

Testimony in Opposition to Pembina Pipeline Project
Mike Stanton, President, ILWU, Local 8
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Greetings, Mr. Chairman and Commissioners. My name is Mike Stanton, and I'm the president of the International Longshore and Warehouse Union, Local 8, here in Portland. I'm speaking on behalf of approximately 500 longshore men and women who work on the docks and are raising their families here in the Portland area. Thank you for hearing our concerns about the Pembina propane project.

Pembina has been selling their propane project with the promise of jobs. Longshore workers have worked at all West Coast ports since the 1930's, and we've seen hundreds of export projects like this one come and go. We've learned through these 80 years of experience that not all promises pan out, and some projects even create a net loss of jobs. After a thorough review of the Pembina proposal, we've concluded that it will likely hurt existing businesses and cause a net loss of jobs in our community. Here's why.

Rail capacity – which is the amount of room for that rail lines have to move rail cars to their destination – is already in short supply. Just like lanes on a highway get congested and slow when there are too many cars on the road, rail lines in Portland and in the West are already running into a permanent railroad rush hour. Long-standing cargoes are already moving at a snail's pace – important cargoes like grain, containers, logs, automobiles, scrap metal, agricultural products, steel slabs, and bulk commodities like potash and soda ash.

These exports are important not only to us here in Portland, but to farmers, miners, manufacturers and other business owners and workers as far inland as the Midwest, East Coast and Canada. If we add thousands of Pembina's propane cars to the mix each year, it not only creates the risks you're hearing about from the community today, but it makes rail congestion worse than it is already. In addition to further crowding the lines, the railroad makes more money from energy trains and gives them priority over other cargoes. This will negatively impact Portland's longstanding businesses like Columbia Grain, Portland Bulk, ICTSI, Kinder Morgan, Northwest Container, and others.

After the initial construction of the storage and transfer facility, Pembina's proposed transfer of the propane from trains to storage, and from storage to ship, will fail to provide many permanent jobs. We've concluded that the Pembina project's promise of jobs – other than a short initial construction burst – is not only false, but counterproductive.

For these reasons and others that you're hearing about today, the 500 men and women of ILWU Local 8 urge you to recommend rejecting the zoning modification.

Again, I appreciate you hearing my testimony today. Thank you.