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CEI Hub poses local and statewide risk

- 90% of the state's liquid fuel, including gasoline, diesel, and jet fuel, pass through Linnton.
- System is extremely fragile; almost all the tanks predate modern seismic regulations, as do the pipeline and the docks that serve them.
- Soils adjacent the river are prone to earthquake-induced liquefaction.
- A seismic event would cause a catastrophic spill and loss of fuel.



Portland works to reduce risk

- Emergency response planning
 - Plan and train to respond to major fire or spill in CEI hub
- Fossil fuel zoning
 - Prohibit expansion of existing tank farms
 - Vigorously defend land use authority in court
- Regulation through building code and facility permitting authority
 - Adopt and enforce IBC tank regulations
 - Deny land use compatibility statement for Zenith; deny permit for Pembina CNG tanks



Generating data + problem-solving

- CEI Hub Mitigation Study, TetraTech (2016)
 - Developed mitigation concepts
 - Failed to obtain information from owner-operators
- CEI Hub Policy Study, Oregon Solutions (2017-2018)
 - Explored collaborative policy-making process
 - Concluded no support on part of industry
- CEI Tank Inventory and Seismic Assessment, Portland State University (2019)
 - Developed complete tank inventory based on publicly-accessible information
- CEI Hub Risk Assessment, with Multnomah County, ECONorthwest (forthcoming)
 - Estimate economic risks of catastrophic spill
 - Expected Release: 94 to 194 million gallons (Deepwater Horizon was 134 206 million gallons)





Portland can't go it alone

- Local authority limited to building code and land use
- DEQ, ODOE, OSFM have powers not delegated to cities
- OSSPAC report highlights opportunities to increase safety and oversight, e.g. DEQ regulation of tanks
- City and county want to be good partners: need state support