MS. JODY MCCAFFREE: Hello, my name is Jody McCaffree and I live in North Bend, Oregon and in 2004 we found out that they were proposing a liquefied natural gas -- well, at that time, it was an import terminal here in our Bay Area. And once I did research on that I got kind of very concerned and that led to, in 2006, we formed a group called the Citizens Against LNG. And it's just a loose knit group of citizens that participate in the permitting and regulatory processes. And we've been, you know, quite successful because we've had FERC, who is the Federal Energy Regulatory Commission, they've actually denied the project several times.

So here we are though. The company can come back again and again. And that is the frustrating thing, you know, you put your whole life and soul into fighting something and exposing the facts about it and then you find out, well, they can just fix those facts and come back. So it's been kind of frustrating.

I have a PowerPoint presentation that I would like to present that kind of shows you what it is that is going on here. And this project is directly related,
at this point, to fracking because if they weren't hydrofracking all this gas from shale beds we wouldn't have the gas to export. This project is going to be exporting that.

So I will connect you to my PowerPoint presentation and hopefully this will work.

This slide right here is kind of a collage of pictures. And I would like to start out with this because it kind of gives you some pictures of what our area contains.

We live here on the Pacific Coast. There is an ocean in our front yard. You can go surfing, you can go clamming, you can go crabbing, you can go out to Charleston and there's fishing boats out there. You can go past Charleston there's Shore Acres and Cape Arago where you can walk on terrific trails along the beach. You know, you just don't have this everywhere.

And the bottom part where the people are riding these dune-wheelers just to the north of the proposed Jordan Cove proposed facility is the National Dunes Recreation Area. And thousands of people come and visit that area every year to ride the dunes.

Like this next picture is more pictures of our area just because sometimes I have to go out and just realize what I'm fighting for.
And these are the pictures of the bay. The one in the top left, if you look, that is taken from the boat ramp on what we call the North Spit. If you look in the background there you will see where they're proposing the facility. I'll show more of that later.

The person down below that picture that is posing with some clams. They're clam digging right at the area where they plan to dredge out for a slip dock that will house these huge LNG tanker ships. And the area to the bottom right that is at Sunset Bay.

What is liquefied natural gas?

I thought I should cover that because a lot of people don't know. And basically what it is it's natural gas, and in this instance, it would be coming from hydraulic fracking of shale beds in Canada and in the US.

And, you know, the hydrofracked gas could contain all kinds of impurities including cancer causing radon gas. And those gases are put into pipes and they're shipped on trans pipelines and when they would arrive at the facility it would be in its gaseous state.

So at the facility they would compress and chill it down to minus 260 degrees Fahrenheit and at that temperature it liquefies. And at the liquefied
volume is one-six-hundreth of the volume that it is in it's gaseous state.

So they move a lot of energy this way. They put it in huge tanker ships and it goes across the ocean where it's regaseified at coastal import terminals overseas and put back into pipelines. And the whole process is very energy intense. It uses a lot of energy. There's a lot of energy wasted.

These tanker ships are basically just big thermos bottles. So when the pressure builds up because this LNG is constantly wanting to go back to atmospheric temperatures they have to release that excess gas or burn it off.

It is dangerous. There's been accidents over the years. In 1944 Cleveland, Ohio had a big accident with a storage facility, 128 people died.

In 1973 some workers were cleaning a storage tank that was empty and it exploded and 37 people died there.

And in 2004 in Algeria 27 people died when there was an explosion at a facility. So, you know, we have some concerns.

The tanker ships that would be coming into our area hold an average of 39 million gallons of LNG. And that's far greater than the amount that leveled one
square mile of Cleveland in 1944. So these are quite a bit bigger boats and ships than what we're used to having.

Here is a picture of the Port of Coos Bay, the entrance to our channel looking towards the north in an area that we call the North Spit. I'll show you right up in there is where the proposed LNG facility is, they're proposing.

There is another picture down here that shows a little bit the same area. The channel is quite narrow. It doesn't look that way in these pictures but if you look at the aerial shot looking straight down you can see that it isn't that wide and the yellow push pins here are where the LNG slip dock is proposed, the storage tanks, and the safety center and work force housing and the city of North Bend. You can see also the runway, the airport there, that is very close.

Here's some pictures too. Like this was taken at a Coos County Board of Commissioner meeting in 2015. And a cargo ship happened to cross and you can just see how close the buildings are to the shipping channel.

And if you look in the bottom lower right that is just a general cargo ship that comes and visits our area. You can see how narrow it is. You can see the North Spit. We're standing on Cape Arago Highway.
is just to the west of the city of North Bend and it's just not a very wide channel.

Here is a comparison this Daio paper ship to an actual LNG ship and it's actually one of the smaller LNG ship so you can see the size difference. And Jordan Cove is saying that they will have a maximum of 120 LNG carrier calls per year. And that's actually between 220 and 240 harbor disruptions because they have to have this bubble of security around these tankers both coming and going.

And because these tankers have a 40 foot draft and because our channel is only 37 feet so they have to do their transits at high slack tides, which are prime tides for other Bay Area users.

And if you look at this, this is actually looking at both the security, the 500 yard security zone that they have imposed around the tankers, and the reason they have that is because these tankers have a huge hazardous burn zones.

If there was to be an incident the burn zone goes out to this outer blue limit. The first zone in the yellow there that you're not going to likely survive at all there. The green is a mile out. People are at risk of receiving second degree burns in 30 seconds at a mile out and you're still at risk farther, but it will take a
little bit longer. So there's extreme hazards if there
was to be an incident. So there should be some real
commis here.

Other ports have not allowed these facilities
because of this hazard but a lot of people here do not
have the experience in this kind of a type of industry
so they are not really up on it.

The Coast Guard in 2008 had a Water Stability
Report and they said that no vessel could enter this 500
yard safety and security zone around the tanker ship
without first getting permission from the Coast Guard,
the captain of the Coast Guard. And, of course, and
then in our instance because we're rural that person is
in Portland, which is several hundred miles from here.

So this could have a real negative impact on
our fishing and other bay users that use Coos Bay.

Back in 2003 there was a congressional
research service report that showed that the public cost
to secure the first LNG tanker ship back to the Everett
terminal after 9/11 was around $80,000.00. And the
cities back there they estimated, Boston and Chelsea,
that it was 37,500 out of their public city budgets to
safeguard that first vessel. And that's in addition to
what the terminal owner provides. So this is an expense
on your public services.
According to the Jordan Cove DEIS they stated that 31,560 trips per year occurred from recreational boaters in the Coos Bay and a lot of that is for fishing. And the Oregon Department of Fish and Wildlife has stated that in the coastal communities up to 20% of the total net earnings in our communities come from fisheries.

And if you look at that picture, it's not really a good one on the bottom of the screen, there's about six boats out there, a lot of recreational boats, and this is right looking right where Jordan Cove is being proposed. So there would be an impact to this recreational fishing.

Ocean acidification. A lot of people talk about climate change as what could happen. But ocean acidification is already happening and we've already had it cost our oyster industry in the Pacific Northwest nearly 110 million and it's jeopardized about 3,200 jobs.

And what happened is in 2006 they noticed that they had 80% die-off of their baby oysters at the Whiskey Creek shelters hatchery in Oregon. And about the same time they were having the same problems up in Washington at a hatchery they have up there.

And what was causing it? After two years they
discovered that it was actually the ocean ph. That the ocean, the acidic nature of the ocean had actually changed and caused the -- it was so acidic that the baby oysters couldn't build their shells so they basically were dying because of that.

And, you know, they were able to solve these problems by getting tanks and now like our local oyster companies they put their baby oysters in these tanks and keep the ph until they're big enough that they can make it in the estuaries. But you've got to realize there's lots of clams and oysters and crabs that they don't have a tank to go in have to their baby oysters be saved from this.

In January of 2018 the Oil Change International did a briefing and they determined that the Jordan Cove LNG project would be Oregon's largest greenhouse gas polluter, equivalent to 15 times the 2016 emissions from Oregon's only remaining coal plant.

So this is not a clean fuel. It's not a good -- they wanted to have it as a bridge fuel but it's actually, as far as greenhouse gases, we can see it's worse in some cases. And the briefing also found that there was no real evidence to support that the project would replace goal in global markets. That is in with my Brief if you want to read this report.
And I do hope that you will look at the Brief I provided because there's no way I can go over all the stuff that is actually in that Brief.

I'm going into some other areas. This dredging is directly related to the Jordan Cove Project because their tanker ships are so large they would have to dredge the bay. They are wanting to remove 5.6 million cubic yards of material just to build their slip dock and access channel.

They also have about 700,000 cubic yards of material that they would be removing from the navigational channel.

In addition to that though the Oregon International Port of Coos Bay is also proposing the removal of 18 million cubic yards of material. So that's a direct result of Jordan Cove.

And just to give you an example the 5.7 million cubic yards of dredge material would be equivalent to 26.88 football fields built 100 feet high with dredge material. That is an enormous amount of material that would leave our estuary and it would not do so without having negative impacts.

The dredging is a problem because when sediments gets in the water we have a pretty swift tidal actions here and oysters are filter feeders and they...
cannot take large volumes of dredging sediment in the water and actually it will have big die-offs.

And our oyster growers have had some problems with this sometimes, you know, for other reasons. When it's really stormy they have to go lift the oysters up even to get them off the floor. So it's a serious problem.

And also dredging there's some studies that show that it's harmful to the Dungeness crab which represents a valuable fisheries on the West Coast. So I'd encourage you to look at that stuff in the study in my Brief, in my briefing.

Coos Bay actually has -- is a big travel -- people come here to enjoy our beaches and to recreate on the North Spit and see our adventure coast. And in 2016 they spent, in Coos County alone, $265,000,000.00, which is a big part of our economy here.

In fact the last four years it was over a billion dollars that came into our local economy. And it's directly related to 3,280 local jobs here. These jobs will be negatively impacted by this project.

There's also an issue with the airport. On May 7th, the FAA released 13 determinations of presumed airport hazards with respect to this proposed project.

Nine of those involved the transitioning of LNG tanker
ships.

And in the bottom right you can see the airport runways and where these storage tanks would be. And the facility itself is -- has a problem because it releases -- when you liquefy natural gas there is a lot of heat that is expelled into the air and this creates another hazard with what they call a thermal plume because the planes can't see it and it can actually flip a plane on take-off and they're too low to the ground for them to be able to recover. So there's some serious issues here with the close proximity of our airport to this proposed project.

Here is a picture of the runway, the east-west runway, and how close it is to the navigational channel there in the blue. It's just really not that far from planes coming and taking offer.

There is other local impacts too. In Kitimat housing prices and rents have as much as tripled. And also in my Brief, this is more detailed in my Brief, I show this graph where the oilsands, as the expenditures increase so did the housing and rent prices.

And this is kind of difficult for an area like our area because we have low income here and I know in places like Sakhalin Island where they also have a proposed LNG facility the local people, the prices went
so high that local people couldn't afford them.

And we know right now we have only a 1% vacancy in our renting and so that can be a real problem with 2,000 workers coming in that will be building this facility. It's also shown that crime and other health impacts on our health care facilities and stuff it will all be impacted because that is a big influx of people coming into a rural area.

The Jordan Cove Project also has a 229 mile 36-inch pipeline that is going to operate at 1,600-lbs per square inch. It will be transporting 1.2 billion cubic feet of gas per day either on the GTN network that comes down from Canada or the Ruby pipeline that goes to the midwest. Pembina, which is a Canadian company, is 100% owner of the Pacific Connector gas pipeline.

About 148 miles, 65% of the proposed pipeline route, would cross private property and this can be taken by eminent domain and that would be via a Canadian owned and operated company. And a lot of land owners are pretty upset about this.

We have people that have ranches and timber people that depend on their timber. This clear cut it would be a 95 foot clear cut through Oregon and, you know, people don't feel that a Canadian company should have the right of eminent domain.

TREMAINE & CLEMENS, INC. EUGENE, OREGON (541)343-8833
The Pacific Connector or the proposed Pacific Connector would cross five rivers. Several of these rivers it crosses more than once. That's the Coos, the Coquille, the Rogue, the South Umpqua and the Klamath Rivers.

The pipeline would impact or cross about 342 streams and many of these are spawning ground for salmon and steelhead. So you can see the impact to the fisheries with the pipeline also.

About 148 miles of the pipeline is privately owned and 62 miles of that are held by timber companies. And here are some pictures of some of the trees that would be permanently removed and taken out of production.

There will be a permanent 30 feet clear cut through our forest zones, our forest lands, and the result is about 4,947 acres of disturbance overall.

Here's some of our history. And Jordan Cove began in November 2004. FERC vacated the first order that they'd done in April of 2012. Jordan Cove reapplied in 2013. We went through the whole process again, which is a federal process, state process and there's dozen of local processes.

So FERC on March 11th actually denied the applications and here on September 21st, 2017, Jordan Tremaine & Clemens, Inc. Eugene, Oregon (541) 343-8833
Cove came back again and refiled an application and were once again back in the federal energy regulatory process for drafting an environmental impact statement which will be out at some point here for review and comment.

Once again we spent hours and hours and hours commenting and putting stuff into records. And then we have to challenge them if the decisions are not made in the best interest of the public.

And here is just a list and this is not even half of the local permits we've had to do. And what happens is we challenge them. We show the flaws and Jordan Cove goes and fixes the flaws and they come back and then we have to go through this whole process again and again and again and it is just wearing. It's so unfair to people.

We have raised money, hired lawyers, but we're up against millions of dollars. In fact this year alone $135,000,000.00 that we will be up against Pembina that they're going to invest in these processes.

Here's what the North Spit looks like right now today and, you know, it's an area where people recreate and they can do lots of things.

And this is what, you know, some people want it to look like in the future. And, you know, is it the jobs' answer?
We think there is a better way to go than this.

So that's the end of my presentation and if you have any questions I'll be happy to take them.

DR. THOMAS KERNS: I can testify that Jody has spent years on this just spending her energies and resources down to nothing working on this, just over exhausting herself. So her testimony here is informationally worthwhile and personally very, you know, personally earned.

MR. GILL BOEHRINGER: Jody, Gill Boehringer. Just one question and perhaps no one knows the answer.

I was just wondering what percentage of the product of fracking, let's talk about the LNG, what percentage of that is being used for energy and what percent is being shipped out for profit, shipped out overseas? Do you have an idea or just an estimate?

MS. JODY MCCAFFREE: Well, in the Brief I filed there is a page where I talk about, well, what's lost in the shipping, you know. Because really natural gas should be consumed on the continent that it's produced on and by putting it in a ship and shipping it you do lose a considerable amount.

It's in there from a study that I quote they
say how much is lost but I don't know overall but I could get that information for you. You know, it really depends on how much volume they're exporting and I'm not an expert in those. We'll have to find people that are. That's the problem. We're just citizens trying to fight.

MR. GILL BOEHRINGER: Yeah. Yeah. I'm sorry, I'm not sure I put it clear enough.

I was just wondering what percentage of the LNG stays in the country for energy and what is shipped out to get profit, shipped out to other countries.

MS. JODY MCCAFFREE: It's all for export, every last little bit of it.

They tried to say, oh, we're going to take an off shoot of the gas and have it go somewhere but when they really, when you're looking at the volumes they're asking the Department of Energy to export it's actually more than they are applying to FERC to put in the pipeline.

And we just last week, that's one reason why I feel like I wish I had more time to work on this, but last week we had a deadline with the Department of Energy they wanted to increase the volume of gas that they would export. So it's right at one-billion cubic feet a day for non-free trade agreement nations and the
Department of Energy also agreed 1.2-billion cubic feet a day to free trade agreement nations.

So basically you're talking that is the whole amount of gas that would be in the pipe that they would sell it 100% for profit for a private company to export.

MR. GILL BOEHRINGER: So that's another reason why it's not really a bridging fuel as far as the United States goes. I mean it could have been an irrelevant fuel except for the damage that it's causing.

MS. JODY MCCAFFREE: Yes. It's a considerable damage to America.

And the reason that this is a Canadian company and they're down here and they're trying to put a LNG terminal here is because they can't get the pipeline through the First Nations Territory up there to their coast line in Canada. They have lots of issues up there too. People won't allow these facilities.

They consider Oregon a weak link because we do not have the environmental protections at the state level like the state of Washington and California do and also Canada.

Oregon used to be a leader in protecting the environment but our land use has not been updated and what we're finding is that's not the case any more.

I mean we have seen, and it's been frustrating
to me, because I think, well, somebody is looking out
for this, somebody is protecting us, and they're not
really.

I mean I'm not saying they're not people that
try to do that but the agencies overall what we see is
rubber stamping going on. It's particularly at the
local level. They just rubber stamp anything and it's
like who is protecting this? I don't know.

I thank god that FERC said no. I mean because
they finally looked and saw this project is so flawed
that they couldn't even accept it as being acceptable.
And I pray that that is it again.

But why should we have to keep coming back?
I have said the same thing to a lot of these permitting
processes over and over and over again all my time.
It's 100% takes all my time. I don't know how much
more, you know, that I could keep doing this but it's
very frustrating.

MR. GILL BOEHRINGER: Well, your
presentation was impressive and what you've done is
marvelous but one can understand the frustration and
wearying nature of the impending further disasters that
you and your people face.

It's interesting because we've been talking
about the system. I mean, let's face it, we're talking
about capitalist corporation and they want profits and
as Marx and Engels said in the communist manifesto they
chase all over the world to find the resources and the
markets and so forth.

And I like the use of the phrase "weak link"
because in a previous PPT we were looking at the garment
industry in Asia and one of the problems there, of
course, for the workers and local people is that the
factory owners want to pay the cheapest labor they can.
So they look for a weak link and it became Bangladesh.
And we know what happened in Bangladesh at Rana Plaza.
More than 3,000 people were killed.

So it's definitely a system and it's not just
in one industry. It's in every industry in this system
which now dominates the economy of the world.

Thanks very much. It was very helpful.

MS. JODY MCCAFFREE: Yes. They're here
because, you know, they saw people that would just roll
over on the cheap thinking this was jobs. And it's
really even not that many jobs. It's actually only
going to be 180 jobs in Coos County. I mean that's not
that many jobs for the huge impacts this facility would
have and the negative impacts.

We're actually going to lose jobs, I think,
overall between our tourism and other industries that we
have here because of the impacts, you know. And the
people don't know. They're not smart enough to ask the
right questions. That's what so frustrating.

MR. GILL BOEHRINGER: And presumably part
of the propaganda or, as they would say, the PR is that
there's going to be more jobs.

MS. JODY MCCAFFREE: Yes. They claim all
these secondary jobs.

MR. GILL BOEHRINGER: You know, Izzy
Stone, the late lamented Izzy Stone once said that all
governments lie. And I suspect if he were alive today
and still writing he would say all corporations lie
certainly in this industry.

And that seems to be suggested by the evidence
we've been receiving.

MS. JODY MCCAFFREE: Yes. And what we've
found here too is that what they've done is they come in
here and they bought elections. I mean they can put out
money. You know, we are not that well-off. People
can't do that.

So they took over our commissions and then
they changed the rules and it's very frustrating because
you're up against so much money and then people get
elected and you have no voice then.
MS. JODY MCCAFFREE: Thank you for having me.

DR. THOMAS KERNS: You were very eloquent.

[youtube.com/watch?v=s5vB202451s]