

SJR

18

<TARGET><BILL>SJR 18</BILL><SUBJECT>SJR
18</SUBJECT><COMM>SRES29</COMM></TARGET>

SENATE COMMITTEE REPORT

First Committee of Referral

DATE: 4/13/15

FURTHER: Rules

Date of 5-Day Notice: _____
(in accordance with Uniform Rule 23)

DATE TURNED
IN TO OFFICE: 4/16/15

Resources Committee considered SENATE JOINT RESOLUTION NO. 18

SJR 18-SUPPORT SHELL PORT OF SEATTLE LEASE

Supporting the leases issued by the United States Department of the Interior to Royal Dutch Shell in the Chukchi and Beaufort Seas; urging the Governor of the State of Washington, the Seattle City Council, and other public officials in the State of Washington to refrain from destructive attacks on the economy, jobs, and lives of the people of this state and the State of Washington and to look first at closing the Boeing production facilities to reduce emissions of carbon dioxide from commercial activity; inviting Royal Dutch Shell to use a port in this state as the homeport of its Arctic drilling fleet if the lease with the Port of Seattle is terminated; and requesting that the Alaska Congressional delegation support restricting the Export-Import Bank of the United States to lending only to small businesses.

and recommends:

- be replaced with CS SJR 18 (RES) Same Title New Title
- adopt previous CS _____ (_____) Same Title New Title
- attached amendment(s)
- adopt _____ Letter of Intent
- further referral to _____ Committee

Dept Abbr.	
ADM	LWF
CED	LAW
COR	LEG
EED	MVA
DEC	DNR
DFG	DPS
GOV	REV
DHS	DOT
AJS	UA

NEW FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #
S. RES			✓	1

PREVIOUS FISCAL NOTE(S)				
Dept.	Fiscal	Indet.	Zero	FN #

APPROPRIATION - no fiscal note

SIGNATURES AND RECOMMENDATIONS:	PRINTED LAST NAME	DO PASS	DO NOT PASS	NO REC	AMEND
	Costello	✓			
	Coshill	✓			
	Micciche	✓			
	Stidman	✓			
	Stolte	✓			
CHAIR:	Gresser	✓			

ALASKA STATE LEGISLATURE

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North to the Future

Senator Cathy Giessel

Senate District N

Sponsor Statement

Senate Joint Resolution 18 “Support Shell Port of Seattle Lease”

SJR 18 urges the state of Washington’s Governor, the Seattle City Council and other public officials in Washington to stop interfering with the economic development of the State of Alaska.

Recently, the governor of Washington wrote a letter to the Secretary of the Interior Sally Jewell urging that the Department of the Interior refrain from issuing any further leases sales for drilling operations in the Arctic. The Seattle City Council also sent a letter to Secretary Jewell urging the revocation of the leases in the Arctic, citing that oil and gas development will contribute to global climate change.

This resolution is specifically directed at Washington’s interference with the potential development of large oil and gas deposits in the outer continental shelf in the Beaufort and Chukchi Seas by Royal Dutch Shell. Its present actions are hindering the numerous opportunities for economic development within the Arctic region of Alaska.

If Washington State is truly concerned with carbon dioxide emissions and environmental impacts in our nation, then it ought to look within its own borders, and consider closing down their Boeing aircraft production facility. This Boeing plant produces an average of 650 aircraft a year that discharge more than 500,000 tons of carbon dioxide in their lifetimes (based on a carbon emissions calculator). SJR 18 further points out that the U.S. Export-Import Bank helps finance the aircraft being manufactured by Boeing, which is enabling the construction of carbon dioxide-producing aircraft. The U.S. Export-Import Bank helps companies subsidize the cost of their products, allowing more products to be sold on the international market.

SJR 18 also emphasizes that the State of Alaska would support providing Royal Dutch Shell with a port in Alaska, thus taking the potential 500-700 jobs and additional estimated revenue from the harbor rental lease that Washington State seemingly does not want. Currently, Washington State and the City of Seattle enjoy approximately 113,000 jobs and approximately \$5 billion dollars in annual business sales as a result of economic development in the State of Alaska.

I urge you to support this resolution and send a strong message to Washington State that Alaska will not tolerate its unsolicited interference in the multi-faceted and nationally strategic economic development plan for the Arctic.

Chair Senate Resources Committee | Vice-Chair Health & Social Services | Vice-Chair Labor & Commerce

Senator.Cathy.Giessel@akleg.gov

Fiscal Note

State of Alaska
2015 Legislative Session

Bill Version: SJR 18
Fiscal Note Number: _____
() Publish Date: _____

Identifier: SJR 18
Title: SUPPORT SHELL PORT OF SEATTLE LEASE
Sponsor: RESOURCES
Requester: Senate Resources Committee

Department:
Appropriation:
Allocation:
OMB Component Number: 0

Expenditures/Revenues

Note: Amounts do not include inflation unless otherwise noted below. (Thousands of Dollars)

	FY2016 Appropriation Requested	Included in Governor's FY2016 Request	Out-Year Cost Estimates					
			FY 2016	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
OPERATING EXPENDITURES								
Personal Services								
Travel								
Services								
Commodities								
Capital Outlay								
Grants & Benefits								
Miscellaneous								
Total Operating	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Fund Source (Operating Only)

None								
Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Positions

Full-time								
Part-time								
Temporary								

Change in Revenues

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Estimated SUPPLEMENTAL (FY2015) cost: 0.0 *(separate supplemental appropriation required)*
(discuss reasons and fund source(s) in analysis section)

Estimated CAPITAL (FY2016) cost: 0.0 *(separate capital appropriation required)*
(discuss reasons and fund source(s) in analysis section)

ASSOCIATED REGULATIONS

Does the bill direct, or will the bill result in, regulation changes adopted by your agency?
If yes, by what date are the regulations to be adopted, amended or repealed?

Why this fiscal note differs from previous version:

Prepared By: Senator Giessel
Senate Resources Committee

Phone: (907)465-4843
Date: 04/15/2015

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Washington Governor - Jay Inslee

Cantwell, Murray & Inslee: Keep Export-Import Bank Open, Protect 85,000 WA Jobs

June 21, 2014

Story

Key U.S. export tool will expire in 100 days unless Congress acts; WA state would be hardest hit

SPOKANE, WA – Today, U.S. Senators Maria Cantwell (D-WA) and Patty Murray (D-WA) joined Gov. Jay Inslee and local business leaders to call for Congressional reauthorization of the Export-Import Bank, the nation's official export credit agency and a key export tool that helps Washington companies sell their products overseas.

The Ex-Im Bank is a financing tool that helps American companies sell their products or services to foreign customers. It has supported more than 180 exporters in Washington state, two-thirds of which are small businesses. About 85,000 jobs in Washington state are supported by sales involving Ex-Im Bank financing. Nationally, it has supported \$189 billion in exports over the last five years.

But the Ex-Im Bank's charter is set to expire in 100 days, and unless Congress acts, it will be forced to end its assistance to American companies. Inslee, Cantwell and Murray joined Lawrence Stone, CEO and President of SCAFCO, a Spokane company that exports grain storage systems and steel framing products to 82 countries, to highlight how failing to extend the Ex-Im Bank would hurt businesses in the Spokane area and around the state.

"Ex-Im is a critical source of capital for businesses all across Washington state. As the most trade-dependent state in the nation, those businesses and our economy could lose billions of dollars in export sales if it expires," Gov. Jay Inslee said. "This has helped Washington wineries, growers, food processors and manufacturers create thousands of jobs. Without Ex-Im financing, many of these companies risk losing sales to foreign competitors."

The Governor and two Senators toured SCAFCO, which employs 245 workers in Spokane, and has successfully used Ex-Im financing to expand exports. SCAFCO is one of 14 businesses in Eastern Washington that have used Ex-Im services since 2007. Ex-Im financing has supported \$63 million in sales from Eastern Washington companies.

"This is about how the United States of America grows jobs by exporting our products overseas," Cantwell said. "As chairwoman of the Senate Small Business Committee, my top priority is to make sure we have more growth from small businesses and help them become exporters. By expanding to new markets, companies like SCAFCO get new customers and we get jobs here at home. Ninety-five percent of the world's consumers live outside of our borders. We want people to have this tool so they can buy grain silos or airplanes that proudly say 'Made in the USA.'"

"Reauthorizing the Export-Import Bank isn't about politics, or Republicans and Democrats. It's about creating jobs here in the United States and keeping our businesses competitive in the global marketplace. That's it," Senator Murray said. "Of the more than 200,000 American jobs supported by the Export-Import Bank last year, more than half were in Washington state, so while this is national priority, it's particularly critical for jobs and the economy in our home state."

The entire Washington state delegation – in both the House and the Senate -- voted for the bank's reauthorization in 2012. Ex-Im's reauthorization has been backed by business groups around the country, including the U.S. Chamber of Commerce, the National Association of Manufacturers and the Business Roundtable. Historically, the bank has received strong bipartisan support.

The Ex-Im Bank, which is self-supported through interest payment and fees, turns a profit for U.S. taxpayers, and transferred \$1 billion in revenue to the U.S. Treasury in 2013. It has been reauthorized about two-dozen times since it was created in 1934.

"I know that I am speaking for hundreds of small- and medium-sized manufacturers across the country when I say to our Congress: Please reauthorize Ex-Im Bank without delay," Stone, of SCAFCO, said. "The future of America's exports and a significant amount of American manufacturers depend on your action on this important issue."

In the past year alone, Ex-Im financing assisted 84 Washington companies, including 64 small businesses, and close to \$21 billion worth of sales to foreign customers.

In FY 2013, nearly 90 percent of the Ex-Im Bank's transactions—a record-high 3,413—involved American small businesses. In FY 2011, more than 700 first-time small businesses and nearly 500 minority- and women-owned businesses used the bank's services. Ex-Im opened a [new branch in Seattle \(http://www.exim.gov/newsandevents/releases/2012/ex-im-bank-opens-regional-office-in-seattle-to-serve-small-business-exporters.cfm\)](http://www.exim.gov/newsandevents/releases/2012/ex-im-bank-opens-regional-office-in-seattle-to-serve-small-business-exporters.cfm). In August 2012, with the goal of helping small businesses get more access to the bank's financing.

If private banks are unwilling or unable, the Export-Import Bank steps in and finances or insures the purchase of U.S. goods by foreign customers. It also helps U.S. companies stay competitive against their counterparts overseas that are financed by foreign governments.

CONTACT:

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Murray Press Office: (202) 224-2834

Gov. Inslee Press Office: (360) 902-4136

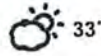
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August 1, 2014 in City, Region

Export-Import Bank reauthorization gains Washington's senators' support

Jim Camden The Spokesman-Review

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Tags: Boeing Cathy McMorris Rodgers Ex-Im Export-Import Bank exports Maria Cantwell Washington state exports

Washington's two senators helped sponsor a bipartisan bill Thursday that would keep a major export program important to the state from going out of business.

But Congress, which starts a five-week recess this weekend, will have to use parliamentary shortcuts to reauthorize the Export-Import Bank for five years before its current charter runs out on Sept. 30.

Sen. Maria Cantwell, D-Wash., called it a "crucial tool for growing American manufacturing jobs and increasing exports."

The bill continues existing efforts to make sure small businesses get a share of money to help secure foreign orders, she said. It also requires a business plan that limits the bank's exposure and analyzes key markets, as well as a Government Accountability Office study on bank practices that pose risks to taxpayers.

The proposal has bipartisan support in the Senate, but it's unclear if the reforms will satisfy House Republicans who contend the 80-year-old export program is a form of corporate welfare in which the federal government should not be involved.

Rep. Cathy McMorris Rodgers of Spokane, a member of House Republican leadership, has said she can't support reauthorizing the Ex-Im bank without major reforms. Asked about the Senate proposal, a spokeswoman said the issue "continues to be worked on in the House" and could be considered next month.

"The congresswoman recognizes the importance of the Ex-Im to Eastern Washington jobs, which is why she continues to push for important reforms on its reauthorization," Audrey Scagnelli said.

Earlier in the week, McMorris Rodgers told the National Journal she expected it to be reauthorized, at least on a short-term basis. Cantwell said Thursday she's heard House Republicans might place a temporary reauthorization on a continuing budget resolution if one is needed to carry the nation into the next fiscal year.

"A three-month extension doesn't get us anywhere," Cantwell argued, saying businesses need to offer foreign customers certainly the program will be around longer than a few months.

Washington is the most trade-dependent state in the nation, and McMorris Rodgers was the only

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Deal of the Day

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member of the state's bipartisan delegation not to sign a letter urging House Speaker John Boehner to reauthorize the Ex-Im Bank. She said as a member of leadership she doesn't sign letters to leadership.

A study by the Mercatus Center, a market-oriented research organization at George Mason University, published a study that says nearly 44 percent of the Ex-Im Banks funding goes to companies in Washington state, where Boeing is a top beneficiary of the program. The author of the study, Veronique de Rugy, has called the bank "crony capitalism."

Cantwell said Boeing needs the Ex-Im Bank to compete against foreign aerospace makers who have government subsidies for their products. Washington has a large percentage of the Ex-Im funding because Boeing jetliners are expensive.

"I'm not embarrassed that we have a product that costs over \$100 million," she said.

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JAY INSLEE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

March 31, 2015

The Honorable Sally Jewell
Secretary
U.S. Department of the Interior
1849 C Street NW
Washington, DC 20240

Dear Secretary Jewell:

I write to express my concern with the federal administration's decisions to open areas of the nation's Arctic coastline to oil and gas drilling, and to ask you to withhold from issuing any further lease sales for drilling operations in these areas.

Drilling off of the Arctic coast presents tremendous ecological dangers and would pose significant challenges in responding to a spill or accident, should one occur. Furthermore, the decision to open new areas in the Arctic for oil and gas production stand in conflict with the important federal and states efforts to shift to cleaner forms of energy and reduce the carbon pollution that is driving climate change. The impacts of climate change are already proving too costly for the economy, public health and environment in Washington and all fifty states.

As you know, last year I joined with my colleagues from California and Oregon in urging the Department of the Interior to again exclude our states' coastlines in its 2017-2022 Outer Continental Shelf (OCS) Draft Leasing Plan. I was pleased to see your continued commitment to protect the Pacific Coast from oil and gas drilling, consistent with the long-standing position of our states. However, the current 2012-2017 OCS leasing plan will lead to drilling America's Arctic coastline for the first time this coming summer. And the draft 2017-2022 plan would take our nation even further in that wrong direction.

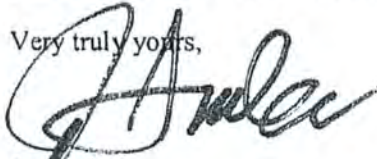
For years I have expressed significant concerns about offshore drilling in the Arctic. The harsh conditions, including extreme cold, rough seas and extended darkness in winter months, and the remoteness of the Arctic, pose severe limitations in the ability to respond to oil spills. The challenge of quickly accessing a spill site in the presence of ice is compounded by the lack of proven spill response technologies in this environment. The extreme weather further limits the ability of responders to sustain their response. The abundant, diverse and productive natural resources of the Arctic are too significant to abide these risks.

The Honorable Sally Jewell
March 31, 2015
Page 2

I cannot in good faith support this new oil and gas development given the slow and insufficient progress that countries have made to date in limiting carbon pollution. In the absence of that progress, the nation should not invest in new long-term infrastructure for Arctic production that will increase and further entrench our use of fossil fuels. The federal administration should not enable new oil and gas drilling in these untouched areas that host such a fragile environment.

I thank you for your consideration of my concerns and my request.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jay Inslee". The signature is written in a cursive, flowing style with a large initial "J".

Jay Inslee
Governor

North Slope Borough

OFFICE OF THE MAYOR

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Fax: 907 852-0337 or 2595
email: charlotte.brower@north-slope.org



Charlotte E. Brower, Mayor

April 10, 2015

OPEN LETTER TO GOVERNOR JAY INSLEE

Dear Governor Inslee:

We were very disappointed to see your recent letter to Secretary Jewel protesting the federal government's decision to open portions of the Arctic to oil and gas development and calling for a ban on further lease sales.

Your comments reflect a lack of basic knowledge about our region and are offensive to people that live in America's Arctic. We also did not miss the fact that your letter made no reference to the people that actually live there.

The municipality that I represent, the North Slope Borough, spans an area of over 94,000 square miles across Alaska's Arctic Slope- that is 23,000 square miles larger than the entire state of Washington. It is not an area, however, that is untouched as your letter asserts. The majority of our nearly 8,000 full-time residents are Inupiat Eskimos who continue to be stewards of the land and sea much as their ancestors had for millennia. And the Inupiat will continue to be part of the Arctic landscape today as they always have been.

Your concerns for the environment and the natural resources of the Arctic, while laudable, fail to acknowledge the reality of the world we live in today. Last year alone, over 800,000 tons of petroleum products made their through the Arctic Ocean and the Bering Strait on tankers transiting the Northern Sea Route en route to Asia. As Russia ramps up oil and gas development throughout its Arctic regions (including in areas immediately adjacent to U.S. waters), it is very likely that this traffic will increase. Thus, the Arctic is already at risk from an oil spill.

And by not investing in long-term infrastructure for Arctic production, as your comments espouse, our homelands will be more at risk from oil spills. Any potential oil and gas development in the U.S. Arctic will entail extensive investment in oil spill clean-up and response personnel and equipment. This includes other elements of essential infrastructure such as ports and telecommunications. Development will also likely spur the federal government to invest in more icebreakers and to establish a permanent Coast Guard presence in Arctic waters.

These kinds of investments will only make the Arctic environment more secure, not less. But as things stand today, we are only one shipping accident away from environmental catastrophe.

Similarly, your concern over carbon pollution is also misguided. Instead of focusing on the root cause of carbon emissions, which is the consumption of fossil fuels, you posit the simplistic, more parochial solution of halting U.S. oil and gas development in the Arctic. While this may make for lively banter during wine and cheese socials in Olympia, it reeks of the paternalistic past when the state of Alaska was plundered by people from Washington and elsewhere who coveted our resources. But instead of whales, fish, or timber as it was in those days, it's wilderness areas and romantic notions of what the Arctic should be that continue to drive outsiders like yourself to glibly advocate for limiting resource development.

It should be noted that the State of Washington emits over twice the amount of carbon dioxide as Alaska. Perhaps we should call on the Environmental Protection Agency to refuse permits to large factories that build airplanes or other products in Washington state so that your levels of carbon pollution are diminished? Of course, we wouldn't do that out of respect for the people of your state whose livelihoods depend on those vital industries.

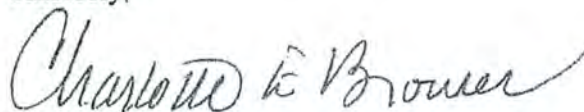
If you're serious about the limiting the entrenchment of fossil fuel use in our society, perhaps you should start first with making more responsible personal choices rather than attacking another state and region's largest economic generator. Limiting resource development in the U.S. will only benefit foreign nations who have much less respect for the natural environment and who will gladly take our country's place to fill the demand.

But if you'd like to understand the benefits that responsible resource development can bring to a region, we invite you to come and visit the North Slope. Here you can learn from those of us who can still remember the old times when some parents had to watch their children die in their arms because there was no clinic or medical staff to treat them or when hunters would go out on the ice never be heard from again due to lack of communications and search and rescue capability. You could listen to stories about children who had to leave their communities to go to Bureau of Indian Affairs schools where they were abused and forbidden to speak our native language or about people getting sick and dying due to unsanitary water and sewer systems.

Thanks to the vision of our elders who recognized the benefits that resource development could bring to our people and region, we Inupiat do not have to endure these types of conditions any longer.

So in the future, we hope you will take the time to more carefully consider the policies for which you advocate. Then perhaps you might bring about more good than harm.

Sincerely,

A handwritten signature in cursive script that reads "Charlotte E. Brower". The signature is written in dark ink and is positioned above the printed name.

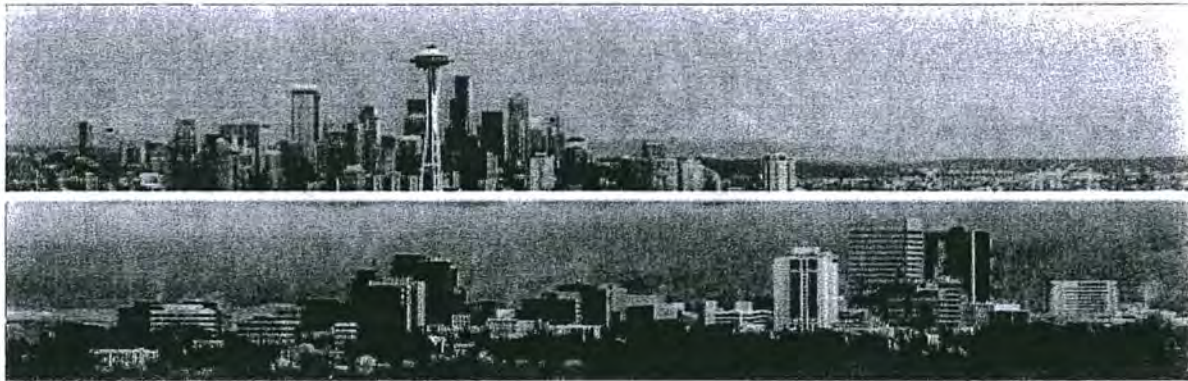
Mayor Charlotte Brower
North Slope Borough



“Ties That Bind” Puget Sound To Alaska Stronger Than Ever

By: Terri Hiroshima Posted: 02/06/2015

New report finds business with Alaska accounts for 113,000 jobs in our region and generates \$6.2 billion in wages



The Seattle Metro Chamber today released a new study that finds Alaska's economic impact on the Puget Sound region continues to grow. *Ties that Bind: The Enduring Economic Impact of Alaska on the Puget Sound Region*, with research conducted by the McDowell Group, found that Alaska accounted for approximately 113,000 direct, indirect and induced jobs in the six-county region in 2013, and that these jobs generated \$6.2 billion in wages.

The report includes findings from King, Pierce, Snohomish, Kitsap, Whatcom and Skagit Counties. The increase of Alaska's impact is visible in a number of sectors, including:

- **Freight/cargo:** Interstate trade with Alaska accounted for over 80 percent of domestic containerized shipments through the Ports of Seattle and Tacoma, and 20 percent of total containerized shipments—roughly 10 percent of all marine cargo-related economic activity in Puget Sound
- **Seafood:** Just under 24,000 Puget Sound jobs and \$1.3 billion in wages are tied to Alaska's seafood industry
- **Passenger transportation and tourism:** Nearly half the Alaska cruise market comes through Seattle, resulting in 434,600 people embarking and/or disembarking in the city
- **Maritime Support:** Roughly 25 percent of all maritime industrial support services in our area are connected to Alaska-related business, which equates to 5,300 jobs and \$390 million in wages.
- **Refining:** Alaska supplies nearly half of all crude oil refined in the Puget Sound region.
- **Health Care:** The Seattle metro area is home to several specialized medical centers that provide life-saving care for many Alaskans. The economic impact of Alaskan patients using Puget Sound medical facilities is 1,200 jobs and \$87 million
- **Education:** Washington is the top state, outside of Alaska, for postsecondary enrollment among Alaska residents, who attend over 30 postsecondary institutions in the six-county Puget Sound area

“This report confirms that Seattle receives significant economic benefit from its ties to the state of Alaska,” said Joe Sprague, senior vice president of communications and external relations for Alaska Airlines. “This includes serving as a vital access point to Alaska, with over 1 million air passengers traveling between Alaska communities and Sea-Tac Airport annually. Alaska Airlines is proud to provide reliable, top-notch service that carried nearly two-thirds of all passengers flying out of Alaska last year.”

“Puget Sound and Alaska benefit from a dynamic and diverse economic relationship that serves residents here and in Alaska,” said Maud Daudon, president and CEO of the Seattle Metropolitan Chamber of Commerce. “Our shared connection is a win-win: Puget Sound businesses provide more than \$5.3 billion in essential goods and services to Alaskans.”

“Ties that Bind” is the fourth commissioned report to measure the economic impacts of Alaska on the Puget Sound region. The first report was issued in 1985 with updates in 1994 and 2003. This 2015 report is commissioned by the Seattle Metropolitan Chamber of Commerce for the Alaska Business Forum, and is made possible through the generous support of its presenting sponsor, Alaska Airlines, as well as Lynden Transport, Port of Seattle, Port of Tacoma, Shell Oil Company, Totem Ocean Trailer Express (TOTE), and the At-Sea Processors Association. Other *Ties That Bind* supporters include the Tacoma-Pierce County Chamber of Commerce and the Alaska Chamber of Commerce.

“The transport of goods and supplies throughout Alaska is an important part of our economy. Nearly everything you can buy in Alaska is shipped through Puget Sound, and these businesses in both states rely upon us to deliver. It's a great relationship we want to see strong and growing.” – *Don Johnson, Tacoma Port Commission President*

“Washington and Alaska have been closely linked business partners for more than two centuries. Though challenges are present, the potential for future growth is stronger than ever. This report provides insight and information allowing us to more properly prepare and align ourselves for future opportunities. We find the report invaluable as we look to the future, plan our strategies and make large capital investments. We have been serving

Alaskans since 1954 and we look forward to doing so well into the future. As a freight carrier servicing the Alaska market, our business *istrade* between Washington and Alaska." – *Eric Wilson, Lynden Transport, Inc.*

"The heritage between Washington and Alaska is rich and growing. When Alaska's economy does well, so does Washington's economy. Future opportunities are enormous but are challenged by poor policies. By working together, we can strengthen our economies for future generations." – *Rachael Petro, President and CEO, Alaska State Chamber of Commerce*

The study measures economic impacts from the calendar year 2013 and incorporates findings from a voluntary survey of organizations that conduct business in Alaska, executive interviews, and secondary data from several state and federal agencies. The *Ties That Bind* report can be found [here](#).

Read more: *Alaska is pulling on the Puget Sound economy*

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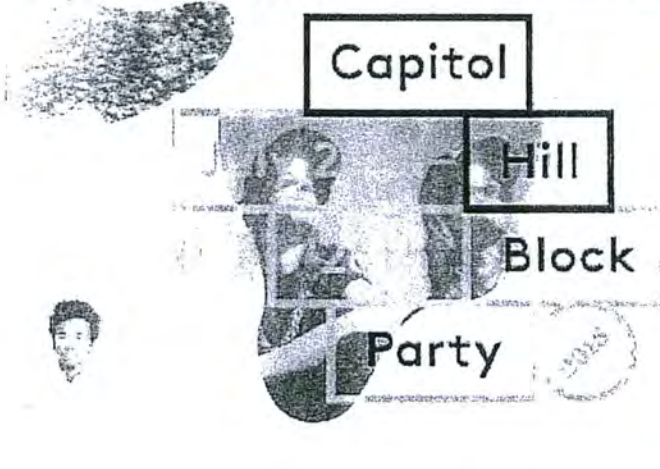
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NEWS • ENVIRO

City Council Will Consider Letter Asking Interior Secretary Sally Jewell to Reject Arctic Drilling

by [Sydney Brownstone](#) • Mar 23, 2015 at 9:31 am

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The Seattle City Council will soon decide whether to sign a letter urging Jewell to "seriously consider the impacts to Seattle, the interconnected Pacific Ocean ecosystem, and the planet as you make decisions about oil and gas drilling in the Arctic Ocean." GOLDY

City council member Mike O'Brien will ask the full city council this morning to sign a letter calling on Secretary of the Interior (and former Seattleite) Sally Jewell **to reject Shell's Arctic drilling plans.**

"It has come to our attention that the Department of Interior will soon make decisions on whether to enable further drilling in the Arctic Ocean," the letter reads. "We respectfully request that **you rescind the Chukchi Lease Sale 193**, and remove from consideration any lease sales located in the Arctic Ocean in the current and proposed Outer Continental Shelf Oil and Gas Leasing Program."

The *Guardian* **reported** yesterday that Jewell is expected to give the thumbs-up to Shell's summer Arctic drilling goals in the Chukchi Sea this week. Meanwhile, it appears that Shell's first Arctic drilling rig could arrive in Seattle by early April, according to **leaked audio of port commissioner Bill Bryant** speaking at a recent GOP event.

In response to concerns about hosting Shell's Arctic drilling fleet in Seattle, both the mayor and city council two weeks ago **initiated a review** of the port's permitting process for its lease with Foss Maritime, the company welcoming Shell at Terminal 5. But now that the federal decision is inching closer, the city council will consider going straight to the top of the chain of command.

(Governor Jay Inslee has said that he thinks concerns about the **lack of public process** in the decision to host Shell's Arctic drilling rigs **are legitimate**, but also denies that the state can do anything about it.)

The proposed council letter cites both Shell's Arctic track record (see **here**, for example), and the **climate change implications** as reason to halt the oil company's pursuit of new territory.

So who will sign the letter? We'll see what happens after the city council **9:30 a.m. briefing**. Read the full letter below.

March 23, 2015

Sally Jewell, Secretary
United States Department of the Interior
1849 C Street, N.W.
Washington DC 20240

Dear Secretary Jewell,

It has come to our attention that the Department of Interior will soon make decisions on whether to enable further drilling in the Arctic Ocean. We respectfully request that you rescind the Chukchi Lease Sale 193, and remove from consideration any lease sales located in the Arctic Ocean in the current and proposed Outer Continental Shelf Oil and Gas Leasing Program.

We are deeply concerned about increased leasing and drilling in the Arctic Ocean. There is no proven way to recover spilled oil effectively in the harsh conditions prevalent in the Arctic. Yet, according to the Bureau of Ocean Energy Management, if Shell Oil is allowed to produce oil from the Chukchi Sea, there is a 75% chance of a large oil spill that could have significant harm on marine life, many of which are already listed under the Endangered Species Act.

Shell Oil's long history of failed operations and near misses—with severe problems at every stage—from vessel construction to deployment, drilling operations, and transit—are evidence that Shell is entirely unprepared to operate safely in the Arctic Ocean. For this reason we are also concerned about the impacts of readying Shell's ships at the Port of Seattle on the water quality of Puget Sound.

Madame Secretary, suspending Arctic oil and gas activities will provide the time to carefully reassess whether and how offshore drilling in the Arctic Ocean is possible or prudent, and will help to ensure good practice and transparency on the part of drillers.

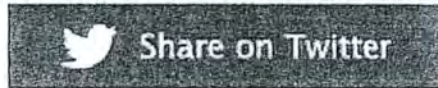
Moreover, overwhelming scientific data tells us that the carbon dioxide released from Arctic drilling will contribute to rising sea levels, global warming, and ocean acidification. Exploiting the melting of polar ice caps as an opportunity to drill for more oil, where the ice used to be, represents an act of unconscionable climate irresponsibility.

Our goals of good jobs and sustainable communities are not mutually exclusive; nor do they require capitulation to, or collaboration with, the oil industry's reckless plans to develop new supplies in the Arctic. In fact, the environmental consequences associated

with higher oil consumption jeopardize our City's long-term economic prosperity, as the Port and Industrial lands are most at risk from rising sea levels.

As someone who comes from the Seattle area you are keenly aware of our City's proven record in firm support of science-based carbon limits, strong state and national climate policy to effectuate those limits, and responsible, aggressive local action to advance solutions. Supporting Arctic drilling is one of the most conspicuous possible repudiations of sound climate science and our own local commitments to protect our environment. For these reasons, we urge you to seriously consider the impacts to Seattle, the interconnected Pacific Ocean ecosystem, and the planet as you make decisions about oil and gas drilling in the Arctic Ocean.

Thank you for your consideration.



9 Comments

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