Exxon Mobil's RISKY PLAN TO TRUCK OFFSHORE OIL THROUGH CALIFORNIA

Three Decrepit Drilling Platforms Shut Down by Refugio Oil Spill Would Be Restarted, Putting Oil Tanker Trucks on Narrow Coastal Highways All Day and Night

ExxonMobil wants to restart its dormant offshore oil-drilling platforms in the Santa Barbara Channel and truck oil along California's coastal highways, 24 hours a day, seven days a week. This dangerous proposal would risk potentially explosive crashes by allowing 70 oil tanker trucks a day carry nearly 500,000 gallons of crude along 140 miles of narrow, winding roadways.

These offshore platforms have been idle since 2015, after a corroded coastal oil pipeline near Santa Barbara ruptured, spilling more than 120,000 gallons of crude oil, killing hundreds of marine mammals and seabirds and blackening local beaches for miles. Plains All American Pipeline's Refugio Oil Spill shut down the seven aging offshore drilling platforms it served. Four of those platforms are being decommissioned — but ExxonMobil is making an aggressive push to bring its three platforms back to life .

OIL ON HIGHWAYS, DAY AND NIGHT

- Putting oil-tanker trucks on scenic coastal Highway 101 and narrow, accident-prone Highway 166 endangers motorists, communities, wildlife and workers. Just one accident could create a dangerous explosion or another oil spill into the Pacific Ocean or other waterway along the trucking route.
- ExxonMobil's plan to run a 24-hour oil-trucking operation is incredibly reckless from a public-safety standpoint. In 2016 more than 20 percent of the 3,864 fatal crashes involving large trucks occurred between midnight and 6 a.m. Do we want such dangerous vehicles on our roadways in the middle of the night, when drivers are tired?

EXXONMOBIL'S AGING OFFSHORE DRILLING PLATFORMS

- Californians strongly oppose the Trump administration's current proposal to expand offshore oil leasing in the Pacific and other U.S. oceans. The last thing they want to see is ExxonMobil resume drilling and spilling oil in federal waters in the Santa Barbara Channel.
- ExxonMobil's platforms Heritage, Harmony and Hondo have been operating for decades and have long since

passed their originally intended lifespans. They were already in bad shape before being shut down. A May 2015 federal inspection found "numerous corrosion issues" on Hondo, and an August 2015 inspection of Harmony found electrical issues and "corrosion issues throughout the platform." And that was before they sat dormant in the wet ocean air for more than three years.

- Oil spilled into the ocean from offshore drilling and tanker-truck crashes threatens vulnerable marine life, including endangered whales, sea turtles and sea otters.

TANKER TRUCKS CRASH, SPILL AND KILL

- Large trucks crash with alarming regularity, and that's particularly dangerous when they're transporting combustible crude. In 2016 alone there were 55,633 large trucks involved in injury crashes, including 4,213 where people were killed — a 28 percent increase since 2009.
- Federal data show there have been 38,734 accidents in which oil tanker trucks or other vehicles spilled more than five gallons of combustible liquids since 1988. Those accidents resulted in 248 fatalities, $894 million in property damage, and more than 14 million gallons spilled.
- ExxonMobil's trucking routes would pass through critical habitat for several endangered and threatened species, including red-legged frogs, California tiger salamanders and Southern California steelhead, which are highly susceptible to highly toxic crude oil.
- The proposed trucking route passes less than 250 feet from Refugio State Beach campground — where 160,000 visitors a year swim, play and camp — and within 200 feet of the Amtrak Pacific Surfliner train tracks serving nearly 3 million passengers annually.

Find out more about ExxonMobil's trucking proposal, register your concerns about the project, and join the Center for Biological Diversity's #ExxonBeGone campaign at https://www.biologicaldiversity.org/campaigns/Exxon-Be-Gone/index

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