

Hi, my name's Tim Norgren. I work in the building trades through Laborer's Local 737 and I live in Stevenson, WA. There's much that happens on work-sites that no one ever knows about except those who were there. There's a line we workers walk between doing what's right and what we're told.

Not long ago I worked on an LNG pipe project (it's not one of those jobs I'm proud of) south of Portland. Union workers tend to be the most professional available; nonetheless, stuff happens. One day our foreman received a distress call. Everyone he could grab jumped into his pickup and we raced down the "Right-of Way" to help a Teamster who was struggling with a fuel truck's stuck valve. Diesel poured from the tanker into a farmer's field, and the FERC issue kiddie pool wasn't enough to contain it. We tried doubling up garbage bags and filling personal ice chests. The pickup had a spare tank with a pump, so we reversed the polarity and sucked up what would fit, mixing diesel with gas. I sprinted a quarter mile to get a pipe with which to extend the wrench, and five of us and that cheater-pipe finally closed the valve, but by then hundreds of gallons had escaped into that field. The FERC inspector wasn't there, so we dumped dry dirt over it and kept our mouths shut.

A co-worker in Port Westward, OR is grateful to be alive after a crane lost control of a turbine engine as long as my house and dented a nearby tank-car! Safety accidents happen.

In Mosier, OR a train derailed and exploded after worker oversight and track maintenance. Accidents happen.

Please, keep in mind I'm not talking about sneering corporate criminals with calculated waste-dumping agendas. These are average working-class people trying to make an honest living. Who must sometimes deal with equipment failure or make honest mistakes. These same people realize that getting fired is going to make it difficult to buy food or pay their kids tuition, so they do the best they can and move on.

Still, the damage is done—even when no one reports it. Hydraulic leaks are a common fact when working with heavy machinery, and are rarely completely contained. Accidents happens with all kinds of work, construction or not. Mechanical failure and human error aren't synonymous to pipelines, construction sites, or rail transport. It's not a matter of if, or having emergency protocols in place. It's when, and those protocols will get thrown out the window.

I think it also important to note that it's everyone along the tracks who assumes 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.

These risks need to be more fully considered.

Thanks.

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