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UNITED STATES OF AMERICA  
FEDERAL ENERGY REGULATORY COMMISSION

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Elba Liquefaction Company, L.L.C. : Docket No. PF13-3-000  
Southern LNG Company, L.L.C. :  
Elba Express Company, L.L.C. :  
- - - - - x

Elba Liquefaction Project  
Elba Express Company Modification Project

The Chatham County Savannah  
Metropolitan Planning Commission  
12 East State Street  
Savannah, Georgia  
Thursday, May 9, 2013

The evening scoping meeting, pursuant to notice,  
convened at 7:03 p.m., before a Staff Panel:

CHRISTINE E. ALLEN, Environmental Project  
Manager, FERC

DAVID HANOBIC, FERC Staff

With: STEVE HURD, Director of LNG operations for  
Southern LNG, Elba Island.

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C O M M E N T E R S

PAM MILLER, Cofounder of Citizens For a Safe, Secure Savannah and President of Kensington Park Community Association

FRED BEASON, Hydrographic Surveyor, Savannah, Georgia

PAMELA OGELSBY, Concerned Citizen

BETH KINSTLER, Member, Citizens For a Safe, Secure Savannah

WALLACE MIDDLETON, Citizen

EDNA BRANCH JACKSON, Mayor, City of Savannah

1 PROCEEDINGS

2 MS. ALLEN: We're going to go ahead and get  
3 started, if everyone could find a seat.

4 Good evening. On behalf of the Federal Energy  
5 Regulatory Commission, or FERC, I want to welcome you here  
6 tonight. Let the record show that the scoping meeting for  
7 the Elba Liquefaction and EEC Modification Projects began at  
8 7:03 p.m. on May 9th, 2013 in Savannah, Georgia.

9 The primary purpose of this meeting is to give  
10 you an opportunity to provide comments on the Elba  
11 Liquefaction and EEC Modification Projects. Please note  
12 from now on I will refer to these as 'the projects' or Elba  
13 Liquefaction Project.

14 The Applicants for these projects are the Elba  
15 Liquefaction Company, L.L.C., Southern LNG Company, L.L.C.,  
16 and Elba Express Company, L.L.C. Please note from now on I  
17 will just refer to all the Applicants as simply 'the  
18 Companies.'

19 My name is Christine Allen, and I am a Staff  
20 Member with the Federal Energy Regulatory Commission, or  
21 FERC. With me at the table tonight is David Hanobic, also  
22 with FERC Staff. In addition, back at the sign-in table, we  
23 have Mitch Shields and Jeff Macanthune with Mergent, our  
24 third party contractor assisting us with the preparation of  
25 the environmental document for the projects.

26

1           A notice of this meeting was issued on April  
2           22nd, 2013 and was mailed to our environmental mailing list,  
3           which includes federal, state and local representatives,  
4           elected officials, affected landowners, native American  
5           tribes and other interested parties. The purpose of  
6           tonight's meeting is to give you an opportunity to comment  
7           on the environmental issues associated with the Elba  
8           Liquefaction Project that you think we should cover in our  
9           environmental analysis.

10           Now I'll outline tonight's agenda. You may have  
11           picked up a copy at the table when you came in; if not, feel  
12           free to go ahead and grab one now if you'd like.

13           First I'll start out by briefly explaining the  
14           FERC environmental review process, then I will have a  
15           representative from the companies provide you a brief  
16           description of the planned projects. Following the project  
17           description, we will hear from those of you who have signed  
18           up to speak. After that, I will give anyone who did not  
19           sign up but would like to have their comments heard an  
20           opportunity to speak.

21           As you may have noticed, this meeting is being  
22           recorded by a court reporter so that we will have an  
23           accurate record of tonight's comments. After the meeting,  
24           the transcripts will be placed into the public record for  
25           public viewing.

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1           The Federal Energy Regulatory Commission is an  
2 independent regulatory agency. The Commission's mission is  
3 to regulate and oversee energy industries and the economic  
4 and environmental interests of the American public. Among  
5 other responsibilities, the Commission regulates the  
6 interstate transmission of natural gas. The Commission is  
7 made up of five members who are appointed by the President  
8 and approved by Congress. The Commission Staff, which  
9 includes myself, prepares technical information to assist  
10 these commissioners in making their decisions.

11           When a company wants to build facilities to  
12 transport and sell natural gas in interstate commerce, the  
13 company files an application with the Commission. The  
14 companies plan to file their applications in December of  
15 2013 under Sections 3 and 7(C) of the Natural Gas Act. The  
16 prefiling docket number for the project is PF13-3. The 'PF'  
17 means that we are in the prefiling stage of the process. No  
18 formal application has been filed at this time.

19           Once the companies file their formal  
20 applications, a new docket number will be assigned with a  
21 'CP' prefix, which stands for Certificate Proceeding. Under  
22 the National Environmental Policy Act, the Commission is  
23 required to perform an environmental analysis of the  
24 proposed projects' potential effects on the environment.

25           In the case of the Companies' projects, we are  
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1 planning to do this analysis in an environmental assessment.  
2 Generally, an environmental assessment describes the planned  
3 facilities and the associated environmental impacts,  
4 alternatives to the project, mitigation to avoid or reduce  
5 impacts, and our conclusions and recommendations.

6 The environmental assessment is used to advise  
7 the Commission and to disclose to the public the  
8 environmental impacts of constructing and operating the  
9 proposed project.

10 The Commission will consider the EA, public  
11 comments and the non-environmental information for the  
12 project in making an informed decision on whether or not to  
13 approve the project. If the Commission does vote to  
14 authorize the project, the Commission Staff will monitor the  
15 project through construction and restoration, performing on-  
16 site inspections for environmental compliance.

17 Tonight's scoping meeting is one of the public  
18 input opportunities in our process to develop a complete  
19 environmental record of the company's proposal. We are here  
20 tonight to get your input on issues that you feel we need to  
21 analyze in our Environmental Assessment. Your comments,  
22 along with those of other interested groups and agencies  
23 will help us focus our analysis on significant impacts.

24 If you have additional questions about the  
25 Commission, I'd encourage you to visit the Commission's home  
26

1 page on the Internet, at [www.FERC.gov](http://www.FERC.gov).

2 We will also be available after the meeting to  
3 answer any questions you may have.

4 Now I'll quickly review where we are in the  
5 environmental review process and clarify the additional  
6 public input opportunities for the project. Currently we  
7 are in the middle of the scoping period, which ends on May  
8 22nd; however, we will consider all timely comments  
9 throughout the process. There will also be a 30-day comment  
10 period following the issuance of the environmental  
11 assessment.

12 At this point are there any questions about the  
13 scoping process or FERC's role in this proceeding?

14 (No response.)

15 Now Stephen Hurd will present an overview of the  
16 planned project.

17 MR. HURD: Good evening. My name is Steve Hurd,  
18 and I'm the Director of LNG operations for Southern LNG out  
19 at Elba Island. What I'm going to do over the next few  
20 minutes is give you a high level, brief overview of our  
21 project that we have proposed there at the facility.

22 [Slide presentation]

23 This is how the facility is today, and many of  
24 you may be familiar with it. It's an isolated facility, 840  
25 acres, an island; it was constructed back in 1978 and

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1       operated for about four years with the three small tanks  
2       that you see there. And in February of 2006, the terminal  
3       was expanded to add a fourth tank; and then again in March  
4       of 2010 the facility was expanded to add the fifth tank.

5                So we have about 11.5 bcf of storage capacity at  
6       the terminal today. We have send-out of 1.5 bcf, billion  
7       cubic feet on a firm basis, and 1.75 billion cubic feet  
8       send-out on a maximum delivery.

9                You can see we have two docks here in our slip,  
10       and on the north end is our dredge spoil material, about 250  
11       acres of dredge material that we dredge our slips and our  
12       turning basin.

13               Since reactivation, we have off-loaded over 400  
14       ships, we have safely off-loaded over 400 ships. We have  
15       reliably delivered over 1 trillion cubic feet of natural gas  
16       to pipelines that serve consumers here in Georgia as well as  
17       in the Southeast.

18               However, over the last few years, our LNG imports  
19       have started to decline due to the amount of domestic  
20       natural gas that has been discovered here in the United  
21       States. So as a result of that, now we are looking at  
22       installing equipment to actually turn the facility around  
23       and take natural gas off the pipeline, liquefy it, store it  
24       in our tank, and then export it.

25               So I'll go over some of the project highlights  
26

1 over these next few slides.

2 Originally, Elba Express Pipeline was placed in  
3 service to take gas from Elba and move it north. And what  
4 we're going to do is reverse the flow of one Elba Express  
5 Pipeline and bring gas to the facility, and then install  
6 liquefaction equipment as part of a joint venture that we  
7 entered into with Shell, and we will be using their  
8 proprietary liquefaction system known as Movable Modular  
9 Liquefaction System, or MMLS.

10 So we'll install that equipment on the facility,  
11 and as I mentioned, we'll liquefy it, store it in the LNG  
12 tanks and then load it on LNG ships for export.

13 The project will be done in two phases; Phase One  
14 will consist of about 210 million a day of liquefaction  
15 capability. Phase Two will be about 140 million a day of  
16 liquefaction capacity.

17 As part of this, we'll have to modify some of our  
18 existing facilities; we will not be adding any more tanks;  
19 however, we will be making tie-ins at the facility,  
20 modifying our docks to load ships instead of unload ships;  
21 and we'll be modifying buildings on the facility to  
22 accommodate the increase in employees that we will have once  
23 this goes in service.

24 As part of this project we will not be trucking  
25 LNG off the facility; and in fact, our LNG truck loading  
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1 facilities will be dismantled as part of this project.

2 This is the liquefaction process that we're going  
3 to be installing. So our goal is to convert natural gas  
4 from the pipeline to a liquid by cooling it down to minus  
5 260 degrees Fahrenheit. So as I mentioned, we'll be taking  
6 gas off of the pipeline to Elba Island by an existing  
7 pipeline, and the gas that we'll be receiving on the  
8 pipeline is gas that is currently, it's delivered to homes  
9 and is used by power plants to generate electricity. That  
10 same gas will be delivered to Elba Island.

11 Within the gas, there still will be some liquids  
12 within that gas, and so as part of the process we will need  
13 to remove some of those liquids out of the natural gas. So  
14 these liquids will have properties very similar to gasoline.  
15 And in fact, it's commonly called 'natural gasoline.' And  
16 we will be trucking it off the island. It has the same DOT  
17 classification as gasoline.

18 So it will require a maximum of about two trucks  
19 per day that will be trucked off the island as natural  
20 gasoline. Under normal operating conditions, it will  
21 probably be less than that; but that would be on the upper  
22 end as far as the number of trucks that will leave the  
23 island carrying this natural gasoline.

24 After we remove the liquids in the natural gas,  
25 then the gas flows through the refrigeration equipment, and  
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1 at that time we start the process of cooling the natural gas  
2 down to minus-260. And we will be using refrigerants to do  
3 that, and the refrigerants will be ethylene, propane and  
4 isopentane. And that will require about one to trucks per  
5 month to deliver those refrigerants to the facility.

6 Isopentane has the same DOT classification as  
7 gasoline; you're familiar with propane, and ethylene has the  
8 same DOT classification as propane. And as I mentioned,  
9 that will be one to two trucks per month that will be  
10 brought on to the facility.

11 Then finally, like I mentioned earlier, we'll  
12 produce the LNG , it will be stored in our existing tanks  
13 and then we will load it on ships to export.

14 This is a view of where the activity will take  
15 place on the island. You can see the yellow box here is  
16 where the MMLS will be installed. The six MMLS units will  
17 be installed in this general area, and then four MMLSs will  
18 be installed up in this area, along with the mixed  
19 refrigerants, the truck loading facilities and other  
20 equipment that supports the MMLS units.

21 We'll be modifying our existing administrative  
22 buildings, like I mentioned, to account for the increased  
23 head count that we will have at the facility, and make some  
24 minor modifications to our existing docks to turn them  
25 around so that we can load ships.

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1           This layout is subject to change; we continue to  
2 work through exactly how we're going to lay all this on the  
3 island. We'll also be installing a flare in this portion of  
4 the island as well as making modifications and upgrades to  
5 Georgia Power's substation.

6           The schedule. If approved, Phase One  
7 construction is targeted to begin late next year, late 2014.  
8 Estimated in-service is approximately two years after the  
9 start of construction.

10           Phase Two, which will be at Shell's option, will  
11 follow shortly after Phase One to be in-service also in 2016  
12 or 2017. The cost, as you can see, for Phase One will be  
13 anywhere from \$800 million to \$1 billion. Phase Two will be  
14 about \$500 million, if we install four units. So that will  
15 be a total investment of between \$1 billion and \$1.5  
16 billion.

17           As far as jobs on the island, for a project this  
18 size there will be several hundred construction jobs and  
19 temporary jobs that will occur over the next couple of  
20 years; and once this is in service, we're looking at 75-plus  
21 permanent jobs at the facility. And of course we'll have an  
22 increase in our tax base.

23           If you need some information about the project or  
24 if you have questions, this is the contact information that  
25 I believe we have copies for you, and the website that you  
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1 can go to to find out more information about the project.

2 And that concludes my presentation.

3 MS. ALLEN: Thank you, Steve.

4 Representatives from the companies will also be  
5 available after the meeting to answer any questions you may  
6 have about the project.

7 Now we'll hear from those who have signed up to  
8 present comments. A transcript of this meeting will be  
9 placed in the public record so that anyone can access the  
10 information discussed here tonight. If you do not want to  
11 formally make comments, you can still send comments directly  
12 to the Commission. We also have comment sheets at the sign-  
13 in table that explain how to file written comments; you can  
14 also give those comments to one of us tonight.

15 All comments received, whether given orally or  
16 written, will receive equal consideration in our  
17 environmental review.

18 For the court reporter's benefit, and to ensure  
19 an accurate record of tonight's meeting, please follow the  
20 following ground rules if you plan to present oral comments:  
21 Please come up to the front of the room to the podium and  
22 speak into the microphone; state and spell out your first  
23 and last name; if appropriate, state the agency or group  
24 that you're representing; define any acronyms that you may  
25 use, and please speak one at a time.

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1                   Our first speaker tonight will be Pam Miller.

2           @           MS. MILLER: I understand I'm speaking this way,  
3           and into this microphone. I understand this is a pre-filing  
4           meeting and I also, because we don't know what's being  
5           presented until we get here, the comments that I've made  
6           that I'd like read into the record may have some questions  
7           that might have been answered or I may have to expound on  
8           some of those in a later writing.

9                   Good evening, members of FERC and the City of  
10           Savannah and Chatham County elected officials. My name is  
11           Pam Miller [spelling] and I am Cofounder of Citizens For a  
12           Safe, Secure Savannah and President of Kensington Park  
13           Community Association.

14                   Kensington Park neighborhood abuts Durant Avenue  
15           and was one of the proposed trucking routes previously  
16           considered for trucking LNG. I'm here this evening to voice  
17           the concerns of many Savannahians regarding the possibility  
18           of trucking hazardous materials from Elba Island through  
19           Savannah streets.

20                   A brief summation: In 2001 when El Paso and  
21           Southern LNG asked the facilities at Elba Island be  
22           permitted to import LNG, those companies agreed in writing  
23           to the then-City of Savannah Mayor Otis Johnson that no  
24           trucking of LNG would be considered. Yet in 2010, FERC was  
25           asked to approve a project that would truck upwards of 58  
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1 trucks of LNG per day through the streets of Savannah.

2 Citizens For a Safe, Secure Savannah was formed  
3 at that time to demand that local leaders be not only  
4 informed but involved in the decisions regarding the  
5 transport of hazardous materials through our neighborhoods.  
6 We also publicly challenged El Paso and Southern LNG at that  
7 time over their continued plans to expand the import  
8 capabilities at Elba, when an analysis of the market would  
9 certainly cause one to question the financial viability of  
10 an import market.

11 Contrary to the assurances that Elba would not be  
12 interested in exporting LNG, as told by one of its  
13 spokespersons, import plans were scrapped in April of 2012.  
14 Less than six months later, El Paso Corporation had reversed  
15 course and asked FERC to approve the export of LNG. So  
16 pardon me if I'm a bit skeptical.

17 Now here we are again at a FERC meeting, scoping  
18 meetings, and we are being presented with a request to  
19 export. And within that application it calls for, in  
20 quotes, "truck transport of natural gas liquids." According  
21 to Kinder Morgan representatives, these liquids are not to  
22 be confused with LNG but are rather residual gas liquids  
23 that may remain post-processing, which can be hauled off the  
24 island by truck for other uses or disposal.

25 They go on to say that these natural gas liquids  
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1 include butane, propane and ethane. So it's the first time  
2 I'm hearing the other word that was just used. It was said  
3 that no more than two trucks daily would be used to  
4 transport those liquids off Elba Island. Is that the amount  
5 when they are ramping up, or at full capacity?

6           Doesn't sound too bad, right? Except that the  
7 2012 Emergency Response Handbook for Hazardous Materials  
8 published by the U.S. Department of Transportation puts  
9 ethane under a category which is exactly like LNG, and that  
10 will form explosives when mixed with air -- and vapors from  
11 that liquid gas are heavy and spread across low-lying areas,  
12 and can be ignited. In fact, the evacuation for an ethane  
13 spill is exactly the same for an evacuation for an LNG  
14 spill. For a large spill, it's one-half mile; and for a  
15 fire it is one mile.

16           As we previously heard from our County Emergency  
17 Management Director, both of those scenarios would be  
18 impossible within the timeframe allotted.

19           In my research, I found that ethane is the second  
20 largest component of natural gas, and one has caused some  
21 concerns in the Marcellus Shale extraction. Is that the  
22 primary natural gas liquid that will be trucked through  
23 Savannah?

24           I also came across an interesting article about a  
25 company, new to Savannah, that was buying and converting  
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1 cryogenic transport trucks and Georgia port tractors to LNG.  
2 Citing the lack of an LNG fueling station in the Southeast,  
3 they are working with Georgia Ports Authority to explore the  
4 building of an LNG fueling station at or near the ports.

5 Such plans are under way nationally to build an  
6 LNG highway where trucks that convert to LNG can get  
7 refueled; is this the first attempt to build a station on  
8 the Southeast Coast? And when the request before FERC today  
9 calls for bidirectional services -- which I assume means  
10 supplying LNG both directions -- could the current applicant  
11 also be interested in developing the first LNG refueling  
12 station on the Southeast coast?

13 If so, what kind of trucks will be required to  
14 supply that LNG. Would they come from Elba? Where else  
15 might they go?

16 Please understand that we are not challenging the  
17 positive environmental impact that LNG holds over coal and  
18 oil, nor debating the practice of fracking or cracking to  
19 isolate these fuels; nor are we against the creation of jobs  
20 and economy for Chatham and Savannah. We are concerned,  
21 however, about the unknown amounts, types and hazardous  
22 properties of the quote 'natural gas liquids' that the  
23 company has said they will transport on our roadways.

24 A Kinder Morgan spokesperson stated that so far,  
25 it appears the company is planning to use a local route to  
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1 transport the 'natural gas liquids' from markets within  
2 Savannah and its metropolitan areas. Our concern is that  
3 any trucking sets a precedent for future trucking approval.

4 We ask that the Applicants be required not only  
5 to specify the kinds of chemicals it plans to ship to local  
6 markets, but also provides the amounts, the times and the  
7 frequency of such shipment. Only after that information has  
8 been provided to the respective emergency management  
9 directors of the communities where these hazardous materials  
10 will be shipped should this application be submitted.

11 To our local and state leaders, Department of  
12 Transportation and Homeland Security, we ask that you act  
13 immediately to develop a route for the transport of  
14 hazardous materials. To those of you who are thinking that  
15 "Savannah already has plenty of hazardous chemicals being  
16 transported, so what's the difference?" I remind you of the  
17 Powell Dufferin explosion in 1995 and of these words printed  
18 in the Handbook of Crisis and Emergency Management with  
19 respect to that explosion, and I quote:

20 The citizens of Savannah and Chatham County have  
21 become more aware of living in a community where  
22 hazardous materials, tourism and family living  
23 are all expected to coexist. The obligation to  
24 protect the community and the environment  
25 requires strengthening of the legal means that  
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1 are already existing as well as drafting new laws  
2 and regulations. Going back and changing zoning  
3 would entail great cost and would face tremendous  
4 political, popular and corporate resistance.  
5 However, future zoning and legislation should be  
6 made to reduce or eliminate additional hazardous  
7 materials from being added to our roadways. Now  
8 is the time to act before another hazardous  
9 chemical is added from yet another source.

10 Thank you.

11 MS. ALLEN: Thank you.

12 Our next speaker is Fred Beason.

13 @ MR. BEASON: Thank you. I'm Fred Beason, Chief  
14 Operating Officer of Bottom Line Echo Class 1, hydrographic  
15 surveyor in Savannah, Georgia.

16 I would tell you that I sit on the Coast Guard  
17 Safety Committee, I set on the commission that license the  
18 state pilots that bring our vessels in and out of the port.  
19 I will remind you that Savannah is the fourth largest port  
20 in North America, a key engine in the economic society that  
21 we all live in here, with commerce going and coming.

22 I will tell you that I have been associated with  
23 work in and around Elba Island since the reactivation in  
24 2001. They have been good stewards of the economy down  
25 there, they've been good stewards of the environment. They

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1       spent a lot of money down there maintaining a facility that  
2       looks first class.

3               I will tell you that when they came to town, they  
4       were instrumental in bringing the first two tractor tugs  
5       that we use here in this harbor to make the Port of Savannah  
6       as strong a port as it is; and we only have four of those  
7       animals in town as we speak. I can only tell you that from  
8       a maritime side, these are good folks, they have good  
9       environments down there, they have good employees; it's  
10      going to be an economic shot in the arm for the new  
11      construction, and there's going to be 75 new jobs that will  
12      be well-paid jobs in this harbor.

13             I can only say I support it. Thank you.

14             MS. ALLEN: Thank you.

15             Our next speaker is Pam Oglesby.

16      @       MS. OGLESBY: Good evening. Pamela Oglesby  
17      [spelling]. I'm just a concerned citizen because I live at  
18      the most industrial edge of the City of Savannah and County  
19      of Chatham. I live in an area called West Savannah and yes,  
20      I would have to say to anybody that says LNG has been a good  
21      steward or has been a wonderful situation in Savannah,  
22      Chatham County, I suppose so; but then we also have to look  
23      at the balance of what people feel and what the perception  
24      of safety is.

25             My thought pattern is that we do have quite a bit  
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1 of different types of chemicals and explosive type things  
2 that travel the streets of Savannah. But when the gentleman  
3 says there are going to be two trucks that are going to  
4 truck butane and propane and that kind of thing off of the  
5 island, my question then becomes: What route are they going  
6 to take to truck the two trucks on? You say two trucks may  
7 not be that many, but then I also beg to ask, if you're  
8 using two trucks per day or whatever, to me two trucks  
9 possibly might be two trucks more too many.

10 We live in imminent danger in the area of the  
11 city that I live in; we have Colonial Oil right around the  
12 corner, there's a part of the gas company that's just on the  
13 flip side of the neighborhood. We have train tracks that  
14 run through the neighborhood that bring cars in with all  
15 kinds of things on them.

16 I think we are just overwhelmed, and really it's  
17 not so much a comment but I have a question. The two trucks  
18 that are going to be leaving the island, where are they  
19 going? What route are they going to take? And the one or  
20 two trucks that will be going to the island with the  
21 isopropylene and the epilene on it -- what route are they  
22 going to take? How are they going to come in to the city  
23 and go to the island? Will they be coming through  
24 residential areas?

25 So I still have a lot of questions as far as how  
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1 safe this is going to be and what is going to be the  
2 wonderful effect of what these people are proposing to do to  
3 our city and county yet again. Thank you.

4 MS. ALLEN: Thank you.

5 I don't have any other speakers signed up at this  
6 time. Is there anyone else who did not sign up but would  
7 like to speak?

8 The lady in the black dress. Be sure to give us  
9 your name when you get up there, and spell it for the court  
10 reporter.

11 @ MS. KINSTLER: Good evening. My name is Beth  
12 Kinstler. I'm a member of Citizens For a Safe, Secure  
13 Savannah. I'm also a member of Preserving Savannah  
14 Neighborhoods. The previous president of Magnolia Park  
15 Neighborhood Association, which is hard up against Durant  
16 and the Truman Parkway. I own a home in Magnolia Park and I  
17 am here to just address very quickly some of the items in  
18 the handouts.

19 I understand that jobs are a big buzz word  
20 anytime you speak of something like this. Apparently there  
21 are going to be some jobs available for the two years during  
22 construction, after which they will go away. Once this  
23 facility is operational, according to Kinder Morgan, there  
24 will be 75-plus jobs. That is approximately a shift change  
25 at one of the local Wal-Marts.

26

1           I also noted that in the handouts there is  
2           indication that it may provide additional tax revenue to the  
3           city and county. "May" is a weasel word I'm very familiar  
4           with. It may provide it, but will it?

5           They indicate that they will be shipping to  
6           various destinations, mostly offshore. So this is going out  
7           of our country, and I'd like to know where.

8           They indicate there will be multiple controls to  
9           avoid accidents. Are they speaking about accidents like  
10          Three Mile Island? Savannah Sugar Refinery? Powell  
11          Dufferin? And the catastrophe that occurred recently in  
12          West, Texas.

13          How volatile are these liquids being removed? I  
14          also would like to know what and how much of an increase in  
15          our tax base there will be, and what taxes they're paying  
16          now. Thank you.

17          MS. ALLEN: Thank you.

18          Who else wanted to speak?

19          @         MR. MIDDLETON: My name is Wallace, last name  
20          Middleton [spelling].

21          I had four questions. One would be, in dealing,  
22          primarily changing the direction of the flow of the product,  
23          instead of importing so much, the idea of exporting the  
24          product. The question would be, would that actually be a  
25          net gain or a net decrease in the amount of buffer inventory  
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1 that's kept on the island? And currently the product, I  
2 understand, is coming in at about 130,000 cubic meters per  
3 shift, takes about 18 hours to discharge; it goes into tanks  
4 and then I think it's disbursed by pipeline to other places.

5 But in loading ships in an export manner, will it  
6 tend to make the terminal more of a buffer inventory, mobile  
7 warehousing operation? Do they have any estimates on that.  
8 Because that would impact on some of the other questions.

9 The other issue would be, the tax base was  
10 mentioned. On exports out of the country there are no  
11 taxes; so it wouldn't help the -- you know, the federal tax  
12 system by exporting it; but imports are what's generally  
13 taxed except when they've given special privileges to  
14 certain countries where they're exempt.

15 But I'm not sure what's what they were talking  
16 about; they may have been talking about the local tax. Like  
17 if you increase the workers up to say 75, they will be  
18 taxed; you know, the taxes associated with that. So it  
19 could be additional taxes in that.

20 And the other question was, in dealing with the  
21 residuals, they mentioned this gasoline, natural gasoline,  
22 disposing of that. And I know recently -- I think somebody  
23 mentioned one oil company here, but there's another oil  
24 company called Epic Midstream that's located probably less  
25 than a quarter of a mile from the existing terminal; so it's  
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1 possible that those trucks could be put in that terminal to  
2 decrease the run distance, that kind of thing. Because I  
3 understand that that terminal, not far from there, is now  
4 handling fuels and things that hadn't been done there for  
5 years. So that might be something to look into.

6 Those are my questions. Thank you.

7 MS. ALLEN: Thank you.

8 Is there anyone else who would like to speak?

9 @ MAYOR JACKSON: Good afternoon. I'm Edna Branch  
10 Jackson, Mayor of the City of Savannah.

11 Let me thank the residents first for coming out  
12 and being a part of this, and I do want to say that earlier  
13 today we had a meeting with you to express many of the same  
14 concerns that were expressed today; i.e., the number of  
15 trucks maximum as opposed to a minimum number; the hours --  
16 and that was one of the ones, as I heard earlier -- so I'm  
17 hoping that once you get back to Washington those are the  
18 kinds of things that you can send, because that was a  
19 concern of the fire chief as well as our city manager.

20 We were also -- and I'm saying this mostly for  
21 the benefit of the residents because I'm sure you probably  
22 have them already down today.

23 One of the other concerns was the size, and if  
24 you have to put in more piping to go in and out -- we  
25 understand that you don't, you're using the same pipeline.

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1           One of the things that we were concerned about  
2 was expressed by the residents of this community when we  
3 went through this before, was the protection of the  
4 residents in the community. Our residents are, because we  
5 are basically a residential city, it is very important that  
6 we know that our residents are being protected in this  
7 community.

8           I also express to you that there may be a need  
9 for us to have a town hall meeting or something of some kind  
10 if we are not able to get all of the answers that we asked  
11 for today, and those that you have here this evening from  
12 our residents. I know you can see the concerns.

13           We will probably have to have a town hall  
14 meeting, because I'm sure that because of this one, it will  
15 also generate other concerns from our residents in this  
16 community.

17           One of the concerns that I also express is the  
18 hiring of local people. Because of the poverty rate in our  
19 city being around 25 percent, there is a need for us to have  
20 jobs for the people locally in this community and people not  
21 being brought in to our community.

22           We also recommended that if you're going to have  
23 these jobs, and I believe the gentleman from the gas  
24 company, Shell -- Shell gas company, heard that this is what  
25 we said to him; that we're hoping, one way or the other,

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1       whether this goes forward, that they will seek out building  
2       a relationship with our technical college, our schools in  
3       order to train a workforce here in this community for the  
4       kinds of jobs, both as the building and the working  
5       positions as well. Knowing that a lot of our young people  
6       may not go to college, but they can learn some skill labor  
7       jobs. They can learn to become the welders or the concrete  
8       layers or pourers in this community.

9               What we are hoping is that before the final  
10       document goes out, if there are still some unanswered  
11       questions, that we can get them to you or we can take  
12       whatever you may need at another session that we will hold  
13       here in our city in order to educate. I do not know if you  
14       will be coming back in, but if our residents feel that there  
15       is a need to have you respond even though I know questions  
16       can be sent in directly to you, then I will request that you  
17       try and get someone to come in and to respond directly to  
18       the questions so that it can become a part of the permanent  
19       record, our concerns that have been expressed here this  
20       evening.

21               So on behalf of us here, I went to our aldermen  
22       and our city manager, we want our residents to know that we  
23       are on top of this and we are working very hard, and as you  
24       did in the past, if you will send us information. I did  
25       inform them that you do your homework, and you will get us  
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1 the information that we need along with our fire chief who  
2 is here again as well.

3 But I again want to thank the residents for  
4 coming out and being on top of this. Thank you very much.

5 MS. ALLEN: Thank you.

6 Is there anyone else who would like to speak  
7 tonight?

8 (No response.)

9 All right, if not, I will go ahead and conclude  
10 the meeting. Briefly I'll just talk about our website. The  
11 FERC website contains a link called eLibrary. By typing in  
12 the Docket No. PF13-3, into eLibrary, you can gain access to  
13 everything in the public record regarding this project,  
14 including filings submitted by the companies.

15 There are handouts at the sign-in table that  
16 provide instructions on how to use eLibrary and how to  
17 eSubscribe to projects to receive automatic notification of  
18 any new filings in the docket.

19 While the formal part of this meeting will  
20 conclude, I will encourage you to review the information  
21 that the companies have with them here tonight. Their  
22 representatives will also be able to assist you with any  
23 specific questions that you may have about the project.

24 I will also be available after the meeting if you  
25 have any questions specific to FERC's environmental review

26

1 process.

2 On behalf of the Federal Energy Regulatory  
3 Commission, I want to thank you all for coming here tonight  
4 and expressing your concerns.

5 Let the record show that the scoping meeting for  
6 the Elba Liquefaction Project concluded at 7:44 p.m.

7 (Whereupon, at 7:44 p.m., the evening scoping  
8 meeting concluded.)

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