

# SPEAK UP FOR A SAFE, CLEAN FUTURE FOR MILWAUKEE'S HARBOR, LAKEFRONT AND RIVERS



**U.S. Oil's lease with the Port of Milwaukee is a blank check for the storage and shipment of high hazard flammable (HHF) cargo including ethanol and crude oil.**

- ▶ Milwaukee already faces considerable risk from flammable crude oil and ethanol trains endangering our neighborhoods and waters.
- ▶ Why is the Port of Milwaukee creating a magnet for these dangerous cargos? The U.S. Oil lease authorizes *any* liquid cargo.
- ▶ In addition the lease specifically authorizes a tire pyrolysis facility that would incinerate old tires to turn them into fuel oil.

## **Is this the future we want for our harbor, lakefront, rivers and the Great Lakes?**

Has there been an independent safety review assessing the obvious dangers?

Has there been the broad public discussion and evaluation that the lease's many implications obviously call for?

**What you can do:** Whether you are a resident, regular visitor or boat owner, contact Milwaukee aldermen about this issue. Insist on a full public review.

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## **Currently, a 2014 lease gives U.S. Oil 30 years to operate in the port.**

**U.S. Oil has plans to transport ethanol into the port** by truck, store it in tanks, and pipe it to tankers to **ship it through the Great Lakes** to Quebec and the world market. What route would that parade of hazardous ethanol trucks take to get to the port?

**Ethanol fires are dangerous.** A 2009 train accident near Rockford, Illinois triggered a ferocious ethanol fire that led to significant human casualties among motorists stopped at the railroad crossing: one death and three life-threatening injuries.

**Ethanol**, which deoxygenates water when spilled, **is notably dangerous for fish.** The 2009 Rockford incident caused a **historic, 50-mile long fish kill in the Rock River.**

**U.S. Oil's website markets the rail infrastructure they have in the port.** Will they try to bring mile long unit trains of ethanol or crude oil to their port facility in the future?

In 2013 and 2014 U.S. Oil promoted **plans to transport tar sands crude oil (from Alberta) to the harbor by rail and then ship it through the Great Lakes for export.** A trade magazine article describes the sheer scale of those plans: 5,000 to 60,000 barrels of oil per day - or more. Those plans faded with the drop in oil prices but the oil market could shift again and revive those plans. Key point: the infrastructure would already be in place.



**Citizens Acting for Rail Safety - Milwaukee Area**

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