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TESTIMONY OF DUNBAR BROOKS  
Chairman, Turner Station Development Corporation  
Monday, April 23, 2007  
Before  
The House Subcommittee on Coast Guard and Maritime Transportation  
Regarding  
Safety and Security of Liquefied Natural Gas and the Impact on Port Operations

Mr. Chairman and members of the subcommittee I thank you for allowing me to testify on behalf of residents of Turner Station, Maryland regarding the safety and security issues surrounding the proposed AES Sparrows Point, Maryland liquefied natural facility and its ancillary plants that will sit 1.1 miles from our residential community. As the community that is closest to the proposed LNG facility and LNG tanker ships as they dock, we would be the first Baltimore County residents impacted by a catastrophic event occurring at the LNG storage facility or the LNG tanker. The highest probability for injury would occur first and foremost in our neighborhood.

Because of our close proximity to the facility and the fact that this community of 3,000 people has limited egress for evacuation in the event of an LNG catastrophe necessitates that our community stridently demand quickly implemented and effective safety measures be developed by the LNG facility operators, federal, state, and local first responders and the United States Coast Guard who will accompany these LNG tankers through the Chesapeake Bay and the Brewington Channel. Turner Station residents have never been presented by the AES Corporation or any other entity a plan that addresses our notification and/or evacuation of our residents in the event of an accident or deliberate terrorist attack on the LNG facility or its tankers. It was suggested by AES that a "horn" could be sounded at the LNG facility that would somehow warn our residents more than one mile away. Those first responders for the State of Maryland and Baltimore County have stated for the record that they lack the resources and are incapable of dealing with an LNG tanker breach with a vapor cloud and the resulting fire.

We ask that you incorporate by reference the comments and responses of the state and Baltimore County officials contained in the *State of Maryland Advisory Report: A Response to the Proposed AES Sparrows Point LNG Project*, dated 7 February 2007 and submitted by Maryland Governor Martin O'Malley. We further request that you append to our testimony those comments made by on behalf of the Governor of the State of Maryland and the Baltimore County Executive, Jim Smith, at today's hearing.

The Turner Station community is adamantly opposed to siting of this facility so near to our neighborhood. We have been informed that the transit of these large LNG tankers into the Baltimore Harbor area will add considerable responsibility to the U.S. Coast Guard mission and will severely strain their currently diminished resources. It will necessitate the acquisition of new and larger tugboats and additional combat ready personnel to

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protect these LNG tankers and the channel. The impact of bringing these LNG tankers into the Brewington Channel/Bear Creek and honoring the exclusion zones that must surround these ships will suspend commercial and recreational boating in the waters just of our shore for extended periods of time. The practical effect of permitting this AES Sparrows Point facility to operate means that there will 130 supertankers per year traversing the Chesapeake Bay and the mouth of the Baltimore Harbor. This means that on any given day there will be a supertanker either traveling up the Chesapeake Bay or traveling down the Chesapeake Bay or will be docking or docked in the Brewington Channel. This means that the Coast Guard and other Department of Homeland Security personnel must be present on a 24/7 basis every day of the year in order to marginally protect just these LNG vessels.

Our community demands that a highly effective safety and evacuation plan be developed and implemented because the LNG facility and LNG tankers are terrorist targets. For that reason alone the project should be prohibited. AES officials told our residents in a 2006 public meeting that we should not be concerned about the danger of terrorist attack because "...there aren't that many you". This statement was reiterated by Richard A. Clarke, an AES consultant, in a February 1, 2007 *Baltimore Sun* article in which he stated that "...an operation in Sparrows Point would be 'safe' ...terrorists want to kill people. They want to kill hundreds of people". We are left as a community quite confounded by Mr. Clarke's statement because in the May 2005 report entitled LNG Facilities in Urban Areas, prepared by Good Harbor Consulting, LLC for the Attorney General of Rhode Island, Mr. Clarke, the principal investigator, wrote:

3. INTENT: The Jihadist Terrorist network of al Qaeda and similar groups have articulated goals including a) killing large number of Americans, b) conducting attacks in the US, c) damaging the US economy and infrastructure, and d) damaging oil and gas infrastructure.

The al Qaeda network has demonstrated the use of parts of the US civilian infrastructure as weapons to be used against US facilities.

As to the intent to attack shipping, the al Qaeda network has used explosive laden small craft to attack a US destroyer in port and a double hull laden French tanker at sea. They have planned or discussed attacks on shipping in other locations around the world. The FBI has warned that the al Qaeda network is interested in scuba gear for underwater attacks in the US.

Other terrorist groups, specifically homegrown American groups, have also planned to destroy infrastructure in this country, such as the attack in Oklahoma in 1995 and the attempted attack on a gas storage facility in California in 1998. ----- page 4

....As to the LNG ship, the creation of restricted waterways around the LNG tanker and use of armed Coast Guard (USCG) patrol craft provides little assurance that a determined terrorist group would be stopped before attacking

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the tanker with an explosives laden vessel Narraganset Bay is home to thousands of small craft. The USCG and other law enforcement agencies would be reluctant to use lethal force against an apparently misguided pleasure craft. Moreover, the escorting patrol boats could themselves be attacked in a multi-boat operation. Counter SCUBA operations in the Bay would also not offer high assurance of success.

Attacks involving stand off weapons could be mounted from boats or from numerous land locations along the route. To prevent the entry of weapons for land based, stand-off attacks, all vehicles entering the littoral would have to be searched not just during the tanker's transit, but at all times.

As to the urban LNG facility, it currently appears to have inadequate security to prevent unauthorized penetration.

We are unaware of any analysis performed by counter-terrorism experts in the US Government, such as the US Special Operation Command, that would demonstrate the ability of the Coast Guard and the Rhode Island police to prevent attacks by determined and skilled terrorists on either the urban off loading facility and/or the LNG tanker during the 29 mile inland waterway transit. .... Page 5

To our community, the text just cited sounds like a perfect description of the Chesapeake Bay and dangers we face. So what statement by Mr. Clarke are we to believe?

The Turner Station community is surrounded by industry. The northwest portion our community is less than 1,000 feet from the Dundalk Marine Terminal. The Carnegie Plats community which is adjacent to our community abuts the Dundalk Marine Terminal. Any threats to our communities also imperil port operations at the Dundalk Marine Terminal. Any cessation of boating traffic in the Chesapeake Bay and Baltimore Harbor will have a negative impact on marine terminal operations. Any LNG related catastrophic events that impact the residential communities of Turner Station, Carnegie Plats, and Watersedge also place in peril private and state workers located at the Dundalk Marine Terminal.

We request that this subcommittee highly scrutinize the authorization of LNG plant sitings and their impact in view of the February, 2007 GAO report entitled: *Public Safety Consequence of a Terrorist Attack on a Tanker Carrying Liquefied Natural Gas Need Clarification*. The report concludes that we cannot make wise LNG siting decisions with only results of existing research such as the Sandia National Laboratories studies. The GAO expert panel recommends that further research needs to be conducted to assess maximum distances for fires and asphyxiation associated with LNG tanker breaches over water and on land. In light of these reservations we suggest that all LNG facility

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proposed siting decisions be halted until our regulators and Congress have a better understanding of the consequences.

Our community has consistently raised our opposition to this proposed LNG facility to the Federal Energy Regulatory Commission. We have raised our concerns about the public safety threat that it poses even based on existing research. We have raised the concern that no viable evacuation or community notification plan has been offered. Our three communities (Turner Station, Carnegie Plats, and Watersedge) would in the event of a catastrophic event and evacuation all converge at a single exit point in order to leave our peninsula. The prospect of 5,000 people within a 2 mile radius of this facility all arriving a single community exit point is a recipe for disaster and demands adequate planning. Our community along with others has raised the myriad environmental problems that will emerge associated with the dredging of the Brewington Channel; from the destruction and disturbance of Chesapeake Bay aquatic life and the lack of a plan to dispose 4 million cubic yards of toxic dredge material.

I want to thank the subcommittee for allowing this testimony on behalf of Turner Station residents. We urge you to deliberate carefully and protect our port which is our livelihood and our lives. Thank you.