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FEDERAL ENERGY REGULATORY COMMISSION
PUBLIC SCOPING MEETING
LNG TRUCK LOADING PROJECT
DOCKET NO.: CP10-477

Transcript of the Federal Energy Regulatory
Commission public scoping meeting, reported by Angela S.
Garrett, CSR, RPR, B-2407, at the Hilton Garden Inn,
4711 Abercorn Street, Savannah, Georgia, on
September 29, 2010, commencing at 7:02 p.m.

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1 MR. LAFFOON: Good evening. Can I get
2 everybody to take their seat, please. I'm going
3 to ask that people bear with me because I'm going
4 to have to read through my transcript. There's a
5 lot of important information in here and I don't
6 want to skip anything. So just bear with me for
7 the beginning and then we'll get to your comments.
8 Thank you.

9 Good evening and welcome to the public
10 scoping meeting for Southern LNG's Truck Loading
11 Project under Docket No. CP10-477. Let the record
12 show that Southern LNG's Truck Loading Project
13 scoping meeting began at 7:02 p.m. on
14 September 29th, 2010.

15 My name is Danny Laffoon and I am an
16 environmental project manager with the Federal
17 Energy Regulatory Commission, or FERC. I am here
18 along with Rich McGuire, who will be assisting me
19 with tonight's meeting, Karla Bell and Kevin
20 Bowman who are way in the back at the sign-in
21 table. And they're also FERC staff.

22 A Notice of Intent was mailed to our
23 environmental mailing list, which includes
24 federal, state and local representatives. The
25 Notice of Intent states that the Commission is

1 preparing an environmental assessment for the
2 proposed LNG Truck Loading Project.

3 If you did not receive a copy of the
4 notice in the mail, we have extra copies with us
5 tonight back at the sign-in table. Additionally,
6 those who provided their address on tonight's
7 sign-in sheet will be included on all future
8 environmental mailings for this project.

9 The purpose of this meeting is to give
10 you an opportunity to comment on the environmental
11 issues associated with Southern LNG's Truck
12 Loading Project that you think we should cover in
13 the environmental assessment.

14 Now I will outline tonight's agenda.
15 First I'll start off with briefly explaining the
16 FERC application process. Then a representative
17 from El Paso Corporation will present an overview
18 of their project.

19 Following El Paso's presentation we will
20 hear from those of you who have signed up to speak
21 and make formal comments on the project. If you
22 do not want to formally make comments tonight, you
23 can send a letter to the Commission addressing
24 your specific concerns. Page 5 of the Notice of
25 Intent explains how you can submit written

1 comments.

2 In addition, there are comment sheets at
3 the sign-in table that you can fill out and either
4 leave with FERC staff or mail to the Commission.
5 All comments received, whether given orally or
6 written, will receive equal consideration in our
7 environmental review.

8 The scoping period for the Notice of
9 Intent ends October 13th, 2010. However, we will
10 continue to take comments until we can no longer
11 realistically respond to them in the environmental
12 document. This meeting is being recorded by a
13 court reporter so that we can have an accurate
14 record of tonight's comments.

15 The Federal Energy Regulatory Commission
16 is an independent regulatory agency. The
17 Commission's mission is to regulate and oversee
18 energy industries in the economic and
19 environmental interest of the American public.

20 Among other responsibilities, the
21 Commission regulates the interstate transmission
22 of natural gas. The Commission is made up of five
23 members who are appointed by the President and
24 approved by Congress. The Commission staff, which
25 includes myself, prepares technical information to

1 assist these commissioners in making their
2 decisions.

3 When a company wants to build a facility
4 to transport and sell natural gas in interstate
5 commerce, the company files an application with
6 the Commission.

7 Southern LNG filed its application with
8 the Commission on August 3rd, 2010, under
9 Section 3 of the Natural Gas Act. The docket
10 number with the CP prefix, in this case CP10-477,
11 means that this is a certificate proceeding.

12 Southern LNG currently operates the Elba
13 Island Liquefied Natural Gas Import Terminal here
14 in Chatham County, Georgia. The existing facility
15 was originally approved by the Commission in 1972
16 and the Commission recently approved an expansion
17 of the facility in 2007.

18 Southern LNG's proposed Truck Loading
19 Project consists of removing and expanding its
20 existing truck loading facilities at the Elba
21 Island LNG Terminal.

22 Southern LNG intends to operate and lease
23 the truck loading facilities to Southeast LNG
24 Distribution Company. Southern LNG proposes to be
25 in service in November of 2012.

1 Under the National Environmental Policy
2 Act the Commission is required to perform an
3 environmental analysis of the proposed project's
4 potential effects on the environment.

5 In the case of Southern LNG's Truck
6 Loading Project we are doing this analysis in an
7 environmental assessment. Generally the
8 environmental assessment describes the project
9 facilities and associated environmental impact,
10 alternatives to the project, mitigation to avoid
11 or reduce impacts, and our conclusions and
12 recommendations.

13 This environmental assessment will
14 analyze Southern LNG's proposed jurisdictional
15 truck loading facilities. It will also evaluate
16 the LNG trucking as a related action under the
17 National Environmental Policy Act.

18 While Southern LNG is required to obtain
19 authorization from the Commission for its proposed
20 truck loading facilities, Southeast LNG
21 Distribution Company will be required to obtain
22 approval from the Department of Transportation's
23 Federal Motor Carrier Safety Administration.

24 The environmental assessment is used to
25 advise the Commission and to disclose to the

1 public the environmental impacts of constructing
2 and operating the proposed project. The
3 Commission will consider the environmental
4 information and public comments, as well as a host
5 of non-environmental issues, like rates, cost of
6 service, market, accounting, and various economic
7 issues, in making an informed decision on whether
8 or not to approve the project.

9 The environmental assessment will not be
10 a decision document. When the environmental
11 assessment is complete we will provide the
12 assessment and staff material on the
13 non-environmental issues to the Commission so that
14 they can make an informed decision regarding the
15 project.

16 If the Commission does vote to authorize
17 the project, the Commission's staff will monitor
18 the project through construction and restoration,
19 performing on-site inspections for environmental
20 compliance.

21 Tonight's meeting is one of the first
22 steps in our process to develop a complete
23 environmental record of Southern LNG's proposal.
24 We are here tonight to get your input on issues
25 that you feel need to be analyzed in our

1 environmental assessment. Your comments along
2 with those of interested groups and agencies will
3 help us focus our analysis on significant impacts.

4 We have received requests from federal,
5 state and local representatives to reschedule this
6 meeting. However, we had sent out our notice and
7 do not wish to inconvenience those that had
8 planned to attend.

9 That being said, we will consider having
10 additional meetings to accommodate the requests to
11 reschedule this meeting. Any notice issued for an
12 additional meeting will go to our environmental
13 mailing list, which will now include those who
14 provided contact information tonight. There will
15 also be an opportunity to comment on the
16 environmental assessment once it is issued.

17 If you have additional questions about
18 the Commission I'd encourage you to visit the
19 Commission's homepage on the Internet at
20 www.ferc.gov.

21 At this point are there any questions
22 about the scoping process or FERC's role in this
23 proceeding?

24 UNKNOWN SPEAKER: (Inaudible).

25 MR. LAFFOON: It's www -- the question

1 was what is FERC's Web address. It's
2 www.ferc.gov. Now I would like to introduce Bruce
3 Hughes with El Paso to describe its project.

4 Mr. Hughes.

5 MR. HUGHES: Good evening. As Danny
6 said, my name is Bruce Hughes. I'm here
7 tonight -- I am an El Paso employee and I'm here
8 tonight representing Southern LNG. I am also the
9 president of Southeast LNG Distribution.

10 And we are -- Southeast LNG is the joint
11 venture that is owned by El Paso and Atlanta Gas,
12 Light & Resources that have formed a joint venture
13 to truck LNG off of Elba Island.

14 As Danny stated, Southern LNG is the
15 applicant for the facilities on Elba Island. We
16 have proposed to reactivate truck loading
17 facilities that were originally placed in service
18 in 1978.

19 They were deactivated in 1981 and have
20 not been reactivated as part of our terminal
21 reactivation process in 2001. We are now
22 proposing to reactivate our truck loading
23 facilities at Elba as part of Southern LNG.

24 And the joint venture is proposing to
25 truck the LNG from Elba Island and to distribute

1 it -- really our targeted market is the heavy
2 vehicle market that is currently fueled almost
3 exclusively by diesel. And our project will give
4 those diesel operators an alternative fuel. And
5 our project is to fuel those tankers with LNG.

6 We had an open house for the project
7 several weeks ago. I know you all are interested
8 in the routing that we selected for the tankers.
9 I know you are all interested in the safety of the
10 product that we're proposing to transport.

11 We have committed to the various city
12 officials that -- the reputations of our
13 companies, Atlanta Gas, Light & Resources and El
14 Paso Corporation, we're going to be in the
15 community and we're going to do whatever it takes
16 to convince you all that the transportation of
17 this product is safe.

18 We can't do a lot about the route that
19 we've chosen along DeRenne as far as the
20 congestion of the route other than to say in our
21 application we're proposing to operate ten trucks
22 initially.

23 The facilities that we are designing at
24 Elba Island in the way of a maximum is 58 trucks.
25 We think it could take us as much as five to ten

1 years to reach that maximum. And while congestion
2 on DeRenne is today a problem, we hope it will be
3 an alternative in the future.

4 We are certainly ready, willing and able
5 to schedule those ten trucks that have the least
6 impact as possible on the current congestion on
7 DeRenne.

8 MR. LAFFOON: Southeast and Southern LNG
9 representatives will be available after the
10 meeting with project maps to answer any questions
11 about the project.

12 If you are unsure of the location of the
13 Elba Island LNG Terminal or Southeast LNG
14 Distribution Company's proposed trucking route, I
15 encourage you to look at the maps and other
16 material that Southeast LNG Distribution Company
17 has brought with them tonight after the meeting.

18 Now I want to hear from those of you who
19 have signed up to present comments. A transcript
20 of this meeting will be placed in the public
21 record so that anyone can access the information
22 discussed here tonight.

23 For the court reporter's benefit and to
24 ensure an accurate record of this meeting, please
25 follow the following ground rules if you plan to

1 provide oral comments.

2 Please come to the podium and speak into
3 the microphone. State and spell your first and
4 last name. If appropriate, state the agency or
5 group you're representing. Define any acronyms
6 you may use and speak one at a time.

7 As mentioned before, if you choose to not
8 speak tonight, you may leave written comments with
9 FERC staff, mail your comments to the Commission
10 or submit them electronically.

11 Because of the number of commenters that
12 have signed up to speak tonight we will ask that
13 you please keep your comments brief, hopefully
14 around four minutes or less, to ensure that
15 everyone has the opportunity to speak.

16 If there is time after all of those who
17 have signed up to speak, then we will open the
18 floor for additional comments. The first speaker
19 tonight will be Judy Jennings.

20 MS. JENNINGS: (Inaudible). I'm Judy
21 Jennings. I'm speaking for myself. Am I on line?
22 Hey, y'all. First of all, I appreciate the
23 opportunity to speak. And I don't think I'm going
24 to take more than four minutes.

25 But frankly, I don't believe government

1 by the people for the people is limited to four
2 minutes. So I hope y'all (inaudible). But having
3 said that I think it's just plain rude, you know,
4 so -- My husband was sweet enough to point to me
5 every word in that application. (Inaudible).

6 THE COURT REPORTER: Excuse me.

7 UNKNOWN SPEAKER: We can't hear you.

8 MS. JENNINGS: Please read your
9 application. Please read the applicant's
10 application, because in it is included what they
11 (inaudible). So I have to say that I have not
12 read every word of it. But I will before I make
13 written comments. So let's move on.

14 Every time I mention the problem, the
15 lack of safety that I feel from LNG, I am often
16 told by numerous city officials that it's not the
17 worst thing out there. And this does not comfort
18 me by any means. It does not comfort me.

19 So I have to ask since you are all here
20 to scope this study, will you study the potential
21 of an LNG accident and subsequent fire being a
22 catalyst for chain reactions involving chemicals
23 and materials at their trucking facility and along
24 the route?

25 Every facility should be studied,

1 including those within the range of secondary
2 fires that will be fueled by rapid phase
3 transition, which you're well aware of that,
4 especially since a rapid phase transition fire can
5 be -- you don't want to call it an explosion, but
6 however, we know that the potential is the
7 equivalent of.

8 And the same thing goes for the railroad
9 crossings. Some of the materials that are going
10 to -- and it's been thrown up in my face, hey,
11 gee, we've got worst out there. Once they cross
12 the railroad crossings, and I don't care which way
13 they go from Elba Island, whether they go left or
14 go right, you're going to encounter those.

15 So I think the same concerns about fire
16 being the catalyst for chain reaction for
17 chemicals or substances being transported, all
18 potential rail cargo should be studied. By the
19 way, all of this should be in a comprehensive risk
20 analysis terminology. The application does not
21 contain one.

22 Also I should say that all risk analyses
23 should be conducted throughout a range of
24 meteorological and environmental conditions.
25 Okay. Let's talk about how many trucks you're

1 talking about. I've heard the eight to ten
2 originally and then the 58 up to.

3 But if you -- you don't have to read
4 every word in here until you get to the point
5 where you're talking about the fact where you said
6 the applicant says that they will be able to fuel
7 trucks partially.

8 You know, a truck can come up that's not
9 fully loaded and they can still fuel it. And they
10 can do this while they're unloading an LNG tanker,
11 which as you know, is many times greater than
12 13,000 gallons that will be in a truck.

13 So it's very unclear to me in your
14 application. You use numbers a few times. But
15 the applicant never uses numbers about how many
16 trucks partially loaded might come up and be
17 refueled.

18 Another thing that you talk about is the
19 applicant asks specifically, we want our facility
20 to be able to handle liquefied compressed natural
21 gas, but we don't want to talk about it here. And
22 that is almost a quote.

23 So I really believe if they ever intend
24 to use LCNG -- I spent my afternoon trying to find
25 out what's involved, which there isn't much. It's

1 relatively a new product. So if they intend to do
2 that I'd like to know a hell of a lot more about
3 it than the one or two sentences that they've
4 described.

5 So I've asked for a risk analysis.
6 Basically what I said before is I'm asking for a
7 risk analysis. I would also like worst case
8 scenarios for all potential contact points along
9 the route, including those that could potentially
10 be impacted by secondary fires from an LNG
11 accident.

12 As you know, the rapid phase transition
13 can create numerous other fires. And this is a
14 question that isn't for you to study, but I think
15 you can answer it fairly quickly. To what extent
16 can Southern and Southeastern expand on the
17 proposed truck and traffic, provide additional
18 environmental assessments?

19 So to what extent can y'all say yes to
20 this and the -- I just want you to answer that.
21 It's simple. That's another -- also, why is the
22 application replete with references to a schedule
23 that lists May the 11th as the FERC authorization
24 date?

25 Is it that the relationship between the

1 applicant and FERC, the applicant and FERC, it's
2 supposed regulated by, is it so tight that the
3 applicant feels no need to even consider the time
4 for additional studies that might be initiated as
5 the result of this public scoping process?

6 You've got a month and a date which you
7 should be through with them. But, you know, here
8 we are. So your application -- the applicant
9 states that ingress and egress to Elba Island will
10 involve the crossing of three DOT bridges that are
11 currently certified at 36 tons. A fully loaded
12 tanker is 40 tons.

13 So the applicant's solution to this is
14 just change the number. We'll call it certified
15 at 40 tons. You know, over the years I've been El
16 Paso's guest no less than about a dozen times.

17 And I don't want to be on the bridge when
18 it's had just, you know, one too many 40-ton
19 trucks that are certified at 36 and all we did was
20 change the number. I mean, is the suggestion to
21 imply that adding 40 tons on a bridge, is that a
22 very responsible public act?

23 The applicant states that secondary spill
24 containment will be provided via existing
25 retention basins for the purpose of catching and

1 containing a significant (inaudible) of the
2 facilities. They actually say this is going to be
3 a non-invasive type thing, we're not going to tear
4 it up, we're going to test it and not mess it up.

5 As I told you before, every time I ask
6 this people tell me, don't worry about it, there's
7 worst stuff out there. And they also tell me
8 don't worry about it because LNG goes up in a
9 vapor cloud.

10 So if the facility itself has an on
11 ground liquid retention facility, then both the
12 applicant and FERC is admitting to me that an on
13 ground spill is possible.

14 Having said that, if you put it on
15 DeRenne Avenue or any other street in Savannah and
16 it spills, it can go -- the liquid, every molecule
17 of (inaudible) -- and you obviously believe that,
18 too, or you wouldn't put a liquid retention basin
19 out there.

20 The liquid will go down. And we all know
21 that natural gas in a confined space will ignite
22 explosively. So once again, I object to your
23 using that language, not liking the term
24 explosive.

25 One last comment. I'm up to my four

1 minutes or thereabouts. I've objected to this all
2 along. Your -- the LNG facility is right across
3 the river from Jasper County. And the State of
4 Georgia and the State of South Carolina have
5 invested millions of dollars in a new
6 state-of-the-art container port facility.

7 That's not even to mention the fact that
8 the Port of Savannah is already, you know, the
9 fourth largest port in the country. And even the
10 LNG industry association discourages LNG traffic
11 near busy ports.

12 So I have to tell you, I suggest that you
13 make errors in re-commissioning the facility,
14 errors in judgment in re-commissioning the
15 facility, and errors in judgment in letting them
16 expand it. So do you really need to compound it
17 by letting them put trucks on the road? And we
18 don't even know how many. Thanks.

19 MR. LAFFOON: Okay. Bill Durrence.

20 MR. DURRENCE: My name is Bill Durrence,
21 D-U-R-R-E-N-C-E. I'm not representing any group
22 officially, but I am the (inaudible), which is the
23 northermost part of the city and up through
24 (inaudible) street. I do speak for any of my
25 neighbors who's in (inaudible).

1 THE COURT REPORTER: Rich, I can't hear
2 him.

3 MR. DURRENCE: It's a little intimidating
4 right here. It's hard to read my notes with the
5 microphone here. Thank you for this meeting and
6 the opportunity to express some concerns about
7 Southeastern LNG's plans to truck materials
8 through our city.

9 Your material, FERC, indicates you have
10 no authority over trucking. And if that is so who
11 does and why are they not here this evening?

12 In fact, your authorization for the
13 Freeport truck facilities in March of this year
14 did include specific restrictions on trucking,
15 requiring two weeks of notice of any trucking and
16 regular meetings with the local fire department.

17 That would seem to indicate that you do
18 have some authority on this issue. And frankly, I
19 don't see how you can separate a plan to build a
20 truck loading station from the necessity of trucks
21 driving to and from.

22 You heard him also state the possibility
23 for public safety resources and other areas which
24 don't end with the merchants of Elba Island. The
25 third problem is that Elba Island is on the east

1 side of the city and there is no route through the
2 city that does not present a risk to some
3 neighborhood.

4 Many folks here are either concerned with
5 use of DeRenne -- and I agree with them. I don't
6 understand how Thomas & Hutton's traffic analysis
7 could so completely ignore years of planning and
8 expense that have gone into a traffic problem
9 concept.

10 But my concerns is also potential use of
11 Bay Street through the downtown historic district.
12 If DeRenne is not an option it should not be
13 assumed that they can just use Bay, even if Bay
14 were approved.

15 The congestion of the existing traffic,
16 including pedestrians, make the notion very scary.
17 58 trucks leaving require 58 trucks coming in. We
18 cannot handle 116 trucks added to that even if
19 they were not HAZMAT vehicles.

20 And empty ones would more likely be
21 dangerous than the full ones since the empty ones
22 will be full of fumes. LNG keeps telling us how
23 liquid doesn't burn, but empty trucks won't have
24 liquid in them.

25 Use of Bay Street. If there were an

1 accident it would threaten government facilities,
2 high occupancy hotels, the riverfront touring area
3 and loss of irreplaceable historical treasures,
4 which is a model for urban development throughout
5 the country today. And the close nature of the
6 area might make it very difficult for first
7 responders to even access the accident.

8 Safety. The LNG folks insist the
9 material is safe and cannot catch fire. As a
10 liquid that is true. But if there were an
11 accident and it vaporized it is flammable. And if
12 that happens in a contained space it is explosive.

13 They say it will float away immediately.
14 But 13,000 gallons will not vaporize and will more
15 than likely to pool, creating a very serious fire
16 hazard. It can also combine with other materials
17 in some areas and cause other risks.

18 So what SLNG is really saying is to trust
19 them to keep any of those risks and things from
20 happening. But the industry record does not
21 encourage that sort of faith.

22 In 2004 in Algeria there was an LNG
23 explosion that killed 27 and took eight hours to
24 extinguish. FERC and (inaudible) injury reports
25 indicated a lack of typical equipment shut-down

1 devices and hazard detection devices. By your own
2 reports they were not prepared for this.

3 In 1944 in Cleveland 128 people were
4 killed in an LNG fire and explosion. Their
5 response is that these are not LNG failures, but
6 other issues, such as bad valves or poor
7 construction. But the fire was from a LNG
8 material.

9 Saying LNG is not responsible is like
10 saying it wasn't the gun that killed someone, it
11 was the bullet. The industry says they have
12 learned from these problems and have fixed those
13 issues, but there is always the possibility of a
14 new problem.

15 I don't want to be a lab experiment in
16 their ongoing learning curve. If there are
17 concerns of ever present possibility of human
18 error, then refuse this. In 2006 in Wyoming El
19 Paso Corporation, one of the local partners
20 involved in this, settled a lawsuit for work that
21 killed because they failed to mark a pipeline
22 properly.

23 In 2007 Rockies Express, involved in that
24 same pipeline in Wyoming, hired a worker to work
25 in a severe snowstorm because of deadlines.

1 Quote, in hindsight it may have been more prudent
2 to suspend construction until the weather
3 improved. Again, by their own admission their
4 ignorance is leading them into some pretty risky
5 behavior.

6 In Boston in 2003 there was an LNG truck
7 accident because the driver was speeding. The
8 company he worked for had been taken off the road
9 three times in the previous three years for brake
10 problems on their vehicles.

11 How does SLNG plan to ensure that sort of
12 thing when at this point they can't even say if
13 the truckers will be employees or independent
14 contractors?

15 When an LNG tanker is coming up river the
16 Coast Guard has numerous responsibilities to
17 protect the tanker and create a substantial buffer
18 area around those tankers. Why would a truck not
19 need the same protection? And in this age of war
20 on terrorists wouldn't these trucks be susceptible
21 to highjacking?

22 Cost and preparedness. When the accident
23 happened in Boston there was an estimated 50,000
24 dollars in clean-up costs alone, not to mention
25 all of the other costs of closed schools, missed

1 work and a monopolization of emergency personnel.
2 Who pays for those costs and for all that lost
3 productivity?

4 If we have these vehicles on our streets
5 our first responders will need specialized
6 training and equipment. Who pays for that? The
7 local taxpayer? The wear and tear on local roads
8 from this many heavy vehicles will be very costly.
9 Who pays for that?

10 Oversight. Jim Hall, formal chairman of
11 the National Transportation and Safety Board, has
12 said, quote, I believe there is a lack of a strong
13 safety culture in the natural gas industry.
14 Regulatory agencies are supposed to protect the
15 citizens of this country; yet we have plenty of
16 instances of them dropping the ball.

17 Most recently the Deepwater Horizon
18 explosion that killed 11 and has done undoable
19 damage to various Eco systems. We even have our
20 own local disaster where OSHA's failure to enforce
21 basic safety measures at Imperial left 14 dead.

22 I ask you to please step up and do your
23 job in the spirit of the law and not just to the
24 minimal letter. Refuse this application. Thank
25 you.

1 MR. LAFFOON: Okay. I would like to
2 respond to a couple of items that he raised there,
3 most of which were involving the safety aspect of
4 the LNG trucking and the LNG facility itself.

5 Our environmental analysis will include a
6 safety analysis of both the trucking route and the
7 LNG facility itself.

8 MR. DURRENCE: So you are saying now that
9 you are responsible for the trucking route?
10 Because the materials you presented before said
11 you were not.

12 MR. LAFFOON: Our EFA analysis will
13 analyze both the trucking route as a related
14 action and the LNG facility itself.

15 MR. DURRENCE: Thank you.

16 MR. LAFFOON: The next speaker I have is
17 Virginia Mobley, Mobly? Sorry if I massacre
18 anybody's name.

19 MS. MOBLEY: That's okay. I'm just east
20 of the Mississippi. So it's Mobley. Virginia
21 Mobley, M-O-B-L-E-Y, as a resident. Good evening.
22 The Emergency Resource -- Response Guidebook,
23 which I'm sure you're familiar with, was developed
24 by the U.S. Department of Transportation and is
25 used by the Savannah Fire Department Hazardous

1 Response Unit.

2 It clarifies -- or classifies -- excuse
3 me -- liquid natural gas including refrigerated
4 liquids under the guides of 115, gases,
5 flammables, including refrigerated liquids.

6 Extremely flammable. Will easily ignite
7 with a spark, heat or flames. Will form explosive
8 mixtures with air. Vapors from liquefied gas are
9 ignitably -- initially heavier than air and spread
10 along the ground.

11 Refrigerated liquid gas fires are
12 difficult to detect since they burn with invisible
13 flame. Vapors may travel to the source of
14 ignition and flash back. Cylinders exposed to
15 fire may vent and release flammable gas through
16 pressure relief devices.

17 Public safety. An immediate precaution
18 measure, isolate spills or leaks for at least 330
19 feet in all directions. Stay upwind. Many gases
20 are heavier than air and will spread along the
21 ground and will collect in low and confined areas:
22 Sewers, basements and tanks. Keep out of low
23 areas.

24 Evacuation. Downwind evacuation for at
25 least a half mile. And the most important as far

1 as I'm concerned when we're talking about the
2 route, if a tank, railcar, tanker truck is
3 involved in a fire isolate for one mile in all
4 directions. Also consider initial evacuation for
5 one mile in all directions.

6 The next line is in red in the book. It
7 cautions, when in contact with refrigerated
8 carcinogenic liquids many materials become brittle
9 and are likely to break without warning.

10 At three p.m. on June 28th, 1959, an
11 early summer Sunday afternoon, do you remember
12 where you were? I do. Highway 17 returning from
13 Florida with my parents and sisters.

14 When the news broke on the radio of a
15 derailment death and injury and the injured, the
16 request for any and all medical personnel to
17 report to local hospitals.

18 The derailment had happened in a small
19 town of Meldrim, some 20 miles west of Savannah on
20 the Ogeechee River where the train crossed several
21 times a day every day. The perfect spot to spend
22 a summer day fishing, swimming and being with
23 family and friends on the white sands of the
24 river.

25 Train 82 started across the trestle.

1 When Car 109 separated from the track eleven cars
2 fell into the river. Tanker 113 and 114 contained
3 liquid petroleum.

4 The coupling from Car 111 pierced the
5 head of 113. This tanker, less than seven years
6 old, ruptured. The gas ignited from an unknown
7 source, causing a fire that killed 23 people,
8 injured a dozen more and destroyed families and
9 left a town changed forever.

10 That gas is the same classification as
11 liquid natural gas, the same responses that I just
12 read. Yet when you read the federal accident
13 report you see the liquid petroleum gas did not
14 cause the accident. It only added the elements
15 needed to cause the fire, the death, the injury.

16 If those folks had not been there
17 swimming in the river, having family cook-outs and
18 spending the day with family and friends as people
19 in small towns do, then they would not have died.

20 The cause listed for the 23 deaths, the
21 flash fire that resulted from the ignition of gas
22 emitted from the ruptured tank of one of the
23 derailed cars after the car had fallen from the
24 bridge. A double wall tank recently built that
25 was punctured and cracked and fell.

1 You can tell me that LNG is safe because
2 it's too cold to burn. But I will tell you I have
3 been to the scene of truck -- tanker truck fires
4 here in Savannah where the external temperature
5 reached 1,200 degrees.

6 With a tanker truck fire with half that
7 heat I ask you how long will it be before the
8 safety valve on a tanker lets vapors escape? The
9 Emergency Response Guidebook directs that if a
10 tanker is on fire evacuate one mile in all
11 directions. A tanker truck, not the contents.

12 One of the city's highest accident rate
13 sites is DeRenne and Abercorn. How do you
14 evacuate an area in a timely -- in time to save
15 lives? We're talking a one-mile radius, which to
16 the south is past Stephenson Avenue, to the east
17 is Truman Parkway, to the west is Hunter Field and
18 the railroad yards, to the north Columbus Drive.

19 There are two hospitals, two nursing
20 homes, a number of doctors' facilities that have
21 daily surgeries and who have radio active labs,
22 seven schools and thousands of Savannah residents
23 and a residential area of Hunter Field.

24 This community is not prepared to respond
25 to this kind of emergency in a timely fashion. We

1 could not secure the lives of the patients in one
2 hospital in the time it would take a flash fire to
3 destroy that hospital.

4 How do you address all of the factors
5 that can be touched by one accident? Neither
6 Savannah nor Chatham County has the resources to
7 respond to an incident of this size.

8 We would just like -- we would be just
9 like those folks in Meldrim, whose only avenue of
10 response was a single lane dirt road along a fence
11 through the swamp of the Ogeechee River, except
12 this time thousands of lives would be touched by
13 the innocent spark that are a part of our daily
14 lives.

15 We have all heard over and over again
16 that what we do has a ripple effect on those
17 around us. This has a ripple effect that can
18 destroy the lives of our community. And in the
19 after-report LNG would walk away without any
20 responsibility for the lives and the community
21 that they have destroyed.

22 Who is going to supply the personnel, the
23 equipment to be in place every hour of every day
24 for this community to be safe from the ripple
25 effects of destruction that can cause -- be caused

1 from one pressure valve release during a truck
2 fire or a crack in a tank hit by a dump truck?
3 Thank you.

4 MR. LAFFOON: Those of you standing in
5 the back, there are some seats up front if you
6 want to sit down. Okay. Well, the next speaker
7 that I have is Kent Harrington.

8 MR. HARRINGTON: Good evening and thanks
9 for the opportunity to present views this evening.
10 The name is Kent, K-E-N-T, Harrington,
11 H-A-R-R-I-N-G-T-O-N. And I'm a resident of
12 Savannah and speaking only for myself.

13 Your Commission is in the process of
14 making a decision about whether Southern Liquefied
15 Natural Gas is going to have the right to
16 transport through the City of Savannah daily
17 hundreds of thousands of gallons of its product.

18 The company in its various public
19 presentations has offered a series of assurances,
20 almost categorical assurances, about the safety of
21 LNG, it's presented the virtues of its proposal,
22 it's praised the quality of its product and, of
23 course, it has made a very clear issue that the
24 performance of LNG providers has met the highest
25 standards in terms of safety in their community.

1 Clearly from what you hear this evening
2 is wide-spread concern. This community is about
3 what Southern wants to do. Your role -- your
4 Commission's role is to address the intersection
5 of these public concerns with the company's
6 request and, of course, with the public interest
7 in mind.

8 Like all issues involving regulations
9 this is a complicated question. But like many
10 complicated issues the complexities can be reduced
11 by applying a bit of common sense.

12 Specifically in my view your Commission's
13 decision boils down to one judgment criteria and
14 one judgment criteria only. In a word, risk. To
15 be sure, there are other issues involved with this
16 petition.

17 And we've heard many of them addressed
18 already this evening, added congestion on crowded
19 streets, the question of noise and pollution, a
20 community that's attempting to improve itself
21 faced with the added imposition of this traffic on
22 its roads that change the quality of the
23 community.

24 And I don't mean for a moment to minimize
25 these other concerns. But based on my background

1 in terms of occupation in areas that include
2 crisis management as well as my concerns as a
3 resident of the community, I believe for your
4 commissioners there's only one question that ought
5 to keep them up at night if they think about this
6 proposal. And that question is, what will be the
7 cause in human lives, in property if I make the
8 wrong choice?

9 But am I being over-dramatic? Let me
10 simply mention three dates: September 10th, 2001;
11 September 14th, 2008; April 19th, 2010. On each
12 of these dates, the date before 9/11, the date
13 before Lehman Brothers declared bankruptcy, the
14 date before Deepwater Horizon, BP's offshore
15 drilling platform, blew up, you could be
16 guaranteed that the senior leadership of the U.S.
17 intelligence community, that the senior leadership
18 of the financial oversight and regulatory
19 authorities, the SEC, the FEIC, that the CEOs of
20 all the major energy companies as well as the
21 regulators would have told you that, quote,
22 unquote, in their cases the worst case couldn't
23 happen.

24 Well, for more than 30 years I've had the
25 opportunity in government and in business to be

1 involved in a lot of analytical issues that have
2 involved (inaudible) about risk, including
3 disaster preparedness questions, emergency
4 management and business continuity planning.

5 So I can tell you that in both government
6 and business there's one thing that's subjectively
7 true and that is that the quality of government
8 agencies and the quality of corporations is
9 reflected in their ability to anticipate, prepare
10 for and deal with the worst case scenarios.

11 In fact, recent analytical studies have
12 shown a direct correlation between a company's
13 success, that is, its profitability, and its
14 approach to risk rather than (inaudible).

15 There's two components to risk. First,
16 whether you decide to take a risk; and second, how
17 you handle it after you do. So let's set aside
18 for a moment the assurances from Southern LNG,
19 because that's all they are is assurances.

20 Let's put aside the generalizations from
21 the industry seeking to convince us about the
22 safety of their product. Let's do something a
23 journeyman and risk manager would do. Let's ask
24 the very first question we need to ask to prevent
25 bad things from happening; and if they do, to

1 minimize the losses, human and otherwise.

2 That question is, what's the worst
3 possible scenario that could happen? If you
4 approve, if the Commission approves the Southern
5 proposal and there's an accident as a result of
6 trucking activity, what's the worst case?

7 Well, we know what Southern is asking.
8 Southern wants to truck through the city of
9 Savannah a maximum, as they've recorded in their
10 proposal, of 58 tankers a day, each carrying
11 13,000 gallons of LNG.

12 That's 5.2 million gallons of gas each
13 week transiting the streets of Savannah. If
14 this proposal was granted at the maximum that's
15 400 trucks or more each week that will go over one
16 of two possible busy routes, the one that you see
17 presented by the gentleman representing El Paso
18 and its affiliates, and the other possibility
19 being Bay Street through the center of the city.

20 Now, we've already heard I think very
21 accurate and detailed comments about what the
22 DeRenne Avenue route represents, the City's two
23 main hospitals, the site of the primary emergency
24 care, county buildings that provide social and
25 other welfare related and public services and

1 military installation, resident housing, shopping.
2 It's a congested port.

3 Bay Street, what do I need to say? The
4 historic district of Savannah, half a dozen hotels
5 that help service some seven million tourists that
6 come here every year.

7 We're talking about buildings that are
8 associated with the 7,000 student in-town campus,
9 the corridor on Bay that's already congested and a
10 street that tops a 200-year-old city
11 infrastructure, which under the best circumstances
12 can use some help.

13 Without debating Southern's assertions
14 about LNG safety, it's still both fair and prudent
15 to ask the question, what's the worst thing that
16 could happen?

17 Now, please note I am not asking what are
18 the odds that this will happen, rather the
19 question is if everything goes wrong what will
20 occur. Well, let me describe what will occur.

21 June 22nd, 2002, Tivissa, Catalonia,
22 Spain. This is about 50 miles southwest of
23 Barcelona. There in the countryside an LNG tanker
24 truck carrying approximately 12,000 gallons
25 overturned and caught fire on Highway C44. It's a

1 mountainous road.

2 Twenty minutes later the tanker suffered
3 a boiling liquid expanding vapor explosion. The
4 acronym is BLEVE. And I'm sure the
5 representatives from El Paso and others could give
6 you a detailed description of what that amounts
7 to.

8 Here are the details. The fire in the
9 truck started in the ruptured fuel tank and it
10 spread to the cab and the tires. The insulation
11 on the LNG trailer had been damaged in the crash
12 when the truck rolled over, allowing the tank
13 itself to be heated by the flames.

14 The heating of the LNG inside the tank
15 changed its chemical properties, resulting in an
16 explosion or fire -- and fire. Or to put it in
17 literal terms of the accident report, it produced
18 overpressure -- that's the blast -- thermal
19 radiation -- that's the fireball -- and
20 fragmentation. That's the tank and the truck
21 coming apart. Think IED.

22 Now, how did that look? The LNG tank
23 disintegrated along its seams. The truck's diesel
24 engine was found 257 meters from the crash site.
25 That's three football fields. And the tank's

1 fragments, in effect the shrapnel, flew between 50
2 and 125 meters from the wreck.

3 The fireball created by the explosion was
4 estimated at 150 meters in diameter. It lasted
5 for 12 seconds. It killed the driver and it
6 severely burned two people who were 200 meters
7 away.

8 Now, let me hasten to stipulate that the
9 type of tanker truck in this accident was not the
10 type of truck used in the United States today.
11 Some of the materials used in that truck's
12 manufacture and its design did not meet the safety
13 features or the standards that the trucks that are
14 going to be used if this proposal is approved meet
15 today.

16 Let me also stipulate that this BLEVE,
17 boiling liquid expanding vapor explosion, of this
18 magnitude is the only example of an explosion of
19 this sort of a tanker truck that I could discover
20 in my search of the record.

21 But let me also be clear about something
22 else. Between 1971 and 2006 there were some 20
23 serious accidents involving LNG tanker trucks in
24 the United States. Eleven of these occurred in
25 urban and suburban settings.

1 So to state the obvious, the quality
2 construction of an LNG tanker truck
3 notwithstanding, serious truck accidents happen
4 and they happen in places just like Savannah.

5 Indeed what was extraordinary about the
6 accident in Spain was it didn't occur in an urban
7 setting such as the environment where the proposal
8 suggests trucking should occur.

9 It didn't create any secondary fires or
10 explosions. It wasn't close to water or any
11 infrastructure that could have amplified with
12 destructive potential. It did not take place in a
13 congested area. It was out in the countryside.

14 So allow me, please, in closing to return
15 to the two components of risk, whether you decide
16 to take a risk and how you handle it if you do.
17 In light of the Spanish experience is this the
18 kind of risk that your Commission wants to put on
19 the streets of Savannah, Georgia? I hope not.
20 But if it is, what are you going to do about
21 managing it?

22 Allow me to suggest the questions that
23 you should ask Southern LNG and also the questions
24 you should ask the Savannah city and county
25 officials if you are even considering this

1 possibility.

2 Where is Southern LNG's disaster
3 preparedness plan for trucking LNG? What
4 independent experts have reviewed it? Has it been
5 vetted with local emergency service responders?
6 When has the plan been made public for review?

7 When and where has Southern LNG exercised
8 and critiqued its disaster preparedness and
9 emergency response plan related to this proposal?
10 Has it provided specialized training to deal with
11 road transport accidents, its equipment and LNG to
12 local emergency responders?

13 Has it exercised with them in real world
14 simulations, not tabletop exercises or games? And
15 what are the results of those exercises and
16 related critiques?

17 In the current economic circumstances
18 that can strain state and local governments what
19 resources will Southern LNG formally commit to
20 local governments to defray the cost of
21 specialized equipment, training, personnel, if
22 required, to deal with the enhanced risks
23 presented by its trucking operations?

24 What levels of indemnification is
25 Southern LNG willing to provide to cover the

1 potential cost of the risks that it is shifting to
2 local government in the event that the
3 consequences of an accident for which it is
4 responsible exceed the company's operating
5 resources?

6 I don't think that Southern LNG's
7 proposal is in the interest of the citizens of
8 Savannah. But if you choose to consider its
9 approval, I believe it would not be responsible to
10 go forward without making these answers a
11 priority.

12 The reaction so far of our local
13 officials to the proposal by Southern suggest that
14 the company came to them late. One might even say
15 ignore them. Our officials do not appear well
16 informed and in any case have not addressed these
17 critical questions in public.

18 As federal regulators I believe you are
19 well informed about the background questions of
20 this sort and that you have the experience to
21 address them.

22 Washington several years ago coined a
23 great one-liner. A crisis is a terrible thing to
24 waste. Before the Deepwater Horizon disaster in
25 the Gulf the energy industry in general touted its

1 safety record.

2 We learned something about its blanket
3 assurances and that is that the energy industry as
4 a whole willfully underestimated the extent to
5 which an offshore disaster would damage not only
6 its industrial holdings, but the environment and
7 the business surrounding its world.

8 The fact of the matter is when we look at
9 the kind of blanket assurances that we hear from
10 Southern about LNG and safety we should be very
11 skeptical. It's a lesson. From the experience of
12 BP we need to bring to the issue we're addressing
13 today. Thanks for your time.

14 MR. LAFFOON: Beth Kinstler.

15 MS. KINSTLER: It's B-E-T-H,
16 K-I-N-S-T-L-E-R. And I am a citizen. I also own
17 property in Magnolia Park. I have been reading
18 about people for several years now and in my
19 reading I've discovered something called Hubbert's
20 curve.

21 Hubbert was a geophysicist who postulated
22 that oil and by its similar nature, gas, was a
23 finite resource that at some point would begin to
24 decline in availability.

25 His curve is illustrated on this chart,

1 beginning at the 1930s point and ending at the
2 year 2002. The Y axis is the annual oil
3 production rates in the U.S. for the lower 48
4 states and is measured in gigabarrels annually.

5 Hubbert postulated that oil production
6 would peak, so to speak, around 1970 with
7 production lessening over a 30- to 40-year period.
8 His estimates have been off by about five to ten
9 years.

10 He was going by the known resources for
11 his lifetime, and he could not know of additional
12 oil findings in the last 20 years. Natural gas is
13 also a finite resource, created by the same
14 geological forces that created the oil.

15 And like oil it follows a production and
16 attrition curve, the difference being that once a
17 natural gas well is occluded it doesn't just yield
18 less and less. It stops producing altogether.

19 The U.S. consumed 28 percent of all the
20 world's natural gas in 1999 and produced 99
21 percent of it. This came about because of the oil
22 embargoes of the 1970s, which made us look for oil
23 to (inaudible). What we found was natural gas,
24 not oil. And we developed it a lot, which, of
25 course, led to more use of it.

1 The price plummeted and (inaudible) was
2 not needed. But by the year 2000 the price of
3 natural gas have quadrupled. Each year less than
4 300 million Americans uses as much natural gas as
5 three billion people in Europe and Asia.

6 Think about it. We are one-tenth the
7 population using as much of a nonrenewable
8 resource as populations ten times our size in one
9 year. This alone is a recipe for disaster.

10 But there are a couple more on the
11 horizon. The first one is our aging pipeline,
12 which is used to move gas to where it's needed.
13 Pipelines corrode, which led to the San Bernardino
14 disaster recently and an explosion in New Mexico
15 in 2000 which killed ten people.

16 The second is that we're importing more
17 and more of our natural gas, often from countries
18 that are brutal totalitarian regimes that repress
19 their populous, reek terrorists and threaten
20 everyone with whom they do business.

21 Our current policies, especially our
22 (inaudible) use of the world's natural resources,
23 can only bode ill for us in the future. It is
24 imperative that we reduce our consumption of the
25 world's natural resources and increase the push

1 for more renewable resources, not expand the use
2 of dangerous LNG as part of the solution. And,
3 gentlemen, I hope that this scoping trial does not
4 turn into a scooping trial. Thank you.

5 MR. LAFFOON: Charles Moody.

6 MR. MOODY: We don't live in the same
7 world that we lived in 20 years ago.

8 MR. LAFFOON: Can I get you to state and
9 spell your name, please.

10 MR. MOODY: M-O-O-D-Y.

11 MR. LAFFOON: Thank you.

12 MR. MOODY: We don't live in the same
13 world we lived in 20 years ago. 9/11 changed all
14 that. So now we have to ask this question. How
15 big a bomb are we building on Elba? Because we
16 know Muslims. Their religion is death. They
17 murder and terrorize people.

18 In other words, they're motivated to kill
19 lots and lots of people because they believe in
20 the payment after death. They will be in
21 paradise, 72 virgins and their enemies will be in
22 hell. So they, if they have an enemy, they go all
23 out. They take lives.

24 So what do we do with Elba Island when we
25 know it can be blown up? One plane landing at the

1 someone who was in a big hurry and didn't want to
2 be in traffic started weaving in and out. You
3 know the type. You've all encountered it, and
4 particularly on DeRenne Avenue.

5 He turned in front of this truck, this
6 tanker truck, and you could not have put a hair
7 between the fender of that truck and this person's
8 car for a split second. A split second is all it
9 takes, folks.

10 And while you can tell me that your
11 drivers are well trained and they're safe
12 drivers -- and I believe you. I think they
13 probably are. But there's this other person out
14 there that I'm worried about.

15 And also I've heard it said that you're
16 going to step up -- they're going to step up and
17 they're going to accept responsibility if the
18 worst thing happens. Well, that's not going to
19 bring back dead people. It's not going to make me
20 feel any better at all after the fact.

21 And I'm looking to my local government as
22 well as FERC to put an end to this right now.
23 This is not safe for Savannah. Savannah doesn't
24 want it and I think it's time to put an end to it.

25 MR. LAFFOON: Okay. Rod Storrs.

1 MR. STORRS: It's S-T-O-R-R-S. Wow. I
2 am really impressed with the citizens of Savannah.
3 Mr. Hughes, you've got a lot -- I'm really -- I'm
4 moving back here. I grew up here and I left and
5 went to Mississippi. And I just came from the
6 coast, the Gulf Coast.

7 And a lot of stuff has been brought up.
8 So I'm going to reiterate some of the issues I
9 have. I'm fixing to bring two children here. You
10 look like my daughter in the cookie jar -- or my
11 son in the cookie jar and my daughter when she
12 wants to go out at night on the weekend.

13 There was no risk analysis that we've
14 heard of yet. What are you going to do for
15 emergency services in the city of Savannah?
16 They're already taxed probably with -- there's a
17 phenomenal fire department here. But how is your
18 company going to help them on profits that you
19 make on this product getting it back and forth?

20 And I think Mr. Moody was his name. He
21 beat me to the punch. I've heard terrorists spoke
22 twice. I've been to several classes on
23 terrorists. And you have a rolling bomb with a
24 one-mile radius.

25 These people are very, very smart and

1 they take their time when they do something. And
2 you have something that's a ticking time bomb
3 that's -- I mean, I'm coming back. I've only been
4 here a couple of months.

5 And I've been listening to this and it
6 sounds almost like you're transporting water in
7 these trucks that -- I don't want to ruin the
8 movies for anybody, but the Titanic was not
9 supposed to sink. And it's on bottom.

10 What are you going to do? I mean, what
11 is your company willing to do? What are they
12 going to do? A couple of weeks ago, I think it
13 was in the paper -- I've been bouncing back and
14 forth. So I don't have my facts right. So please
15 don't hold me to this.

16 Three people were trying to break into a
17 power plant. They had a GPS, a set of wire
18 cutters, mask, cell phones, cameras. If I or
19 Mr. Moody and Miss Cowart went down there and did
20 that we'd still be in jail. And they're gone.

21 These people are real and they're out
22 there and they will do stuff. I've seen it with
23 my own eyes. Also, the responsibility of
24 companies -- I've been through Hurricane Katrina
25 and the Deepwater Horizon. I actually had to

1 guard inmates while they picked up oil on the
2 beaches.

3 What is your company willing to do if
4 something happens? Where -- and when will these
5 questions be addressed? I mean, when are they
6 going to be answered? That's something I can't
7 figure out is nobody has answered anything.
8 That's all I have. Thank you for your time.

9 MR. LAFFOON: Thank you. In answer to
10 the last question, we will be issuing a data
11 request for any information that we feel that we
12 need in addition to what they've already filed in
13 order to complete our environmental analysis.

14 MR. STORRS: That's something I keep
15 hearing, too, that it's environmental. These are
16 people. Are you worried about contaminating the
17 dirt or are you worried about somebody dying?

18 MR. LAFFOON: We will address safety in
19 our environmental analysis. Nathalie Reynolds.

20 MS. REYNOLDS: Nathalie, N-A-T-H-A-L-I-E,
21 Reynolds, R-E-Y-N-O-L-D-S.

22 MR. LAFFOON: Thank you.

23 MS. REYNOLDS: I'm a citizen tonight. I
24 am representing the Tatumville community
25 organization. For those of you who do not know

1 where Tatumville is, Tatumville is west of
2 Montgomery Street and north of DeRenne Avenue.

3 We are concerned because there has been
4 work on stabilizing DeRenne Avenue for years. And
5 when we think that we are going to have some
6 positive in the stabilization, 180 trucks with
7 natural gas and fuel does not give any
8 stabilization to DeRenne Avenue.

9 And as far as the person who asked about
10 the city officials, the mayor wasn't even
11 approached. How can LNG pull something out of
12 their -- I say basket -- when you haven't looked
13 at Savannah at all except for what you want? I
14 ask that the application be denied.

15 MR. LAFFOON: Edna B. Jackson.

16 MS. JACKSON: Good evening. I'm Edna
17 Jackson, mayor pro tem, alderman at large, Post 1
18 for the City of Savannah. Before I get into my
19 presentation I just want to say thank you to the
20 residents of Savannah. Thank you, thank you.

21 And as I listened to the lady from
22 Tatumville, council and mayor did not know. And
23 we are going to be making a presentation this
24 evening hopefully so that this agency will know
25 that we are in support of you as the residents of

1 this community.

2 The community is concerned and we have
3 many issues we'd like to have addressed prior to
4 moving forward. The proposed route takes the
5 product within close proximity to two hospitals,
6 nursing homes, the number one trauma center in the
7 southeast, established neighborhoods, businesses,
8 military bases, schools and universities.

9 The City of Savannah is interested and
10 will perform its due diligence in making sure that
11 the citizens of Savannah are safe. Moving as
12 quickly as Southern LNG is attempting to do would
13 only lead to inadequate safeguards and
14 preparations and by the City of Savannah will not
15 be allowed, allowing for proper and timely input
16 from parties with concerns. That is you the
17 residents of this community.

18 The Savannah police -- fire department is
19 ultimately responsible and would respond to any
20 incident within the city and require extensive
21 training in LNG emergency situations.

22 The City of Savannah requests that you
23 take seriously any application involving any new
24 LNG facility even how -- given how controversial
25 these have been nationwide, including the one that

1 Southern LNG has proposed for Savannah in that it
2 involves the introduction of new trucking
3 arrangements for LNG through an urban area.

4 The City of Savannah seeks to make
5 arrangements with you for full access to the
6 documents in the application currently deemed
7 critical energy infrastructure information, which
8 was withheld from the public.

9 Mr. Harrington a few minutes ago put it
10 all in a nutshell when he addressed the things
11 that we have been asking in this very short period
12 of time.

13 I am regressing a little bit from what I
14 have written before me because you need to know
15 that we did not know, have the information. But
16 in this community there are over 44 neighborhood
17 associations that are registered in this
18 community. There are some that may not be
19 registered in the community, but they are just as
20 important as those that are.

21 Inasmuch as Mayor Johnson and the city
22 manager are out of country at this time, as part
23 of our due diligence to ensure Savannah is a safe
24 and environmentally healthy community, the City of
25 Savannah will provide our citizens the opportunity

1 to be heard on this issue.

2 We encourage you to participate with us.
3 We will be having our town hall meeting on
4 October 7th at seven o'clock p.m. at the Savannah
5 Civic Center.

6 We are asking that everything cease and
7 desist at this point until our fire chief, our
8 assistant city manager and the staff get together
9 along with the mayor and council to obtain the
10 kind of information that we need in order to make
11 a very sound decision and a decision that is going
12 to be for the betterment of the residents of this
13 community.

14 To show our support to you this evening I
15 would like for all of the members of city council
16 to stand. Our fire chief is here, our assistant
17 city manager and other members of the Savannah,
18 Georgia political base.

19 Please hear us. Please work with us.
20 But this is not the time for us to move with all
21 deliberate expedience in order to help this
22 company to do what they're asking to do. This is
23 the time for you to listen to the residents and
24 the elected officials of this community. Thank
25 you.

1 MR. LAFFOON: Thank you very much. Jeff
2 Felser.

3 MR. FELSER: Good evening. My name is
4 Jeff Felser, F-E-L-S-E-R. First let me state that
5 I represent you as alderman-at-large, Post 2 on
6 Savannah city council as well as a lifelong
7 resident who grew up on 66th Street.

8 And I want to first state before I state
9 any other comment that I entirely and
10 wholeheartedly support the comments made by our
11 mayor pro tem, Edna Jackson, on behalf of the
12 mayor and our entire council. I completely and
13 wholly support everything that was said.

14 I just want to add a few particulars that
15 have not been noted thus far. First let me also
16 say I am really, really proud of each and every
17 one of you here tonight also. Your depth of
18 research goes beyond anything that we were given
19 in our workshop, that we had to demand from this
20 company.

21 We've got a presentation that didn't go
22 into any such detail of that nature and at the end
23 it was almost as if the representative said, don't
24 worry, be happy. Well, I can tell you we're very
25 worried and we're not happy. Let me also state

1 You must have a copy of it. You must know when
2 and how we intend to implement it, that it
3 involves our local, state and federal government,
4 because our base is also involved.

5 Let me also state to you, Mr. Hughes, you
6 sent each one of us, mayor and council, via
7 express mail, suddenly we got a lot of things
8 after the meeting that we had that we demanded.
9 And you've heard all about the safety of this
10 product and what it won't do.

11 But deep within inside this sales pitch
12 that we got where it details on page 30 and 31 LNG
13 trucking accidents, let me direct your attention
14 to Accident No. 23. It didn't happen 10 years
15 ago. It didn't happen 20 years ago, 30 years ago.
16 It happened in 2005.

17 What happened? The LNG truck leaked from
18 the fire valve and the vapor ignited. Yes. They
19 had to report it. And it's deep within this
20 report, but it's here. What was the damage?
21 Evacuation.

22 Do we -- this report doesn't even say how
23 far you evacuated, to where, how many people, how
24 many responders were needed. Now, we have not
25 heard a word about an evacuation plan.

1 And I commend our fire department, our
2 first responders and everything in our city, but
3 let me tell you this. I don't think they've been
4 given an iota of what this would entail as
5 evacuation.

6 This incident, the LNG vapor leaked. And
7 how was it solved? It was allowed to burn off.
8 They just let it burn. The trailer performed as
9 designed -- well, isn't that nice to know -- and
10 that there was no loss of vacuum and no loss of
11 life. I'm thankful to God for that.

12 But what is located at the end of that
13 incident, there was a thousand gallons released
14 from this one incident. We don't need 2005 here
15 happening here in Savannah. And I don't need the
16 worst buried in a 50-something page report.

17 I think Mr. Watson -- I want to commend
18 Chuck Watson on his letter to the editor today.
19 I'm not a scientist and I'm not involved in energy
20 and natural hazard. But I know misleading
21 information when I hear it and see it and I know
22 this dog doesn't hunt, to put it in Southern
23 terms.

24 This rapid phase transition that can
25 occur in a moment's notice, a fuel fire ignites.

1 And let me tell you also what's been alluded to
2 that has not been addressed. And I want to
3 address that from my cultural upbringing.

4 We've heard about the DeRenne corridor
5 and you already know about the Bay Street
6 corridor. Bay Street and DeRenne are the two main
7 east-west corridors of our residential and
8 commercial lives here in Savannah. The two main
9 ones.

10 Now, you've heard -- it's easy for you to
11 hear the number of schools, the number of
12 businesses, that there are two hospitals up and
13 down this road.

14 I urge you to take a drive tomorrow
15 during drive times and from one end of DeRenne go
16 to the other and see what it's like to pass
17 through and think about, think about that
18 evacuation going one mile in all those directions,
19 what that would be like, all the school children,
20 the churches.

21 And what has not been mentioned is we
22 already have a target on our DeRenne and Abercorn
23 area. The neighbor is Jacob Orthodox Synagogue is
24 within less than a half a block of that
25 intersection that has many accidents and

1 violations, so many that we had to put up the red
2 light cameras that you're aware of.

3 Now, it's already been alluded to that
4 this is also a national security issue. And let
5 me tell you what better target for those folks
6 than to take out our communities, our schools, an
7 Orthodox Synagogue and Jewish Educational Alliance
8 all within that one square mile, not even to
9 consider or mention in any of these reports other
10 churches, many schools, many neighborhoods
11 traversing.

12 This is the life blood of our community,
13 these two east-west corridors. It's insulting the
14 way our mayor and council have been treated. It's
15 injurious to you the public. We will not stand
16 for it. We will not put up with it.

17 I can only speak for myself, I only
18 intend to speak for myself, but I can tell y'all
19 I'll do everything in my heart and body and mind
20 and soul to oppose this. I will speak with
21 congressmen. I will speak to anyone and everyone.

22 And I hope that members of the FERC will
23 ride up and down DeRenne tomorrow during drive
24 time and think of the children and everyone
25 evacuating in the heart of the city that is not

1 prepared to deal with this and doesn't need it and
2 doesn't want it. Thank you.

3 MR. LAFFOON: I want to point out that we
4 are still very early in our view as well. We just
5 received the information ourselves. So we're
6 still going through it as we can. And we haven't
7 had the opportunity to look at that request, but
8 we will be doing that.

9 And the purpose of this meeting is for us
10 to understand your concerns. So things like
11 DeRenne, the Project DeRenne, that's things that
12 we need to know. So I appreciate that.

13 The next person is Art Walters.

14 MR. WALTERS: My name is Art Walters,
15 spelled (inaudible).

16 UNKNOWN SPEAKER: You need to speak up,
17 sir.

18 MR. WALTERS: How is that? I'm somewhat
19 of a rarity here, because a letter that the editor
20 in the Savannah Morning News wrote a week ago
21 specifically addressed the fact that LNG is the
22 safest form of energy other than perhaps coal.

23 And my letter and the editorial a couple
24 weeks prior to that in the Savannah Morning News
25 which urged the city council to find out the facts

1 before making such over-blown conclusions as we've
2 heard tonight.

3 Any energy, whether natural, like
4 lightning or hydroelectric power, carries risks.
5 Dams can collapse on hydroelectric plants. In
6 signing in tonight I left blank the column on
7 affiliations.

8 And I want to assure I'm not affiliated
9 with El Paso or any other petroleum company. But
10 I was affiliated for five years with Massachusetts
11 Institute of Technology, where I became a chemical
12 engineer and was with the plant company between
13 1951 and 1988 in which I participated in managing
14 risks.

15 The plant company, in case you don't
16 know, was formed by a Frenchman that was urged to
17 come here by George Washington because a new
18 nation in 1802 had no gun powder. So for the
19 first 130 years the plant company built completely
20 the black powder and dynamite. So they learned
21 how to accept risk and manage it safely.

22 It was originally asked of DuPont to
23 build a plutonium plant in World War II. And
24 DuPont had to get out of it, saying, we don't know
25 anything about plutonium. But President Roosevelt

1 said, but you know how to build plants to run
2 safely.

3 So I think the equation of risk with
4 horrible disaster, which was most strongly recited
5 by Mr. Felser in the previous address, is not
6 correct.

7 The woman who spoke first mentioned that
8 she didn't trust city officials who said there
9 were worst things than liquefied natural gas. The
10 truth is there are worst things than liquefied
11 natural gas.

12 One of them is gasoline, which goes up
13 and down DeRenne and installed in these stations
14 up and down DeRenne and Abercorn. When I lived in
15 Delaware for several years a four-lane bridge on
16 I-95 in Chester, Pennsylvania, was destroyed by
17 burning gasoline.

18 A couple years later a southbound bridge
19 on I-495 east of Wilmington, Delaware, was also
20 destroyed by a tanker accident. Just plain
21 ordinary Exxon.

22 Miss Mobley, who so dramatically
23 described the accident at Meldrim was describing a
24 liquid petroleum accident, which is more hazardous
25 than liquefied natural gas. So her example

1 actually goes toward encouraging liquefied natural
2 gas.

3 And the responses that have been sought
4 by the Savannah Morning News are uniformly
5 negative and uniformly not particularly logical.
6 This is the VOX answers that were published last
7 Friday, I believe it was.

8 No, no, a thousand times no to hauling
9 gas along DeRenne Avenue and the Truman Parkway.
10 I travel the parkway twice a day and no way do I
11 want to encounter vehicles hauling LNG. I suspect
12 the person that wrote that wouldn't know whether
13 he did encounter that.

14 As far as the traffic on DeRenne, that is
15 a long-range problem created by the design of
16 I-16. And El Paso should not be held responsible
17 for that. And I heard the El Paso representative
18 saying that tonight that he would schedule the
19 trucks to whenever traffic was light.

20 Another thing that was written to the VOX
21 at the Savannah Morning News, 58 trucks per day
22 multiplied by 365 days a year equals 21,170
23 chances for accident. It only takes one accident.

24 Should I write a letter to the editor
25 that says 58 airplanes per day multiplied by 365

1 yield 2,000 -- 21,170 chances for a fatal crash at
2 the airport, let's close down the airport? No.

3 I think we should carefully separate
4 risk -- management of risk rather than assuming
5 that every tank will be used to demolish a single
6 synagogue.

7 UNKNOWN SPEAKER: Mr. Walters, where do
8 you live? Where do you live, sir?

9 MR. WALTERS: I live on Skidaway Island
10 and I use DeRenne -- I use DeRenne every day.

11 MR. LAFFOON: Thank you.

12 MR. WALTERS: Where I live has nothing to
13 do with the facts.

14 MR. LAFFOON: Thank you.

15 UNKNOWN SPEAKER: What you have to say
16 has very little to do with the facts, sir.

17 MR. LAFFOON: The next speaker is Gene
18 Goff. Gene Goff? G-O-F-F.

19 MR. GOFF: I thought I was signing in out
20 there. I wasn't signing to speak.

21 MR. LAFFOON: Oh, okay. No problem.
22 Betty, same answer? Betty Goff? Okay. Clete
23 Bergen.

24 MR. BERGEN: My name is Clete Bergen,
25 C-L-E-T-E, B-E-R-G-E-N. And I was born and raised

1 here in Savannah and I care a great deal about my
2 city. I represent Citizens for Clean Air and
3 Water.

4 This organization is a small group of
5 people that are concerned about the environment,
6 clean water and clean air and the safety of our
7 citizens. The organization was found by Dr. John
8 Northrup over 20 years ago. So we've been around
9 and we care.

10 I'm particularly proud to see our city
11 officials here today. Very much so. The last
12 time the CCAW had a meeting of this nature we had
13 the attorney general from Rhode Island come to
14 speak to us about LNG facilities and their efforts
15 up there. They were able to stop it.

16 But we only had one city -- one official
17 at our meeting. And it was a group about this
18 size, not quite as big as this. Pete Liakakis and
19 the people in the front row seat and I appreciate
20 you coming.

21 It concerned me back then that we didn't
22 have local politicians, local leaders concerned
23 about this issue. Now, I don't know what's
24 brought it to this head. I think I do.

25 I do know LNG came here sort of like a

1 camel dips his nose under the tent. But now the
2 camel wants to come and sit on it. It wants to
3 drive its big trucks down DeRenne Avenue or maybe
4 across Bay Street.

5 Now, there's been discussion in the
6 papers about the word disingenuous statements.
7 Mr. Bruce Hughes has stated that LNG will not burn
8 in the paper. And he's right.

9 Liquefied natural gas at minus 260
10 degrees is a liquid and you can actually put a
11 match out in it. That statement was correct. He
12 said when LNG is exposed to the air it will
13 evaporate and go up and it will dissipate in the
14 atmosphere, so not to worry.

15 Our own local scientist here in Savannah,
16 Chuck Watson, finally came out and said something
17 in the paper this morning and he laid it out
18 pretty thoroughly.

19 And, you know, he's talked about the
20 battle between misleading statements of certain
21 parties, usually pro LNG, and what he called fear
22 mongering and exaggerations by those opposed.

23 Well, you know, my group's been opposed
24 from the get-go. And I guess he can say that when
25 we said that it's possible for an LNG plume to go

1 seven miles that might be an exaggeration.

2 But we found a study by Sandina Lab where
3 in fact they did a study and they let it go over
4 the Pacific Ocean and in fact their plume did go
5 seven miles. That's one instance. That was a
6 study, controlled study. And it didn't ignite
7 over the ocean, thank goodness, but it was a
8 study.

9 Now, our job as a volunteer organization
10 is to try to educate the community. And that's
11 what we've been trying to do and we mentioned that
12 because we found it in the literature.

13 Now, Elba Island is five miles from the
14 city of Savannah to the east. And under the right
15 circumstances if a big explosion did happen out
16 there we could have some problems in the city.

17 Let's go back to Chuck Watson and what he
18 said, our own local expert. We -- those of us --
19 he knows hazardous materials and he's been working
20 in it for several years. And he's kind of in the
21 sense walked the fence between the two opposing
22 organizations.

23 But what about this LNG? It's liquefied
24 natural gas at minus 260 degrees. And when it
25 goes above minus 260 degrees to minus 260 or 261,

1 2 or whatever, it's going to automatically change
2 from that safe liquid state to the gas and then
3 it's going to start expanding.

4 How much is it going to expand? 600
5 times per gallon. So think in terms of a gallon
6 of milk. And if it were LNG and it were broken
7 loose in the street, it will expand 600 times.

8 So now we're talking about a truck that's
9 going to carry 13,000 gallons of it, possibly 58
10 times a week up and down our streets. If that
11 thing cracked open due to a terrorist attack or
12 bad accident or, God forbid, an earthquake or
13 whatever, that 13,000 gallons of liquid gas would
14 expand to 7.8 million gallons of gas.

15 And what did Chuck Watson say? Yes, it
16 will expand and it will rise once it hits the air,
17 but it's not going to rise when it first gets out.
18 The first 100 degrees when it's trying to climb
19 and meet the ambient temperature from minus 260 to
20 minus 160, it's going to float along the ground.

21 And if it floats along the ground and it
22 gets into the sewers then we're talking about a
23 potential scenario that we just saw several weeks
24 ago at the San Bernardino, California site. And
25 I'll talk a little bit more about that later.

1 But once that gas -- once that gas gets
2 up in temperature-wise and that plume starts to
3 develop, then we have learned that the area where
4 the gas -- the edge of the plume meets the air,
5 between 5 and 15 percent, if it's touched by a
6 spark it will ignite.

7 And now we're talking about a plume that
8 could possibly go to 7.8 million gallons of gas to
9 ignite? It's beyond my imagination. I can't get
10 my head around it.

11 And I have to give you that the safety
12 record for these new trucks is pretty good. But
13 we've heard about the accidents that have been
14 happening.

15 Now, we also talked about fuel fires,
16 rapid phase transitions and things of that nature
17 we've tried to understand. And we've heard about
18 it earlier and I'll try not to go too much into
19 that.

20 But these are things that FERC needs to
21 address. They need to address each element of
22 what can happen if we do have a catastrophic event
23 wherein gas gets off the tanks.

24 These tanks are nothing but big steel
25 thermos jugs. And as long as they contain that

1 LNG it's safe. But if it breaks it can be a mess.
2 I mentioned San Bernardino, California. And this
3 is one of the pictures that came out over the
4 Internet, the fire which was involved.

5 And the firemen and the fire truck is
6 just standing there. Why is he just standing
7 there? Because they know they can't put it out.
8 And we've heard many times tonight that it has to
9 burn itself out.

10 So if we have something like that that
11 happens on Abercorn and DeRenne or anywhere along
12 the proposed routes we've got a disaster in the
13 making. And FERC needs to be thinking heavily
14 about that.

15 So what happened in San Bernardino? Some
16 of the quotes. It happened September 9th of this
17 year, six thirty p.m. It involved 50-year-old
18 pipes. That's human work. We have a tendency to
19 (inaudible) things sometimes, human negligence.

20 It was classified as a, quote,
21 unacceptably high risk area in the literature. It
22 was densely populated. Sound familiar. The area
23 of -- the pipes were built in -- the pipeline was
24 built in 1956. It registered a 1.3 earthquake
25 Richter scale explosion. It looked like the

1 moonscape after the fire. Fifty people were hurt,
2 seven dead, six missing.

3 Blaze, 75 percent. It was -- they stated
4 that it was 75 percent contained by mid-morning
5 the next day. Mind you this thing happened at six
6 o'clock the day before and it was only 75 percent
7 contained by mid-morning according to the articles
8 that I read.

9 Also talking about human negligence, they
10 were smelling the gas six weeks beforehand and
11 nothing was done about it. Flames reached 100
12 feet. It was a continuous whooshing sound. It
13 was a fed fire. Now, this wouldn't happen, now,
14 mind you, it will not happen with a tractor fire.

15 It was gas there but it was natural gas.
16 It's what happens when liquefied natural gas turns
17 into (inaudible). It's nothing but the same gas
18 we use in our gas grills, which is a fed fire. It
19 was under pressure and they couldn't stop it. And
20 that's why that fire was so big.

21 But a tractor-trailer breaking up can
22 certainly do an awful lot of damage. So 15 acres
23 burned, 38 houses destroyed, 20-foot sections of
24 the pipe itself propelled 100 feet away from the
25 center, 271 residents evacuated.

1 What did Chuck Watson say today? He said
2 that the fuel fire, quote, would surely ignite
3 adjacent vehicles and cause multiple severe burn
4 injuries. He said that the -- he said, quote, I
5 would not want these trucks passing closer than a
6 thousand feet to any hospital or other critical
7 facility on a regular basis.

8 Now, FERC needs to take pay attention to
9 that. It needs to address those points. It
10 needs -- we're talking about trying to prepare for
11 this. I don't think it can be done properly. I
12 don't think the permit should be granted. Thank
13 you.

14 MR. LAFFOON: Lester Jackson.

15 MR. JACKSON: Lester Jackson,
16 L-E-S-T-E-R, J-A-C-K-S-O-N. Gentlemen, thank you
17 for being here. I'm the state senator of Chatham
18 County and there are some great concerns, not only
19 from this group of citizens but across this county
20 about the proposed route.

21 But the major concern as the state
22 senator is the safety of the citizens of Chatham
23 County. I stand here along with State
24 Representative Mickey Stephens and State
25 Representative Bob Bryant.

1 And our concern is the protection of the
2 homeowners, the business owners and the safety of
3 the citizens of this great community. So I see
4 the proposed routes. And the idea is why these
5 routes. Is there a faster, better way out of this
6 city?

7 What we would like to as members of the
8 Chatham delegation is ask the state fire marshal
9 to come down and look at your route and look at
10 your proposal to see if this -- does this fit into
11 the scheme of safety, does it fit into the scheme
12 of protection of our community and our
13 neighborhoods.

14 There's a growing concern in this
15 community. And I want -- and the fire marshal
16 needs to address safety issues. We need to
17 address concerns as it affects the residents of
18 this community. And we would like more
19 interaction.

20 We appreciate you meeting with us today,
21 but we would also like to sit down with LNG and
22 talk about your proposal and your ideas, because
23 we also need to be talking about times, times when
24 you will be running the trucks through our
25 neighborhoods -- and I've never heard anything

1 about proposed times -- times that we are on our
2 roads or when we are in our streets and you plan
3 to run the trucks there, too.

4 So there are a lot of concerns. But we
5 would like the courtesy of sitting down and
6 meeting and making sure that we address safety
7 issues and environmental issues. Thank you very
8 much.

9 MR. LAFFOON: Cathy Cotina.

10 MS. COTINA: I pass.

11 MR. LAFFOON: You pass?

12 MS. COTINA: Yes.

13 MR. LAFFOON: Randy Thompson.

14 MR. THOMPSON: My name is Randy Thompson.
15 That's T-H-O-M-P-S-O-N. I live at 36 Sassafras
16 Trail, which is in the Causton Bluff subdivision.
17 If you Google Causton Bluff at 36 Sassafras Trail
18 you'll see there's an Elba Island access road to
19 the LNG facility borders the property line of my
20 Causton Bluff subdivision.

21 Causton Bluff is a fairly small
22 subdivision. We have approximately 200 homes.
23 While most of the (inaudible) of the discussions
24 have been geared to the routing issues as it
25 pertains to the DeRenne corridor, I want to point

1 out my home and my neighbors' homes are at ground
2 zero for the LNG facility as well as the tankers'
3 route.

4 My home is as close to the isolated Elba
5 Island Road as we are right now in relation to the
6 public shopping center across Abercorn Street. To
7 put it another way, my front door is as close to
8 the Elba Island access road and the tankers' route
9 as Candler Hospital is to DeRenne Avenue.

10 If this is allowed to happen and if
11 someone has a various notion to hijack a tanker
12 it wouldn't happen on DeRenne Avenue or Truman
13 Parkway. It will probably happen on the isolated
14 Elba Island access road, which is less than 200
15 yards from my front door.

16 I witness numerous LNG tankers coming up
17 and down the Savannah River or a rendezvous with
18 the LNG facility. These tankers have Coast Guard
19 escort by boat and helicopter. These ships
20 require a Coast Guard escort.

21 My question is would these tanker trucks
22 have security and escort for the trucks that pass
23 my home and numerous other Savannahians' homes?
24 Thank you.

25 MR. LAFFOON: Thank you. Susu Cox.

1 MS. COX: My name is Susu Cox, S-U-S-U, a
2 nickname for Susan, C-O-X, Cox. I really
3 appreciate the opportunity to be here. But more
4 than this opportunity I appreciate those who have
5 spoken before me, because they've pretty much hit
6 all the highlights.

7 And I'm so glad that there are others who
8 have a better understanding of what's going on. I
9 want to tell you the feeling I had on August the
10 22nd when I opened the paper as a participant in
11 Project DeRenne for the last two years, as a
12 participant in connecting Savannah, moving people,
13 making neighborhoods or whatever they call it, in
14 that for a year. And that plan was shelved,
15 fortunately. The best thing that came out of that
16 was the ambulance -- the ambulance preemption
17 device.

18 And as a resident of the city of Savannah
19 for over 25 years and at Fairway Oaks for the last
20 17 years and a board member of the Fairway Oaks
21 Neighborhood Association for 16 of those years,
22 having finally reached a consensus on the plan for
23 DeRenne Avenue was one of the greatest
24 accomplishments that I think people that live in
25 this area have achieved.

1 We had participants from Hunter, Savannah
2 Tech, the hospitals, businesses, the neighborhoods
3 adjacent and around DeRenne. It was a very
4 representative group. Then we had city staff that
5 also represented the technical side of dealing
6 with the traffic and transportation issues around
7 DeRenne.

8 When I opened the paper on -- and the
9 City then passed their resolutions in June which
10 approved the Project DeRenne concept plan. So
11 when the application was sent to FERC -- although
12 I did get an amendment yesterday.

13 The previous application that was filed
14 on August 4th gave a very cursory mention of
15 Project DeRenne. And as someone who has given my
16 personal time and attention along with plenty of
17 others, professional people and citizens in this
18 community giving their personal time to dealing
19 with the issues of DeRenne Avenue, I thought that
20 that cursory mention really belittled our work.

21 Our neighborhood association, which we're
22 a member of, Fairway Oaks Neighborhood
23 Association, was listed on the historic register,
24 the National Register of Historic Places, back in
25 2009. So our neighborhood is historic as well.

1 And Kennsington Park qualifies as well as some
2 others. Their applications have not been filed.

3 It's interesting to note that that
4 application, the Georgia Department of
5 Transportation delayed it for six months because
6 of DeRenne Avenue.

7 Having reached that consensus, having the
8 city leaders approve that resolution provided to
9 DeRenne was a great day for plenty of people that
10 live in the midtown area of Savannah.

11 The entire area of Savannah, at least to
12 where we are, is considered historic. We are the
13 medical center of not just Savannah and Chatham
14 County but the southeastern region.

15 We have the Level I Trauma Center at
16 Memorial which is adjacent to Truman Parkway.
17 Candler/St. Joe's is on DeRenne Avenue. It is the
18 medical center. There are doctors' offices all
19 over there.

20 If you want to find out what causes the
21 traffic on DeRenne, it's the medical community.
22 And we live with that. Those of us who live there
23 live with that traffic and are so glad that we
24 came up with the Project DeRenne.

25 Back to August 22nd, when the article

1 appeared in the paper -- and thank God it did,
2 because I don't think my neighbors and I had any
3 clue this application was sitting at the Federal
4 Energy Regulatory Commission -- I felt like
5 somebody had punched me not in the gut, but right
6 in the mouth. All our work, all our efforts, it
7 was like -- it was worthless.

8 If this application goes through, not
9 only are we talking about transporting flammable
10 material -- now, you know, I guess it's so safe
11 that we can all start bathing our children in it.
12 But it's called hazardous material last I checked.

13 That is not what we want on congested
14 streets going through the city of Savannah
15 surrounded by, yes, the Orthodox Synagogue,
16 hospitals, schools -- oh, I missed one. I've been
17 on the Savannah-Chatham County Board of Education
18 for the last 12 years.

19 We've got children very close to DeRenne
20 Avenue. There's one school that's on -- that's
21 one block away from DeRenne Avenue, Pulaski.
22 Hunter Army Airfield. I mean, is anybody here
23 from Hunter? I guess that's politics.

24 But I hope you will hear from Hunter. Is
25 anybody here from the hospital? I can't even

1 imagine. I'm hoping that they will get their
2 comments and concerns to you.

3 Adding additional 116 trucks, whether
4 they were full of Ivory Snow or goose feathers, to
5 DeRenne Avenue is absurd. But to think that we
6 would add those kind of trucks to DeRenne Avenue,
7 already noted as the most congested east route --
8 east-west corridor in this city -- because we
9 didn't ask for it to be studied. The residents
10 didn't.

11 This came from the Chamber of Commerce
12 back in '05. They wanted it studied. And what
13 they wanted was it to be widened. Well, you know,
14 we won a battle. But then elevate it, which was
15 the first study.

16 If y'all look through all the studies of
17 DeRenne Avenue the first study that I'm aware of
18 wanted to elevate DeRenne. That was shoved
19 because the residents thought that might be
20 unattractive to have an elevated roadway. And it
21 really wasn't going to help our community.

22 The second plan was going to six-lane
23 widen the entire portion of DeRenne. Part of it's
24 already six lanes wide. That was shelved,
25 fortunately, based on community response.

1 Now, we finally have come up with a
2 concept that we all agree on. And believe me,
3 there's some concessions and compromises in the
4 DeRenne project. We didn't make everybody happy.
5 We're putting a four-lane road where it's two
6 lanes now. But we're not losing homes.

7 The prior plan of six lanes wide was
8 going to lose 40 to 50 homes. So we're keeping
9 residents in their homes. Is Bay Street an
10 option? Sure, it's an option. It's the
11 straightest route. It's the shortest route. It
12 gets you right to 16.

13 It goes through the heart of Savannah.
14 It goes by businesses. So, no, it's not an
15 option. Is DeRenne an option? No, it's not. The
16 only solution for this application is for it to be
17 denied. That's the only answer that you have,
18 that the Federal Energy Regulatory Commission has.

19 If Southern Liquid Natural Gas or
20 Southeastern Truckers, Southern -- they've got
21 four names, I think, with all these companies. I
22 think the tax records have Southern Energy
23 Company. So I'm not really sure who is doing
24 what.

25 Southern Liquid Natural Gas is the one

1 I'm going to stick with. If this is going to be
2 so profitable in a time when natural gas is
3 probably the lowest it's been in the past five or
4 six years -- because I look at the site every
5 month to check out what natural gas does, because
6 we have unregulated natural gas in Georgia.

7 If it is so profitable then they need to
8 start politicking -- leave these guys alone and
9 politic getting a bridge going north.

10 There is no route to the south in the
11 City of Savannah, because we've got a lot of water
12 around Savannah, that's going to take -- that can
13 take those trucks away from congested areas and
14 communities.

15 So I had a lot of other things to say,
16 but God bless the speakers before me that did a
17 fantastic job. The last thing I intended to spend
18 the last month and a half on was reading about
19 liquid natural gas and all these filings I get in
20 e-mails every day.

21 But I'm so glad that there are others in
22 this community who are well versed in this and
23 with different energy, the safety factors that we
24 need to take into consideration.

25 And I think plenty of them said there is

1 absolutely no way we can prepare for this.
2 There's no way. Not on this route. Not on this
3 route. And there's no other route. Even if
4 Truman Parkway continues south, it goes by houses,
5 folks.

6 You ride down the Truman Parkway and you
7 can see houses right beside you. There's -- I
8 can't even remember all the housing development
9 that's to the right that's on the Truman Parkway.

10 It's interesting to note that in the --
11 and this is what bothers me. I'm sorry I'm
12 rambling here. But all the documentation I got
13 said that FERC had no jurisdiction over trucking;
14 yet it's in the application. It's a part of the
15 application.

16 And when Freeport LNG filed their
17 application it was included in theirs. They only
18 wanted to transport six trucks to fill up the
19 tanks when the vapor I guess produced the number
20 of -- amount of liquid natural gas in their big
21 tank, not trucks but tanks.

22 They had six trucks coming into Freeport
23 LNG, 66,000 gallons. And they were restricted to
24 six trucks. And the more important point is two
25 weeks prior to any of those trucks entering the

1 Freeport LNG terminal they had to notify the first
2 responders. They'd be on speed dial here because
3 it's every 25, every 20 minutes. The only
4 response here needs to be denied.

5 MR. LAFFOON: Thank you. Mary Spraso.

6 UNKNOWN SPEAKER: Sprague.

7 MR. LAFFOON: Sorry.

8 MS. SPRAGUE: Mary Sprague,
9 S-P-R-A-G-U-E. I am an alderman with the City of
10 Savannah, the Fourth District, which DeRenne cuts
11 right through the very middle of. So, yes, I am
12 very concerned about what is happening here
13 tonight and how FERC decides to go on this one way
14 or the other.

15 I fully affirm everything that Edna
16 Jackson, the mayor pro tem, said on behalf of the
17 city council. I wanted to say much of what has
18 already been said.

19 The one thing that I did want to say that
20 has not been mentioned was that when Bruce Hughes
21 came to the city council and talked to us one of
22 the things that I wanted to nail down was
23 responsibility, because I think if you are truly
24 going to be responsible as a company you take full
25 and complete responsibility.

1 That means not subcontracting trucking.
2 He would not commit not to subcontract. And it
3 seems to me if you're responsible, you want to be
4 responsible for trucks, you want to be responsible
5 for their maintenance, you want to be responsible
6 for the truckers, you want to be responsible for
7 their training, you want to be responsible for the
8 security. And I didn't hear that.

9 And as a member of council I'm truly
10 concerned about that lack of responsibility and
11 liability that goes along with hauling hazardous
12 materials.

13 The only other thing that I wanted to say
14 was that -- and I hope that FERC will take into
15 account -- and I do as a city alderman -- empathy.
16 I work on DeRenne. I'm one block from DeRenne. I
17 want those FERC members to put themselves into our
18 situation, that we live and we work on DeRenne.

19 Would they want to live and work on
20 DeRenne with hazardous material going by them
21 every day? Would they want their children to be
22 there? Because that's where our children are,
23 that's where our businesses are. Thank you.

24 MR. LAFFOON: Sorry with that. Jack
25 Knobs, K-N-O-B-S

1 MR. JACKANOBBS: (Inaudible) Bank of
2 Trustees in Savannah. J-A-C-K, K-N-O-B-S. I am a
3 resident of Savannah since about 20 years. I live
4 in Fairway Oaks. And this is, of course, as
5 already been mentioned, a historic neighborhood.

6 All comments that I was going to make
7 have been made and have been made by more
8 appropriate people than I on the issue. But I
9 would like to summarize them because I want you to
10 know how wide and deep opposition this community
11 is to this SLNG.

12 The -- I was thinking of the bridge
13 collapse in Minnesota -- I think it was in 2005 --
14 and the sugar plant explosion here in 2008, the
15 mine explosion in West Virginia in 2009. The
16 natural gas pipeline explosion has already been
17 mentioned in San Bernardino, California.

18 There is a (inaudible) in the United
19 States. But there are more and more these kind of
20 accidents, industrial accidents happening. And
21 the reason is that the companies, they have become
22 more lax in their application for renewals.

23 In addition, we have to factor that our
24 enforcement agencies (inaudible) all misdemeanors
25 that have taken place in the industry. Given

1 those facts we are asking that if you -- take this
2 into this account. I think that nobody can
3 guarantee right now that an accident is not going
4 to happen with LNG.

5 And no matter what is being said, I saw
6 in the Savannah newspaper this morning that the
7 applicant (inaudible) from Savannah Morning News
8 that the approved and confined LNG is (inaudible).
9 So I wanted you to be aware of this. That's my
10 main point.

11 It seems to me that the truck loading
12 facility is not needed. It also has been pointed
13 out how careful the Coast Guard is when a ship
14 with LNG arrives at the dock at Elba Island,
15 helicopters, the shipping is made still, everybody
16 is removed from the area, fishermen included.

17 And then when that same LNG is put in
18 trucks all that level of Coast Guard measures that
19 the Coast Guard says is necessary are suddenly all
20 gone. All the trucks that are on the road and
21 nobody is looking after it. It seems to be a
22 contradiction in terms of behavior. You cannot
23 escape that, the FERC.

24 The final point I wanted to make is the
25 east-west traffic problem in Savannah that has

1 also been mentioned many, many times already.
2 There is not really anything new that I have to
3 add that's already been said. So I won't mention
4 it other than to make the point that FERC
5 Commission needs to be aware of the rapid
6 conditions in traffic in Savannah. Thank you very
7 much.

8 MR. LAFFOON: Steve Willis.

9 MR. WILLIS: My name is Steve Willis and
10 I'm the chair of Georgia Coastal here. And I
11 think -- I'd like to commend so many of the
12 speakers tonight for doing such an excellent job,
13 having done their homework.

14 And I think that most of the hazard risk
15 aspect of this has been gone over very well.
16 There's one thing that I would like to point out.
17 I know that an awful lot of people here have been
18 out to Elba Island and seen their demonstration to
19 show how safe LNG is.

20 And if you think back, the people that
21 have participated in that about what they do, they
22 say, first of all, this LNG is safe. So we pour
23 some LNG in a cup and you can put a match out in
24 it, put a cigarette out in it. It doesn't do
25 anything. So that's safe.

1 good proof that it doesn't evaporate, because they
2 took a cup, filled it with LNG and it sits for a
3 half an hour presentation and it doesn't
4 disappear.

5 The next thing I'd like to bring up is
6 something completely different than what's been
7 going on so far in this meeting and that is the
8 basic issue really is we're being asked as a
9 community to suffer inconvenience.

10 We all know it's going to be inconvenient
11 having these trucks on DeRenne. We're being asked
12 to pay millions. We have to pay for safety
13 precautions, for lots of things.

14 And worst of all we're being asked --
15 nobody, nobody can say there's not hazards
16 involved here and that the worst case scenario of
17 these hazards is very, very serious. Nobody can
18 say that is true. So we are being asked to accept
19 hazards, risks.

20 And I say why? Why? They say that
21 they're doing this because they want to supply LNG
22 to trucks and buses. And I say, I don't see any
23 LNG trucks and buses around. I don't see people
24 waiting in line with -- wanting to start LNG truck
25 and bus lines.

1 I don't think they're being completely
2 open and honest with us. I don't think that's the
3 reason they're so eager to go forward with this.
4 But I think I do know why they're eager to go
5 forward and that is something that is happening a
6 lot throughout the United States.

7 And that is shifting the burden from
8 paying for utilities to peak rates. In other
9 words, what the different power companies are
10 doing is they're offering industrial businesses
11 the option of going into a varied rate billing
12 system where the lowest end of the spectrum
13 they're gonna pay three cents a kilo hour for and
14 the high end they might be charged 23 cents, 24
15 cents, a huge amount. That's a vast spectrum.

16 So what's happening is a lot of industry
17 users, industrial users, are going out and they're
18 buying their own turbines and they're buying their
19 own fuel to run the turbines. And I think that
20 that's exactly what the market that El Paso's
21 aiming for is that they expect to have that here.

22 Because what's going to happen is is that
23 companies that are on this variable rate charge,
24 as soon as the price for their electricity gets up
25 to eight cents a kilo hour, they will simply turn

1 on their own generators and they will burn
2 inexpensive LNG to produce their power. So their
3 prices are going to be rock bottom.

4 Now, I think most of you understand that
5 the way Georgia Power operate is that they're
6 guaranteed full 100 percent pay-back for all their
7 costs, plus about eleven percent profit. So
8 whatever they spend they get paid back.

9 Now, think about it. If they create a
10 system in which the big industrial users can chop
11 their costs down to half or less of what they are
12 now, if they can run their costs right down to
13 nothing, Southern Company's expenses will stay the
14 same.

15 Now, where is Southern Company going to
16 get its money? Where is it going to get its 100
17 percent prepaid for costs plus the profit? And
18 the answer is very simple. From the residential
19 users.

20 And so I think that people should take
21 this conversation and open it up and -- because it
22 really has to do about power and Georgia, Georgia
23 Power, Atlanta Gas and Light. How are all these
24 people -- what are they doing to our government?
25 How are they influencing our politicians? And

1 what is the result of this going to be on us?

2 And I can guarantee you that the real
3 reason for this is not at this time -- maybe they
4 plan for some date in the future to have great big
5 fleets of LNG buses. But right now that's not, I
6 don't think -- it really doesn't pass the lab
7 test. That's not what is driving this thing.

8 I think what's driving this is an awful
9 lot of the big heavy industrial users in the
10 Savannah area would like to minimize their
11 electricity and gas cost and this is a way that
12 they can do it.

13 And when they do that it's going to
14 result in radical increase rates for residential
15 rate meters. And I think we ought to be aware of
16 this. These things fit together. It's a complex
17 thing but it does fit together.

18 And in essence we are being asked to take
19 on a great risk so that we can really get screwed
20 when we pay our electricity bills. And I think we
21 should understand that.

22 There's no simplistic answer to this, but
23 it is a complex question. And the way this is
24 going right now we're going to get more than a
25 risk of the injury in the community. We're also

1 going to have a very big risk of -- a financial
2 risk of the citizens of Chatham County. Thank
3 you.

4 MR. LAFFOON: Thank you. Pam Miller.

5 MS. MILLER: I'm Pam Miller and I am the
6 president of Kennsington Park Community
7 Association. I've been asked to speak on behalf
8 of Kennsington Park Community Association, which
9 includes the neighborhoods of Kennsington Park and
10 Groveland.

11 Our boundaries are Waters Avenue to the
12 east, Abercorn to the west, DeRenne Avenue to the
13 north and Kennsington Drive to the south. I think
14 we're probably in a neck-to-neck race to having
15 the neighborhood that's got the most contiguous
16 frontage on DeRenne along with Tatumville. So we
17 are the neighbor that's right up on DeRenne.

18 I invite anyone to come to my house at
19 two o'clock in the morning and sit in my
20 backyard -- I know we're talking about times that
21 we think might be safe and I think people are
22 leaning towards during night or whatever -- and
23 listen to the number of emergency vehicles, the
24 number of cars that are whooshing down the street
25 trying to get to friends or family that have been

1 detail except to say that not only will an
2 increase in traffic on DeRenne cause problems for
3 DeRenne, but it will also force more local
4 commuters to cut through our neighborhood in
5 direct conflict with our traffic calming plan.

6 So again, I on behalf of the Kennsington
7 Park Community Association we ask that you deny
8 and we oppose their application. Thank you.

9 MR. LAFFOON: Melissa Bates. Melissa
10 Bates?

11 MS. COX: She had to leave, but I
12 guarantee she opposes it.

13 MR. LAFFOON: Marianne Heimes.

14 MS. HEIMES: My name is Marianne Heimes,
15 M-A-R-I-A-N-N-E, H-E-I-M-E-S. I'll be very brief.
16 I think everything has been said that needs to be
17 said except I found one little thing in the
18 Thomas & Hutton traffic study that sort of alarmed
19 me. We've talked about Bay Street. We've talked
20 about DeRenne.

21 I want to mention Route 2, which was in
22 the study, which is coming out of Elba Island the
23 trucks would turn left onto the Islands Expressway
24 and go down the Islands Expressway to Highway 80,
25 then to Victory Drive, then to the Truman Parkway.

1 And this is not a good idea.

2 There is a bridge, first of all, that
3 would have to be crossed. It's so old they have
4 to make parts for it. Parts are no longer
5 available. Half of that bridge was moved -- I'm
6 not sure how many years ago -- from the
7 Thunderbolt bridge. I think even thinking about
8 that is just crazy.

9 But anyway, the other two problems as you
10 have been well represented tonight are safety and
11 traffic. And all I'd like to say to the elected
12 appointed officials of the City of Savannah,
13 Chatham County, you're charged to protect the
14 safety of the citizens of Chatham County.

15 And if there's even the tiniest reason
16 for the public safety could now or at any time in
17 the future be impacted with safety issues in any
18 form from this petition you should stiffen your
19 backbones -- and it sounds like you've already
20 done it -- and study this proposal as long as it
21 takes you to make sure there is not even a shadow
22 of a doubt that this proposal will never in any
23 way adversely affect the citizens who you are
24 charged to serve. Thank you.

25 MR. LAFFOON: Ardis Wood.

1 MS. WOOD: Ardis Wood, A-R-D-I-S,
2 W-O-O-D. I have been a past president of Ardsley
3 Park Neighborhood Association and on their board
4 for about a dozen years. And I'm also a member of
5 the Lehigh Olin Heights Neighborhood Association,
6 which is adjacent. Both of those communities are
7 within that mile radius of DeRenne that we've
8 talked about.

9 Let's just consider as a planner for a
10 moment and a business person looking at it now.
11 You just see lines on a piece of paper. I
12 encourage everyone to know that those lines are
13 more than lines. They have a context of all the
14 things that people that you have heard of this
15 evening. They aren't just lines.

16 Secondly, we're talking about trucks.
17 And I'm not impressed by just a few trucks for a
18 few years. Even one, as we heard the nose under
19 the tent, it's like having a sprinkling around a
20 few digital billboards around town and saying, but
21 there's only a few.

22 That is Pandora's box opened up with a
23 hole and a couple of fish. And this is also the
24 same. You might have ten this year, 58 in ten
25 years and who knows how many. We must not start

1 it out for what, six, seven, eight months. It was
2 one bridge left for two lanes of traffic which
3 caused massive traffic jams for a long time. So
4 that ultimate Route 2 would not work with that
5 bridge.

6 So hurricanes we know plenty in advance
7 when they're going to come. But it's the
8 accidents, it's the other type of events that
9 happen on these routes.

10 So from Elba Island all the way down
11 President's, you know, to Truman, that's what
12 concerns me. Then you've got your Truman to
13 DeRenne and it concerns everybody else as well.
14 But they've got to get there first.

15 So in your study and your risk
16 evaluation -- and again, I agree with everything
17 that everybody said so far, but I know you guys
18 have a job to do and you're going to do your risk
19 analysis or your public safety study in here.

20 When you say you don't have jurisdiction
21 over trucking, would that be USDOT? Federal
22 Highway Administration? Georgia DOT?

23 MR. LAFFOON: USDOT is the Federal Motor
24 Carrier Safety Administration.

25 MR. DEIFER: So that's more like

1 licensing and things of that nature.

2 MR. LAFFOON: Exactly.

3 MR. DEIFER: And that concerns me from a
4 contracting standpoint. How far down are drivers
5 subcontracted? How many levels does it go down
6 and who is going to monitor this? Who is going to
7 develop the training for these drivers? You know,
8 who's going to monitor it? And most importantly,
9 of course. So that's an issue I'm talking about.

10 Also in your analysis I certainly hope
11 that you're going to analyze and look at traffic
12 accidents on these proposed routes and car
13 accidents, you're going to look at trucking
14 accidents and you're going to look at incidents
15 involving trucks and hazardous materials in
16 Chatham County.

17 And no disrespect to SEMA, but you also
18 need to look hard at the capabilities of the
19 Savannah Fire Department, SEMA and response
20 agencies to make sure that they can handle the
21 additional trucks that are proposed to go along
22 with this thing.

23 You know, that also goes back to where is
24 the money going to come from to make sure they can
25 handle it. We've got a top notch response team,

1 fire department and SEMA, but you're adding more
2 and more to an existing platform. And as we read
3 in the paper budgets are being cut more and more
4 and more. So where is this going to happen?

5 So I hope as part of your analysis that
6 you're going to dig deep into these kind of
7 things. As they mentioned they had to put up
8 camera stop lights all over DeRenne because so
9 many people run the lights.

10 One other thing I would like to know is
11 I'm sure you're also going to be looking at what
12 kind of incident, you know, what if, what would it
13 take to cause one of these tankers to cause a
14 rupture or release.

15 So more technical stuff, but that's what
16 I would like to see. And hopefully you all will
17 be digging into this deep. And again, I agree
18 with everybody else. Thank you.

19 MR. LAFFOON: Mary Osborne.

20 MS. OSBORNE: Good evening, everyone. I
21 had my name on the list and I scratched it out
22 because our mayor pro tem spoke for the council
23 and I didn't think it was necessary.

24 But I have to add a couple of comments at
25 this point and that is this. As you know, I think

1 the city council was treated with much arrogance
2 on the part of this group.

3 Secondly, it seems to me that -- and
4 anybody is free to correct me if I'm wrong -- that
5 the citizens may think that we have the power to
6 stop this as a city council. And this is not the
7 case. This is federal.

8 What I want to know is there's -- they
9 pointed it out on page 5, the public comments
10 section, all the wonderful information that was
11 given here tonight. I wish this had been recorded
12 so that we could send it to the people that are
13 authorizing them to come into our entire
14 community.

15 So please, people, that have all the good
16 information, please try to get together and draw
17 up a draft to send to them, because we can't rely
18 on them to be our spokesperson. They're the ones
19 who are going to come to our community.

20 And so I mean, you know, you don't send
21 the blood with the vampire, do you? You take it
22 yourself. So all I'm saying is let's get it
23 together. Let's approach the right people to get
24 this stopped.

25 I'm very opposed to this, very much

1 opposed to it. We are for the citizens of this
2 community. We are fighting as hard as we can.
3 But we need your voices. We need your scope. We
4 need your knowledge. This is not a good thing for
5 our community. Thank you very much.

6 MR. LAFFOON: Thank you.

7 MS. COX: Will the transcript be
8 available on the Website?

9 MR. LAFFOON: Yes, it will be.
10 Approximately ten days after this meeting it will
11 be on the FERC Website.

12 MS. COX: You can just put in the docket
13 number and find the date?

14 MR. LAFFOON: Yes, ma'am. Reverend
15 Vernell Cutter, Cotter?

16 MR. CUTTER: Good evening. (Inaudible)
17 Cutter, C-U-T-T-E-R. I'm speaking for the
18 Citizens of --

19 UNKNOWN SPEAKER: We can't hear you.

20 MR. CUTTER: I'm speaking on behalf of
21 Citizens for Environmental Justice. I just want
22 to comment simply -- first of all, our state
23 representative, Mickey Stephens, had to leave. He
24 wanted it to be known that he did not receive
25 information concerning this proposal until last

1 Wednesday and he is very much opposed to it.

2 I want to point to one thing and that
3 being the route and the particulate matter that
4 would come from these trucks, the respiratory
5 results that will come from that.

6 So we want to be assured that the
7 particulate matter will not harm the community.
8 And we're very much opposed to this because of the
9 trucks themselves. Thank you.

10 MR. LAFFOON: John Fickett.

11 MR. FICKETT: My name is John, J-O-H-N,
12 F-I-C-K-E-T-T. I'm a board member of the Causton
13 Bluff community. We are adjacent to Elba Island
14 and the initial route from Elba to President's
15 Street. And so the trucks will initially run past
16 our subdivision.

17 The point that I would like to make is
18 we've been following Elba Island through many of
19 the turns. And I realize we are re-inventing
20 trucking here.

21 But we -- the concern that I have is that
22 when Elba Island went to expand they assured us at
23 Causton Bluff that there would be no trucking out
24 of that facility. And because of that we allowed
25 them to expand their facility and we did not fight

1 them with that turn.

2 And now down the road we are having to
3 find out through the news media that we're going
4 to have trucking. And initially the only trucking
5 that was -- we were told was to set the first
6 tanks that they put in.

7 And so our major concern is the number of
8 trucks. Because you can say 50, you can say 100,
9 but whatever it is it's double that. The in and
10 out and the amount of trucking that is going to be
11 on President's Street and next to our neighborhood
12 is our major concern.

13 And again, we were assured by the company
14 that there would be no trucking. And so this is
15 a -- I hate to say it. It's a lie. You lied.
16 You lied. Thank you.

17 MR. LAFFOON: Thank you. John Northrup.

18 MR. NORTHRUP: My name is John, J-O-H-N,
19 Northrup, N-O-R-T-H-R-U-P. I live on the
20 southside. I don't live near DeRenne Avenue. And
21 I oppose the application and permit. And I have
22 three thoughts and considerations that might bear
23 upon this subject.

24 The first is that there is a technology
25 called floating liquid natural gas. And with this

1 Energy I believe is an act posed under President
2 Obama?

3 MR. LAFFOON: I believe that's correct.

4 MR. NORTHRUP: I just want to make sure
5 we're clear who we are here. So I surveyed the
6 permits from FERC to the things across the country
7 and I found that FERC had permitted liquid natural
8 gas in Portland, but the citizens have risen up
9 and very strongly opposed liquid natural gas in
10 Portland and Portland does not have liquid natural
11 gas.

12 If you go down the coast, they permitted
13 Malibu, but Malibu not only opposed it they made a
14 film, which is available, on how they got rid of
15 liquid natural gas in Malibu. I also was told
16 they tried to get liquid natural gas in Los
17 Angeles, which is incorrect.

18 On the East Coast I know that Boston has
19 liquid natural gas and they have a great number of
20 powerful politicians who opposed this and they're
21 happy with their facility on the Mystic River.
22 And I was told they would like to move it 15 miles
23 offshore if that were possible.

24 Now, if you go down to Providence, FERC
25 permitted Providence for liquid natural gas and

1 Providence is very unhappy about it. And we had
2 their attorney general here speaking. Providence
3 does everything they can to defeat liquid natural
4 gas and they're very unhappy about it, too. I
5 have talked with New York and Philadelphia and
6 they both said no when applications were made
7 there.

8 Down in Baltimore FERC permitted
9 Baltimore for liquid natural gas, but Baltimore
10 actually sued the federal government and sued
11 FERC. I think they may have lost their lawsuit.
12 And then we come to Savannah.

13 So I discussed this with our county
14 commissioners as to why Savannah did not oppose
15 Elba Island expansion of liquid natural gas. And
16 I was told that they rather were afraid of the
17 power of FERC and the federal government to
18 supersede the County of Savannah.

19 So we come to the obvious question. Why
20 is FERC permitting liquid natural gas in so many
21 communities where the citizens are rising up and
22 saying, we don't want this?

23 And why is the Obama administration
24 essentially ramming it down the throat of some
25 communities, particularly when floating liquid

1 natural gas is an available technology? Why are
2 we doing this in the populated people?

3 I'll make a prediction. If a truck rolls
4 down the street in Savannah with liquid natural
5 gas in it this will create an extremely visible
6 sign and symptom to galvanize more people that are
7 here tonight to join citizens' groups,
8 neighborhood organizations and every other
9 organization they possibly can to oppose liquid
10 natural gas.

11 I think that's pretty evident by the
12 number of people here. Citizens' groups are
13 required to do several things. Number one, they
14 educate the public and try to bring out all the
15 facts; number two, they dramatize their ideas; and
16 number three, they fortunately or unfortunately
17 paint the corporate executives as the guys that
18 wear the black hats and not the white hats.

19 If in fact the trucks start to roll or
20 even if they don't, citizens are encouraged not
21 just to be individuals but to join with Judy
22 Jennings and Stephen Willis of the Sierra Club,
23 Clete Bergen from Citizens of Clean Air and Water,
24 and Vernell Cutter for Environmental Justice.

25 One way or another we all want to get as

1 educated as we can on this. I cannot figure out
2 why in the world FERC would want to permit this or
3 accept this application. And I personally oppose
4 it.

5 MR. LAFFOON: Thank you. I'd like to
6 clarify that we are only reviewing the project
7 that is currently before us. We are not reviewing
8 the existing facilities. And I was incorrect. We
9 are actually not under the Department of Energy.
10 We're an independent regulatory agency.

11 UNKNOWN SPEAKER: Who (inaudible).

12 MR. LAFFOON: Our chairman and our
13 commissioners are appointed by the President.
14 Damian Centgraf.

15 MS. COX: While Damian is coming up can I
16 ask you one question? Can you give us the
17 information if there's ever been a FERC
18 application or how many FERC applications similar
19 to this have been denied? Can that be included
20 somewhere in the information we're provided, if
21 there ever is any information we're provided?

22 MR. LAFFOON: We can do that.

23 MR. CENTGRAF: My name is Damian,
24 Centgraf, D-A-M-I-A-N, last name C-E-N-T-G-R-A-F.
25 I'd like to thank FERC for coming and having this

1 meeting. I didn't think it was going to happen.
2 I also want to thank our local officials for being
3 here this evening and supporting the citizens.

4 I'm not going to speak about safety
5 issues. Other people have done it more eloquently
6 than I have. My concerns are for the
7 infrastructure.

8 The infrastructure will not handle over a
9 long period of time putting 116 trucks a day out
10 there on the streets. If you look at the per axle
11 load rate of one of these trucks it's the
12 equivalent of close to 1.5 million cars a week.
13 That's a tremendous strain.

14 If you look on DeRenne Avenue currently
15 at Habersham and DeRenne you will see the
16 deterioration at that intersection. That's from
17 automobiles and cars having to step on their
18 brakes and stepping on the accelerators too
19 heavily.

20 The infrastructure just isn't going to
21 take that. Truman Parkway, the infrastructure is
22 mostly bridges, especially towards Elba Island and
23 the Islands Expressway. You've got the bridges
24 that Miss Heimes spoke of earlier that are just --
25 they're not capable of handling that kind of truck

1 traffic.

2 This morning, for example, when I was
3 coming -- going to work coming in on 516 there was
4 a back-up because of an accident on DeRenne
5 between Abercorn and Montgomery. And the traffic
6 was backed up clear to 516.

7 Putting six trucks at deep rush hour is
8 ludicrous. So I don't understand this rush to
9 push all these vehicles. I'm not talking the
10 safety issues. That's another issue.

11 My only question is why haven't Southern
12 LNG looked at putting a pumping station somewhere
13 outside in a rural area that's away from the
14 citizenry and less populated areas?

15 It doesn't make sense to bring all this
16 traffic into a populated area when they already
17 have pipelines in place. I know they have pumping
18 stations. So I'm puzzled and bewildered as to why
19 bring all this traffic, all this condemnation and
20 such into the community.

21 I understand that they've got a business
22 to run. They've got things -- you know, they have
23 supplies that they need to get out. But there are
24 other ways of doing it. And putting trucking out
25 here on the infrastructure is not a good option.

1 I haven't heard anyone mention this and
2 I'm puzzled by it. It seems obvious to me. You
3 look at the routes here. Savannah only has two
4 real egress routes. Look at when Hurricane Floyd
5 was here, the traffic problems that we had.

6 I mean, it took my wife 14 hours to get
7 from here to Athens, 14 hours. That's a
8 ridiculous number. And to think what would happen
9 if we had an emergency. Infrastructure is not
10 designed to handle this.

11 So right now the only real option that
12 anybody has said to me is denying this application
13 because there's no other alternative. I know that
14 their pipeline may be at capacity now and that may
15 be why they haven't thought to ask for this.

16 But there's also the fact that
17 infrastructure does deteriorate. So put a bigger
18 pipeline in. And I understand there's a timely
19 issue. But the citizenry of this community
20 shouldn't be expected to foot the bill for the
21 infrastructure that will be deteriorated due to
22 the added truckload that will be put on our
23 streets. Thank you.

24 MR. LAFFOON: Thank you. Susan Broker.

25 MS. BROKER: I think I was the last to

1 put my name on the list. My name is Susan Broker.
2 I work for the City of Savannah. And I had no
3 intention of speaking tonight because I don't
4 think it would be appropriate for staff members to
5 speak at a setting like this.

6 However, I feel compelled to talk to you
7 tonight after so many references to Project
8 DeRenne. I am fortunately, or unfortunately, the
9 project manager for Project DeRenne.

10 And I want to go on record and formally
11 invite Southern LNG and Thomas & Hutton and
12 members of FERC to contact me so that I can inform
13 you of the detailed planning efforts that have
14 been going on that our city council has supported
15 this summer.

16 So on record I'd like to invite you to do
17 that, to meet with some of my community members
18 and myself. I'll certainly make myself available.
19 Thank you.

20 MR. LAFFOON: Thank you. Is there anyone
21 who has not spoken tonight who wishes to? Okay.

22 UNKNOWN SPEAKER: (Inaudible).

23 MR. LAFFOON: Sir, if I could get you to
24 come up to the podium and state and spell your
25 name.

1 MR. WIGLEY: My name is Malcolm Wigley,
2 M-A-L-C-O-L-M, W-I-G-L-E-Y. I live in Pine
3 Gardens, which is about two blocks from where the
4 proposed route is on East President's Street
5 extension.

6 I had two things I want to mention, but
7 you said don't bring it up about the existing
8 facility. But I just want to do this as part of
9 public record.

10 I've got a background in the United
11 States Navy. I served two years and I was on an
12 aviation gasoline tanker that refueled ships at
13 sea, aircraft, submarines and aircraft carriers.

14 I was a dispatcher for two years for the
15 hazardous material hauling companies, firms many
16 years ago. I was also a certified HAZMAT
17 technician with the United States Army, Hunter
18 Field, as a civilian. I retired there about
19 eleven years ago.

20 But what I want to say, I used to fish
21 out there right there at the point of that island,
22 Elba Island. And my brother and I, we used to
23 catch a lot of trout out there, by the way.

24 But the LNG had already had their four
25 tanks. But these big ships would come by while we

1 were fishing. And this is not exaggerating. We
2 had to pull up anchor whenever we would see one
3 coming. And they came in fast, anywhere I
4 estimate probably between 10 and up to 19, 20
5 knots, some of them.

6 But we had to get the anchor up real
7 quick because if we didn't we would get capsized.
8 And this is what I want to explain to you. And
9 nobody has pointed this out.

10 But as these big ships come in, it's
11 according to how deep their draft is, it
12 literally, you know, makes a big -- a void there
13 where it -- as it goes through at that speed.

14 And what it does, it pushes water out and
15 then it pulls it back in and it rises for about
16 two to four feet. You can see pilings, you know,
17 out in the water.

18 And you can't imagine this unless you're
19 out there fishing in a small boat. It about
20 scared me to death. But I noticed, though, that
21 plant right there on that island.

22 At that time the Corps of Engineers
23 hadn't did a lot of refurbishing on the island,
24 because a lot of it got washed away. A couple of
25 islands adjacent to that got washed away within

1 two or three years. But that was my fishing
2 period at that time. This was maybe 10 or 15
3 years ago.

4 But anyway, they -- later on they
5 refurbished around the point of -- the eastern
6 point of the island. It's not a very big island.
7 It's surrounded by the south channel on one side
8 of the island and then the Savannah River channel
9 on the right side of the island.

10 And on the southern tip -- excuse me --
11 the eastern tip of the island is the Intracoastal
12 Waterway. So they have rocks all the way around
13 that eastern peninsula.

14 We used to call it rattlesnake island.
15 That was about the only thing it was good for.
16 And I still think that's the only thing it's good
17 for today. I wish LNG would have found a more
18 desirable place.

19 But let me tell you what. Whenever they
20 had a -- in 2001 -- I believe -- no. 2006,
21 December 2006, there was an article I read last
22 night on Savannah Now, a newspaper article, where
23 this tanker ship was coming in.

24 It was guided in by the pilot. He was
25 doing between 14 to 16 knots as he crossed the --

1 right in front of the terminal. They were
2 loading -- they were offloading at the same time.

3 Now, what had happened, that thing just
4 sucked the water out as it went by and when it
5 come back it -- they had six mooring lines tied to
6 the tanker that was unloading.

7 It broke four of them mooring lines.
8 Luckily, you know, they had an emergency
9 break-away system that they didn't have any
10 explosions or any fires or anything like.

11 Now, in 2001 there was a ship. I want
12 y'all to get this, now. There was between 28 and
13 probably 32, 3,300 ships a year that come in and
14 out of our port. I mean, that is a tremendous
15 amount of traffic right here by this little island
16 where this proposed new site is coming in with all
17 the storage units.

18 And this ship named -- let's see. What
19 was the name of it? I can't think of it right
20 offhand. It was in 2001. But anyway, they ran
21 into their loading dock and caused over probably
22 several million dollars damage. This is in 2001,
23 if I'm not mistaken.

24 This is in Savannah Now, you know, the
25 paper in their record. But anyway, luckily, you

1 know, the ship that hit their docks was carrying I
2 think coconut oil or something. But anyway, it
3 was nonflammable.

4 But it ripped open its hull terribly.
5 That's one ship. Now, this is my biggest fear.
6 And God kept me awake all night after a few people
7 had told me some things about what was going on
8 there that I didn't even know. And I've been
9 living here all my life.

10 And God dealt with me and he said, warn
11 them. That place is going to be (inaudible). And
12 I sympathize with LNG. Hey, I'm for free
13 enterprise and capitalism and all these things.
14 And I wish y'all would find an alterative.

15 And I hope they find a new storage
16 facility or terminal that's much safer and don't
17 be in a place where you've got 3,000 ships coming
18 in every year.

19 They're going to build another proposed
20 terminal right across the street there on the
21 other island. That's going to bring in more
22 ships. Our own city is trying to get bigger ships
23 to come in. That's going to bring in more ships.

24 You know, first of all, I think
25 30-something years ago when they were first

1 date that we put in the NOI to hopefully get most
2 everybody's comments by. But we will accept
3 comments after that period.

4 MS. COX: Is there a higher level study
5 than the environmental assessment study?

6 MR. LAFFOON: No.

7 MS. COX: That's the highest level study
8 you can do?

9 MR. LAFFOON: That's what we're doing
10 through this process.

11 MS. COX: That's not my question. Is
12 there a higher level of study that the Federal
13 Energy Regulatory Commission can do beyond --

14 UNKNOWN SPEAKER: The President.

15 MS. COX: Is there another study out
16 there -- is there an environmental impact study at
17 a higher level than the environmental assessment
18 study? Does that exist or does it not exist any
19 longer?

20 MR. LAFFOON: If we do an environmental
21 assessment and we determine that there will be a
22 significant impact, then we could elevate it to an
23 environmental impact statement.

24 UNKNOWN SPEAKER: Y'all are over the
25 routes? FERC is over the routes, right?

1 MR. LAFFOON: We will analyze the route
2 in the environmental assessment.

3 UNKNOWN SPEAKER: (Inaudible). Your EA,
4 are you going to have a very clear explanation of
5 exactly who is the market for this?

6 MR. MCGUIRE: Can you speak into the
7 microphone?

8 MR. LAFFOON: Can you state your name
9 again?

10 MR. WILLIS: Steve Willis. Are you going
11 to have the -- when we read the EA are we going to
12 understand exactly who really is committed to
13 buying into this service, who's going to be the
14 customer?

15 MR. LAFFOON: The EA will probably state
16 that, but the order will definitely state that,
17 the Commission's order.

18 MR. CENTGRAF: Damian Centgraf again. I
19 failed to mention earlier that I, like many others
20 in this community, has spent 10 or 15 years of my
21 life trying to get the traffic situation
22 straightened out in this community. And I just
23 hate for it to be changed at the eleventh hour to
24 add this kind of traffic to the infrastructure.

25 MR. LAFFOON: Okay. Thank you. If

1 there's no further comments --

2 MR. WILLIS: One other question. Who
3 will determine the routes? Who is the actual
4 person that's going to determine the routes if
5 this is accepted?

6 MR. LAFFOON: We'll address that in the
7 environmental assessment. Thank you all for your
8 comments and concerns. You have --

9 UNKNOWN SPEAKER: (Inaudible).

10 MR. LAFFOON: Okay.

11 MS. JENKINS: My name is Patricia
12 Jenkins, P-A-T-R-I-C-I-A, J-E-N-K-I-N-S. I'm
13 speaking on behalf of the Pine Gardens community,
14 which on April 10th of 1995 we had the power plant
15 explosion and fire. We had to in 2000 evacuated.
16 (Inaudible).

17 MR. LAFFOON: Can you speak a little bit
18 more into the microphone, please?

19 MS. JENKINS: This caused me to become
20 such an activist. 15 years ago this happened.
21 And I think we've got to look at other
22 alternatives (inaudible) so close to the
23 community. Thank you.

24 MR. LAFFOON: Thank you all for your
25 comments tonight and concerns you have provided

1 us. These concerns will be helpful in the
2 development of the scope of our analysis.

3 Anyone who would like to purchase a copy
4 of the transcript of tonight's meeting can make
5 those arrangements with the court reporter. The
6 FERC Website contains a link called eLibrary.

7 By typing the docket number, CP10-477,
8 into eLibrary you can gain access to everything in
9 the public record regarding this project,
10 including filings submitted by Southern LNG.

11 UNKNOWN SPEAKER: Can you repeat that?

12 MR. LAFFOON: I can. The FERC Website
13 contains a link called eLibrary. By typing the
14 docket number, which in this case is CP10-477,
15 into eLibrary you can gain access to everything in
16 the public record regarding this project,
17 including filings submitted by Southern LNG.

18 Detailed information for accessing the
19 Commission's public records is in the Notice of
20 Intent on page 6.

21 There are also hand-outs and cards at the
22 sign-in table that provide instructions on how to
23 use eLibrary and how to eSubscribe to Southern
24 LNG's Truck Loading Project to receive automatic
25 notification of any new filings to the docket.

1 While the formal part of this meeting
2 will conclude, I would encourage you to review the
3 information that Southern LNG has with them
4 tonight. Their representatives will be able to
5 assist you with the maps of the project and truck
6 routes and answer any more specific questions you
7 may have.

8 On behalf of the Federal Energy
9 Regulatory Commission I want to thank you all for
10 coming here tonight and expressing your concerns.
11 Let the record show that this scoping meeting for
12 Southern LNG's Truck Loading Project concluded at
13 10:06 p.m.

14 (The proceedings were concluded at 10:06 p.m.)

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