



OIL SANDS
FACT CHECK



WHY AMERICANS SAY **YES** TO
KEYSTONE XL



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“The time for studying is over. It’s time to start building this important pipeline. And the list of reasons to build it is now nearly as long as the pipeline itself.”

– Senator Mary Landrieu (D-LA),
Chair of the Senate Committee on Energy and Natural Resources

KEYSTONE XL MEETS PRESIDENT OBAMA'S CLIMATE STANDARD



In the rollout of his climate plan, President Obama said that the approval of Keystone XL hinges on a finding that the pipeline will not significantly increase greenhouse gas emissions. As he put it, "Allowing the Keystone pipeline to be built requires a finding that doing so would be in our nation's interest. And our national interest will be served only if this project does not significantly exacerbate the problem of carbon pollution. The net effects of the pipeline's impact on our climate will be absolutely critical to determining whether this project is allowed to go forward. It's relevant." Early this year, the State Department issued its long awaited Final Environmental Impact Statement (FEIS). As with the previous four statements, the State Department found, once again, that Keystone XL would have a negligible impact on the environment, clearly passing President Obama's climate test. In fact, if Keystone XL isn't built, global greenhouse gas emissions are likely to increase because more oil sands crude would be refined in countries like China where current emissions standards are not as strict.

- The Final State Department Environmental Impact Statement found Keystone XL will not significantly increase greenhouse gas emissions because the project is "unlikely to significantly impact the rate of extraction in the oil sands or the continued demand for heavy crude oil at refineries in the United States based on expected oil prices, oil-sands supply costs, transport costs and supply-demand scenarios."
- The Final EIS offers a similar conclusion to the State Department's 2013 Draft EIS which found that Canada will develop its oil sands "with or without the project." It continued, "approval or denial of the proposed project is unlikely to have a substantial impact on the rate of development in the oil sands, or on the amount of heavy crude oil refined in the Gulf Coast area."
- On a lifecycle basis, greenhouse gas emissions from oil sands are comparable to other crudes refined in the United States.
- IHS CERA recently released a report which also finds that **Keystone XL will have "no material impact" on greenhouse gas emissions.** The report states that heavy crude oil will be refined in the U.S. Gulf Coast refineries regardless – but without Keystone XL, much of that crude will be imported from Venezuela instead of Canada. As the report states, **Venezuela will be "the number one beneficiary of a negative decision" on Keystone XL.**
- According to IHS CERA 70 to 80 percent of greenhouse gases are emitted during the combustion of fuel in an engine so the vast majority of emissions remain the same regardless of whether the crude comes from Canada, Nigeria or California.
- Canada accounts for only 2 percent of global greenhouse gas emissions and emissions from oil sands are a small fraction of that.

“One of the world’s top climate scientists has calculated that emissions from Alberta’s oil sands are unlikely to make a big difference to global warming... ‘I was surprised by the results of our analysis,’ said Andrew Weaver, a University of Victoria climate modeler, who has been a lead author on two reports from the United Nations Intergovernmental Panel on Climate Change. ‘I thought it was larger than it was.’... ‘The conventional and unconventional oil is not the problem with global warming,’ Dr. Weaver said.”

– Andrew Weaver, University of Victoria Climate Modeler in the Globe and Mail

“Those opposed to Keystone are trying to mobilize support for a cause: combating climate change. I do support that cause, but will not waste time or effort on things that do no real good....The anti-Keystone movement is fundamentally about politics and building support for the ‘anti-something’ organizations.”

– Burton Richter, Emeritus Professor at Stanford University,
Won the Nobel Prize in Physics in 1976

“...but the difference in getting oil from oil sands when compared to conventional oil, it is such a small contribution that it will be definitely wrong to highlight this as a major source of carbon dioxide emissions worldwide.”

– Faith Birol, Chief economist of the International Energy Agency (IEA)

“The extreme statements — that this is ‘game over’ for the planet — are clearly not intellectually true...”

– David Keith, Canadian Climate Scientist at Harvard

“As a serious strategy for dealing with climate, blocking Keystone is a waste of time. But as a strategy for arousing passion, it is dynamite.”

– David Victor, Climate-Policy Expert at the University of California

“And despite fears by climate change activists that increased oil sand production has profoundly negative consequences to global warming, *Alberta’s massive reserve base contributes relatively little to the problem at a global scale.*”

– Michael Levi, Senior Fellow for Energy and Environment at Council on Foreign Relations in the Scientific American

“We have been making great strides forward. No one project is going to take that away from us, but we are going to keep building on that success moving forward.”

– Gina McCarthy, EPA Administrator

“Thousands of miles of pipeline have been built since President Obama took office, and that hasn’t had a measurable impact on climate change. The truth is what we need to do is take an all of the above approach.”

– Josh Earnest, Deputy White House Press Secretary

“In its 2,000 pages, the [State Department] report dismantled the case that nixing the Canadian pipeline must be a priority for anyone concerned about climate change, explaining anew that *accepting or rejecting the project won’t make much difference to global emissions, U.S. oil consumption or world oil markets.*”

– Washington Post Editorial, “Environmentalists are fighting the wrong battles”

*“[R]egarding the Keystone pipeline, the administration should face down critics of the project, ensure that environmental standards are met and then approve it. As Nature has suggested before (see Nature 477, 249; 2011), **the pipeline is not going to determine whether the Canadian tar sands are developed or not. Only a broader – and much more important – shift in energy policy will do that. Nor is oil produced from the Canadian tar sands as dirty from a climate perspective as many believe...**”*

– Nature Editorial, “Change for good The United States must boost energy spending to make its mark on the climate debate.”

*“In fact, [Keystone XL] should be **a no-brainer for the president**, for all the reasons I stated earlier, and one more: the strategy of activists like McKibben, Brune and Hansen, who have made the Keystone pipeline their line in the sand, is utterly boneheaded.”*

– Joe Nocera, New York Times Op-ed Contributor

*“The test of President Obama’s seriousness about addressing climate change is not his pending decision on the much-debated Keystone XL pipeline [...] **the oil is likely to be extracted eventually, regardless of the pipeline decision.**”*

– Eugene Robinson, Washington Post Columnist



KEYSTONE XL WILL INCREASE NATIONAL SECURITY AND ENERGY SECURITY



Keystone XL is absolutely in “our national interest.” Canada, our neighbor and ally, has the third largest oil reserves in the world – and the Keystone XL pipeline would safely and efficiently transport these resources to America while creating jobs and continuing to strengthen the trade relationship between our two countries. Canada is already the United States’ top supplier of imported oil, providing over 28 percent of our crude oil imports. With Keystone XL, the United States could import even more oil from Canada, replacing imports from unstable areas of the world and from other regions that have declined in recent years. The bottom line is that Keystone XL unites the United States and Canada in a mutual goal: achieving North American energy security.

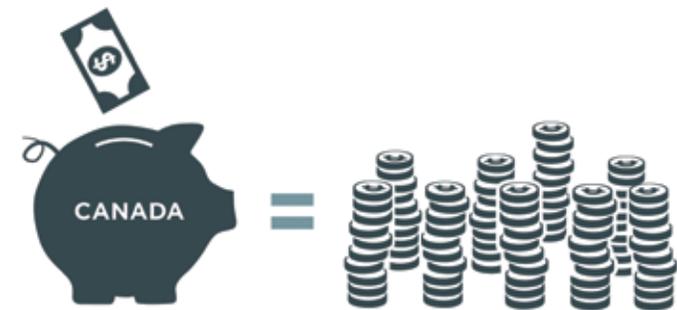
- **North American oil production, and particularly oil sands, is sending “shock waves” through global markets slashing U.S. imports from OPEC**, according to a report released by the International Energy Agency (IEA). As IEA executive director Maria van der Hoeven put it, “North America has set off a supply shock that is sending ripples throughout the world...A real game changer in every way.” IEA found that **North American oil sands supply will grow by 3.9 million barrels per day from 2012 to 2018**. IEA also found that **North America will provide 40 percent of new energy supplies by 2018 through the development of oil sands, while contributions from the Organization of Petroleum Exporting Countries (OPEC) will fall to 30 percent**. Moreover, North America will be “all but self-sufficient” in its energy needs by 2035.
- According to IHS CERA oil sands will be a “key pillar” for American national security: “Increasing supply from Canada allows the United States to reduce its dependence on more distant supplies of oil by tanker, often from regions that are less stable and more susceptible to disruption.



Pipeline and rail links between the United States and Canada constitute a “hardwired” link of Canadian oil to the US market— very different from waterborne shipments that can be diverted, even while en route.”

- **Canadian crude oil production will more than double by 2030, primarily due to oil sands development**, according to the Canadian Association of Petroleum Producers. Oil production will reach 6.7 million barrels a day by 2030, up from 3.2 million barrels a day in 2012.
- **Keystone XL will enhance our economic security:** for every \$1 of goods we purchase from Canada, nearly 90 cents is returned by Canadians buying US goods and services – that’s more than double the return from investing in the Middle East.
- In the next dozen years, increased access to domestic oil and gas supplies combined with crude from Canadian oil sands could make North America 100% energy secure with regard to transportation fuels.

Keystone XL & the Oil Sands: Widespread Economic Benefits



For every **\$1 of goods we purchase** from Canada, nearly **90 cents are returned** to the U.S.

(Statistics Canada & U.S. Census)

www.oilsandsfactcheck.org



“The international bullies who wish to use energy scarcity as a weapon against us all are watching intently. If we want to make Mr. Putin’s day and strengthen his hand, we should reject the Keystone. If we want to gain an important measure of national energy security, jobs, tax revenue and prosperity to advance our work on the spectrum of energy solutions that don’t rely on carbon, it should be approved.”

– General James L. Jones, USMC (ret.)

“I probably would.”

– Tom Donilon, Former Obama National Security Advisor, when asked if he would advise the approval of Keystone XL

“First of all, our friendliest nation Canada has oil. They’re going to produce it and they’re going to sell it. And I’d rather buy it from my friends than my enemies. So this is more of a security thing. It’s all about jobs absolutely but the security of our nation is also at risk. A more energy independent nation is going to be a more secure nation.”

– Senator Joe Manchin (D-WV)

“Unfortunately it doesn’t appear that anyone from the administration has ever gone up to see the oil sands and so I would challenge the administration to go up and see the oil sands Go up and see what’s happening and go up and think about the potential of an energy independent North America.”

– Senator Heidi Heitkamp (D-ND)

“Every day it becomes more evident for our nation to achieve true energy security; we must engage our stable and reliable neighbors — Canada in particular... The country can’t afford to pass up the opportunity for reliable supply from a close ally and neighbor, which would leave us less vulnerable”

– Jim Jones, Former Obama national security advisor and retired General

Keystone XL & the Oil Sands: Supply in Perspective



In 2012, the U.S. imported **8.5 million barrels of petroleum per day**. **28%** of those imports came from Canada – a significant supply that can increase with Keystone XL, while creating jobs and improving American energy security along the way.

(U.S. Energy Information Administration)

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KEYSTONE XL WILL CREATE THOUSANDS OF JOBS



Numerous studies have found that the Keystone XL pipeline would be an economic machine, creating tens of thousands of American jobs.

- **Keystone XL will support 42,100 American jobs during construction:** In its final EIS, the State Department found that during its construction, Keystone XL would create "Approximately 42,100 across the United States." The State Department also noted that these jobs will put \$2 billion in workers' pockets.
- Nearly 4,000 jobs have already been created through the construction of the "southern leg" of Keystone XL, known as the Gulf Coast Project, according to the AP.
- **Oil Sands jobs:** CERl also predicts Keystone XL will create **117,000** new U.S. jobs over the next 15 years which can be attributed to oil sands development linked to the project.
- For every two jobs created to support Canada's oil sands development operations, approximately one is created here at home.
- TransCanada predicts that \$20 billion will be injected into the American economy by Keystone XL.



"The interstate highway system was a temporary job; Mount Rushmore was a temporary job. If they (opponents) knew anything about the construction industry they'd understand that we work ourselves out of jobs and we go from job to job to job."

– Sean McGarvey, President of the Building and Construction Trades Department at AFL-CIO



*“It’s **about jobs**; that’s what it’s about – put Americans back to work again... It’s **good for our economy**, it’s good for our country; it’s **good for our energy independence** and it’s good for working men and women in the building trades.”*

– Terry O’Sullivan, President of Labors International Union of North America (LIUNA)

*“The American construction industry has suffered greatly [...] far too many of our members have lost homes and are struggling to put food on the table. The Keystone XL project will create tens of thousands of good paying jobs here in the United States and Canada. For many members of our unions, **Keystone XL is not just a pipeline; it is, in the most literal sense, a lifeline.**”*

– Sean McGarvey, President of the Building and Construction Trades Department of the AFL-CIO

*“**Anything that makes sense and creates jobs and is sound environmental policy as well, we will be doing it.** [With respect to] the XL pipeline, there’s no environmental reason that it can’t be done safely while at the same time creating jobs.”*

– Richard Trumka, President of the AFL-CIO

*”This is a bipartisan effort by all of us. **There’s no question – this is about jobs for America; about jobs that will not only will happen during construction season but throughout the period of time afterwards when it’s refined and utilized in our markets.**”*

– Senator Mark Begich (D-AK)

“If we continue to delay, it will drive Canadian production to be exported to China and Korea, and we will miss out on 43,000 much-needed jobs.”

– Senator Mary Landrieu (D-LA)

*“**We cannot sit by while excuse after excuse delays jobs in Montana and across the country.** We’ve had years of studies and the president’s own State Department has repeatedly concluded the environment won’t be harmed. **It’s past time to put Americans to work building the Keystone pipeline.**”*

– Senator Max Baucus (D-MT)

*“**Approving the Keystone Pipeline is the perfect opportunity to put Americans to work right now.** American workers cannot afford to wait any longer for Keystone jobs, and there is absolutely no excuse for further delay.”*

– Senator Max Baucus (D-MT)

“[T]he Keystone XL pipeline will create good-paying American jobs and reduce our dependence on foreign oil.”

– Senator Heidi Heitkamp (D-ND)

*“As our economy continues to recover, there’s no dispute that the **Keystone XL Pipeline would create good-paying jobs right here at home.** Not only is the pipeline’s construction good for our economy, but it helps move us closer to our goal of achieving North American energy independence right here, right now.”*

– Senator Joe Manchin (D-WV)

*“I encourage President Obama to quickly approve the **Keystone XL Pipeline that will create thousands of American jobs** while providing energy security for our country.”*

– Senator Kay Hagan (D-NC)

KEYSTONE XL: WHERE THE PROJECT STANDS



- On January 31, the State Department just released its Final Environmental Impact Statement (FEIS) on Keystone XL, which found, for the fifth time, that Keystone XL will not impact the climate because Canada will still develop its oil sands.
- In January 2014 the Southern leg of the Keystone XL pipeline officials opened delivering oil for the first time.
- Keystone XL has been studied for nearly five years – it has been found to be environmentally sound and the State Department has determined it will not significantly increase greenhouse gas emissions. All that is needed to start building the remainder of Keystone XL is President Obama’s approval.
- **Workers are ready to get started:** Union business manager Danny Hendrix explained the status of construction jobs: “In the meantime, Hendrix said, pipeline workers with his union will keep an eye on Washington. ‘If the permit gets approved, we’ll start construction on the northern end of it immediately.’”
- Awaiting the national interest decision.

“[A]s long as I’m president, we’re going to keep on encouraging oil development and infrastructure and we’re going to do it in a way that protects the health and safety of the American people. We don’t have to choose between one or the other, we can do both.”

– President Barack Obama, Cushing, Oklahoma March 2012



Keystone XL: A Long Road to Approval

Clocking in at over four years of review, the Keystone XL pipeline has undergone the longest pipeline application deliberation in history.

2008	2009	2010	2011	2012	2013	2014
<p>Sept 19: Dept. of State (DOS) receives KXL application</p> <p>Nov: First Environmental Report issued to TransCanada</p>	<p>Jan 1: DOS begins first of 20 scoping meetings for the Environmental Impact Statement</p>	<p>April 16: DOS releases Supplemental EIS; finds that KXL would have “limited adverse environmental impacts”</p> <p>April 16: DOS begins to solicit comments on the pipeline, twice extending the comment period</p> <p>Oct 25: Labor unions representing 2.5 million workers urge DOS to approve pipeline</p>	<p>Jan 1: TransCanada agrees to 57 safety measures</p> <p>April 15: DOS releases supplemental draft EIS</p> <p>Aug 26: DOS releases its final EIS in support of moving ahead with the pipeline</p> <p>Aug 26: DOS begins its National Interest Determination</p> <p>Sept: Final EIS report finds no major environmental risks</p> <p>Nov 10: Pres. Obama delays project until after the 2012 election</p> <p>Dec 23: Payroll tax bill clears Congress, requiring the president to approve or deny the KXL within 60 days</p>	<p>Jan 18: Pres. Obama denies KXL permit, citing inadequate environmental examination</p> <p>Feb 9: The State Department’s Office of Inspector General looks into opponents’ claim of a conflict of interest and finds no bias in the State Department’s review of the Keystone XL pipeline.</p> <p>Feb 27: TransCanada proceeds with Gulf Coast Project</p> <p>March: Pres. Obama publicly states that the Gulf Coast Project has presidential support</p> <p>May 4: TransCanada submits Presidential Permit application to DOS</p> <p>May 9: Nebraska Dept. of Environmental Quality (NDEQ) holds first of several public meetings to review proposed re-route.</p> <p>June 15: DOS announces that it expects to make a decision on the project by the first quarter of 2013</p> <p>Aug 9: Gulf Coast Project approved”</p> <p>Sept 5: TransCanada submits new KXL route</p> <p>Nov 1: NDEQ releases draft evaluation</p> <p>Dec 4: Final public hearing on Nebraska route</p>	<p>Jan 4: NDEQ releases final evaluation report; starts governor’s 30-day review</p> <p>Jan. 22: Neb. gov. approves pipeline route through the state</p> <p>March 1: State Dept releases DEIS, finds project will not have significant environmental impact</p>	<p>Jan 22: Southern leg opens with first oil delivery</p> <p>Jan 31: The State Department releases the Final Environmental Impact Statement finding Keystone will have a negligible effect on the environment</p> <p>Feb 26: The State Department’s Office of Inspector General released another report finding that Keystone XL opponents’ conflict of interest charge is without merit. The Inspector General found that the State Department “substantially followed” guidelines, the “conflict of interest review was effective,” and “the review’s conclusions were reasonable.”</p>

KEYSTONE XL: SAFE AND SOUND TRANSPORTATION



Pipelines are widely acknowledged to be among the safest and most efficient means of moving energy products overland for long distances. The Keystone XL pipeline will meet safety measures that go above and beyond any existing pipeline.

- **Keystone XL will “have a degree of safety over any other.”** All U.S. pipelines must operate under Maximum Operating Pressure limitations and a host of other safety requirements administered by (PHMSA). Keystone XL will go above and beyond those requirements by adopting 59 extra safety measures, leading the State Department to declare that the project would “have a degree of safety over any other.”
- **Oil sands crudes are not more corrosive than other crude oils.** A new report by the National Academy of Sciences (NAS) states unequivocally that diluted bitumen (one of the kinds of oil that will be transported by the Keystone XL pipeline) is no more corrosive than any other kind of crude oil and therefore not more likely to spill from a pipeline. As Mark Barteau, an author of the report and professor of chemical engineering at the University of Michigan put it: “Diluted bitumen has density and viscosity ranges that are comparable with those of other crude oils. It moves through pipelines in a manner similar to other crude oils with respect to flow rate, pressure, and operating temperature. There’s nothing extraordinary about pipeline shipments of diluted bitumen to make them more likely than other crude oils to cause releases.”
- In a 2011 report, Canadian research group Alberta Innovates found that acid and sulfur compounds found in oil sands crudes “are too stable to be corrosive and some may even decrease corrosion.” Recent testing and studies by ASTM International and Penspen support this conclusion.
- The State Department noted in its 2013 assessment, “[B]ased on averages of approximately 5 years, the acids [in diluted bitumen] are **too stable to be corrosive** under transmission pipeline temperatures.” It continues, “Dilbit viscosity is **comparable to those of conventional heavy crude oils** and there is **no evidence of increased corrosion** or other potential pipeline threat due to viscosity.”
- The State Department also pointed out in its 2013 assessment that it is highly unlikely that the pipeline would pose a threat to the Great Plains Aquifer: “Overall, it is **very unlikely** that the proposed pipeline area would affect water quality in the [Great Plains Aquifer] ... “[T]here is an **extremely low probability** that a petroleum release from the proposed Project would affect water quality in [the Western Interior Plains Aquifer.]”
- As Mark Barteau, an author of the report and professor of chemical engineering at the University of Michigan put it: “Diluted bitumen has density and viscosity ranges that are comparable with those of other crude oils. It moves through pipelines in a manner similar to other crude oils with respect to flow rate, pressure, and operating temperature. **There’s nothing extraordinary about pipeline shipments of diluted bitumen to make them more likely than other crude oils to cause releases.**”

OIL SANDS WILL BE DEVELOPED WHETHER OR NOT KEYSTONE XL IS BUILT



Throughout the debate, Keystone XL opponents have tried to convince the American public that Canadian oil sands won't be developed or transported if Keystone XL isn't built. This is simply false. As the State Department and several notable Canadian officials have confirmed, Canadian oil sands will be developed and transported, either by other pipelines or by rail, regardless of whether the Keystone XL pipeline is built.

Unlikely to Impact Rate of Extraction

- As the State Department found, "Approval or denial of any one crude oil transport project, including the proposed Project, remains unlikely to significantly impact the rate of extraction in the oil sands, or the continued demand for heavy crude oil at refineries in the United States. Limitations on pipeline transport would force more crude oil to be transported via other modes of transportation, such as rail, which would probably (but not certainly) be more expensive."

Canada has Market Access Options

- What has received less attention is the fact that according to the State Department, if Keystone XL is rejected, many other pipelines – those that are already in use and those that are planned – would also play a significant role in transporting Canadian crude. As the State Department explains, "Since August 2011, when the Final EIS was published, there have been a significant number of projects that would directly support the export of WCSB crudes and/or move WCSB and Bakken crudes to destination markets." Other pipeline operators, including Enbridge and Kinder Morgan Canada, are actively pursuing pipeline projects to move more western Canadian crude to the market. Keystone XL is just one of six pipeline projects under development to transport Canadian oil sands: there are two pipeline routes to the west, two to the south, and two to the east.

"Let me put it this way: I do think that [oil sands crude] in Canada will get out and be used."

– Steven Chu, Former U.S. Secretary of Energy

"[A]pproval or denial of any one crude oil transport project, including this proposed project, really remains unlikely to significantly impact the rate of development of the oil sands, or the continued demand for heavy crude oil in the U.S."

– Kerri-Ann Jones, Assistant U.S. Secretary of State

"We've got a delay in British Columbia, and controversy in D.C. [But] it's not a question of whether this oil comes into the United States. It's a matter of how."

– Gary Doer, Canada's Ambassador to the U.S.

"It will surprise the opponents who think that if I shut down the Keystone pipeline then I shut down this whole (oil sands) thing. It's the single biggest source of oil the private sector can invest in and you can bet the private sector is going to figure out a way to get it to market."

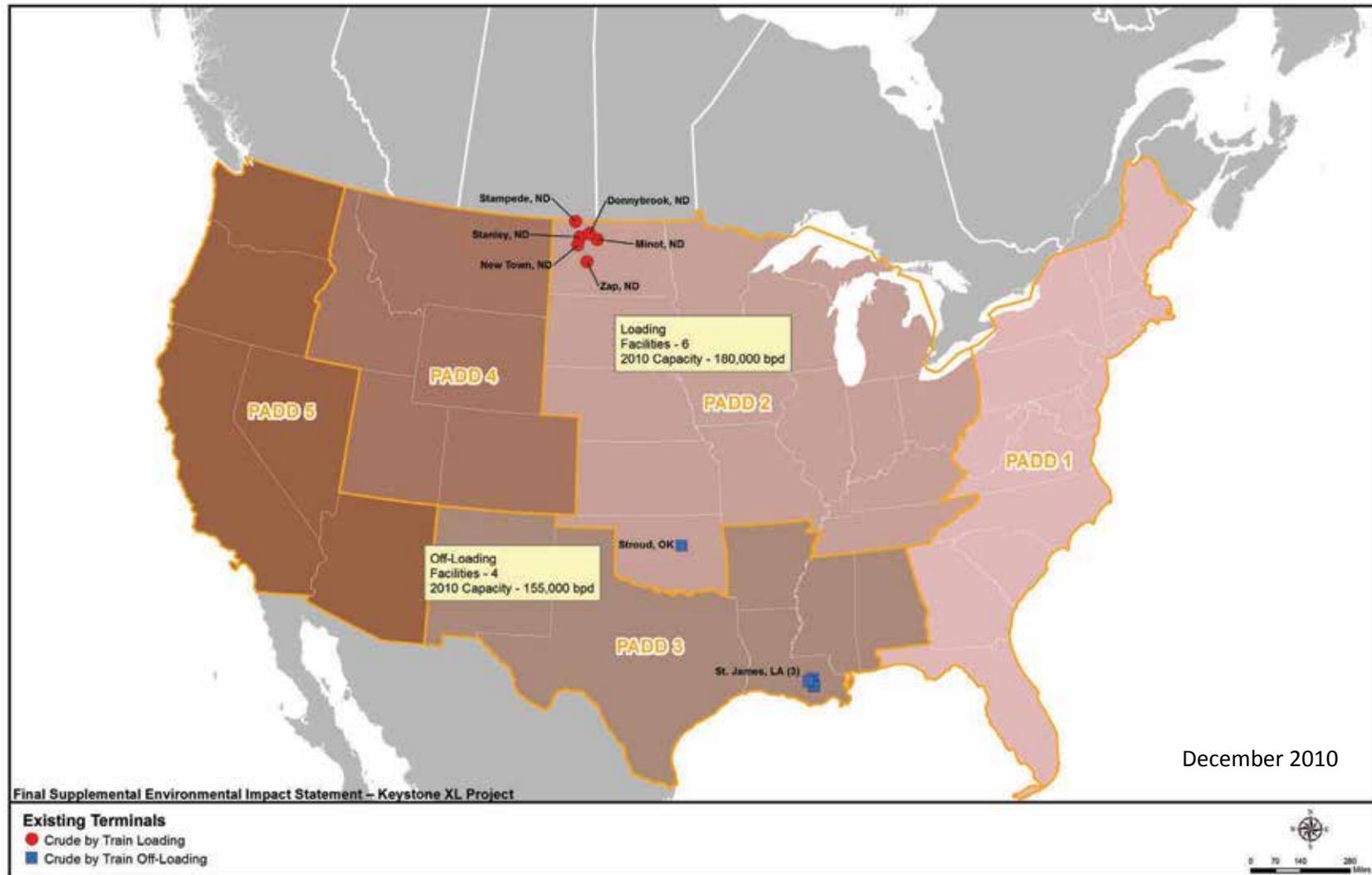
– Russ Girling, President & CEO of TransCanada

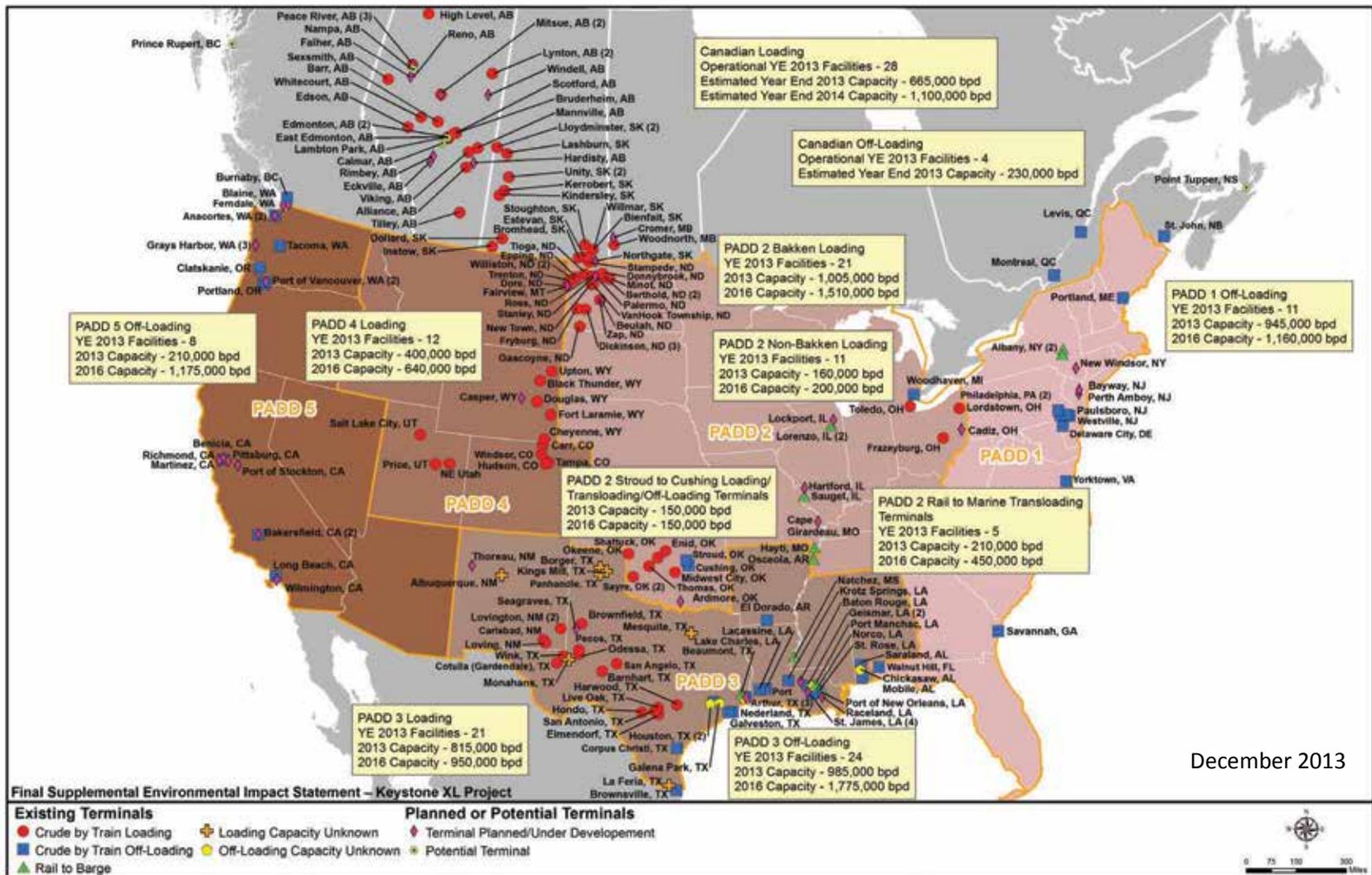
"If there's oil there, someone will find it and use it."

– Gina McCarthy, EPA Administrator

Rail Will Play a Bigger Role:

- The State Department explains that while its Draft EIS, published in 2013, discussed the transportation of Canadian crude by rail as a “future possibility” the FEIS shows that transportation of crude oil by rail “is already occurring in substantial volumes” and the industry is “making significant investments increasing rail transport capacity” as the following charts reveal:





- Over the past two years, Canadian oil sands producers have built over 15 rail loading facilities with a capacity of 240,000 bpd and have invested in the construction of over 28,000 new insulated rail tank cars – specifically designed for the transport of bitumen – which, as the State Department found, “provide evidence that industry considers shipping railbit or bitumen to be an economic option, and that it can be employed in large quantities.”
- Canada’s largest train operator, the Canadian National Railway, is planning to expand its rail capacity to meet the growing demand for transporting crude oil. As Reuters reported: “Shipments of crude by rail in the United States have surged to an estimated 340,000 barrels per day (bpd) in 2012 from around 11,000 bpd in 2007, according to data from the Association of American Railroads. If rail shipments in Canada are added, the volume could top 400,000 bpd, more than 4 percent of North American crude production and equal to a new, large pipeline.”
- Many potential rail investments on a much larger scale are in a holding pattern in anticipation of President Obama’s decision. For example, Hunter Harrison, head of the Canadian Pacific Railway recently explained to the Calgary Herald that transporting Canadian crude by rail could be a great opportunity but that the company is “‘proceeding cautiously’ in the business and doesn’t plan to build long-term infrastructure for what could be a short-term boom” for the rail industry if Keystone XL is approved.
- Over the past three years Asian investments in Alberta’s oil patch have exceeded \$15 billion. Following the takeover of oil sands producer Nexen, China’s government alone will control almost 10 percent of oil extraction in the oil sands. In the event that Keystone XL is not approved by the Obama Administration, Canada will have its biggest economic incentive yet to approve infrastructure that could transport oil sands crude westward to willing Asian markets.

“Canada will develop its oil sands whether the U.S. permits Keystone XL or not, and despite self-sufficiency in light oil, our refining system is still geared to the heavy oil which the U.S. imports from Canada, Venezuela and Saudi Arabia.”

– Jan H. Kalicki, Former Clinton Administration Council, and David L. Goldwyn, Former Obama Administration International Energy Expert

“We don’t necessarily view [Keystone] XL as a linchpin in oil production. The industry will look for other ways to get to market.”

– Grady Semmens, TransCanada Spokesman

“Several of the project’s opponents believe it (a permit denial) would be a decisive body blow which would keep the oil sands in the ground. That’s simply wrong.”

– Joe Oliver, Natural Resources Minister

“There are many efforts to pursue other routes that don’t go south. You can assume some of them will be successful. We’re going to get the oil out.”

– Geoff Hill, Deloitte

*“Keystone XL backers say the proliferation of alternative projects, such as one to carry tar sands to a Canadian seaport that advanced yesterday, **undercuts opponents who claim blocking the pipeline will keep the high-carbon crude in the ground.** Canadian energy regulators yesterday recommended approval with conditions of Enbridge Inc. (ENB)’s Northern Gateway pipeline, a project that would bring as much as 525,000 barrels a day of oil sands to a port at Kitimat, British Columbia. The recommendation, by the National Energy Board, leaves the final decision up to federal government. The announcement follows an expansion of rail terminals to haul crude and other proposals, such as one by Kinder Morgan Energy Partners LP (KMP:US) to almost triple the capacity of a line to Vancouver or TransCanada Corp. (TRP)’s plan to convert a gas line to oil.”*

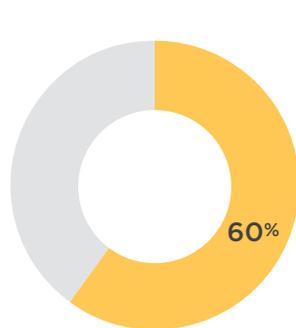
– Bloomberg, “Enbridge’s Pipeline Win Shows Stopping Keystone Won’t Stop Oil”

BOTTOM LINE: OVERWHELMING SUPPORT FOR KEYSTONE XL

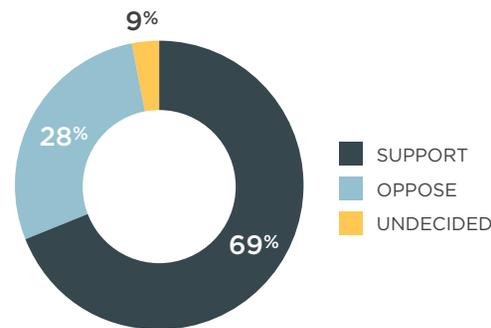


Support for the Keystone XL pipeline is overwhelming across the political spectrum. Poll after poll has found that a vast majority of Americans – Republicans, Democrats and Independents – want the Keystone XL pipeline to be built to create thousands of jobs and increase our energy security.

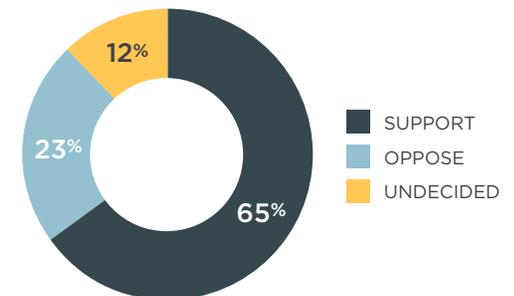
AMERICANS OVERWHELMINGLY SUPPORT BUILDING THE PIPELINE.



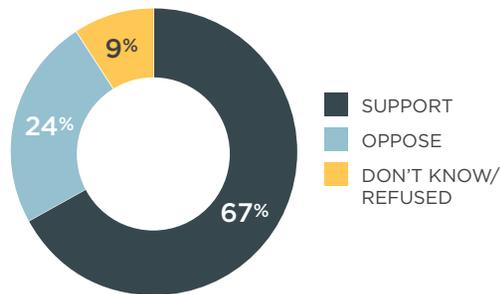
A December 2013 poll found that over 60 percent of Americans believe that President Obama's five year delay of Keystone XL is due to politics, rather than "legitimate concerns" about the climate.



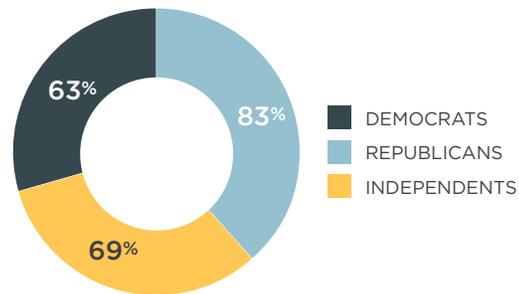
A Pew poll conducted in September 2013 found that in states where the pipeline would traverse – Montana, South Dakota, Nebraska, Kansas, Oklahoma and Texas – 69 percent support Keystone XL while 28 percent are opposed.



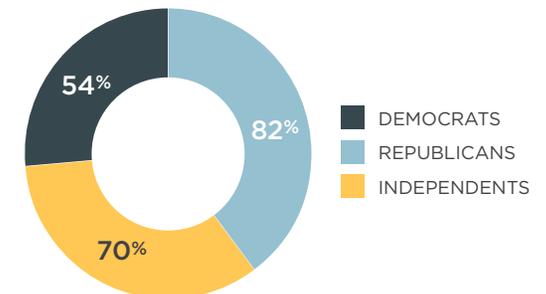
Support for the Keystone XL pipeline reached a two-year high in the latest ABC News/ Washington Post poll, with the public overwhelmingly saying it would create jobs.



A poll released on July 16, 2013 by United Technologies/National Journal found that 67 percent of Americans – more than two-thirds of respondents – support building the Keystone XL pipeline. This includes 56 percent of Democrats.



A June 2013 poll conducted by Harris Interactive found that 83 percent of Republican voters, 69 percent of Independents and 63 percent of Democrats want Keystone XL to be built. The majority of Americans also agree that Keystone XL would help strengthen the country's economic security (85 percent) energy security (81 percent) and national security (77 percent).



A national survey by the Pew Research Center, conducted in March 2013, found that "Support for the pipeline spans most demographic and partisan groups. Substantial majorities of Republicans (82 percent) and independents (70 percent) favor building the Keystone XL pipeline, as do 54 percent of Democrats."

"Here's the truth that environmentalists are warming to: Despite the rallies and all-out campaign, Keystone XL pipeline opponents haven't won over the public. A number of recent polls show growing support for the pipeline that would carry oil from Canada's tar sands to the U.S. Gulf Coast, despite the national efforts of the environmental community. However, Keystone opponents' contention that Obama's decision won't be influenced by poll results and public opinion could backfire, since it could call into question whether greens' efforts to sway the policy were worthwhile. And that could be a hard pill to swallow on the heels of recent events such as the President's Day rally against the Keystone pipeline that brought thousands to the National Mall, and the Sierra Club campaign to highlight 100 days of action to fight climate change and the Keystone XL pipeline."

– Politico, April 2013



- Dozens of newspaper editorial boards from communities across the country called on President Obama to approve the pipeline. Supporters include the Washington Post editorial board, Nature magazine, USA Today, and Washington Post columnist Eugene Robinson.
- **Union and trade groups** including the AFL-CIO, the Chamber of Commerce, National Association of Manufacturers, International Brotherhood of Teamsters, International Laborers and the International Union of Operating Engineers support the construction of Keystone XL.
- **Overwhelming Bipartisan Support in Congress:** It turns out Keystone XL is one of the few issues Congress can agree on. Numerous bills approving Keystone XL have passed in the House with strong bipartisan support, and the Senate recently passed a bipartisan amendment in support of the Keystone XL project by a vote of 62-47. After the State Department released its FEIS, Democrats and Republicans in both the House and Senate, came together again to tell President Obama to approve Keystone XL.

“Anything that makes sense and creates jobs and is sound environmental policy as well, we will be doing it. [With respect to] the XL pipeline, there’s no environmental reason that it can’t be done safely while at the same time creating jobs.”

– Richard Trumka, President of the AFL-CIO

“It’s just another pipeline; it’s just another supply of oil [...] Nature magazine thought last year that this was probably environmentally sound [...] As long as you’re using gasoline you need oil. It’s coming from all over the world. I’d rather but if from a friend like Canada than people like Venezuela or the folks in Saudi Arabia or Iraq or Nigeria or some other dog-gone place where they got dictators running the country.”

– Former Governor Brian Schweitzer (D-MT)

“We happen to have a pretty big play happening in Western North Dakota and Eastern Montana - it’s called the Bakken play which there will be on-ramps for that oil which keeps it off of trucks.”

– Senator Jon Tester (D-MT)

“At the end of the day, we are going to be consuming that oil. So is it better for us to get the oil from our good neighbor from the north, or to be bringing it from some place in the Middle East?” Salazar also told the Associated Press Keystone XL would be a “win-win” project.

– Former Secretary of the Interior Ken Salazar (D-CO)

“Obama made a mistake on that. OK, there’s an open mistake. I don’t know if he can fix it. It’s probably too late. But that’s a good job creation problem — tangible construction jobs. And what’s the cost? Nobody can even remember what the environmental cost was here. We just know the benefit we kissed goodbye to.”

– Chris Matthews, MSNBC, on Keystone XL

“Environmentalists have drawn a line in the sand on the Keystone XL pipeline. It’s the wrong line in the wrong sand, far away from any realistic assessment of the merits — as yet another government analysis has confirmed. It’s past time for President Obama to set aside politics and resolve this bizarre distraction of an issue [...] Fighting for good climate policy may be more difficult than waging a symbolic war against a lone pipeline. But the battle for policies that might actually work is the one to which environmentalists must devote their time, enthusiasm and money.”

– Washington Post Editorial “Keystone Report From State Dept. Puts Common Sense Back in the Pipeline”

President Barack Obama should have applauded the State Department’s recent finding that the Keystone XL pipeline from Canada to the Gulf Coast would not produce a significant net increase in carbon emissions, a major cause of global climate change. Instead, he continues to sit on his hands. [...]The president should get off the fence, pull out his signing pen and approve this project.

– Dallas Daily News Editorial, “Obama Must Quit Waffling on Keystone”

“I believe it is time to move forward on the Keystone XL pipeline.”

– Marcia McNut, Former Obama USGS Chief

*“In America’s court system, you’re innocent until proven guilty. Following that logic, **President Obama should approve the Keystone XL pipeline until or unless he can give a new reason not to. Here’s why: The final environmental review the State Department released Friday says that the pipeline probably won’t exacerbate global warming (because it’s unlikely to have a big impact on the development of Canada’s oil sands). That’s the test Obama imposed on the project in his June 2013 speech, and Keystone passed it.** Obama administration officials and environmentalists spent the waning hours of Friday and the whole weekend insisting that this report isn’t a definitive signal of how the president will decide. Nonetheless, the burden of proof now lies within the administration to come up with another reason to deny the pipeline.”*

– National Journal, “The Strange Logic of Keystone XL”

*“**President Barack Obama is running out of reasons to say no to Keystone XL, the proposed oil pipeline that’s long been looming over his environmental legacy.** Five years after the pipeline’s backers first asked the Obama administration for approval, the project remains in limbo, stuck in a complex regulatory process that has enabled Obama to put off what will inevitably be a politically explosive decision. But the release Friday of a long-awaited government report removes a major excuse for delay, ramping up pressure on the president to make a call.”*

– Associated Press, “Obama Is Running Out Of Reasons To Reject The Keystone Pipeline”

“The State Department has given President Barack Obama cover to approve the Keystone XL oil pipeline, despite stubborn objections from environmentalists. He should use it. The president asked the department to assess the carbon impact of allowing Keystone to be built. The answer: None. And, in fact, the study concludes that constructing the pipeline is the most environmentally friendly way to carry heavy crude from Alberta oil sands to Gulf Coast refineries.”

– Detroit News Editorial, “Let the Oil Start Flowing”

“The latest environmental report on the Keystone XL pipeline should make it easier for President Barack Obama to climb down off the fence and finally approve the controversial, privately financed \$5.3-billion construction project. [...]Obama should approve the pipeline so the oil from Alberta can be transported to refineries in the United States in the safest way possible.”

– Newsday Editorial, “Barack Obama Should Finally OK the Keystone XL Pipeline”

“So the wait on the Keystone XL pipeline is over. Just kidding. However, the State Department did release its final environmental impact report today. And what did it say? That the pipeline will not increase carbon emissions much, which is exactly what previous reports also found. So what’s changed? Well, with this report, President Barack Obama can give the pipeline the go-ahead. In 90 days.”

– Bloomberg, “Approve Keystone. Now”

*“The State Department today released its long-awaited environmental impact analysis of the Keystone XL pipeline. The analysis is key because President Obama announced last summer he would not approve the pipeline unless it was found to have no significant impact on climate change. And that’s what the analysis finds. It argues, as many other analysts have concluded, that if we block the pipeline, Canada will just ship the oil out by rail. **So, what public policy reason is there to block the pipeline? There really isn’t one. Indeed, the environmentalists’ obsession with Keystone began as a gigantic mistake.”***

– New York Magazine, “Keystone Pipeline to Be Built Because There’s No Reason Not To”

“Economic reality waits for no man. The only difference is how the oil is transported, and the green protesters should be chaining themselves to White House fences to get Mr. Obama to sign off as soon as possible. The hilarious irony is that the anti-Keystone campaign is creating more carbon emissions. Their political lobbying is harming the planet by their own standards. The State Department constructs an alternative scenario in which the Keystone XL is not built and the oil reaches refineries via rail and tanker. That results in 27.8% more greenhouse gas emissions. If the oil is distributed instead by train to the network of existing pipelines, that’s a 39.7% carbon increase. Transporting by rail directly to the Gulf of Mexico, as some operations are now doing, means a 41.8% increase.”

– Wall Street Journal, “No More Keystone Excuses”



WHAT KEYSTONE XL IS NOT

- **A rejection of Keystone XL will not stop Canada from transporting its oil sands:** Canada will still transport its oil sands, either by rail or by other pipelines, as the State Department said in its assessment.
- **Keystone XL will create more than “temporary jobs:”** The importance of temporary jobs should not be minimized. Oil sands development linked to Keystone XL could support more than 100,000 jobs by 2035.
- **Keystone XL is not a climate disaster:** The State Department found that Keystone XL will not impact the climate because Canada will still develop its oil sands.
- **Keystone XL is not a threat to the environment:** Keystone XL will incorporate 59 more safety measures than any other existing pipeline.
- **Keystone XL will not pose a greater threat of leaks or spills:** As the National Academy of Sciences found, diluted bitumen is not more likely to spill from a pipeline than any other kind of oil, and as the State Department said, Keystone XL will “have a degree of safety over any other.”



OIL SANDS
FACT CHECK