Hyde Park, NYS senators and assembly members representing Hyde Park.

MOTION: Councilman Ray

SECOND: Councilman Schneider

VOICE VOTE: 5 – 0 CARRIED