

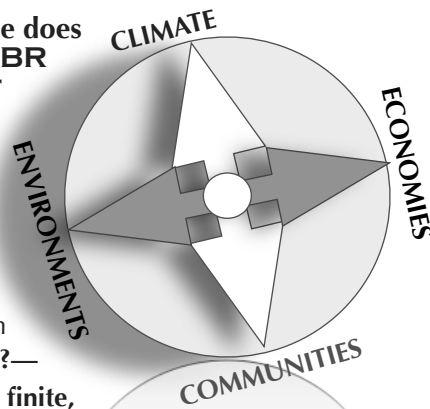
**Where does
VALERO'S CBR
PROJECT
begin & end?**

It isn't just a matter of a limited set of "logistics," as VALERO wants to claim. The *real* limit?— Our planet is finite, with finite resources.

Cumulative impacts of fossil fuel addiction?

A warming, polluted world, rising seas, melting ice caps & The Sixth Extinction. We must **PROTECT** our climate for our children & GREATLY **REDUCE** mining, processing & burning of fossil fuels. We must wisely **INVEST** in renewable energy, drastically **REDUCE** greenhouse gases that pour into our atmosphere from human activity, threatening *all* life. We must **CONSERVE** oil as a precious resource. Pretending otherwise, burning it like there's no tomorrow, is madness.

VALERO, the 4th largest oil company in the US, doesn't want us to think about "indirect impacts" of their **CRUDE BY RAIL PROJECT**. But folks in Solano, Yolo & Sacramento counties, up to California's border & beyond are concerned that trains loaded with Bakken or tar sands would be rolling through their cities and countrysides on their way to Benicia.



On July 6, 2013, in Lac-Mégantic, Quebec, a 72-car train loaded with Bakken crude derailed, exploded in a fireball & incinerated the town center, killing 47 people & spilling 1,600,000 gal. of oil onto the ground & into the Chaudière River.

Time to draw The Line . . .

In the 21st century we know our fossil fuel addiction is not healthy or sustainable. The world suffers because of it. **BIG OIL** profits by it and corrupts democracy. The **CBR PROJECT** is "THE FIXER'S" bet that we won't kick THE HABIT. But we can, we are, & we will! **TOGETHER!**

**VALERO'S CRUDE BY RAIL PROJECT
MUST BE STOPPED!**

The US Transportation Safety Board has known for years: DOT-111A tank cars often puncture when derailed & were never designed or engineered to carry fossil fuels. Barely 1/3 of the DOT-111 fleet on the rails today has been retrofitted for transport of crude oil. VALERO has purchased over 5,000 tank cars.

The US Safety Board has issued a 4th call to strictly regulate crude-by-rail. Yet, will forthcoming new policies be in effect (and enforced) before Valero's environmental review is completed?

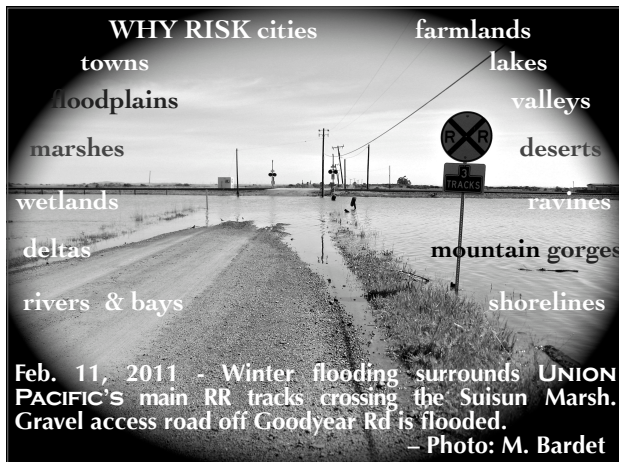
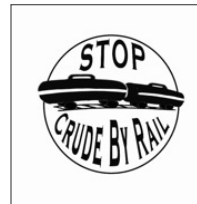
Benicians For a Safe & Healthy Community, with Benicia Good Neighbor Steering Committee & folks "up-&-down-rail" & a growing coalition of North Bay community & regional & national environmental orgs – Pittsburg Defense, Pittsburg Ethics Council, C.R.U.D.E (Crockett & Rodeo United to Defend the Environment), Richmond Progressive Alliance, Sunflower Alliance, 350 Bay Area, Communities For A Better Environment, Natural Resources Defense Council, Forest Ethics, Idle No More & Sierra Club – **OPPOSE VALERO'S CRUDE BY RAIL PROJECT!**

Please get involved *now!*
JOIN US! Stay tuned!

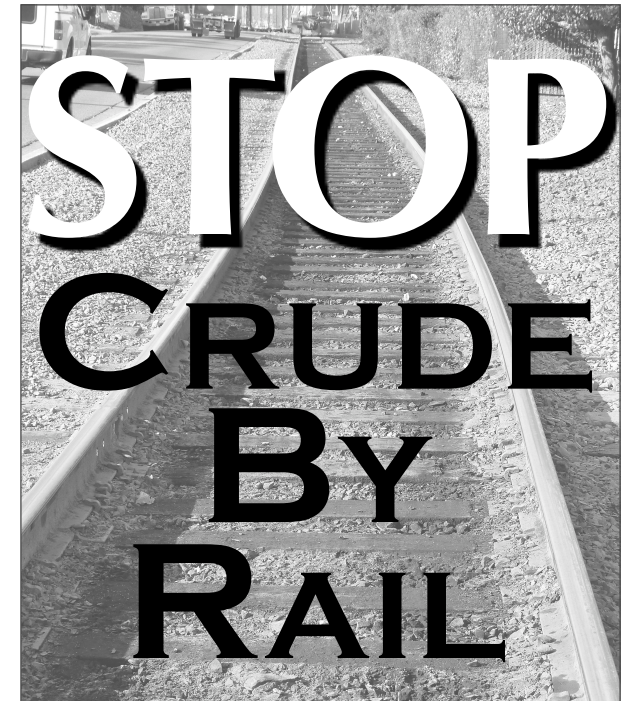
SafeBenicia.org

[Facebook.com/StopCrudeByRail](https://www.facebook.com/StopCrudeByRail)
BeniciaIndependent.com

Sign our petition!
Write to City Council
& Planning Commission &
Respond to the Draft EIR!



**It's time
for
common sense.**



**in Benicia
NOW!**

Nov. 6, 2013 – **UNION PACIFIC** tracks in the Benicia Industrial Park along Bayshore Rd.
– Photo: M. Bardet

Do You Know?

VALERO ENERGY CORP is seeking City approval and a permit from the Bay Area Air Quality Management District [BAAQMD] for their **“CRUDE BY RAIL PROJECT”** – a plan **VALERO** describes as limited to a “logistics operation” that would allow daily delivery by rail into Benicia of various “North American-sourced crudes” – **70,000 barrels per day** – a quantity that’s just under half the permitted daily average of 165,000 bpd processed. (The *maximum* daily amount permitted on any given day is 180,000 bpd.)

THE CBR PROJECT would add 3 rail spurs and an off-loading rack on **VALERO** property to handle 50 tanker cars at a time for transferring crude to an existing storage tank. **VALERO promises that two 50-car trains, operated by UNION PACIFIC and coming from UP’s rail “hub” at Roseville, would deliver the crude twice daily, at “off-peak” hours, day and night.** The trains – 4,000 feet long and remotely operated – would switch from **UP’s** main track onto their local track in the Benicia Industrial Park along Bayshore Rd. During this maneuver, the train would stretch almost from the bridge to Park Rd., running by the I-680 off ramp. It’s important to think about rail movement “logistics.” **UNION PACIFIC is not a signatory to the CBR PROJECT;** however, by authority under federal law, UP would maintain control over all UP train movements & schedules.

Crude By Rail: VALERO’S desperate reach for BIG OIL’S “gold?”

Today’s glut of US and Canadian **“unconventional oil”** – from North Dakota’s **Bakken** and Texas’s shale fields and also from Alberta’s **tar sands** – has spurred a Klondike rush for profit by **BIG OIL’S “MAJORS”** – all direct investors in **tar sands** mines. For US refineries, energy, pipeline & rail companies, it’s a crude bonanza, each vying to import and export these crudes for domestic and Asian consumption. But they are highly expensive to get at, extract, transport and refine. Their extraction requires huge amounts of energy from natural gas, toxic chemicals & water. Right now, **tar sands’** price per barrel is greatly “advantaged,” e.g. discounted, by the Canadian government to make tar sands profitable for the **OIL INDUSTRY.**

VALERO CEO BILL KLESSE has told their Wall St. investors The CBR PROJECT would import Bakken oil and tar sands.

[See: Goodman Group Report, July 1, 2013, also Phyllis Fox Letter, submitted to the City of Benicia by the Natural Resources Defense Council.]

“EXTREME CRUDES” coming to Benicia?

Unconventional crudes are low quality, exhibiting a spectrum of dangerous characteristics that at extremes represent highest risks to public health & safety & the environment during extraction, transport by rail or pipeline, and during processing. Train and pipeline accidents involving **“extreme crudes”** have caused catastrophic ecological damage and explosions, fireballs and giant spills. **Bakken oil and tar sands have proven to be highly dangerous. Over time, increasing their percentages in the daily crude slate for processing would risk increases in toxic emissions, more corrosion, leaks and fires, as happened at Richmond’s Chevron refinery, Aug. 6, 2012, when a hot, corroded pipe leaked and ignited, resulting in a fireball seen for miles that destroyed a key processing unit and caused 15,000 residents to seek medical attention.**

VALERO won’t admit the enormous ecological & human health costs of “fracking,” strip-mining, transporting by rail & pipeline or processing “EXTREME CRUDES.”

“Bakken” – a light-as-gasoline, highly volatile, flammable & explosive oil, “fracked” from North Dakota’s Bakken shale formation. Bakken oil’s flashpoint under pressure is 73° Fahrenheit. **From July 6, 2013 to March 1, 2014, Bakken crude exploded into fireballs in five catastrophic train derailments in Canada and the US.**

“Tar Sands” – not a liquid oil, but a very heavy, thick, sulfur- and metals-laden, (acidic, corrosive and toxic), tar-like substance, called “bitumen,” which is extracted from sand deposits lying beneath a vast boreal forest in Alberta, Canada. **The network of tar sands strip-mines is the largest, most carbon-intensive, (water-and energy-wasting), polluting industrial project in the world,** extending over 125,000 sq. miles, destroying, polluting and desecrating the watersheds of three major rivers that run to the Arctic and imperiling communities causing a dramatic increase in cancer rates. Bitumen can’t “flow” in pipelines or railcars unless heated or diluted with lighter petroleum liquids and chemicals. When bitumen spills, it sinks and can’t be removed from rivers or marshes. Cleanup attempts fail and prove to be astronomically costly.

THE VALERO IMPROVEMENT PROJECT: For Bakken and/or Tar Sands?

In 2003, **“VIP”** aimed to modify the Benicia refinery to allow processing of *greater percentages* and *varieties* of **heavy sour crudes**. The sources and names of those crudes were not then specified; they were to replace dwindling supplies of conventional crude from Alaska and other foreign sources. **VIP will be completed by 2015,** when a new Hydrogen Plant will allow the refinery “to process the very heavy sour crude slate that **VIP** was designed for.” **Thus, by 2015, the refinery could process approximately 100,000 bpd of heavy sour crude, which could very likely be tar sands.** [Goodman Group Report]

CRUDE BY RAIL IS TOO DANGEROUS!
The community already hosts the refinery.

At what price the added risks?

Think of two 50-car trains

coming daily from Roseville and “beyond,” rolling through cities & countrysides. . .

to arrive in Benicia full of explosive BAKKEN, or dirty TAR SANDS, increasing daily risks for ALL: of derailment, catastrophic explosions, fires & spills, and LOCALLY risking people, businesses, the industrial park, historic Arsenal, bridge & port, the refinery itself – the marsh and bay.

What level of emergency response would be necessary to prepare for such disasters?

Nov. 6, 2013 – One day after a **VALERO** petroleum coke train derailed entering the refinery, a typical **UP** freight train with tank cars carrying “LPG” (Liquified Petroleum Gas – butane or propane), crosses businesses’ driveways along Bayshore Rd.

– Photo: M. Bardet