

Hi, my name's Tim Norgren. I work in the building trades, through Laborer's local 737 and I live in Stevenson, WA, just up the tracks from the proposed terminal. Stevenson's like a lot of railside towns (especially in the Gorge) in that most everything we have is near the tracks. In fact literally a stone's throw away from them you can find not only the Port offices, but the volunteer fire dept., which means that the only firefighting equipment we have could be preemptively annihilated if one of those 50+ mph trains should explode there, leaving us waiting for out-of-town help to even salvage burning buildings, let alone put out the oil itself, or salvage the water and beauty-dependent industries which keep our town afloat financially, or (!) to somehow replace our water supply!

But I'll leave that story to my neighbors. I'd like to tell you a story from the building trades. Not long ago I worked on an LNG pipe project south of Portland. It was done by union workers, who tend to be the most professional available. Nonetheless, stuff happens.

At a random point one day our foreman received a distress call. He grabbed up everyone he could and we jumped into his pickup and raced down the so-called "Right-of Way" to a Teamster who was struggling with a stuck valve on a fuel truck. Meanwhile diesel was pouring from the tanker into some farmer's field because the FERC issue kiddie pool wasn't enough to contain the flow.

We jumped out of the pickup and began to contain the diesel any way we could. We doubled up garbage bags and used personal ice chests to hold it. The pickup had a piggy-back tank with a pump, so we reversed the polarity and sucked up what would fit, likely mixing diesel with gas out of necessity. Meanwhile I did about a quarter mile sprint to get a pipe to extend the wrench with as the others continued to lose as much fuel into the field as they were unable to contain. When I made it back five or six of us and that cheater-pipe finally closed the valve. The FERC inspector wasn't there, so we dozed it under, dumped dry dirt over it and kept our mouths shut. If I get cancer at some future point it may likely be from eating food from a similar field. Alas such is karma (we reap what we sow).

On that same job I saw two more spills from blown hydraulic lines which were similarly dealt with. On one of them I believe the FERC inspector HAD seen it, but left us to clean it up (it may have been lunch time), and though we did soak up more of that than the others (we cleaned the dozer with "diapers" and soaked up the bigger puddles of fluid) we still just skimmed the top and covered it in the end.

This stuff happens on other projects too, for instance I worked with a paving company which got into synthetic pavement compounds, working 12-16 hour nights, and saw several small spills of heavily poisonous stuff go into the ground, as well as heard stories of bigger ones from those who'd been with the company longer. After the job was done I went to help with striping the road for that and their previous project (both on I-84) and to do the final "punch-list" work for both. One of our jobs was to dig several feet down with a mini excavator and haul out dirt contaminated by a fuel spill on the earlier job. Even though the dirt four or five feet down still wreaked of gas our DOT inspector called it good and we covered it up with fresh dirt and moved on. And if the DOT person on that job had been asleep in their car when that happened (as ours often was) it's very likely it wouldn't have been cleaned up much at all!

Please keep in mind these weren't sneering corporate criminals with calculated waste-dumping agendas I'm talking about. We're average working-class people trying to make an honest living and sometimes dealing with equipment failure or making honest mistakes. But people realize that if they get fired it's going to make it that much more difficult to pay their kids tuition, or even buy food, so they do the best they can and move on. And we're loyal to each other, so we "cover our own".

Still, the damage is done, even when no one reports it. And it should be considered that such unreported or under-solved damage is not something that can be mitigated no matter how good something looks on paper. And by the way as any work site safety person will tell you, it ALWAYS looks better on paper than it does in reality. I actually happened upon a guy at work one day who had a BP sticker on his hardhat. I asked him if they were as reckless on all their jobs as they had been with the deepwater horizon spill and his reply was "Yes. Definitely." It turns out he'd been their safety guy on a project. The company had asked him to look the other way or actually cover up several obvious violations to the point he'd been completely uncomfortable in the position and had quit! Given Tesoro's track record with such incidences as the explosions at the California refinery it's hard to see them being much better. Recently (in mid December of 2015) a mason I was assisting got a call to go to Tesoro's Anacortes refinery for emergency repairs she guessed to be from another explosion. Evidently those calls mean lots of overtime so she was excited. Good for her profits, bad for the dead and injured refinery workers.

I spoke with a co-worker in Port Westward, OR who is grateful to be alive after a crane lost control of a turbine engine as long as my house and "dropped it" into, and dented a nearby Bakken oil-tank-car! It didn't explode (by some miracle) so the safety crew gave their obligatory speeches and then quickly swept it under the rug. By the time I got there a few months later the only mention of it was in the hushed storytelling of a couple workers who'd been there and trusted me enough to share about it. It definitely wasn't something the company wanted anyone talking about! Again, things happen, and I don't wish that kind of stress or danger on anyone. But it's working people-Laborers, Longshore workers, and Railroaders, and everyone along the tracks, not CEO's who assume the immediate

physical risk, and it's entire communities **ALL ALONG THE EXPORT ROUTE** (Native, European and wildlife alike) who will sustain the increased risk to their resources and way of life. Please consider these risks as well. Thanks.
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