

AMERIGAS FORUM MEETING
SUNDAY, JULY 18, 2004

Introduction:

Northwest Neighborhood Council President John Greenwood welcomed everyone present and commented that the council is pleased that Central and Coastal San Pedro Neighborhood Councils have joined Northwest in sponsoring this forum. He also gave a special thanks to the Port for their help in providing the room, translation services and taping the event.

John Greenwood: “This issue came to us suddenly a couple of months ago when it became clear that the renewal of the AmeriGas pipeline lease would not be automatic. Although the decision belongs to the Harbor Commission, all three councils received a large number of postcards from residents who expressed concern about the truck and train traffic which would be generated should the pipeline lease not be renewed. Concerns were also expressed by residents about the location of the Amerigas storage tanks on North Gaffey Street, believing that the neighborhood would be much safer if the facility could be relocated away from the North Gaffey area. The purpose of this forum is to bring out all the facts related to the extension of the lease and the operational impacts of the facility on North Gaffey and at Berth 120. Although no recommendations are being made at the forum, the Neighborhood Councils and other groups may use this information to make recommendations on the extension of the lease.”

John Greenwood then referred to the aerial slide presentation of the AmeriGas facility on North Gaffey and Berth 120 and showed where the pipeline runs between the two. The next slide showed some of the nearby facilities: Taper Avenue School, the Harbor Division of LAPD, Home Depot, and the Field of Dreams.

John Greenwood referred to a letter from the California Energy Commission whose representatives were unable to attend the forum. (Letter will be posted on the website). The Commission points out that there's a lack of storage space for petroleum products within California and they urge caution before a decision is made to eliminate storage capacity or loading facilities.

Background of Dennis Lord:

John introduced the moderator, Dennis Lord: Dennis was born in San Pedro and raised in Wilmington. In looking for a moderator the Councils wanted someone knowledgeable about the pipelines, but not involved with petroleum products. Dennis has 38 years experience with the gas company including distribution, pipeline installation and repair and construction planning. Since 1986 Dennis has been responsible for handling public affairs and governmental contact for the South Bay Harbor Area. He is charged with maintaining community confidence in the Gas Company despite major changes in the industry. Currently he is involved with Port development, industry competitiveness, regional air quality, economic development, business and customer retention issues. He is a former Honorary Major of San Pedro and is currently Chair of the Los Angeles Harbor Watts Economic Development Corporation. He has a Master's Degree in Administration from Pepperdine University and is active in many other Harbor Area organizations.

Dennis then stated that he has had the opportunity of moderating a number of forums over the years. He was very intrigued with this one because it deals with pipeline issues and pipeline safety issues and right of way issues, something that he is familiar with in the 19 cities that he handles for the Southern California Gas Company.

Titles of Opening Panelists & Resource Persons:

Dennis Lord introduced the panelists: Representing AmeriGas Corporation was Mr. Mark Thomas, the Regional Director. Next was Mr. Dave Mathewson, the Director of Planning and Environmental Affairs for the Port of Los Angeles. Then Mr. Walter Neil, Director of Public Relations for British Petroleum, Carson Refinery, and the last panelist, Steve Faichney, the Risk Management and Governmental Affairs Manager for Valero Refinery in Wilmington. There were also some resource people who lent their expertise to this discussion: Mr. Jim Cross, Chairman of the Port Community Advisory Committee's Port Master Plan Subcommittee; Mr. Dave Madsen, Sr. Public Affairs Specialist for South Coast Air Quality Management District; Chief Michael Thomas and Inspector Lloyd Fukuta from the Hazardous Materials Department of the LA Fire Department and Joe Sparano, President of the Western States Petroleum Association. These individuals were available to help answer pertinent questions related to this topic. Dennis then commented that the forum was to concentrate on the operational impacts of not renewing the lease to the AmeriGas facility at Berth 120 and how that would impact environmental issues, economic issues and operational issues surrounding the AmeriGas Facility.

Comments by AmeriGas:

First opening remarks were by Mr. Mark Thomas, Regional Director for AmeriGas. He commented that AmeriGas is the largest propane retailer in the U.S., in business for 50 years. The company has facilities virtually all over the U.S. They operate 12 major storage terminals like the one on Gaffey. They actually bought the San Pedro terminal in 1993 so they have about 11 years of history. It was owned by Petrolane prior to their purchase. They are strictly an export facility. The facility itself is made up of two parts. One is the storage facility on Gaffey, which includes two 12 million gallon refrigerated storage tanks and has truck, pipeline and rail shipping capabilities. The storage facility is on a 15 year lease on private land and at the end of the 15 years AmeriGas has the exclusive right to purchase the property. They have over 30 years of experience in operation and they have never had a major release or fire at that facility. The second part of the AmeriGas operation is dock at Berth 120. But the real subject at the forum is the pipeline that connects the liquid butane storage facility to Berth 120. It is a 16" pipeline that is buried 10 feet under the ground. The right of way actually expired on May 27th but the Harbor Commissioners gave them 60-day extension at the request of Northwest and Central Neighborhood Councils in order to hold the forum. The entire purpose of their facility is basically to store liquid butane from the refineries and take it out of the area. They can use rail or trucks to get the product to the North Gaffey storage facility, but it is mainly piped underground to their facility directly from the refineries, which is the preferred method to transport LPG. During the summer and spring, the refineries make excess butane. They don't need it; they can't blend it with gasoline for the summer blend, so it has to go somewhere. That is the service AmeriGas provides. They currently load 68% of all their deliveries by ship, and that is about 30-40 million gallons a year. In the winter the refineries need butane to blend with the gasoline for the winter blend, so that's when AmeriGas pipes it back to the refineries. They have an extremely limited ability to load truck and rail directly from the refineries so it has to

come to Amerigas. If they can't load it out by ship, they are going to have to load it by trucks and rail cars and that is the equivalence of 30-40 trucks per day. They typically load five ships in the spring and summer, that's the same as 1200 rail cars or a total of 4200 trucks.

Mr. Thomas quoted information which was compiled by the Department of Transportation. They tracked all the incidents in 2003 by the means of transportation for LPG. There were 7 incidents (an incident can be a fatality or a sprained ankle, it's anything involving LPG movement). There is a 100 times more risk anytime you load a truck versus just opening a valve and having it go down a pipeline. People might say that it's a different world today because we have terrorists and there is always that threat. But there has never been an explosion of an LPG ship at all, ever. There was one ship which was rocketed by an aircraft which put three rockets through ship. It didn't explode. There was a fire, but the operators simply transferred the product to another ship and the fire went out. There would be an impact on employees of loading trucks. Mr. Thomas doesn't want his employees to be loading trucks and rail because it puts them in a more hazardous situation. In addition, they earn less money because when they load ships they are paid overtime.

AmeriGas is going to continue to operate the Gaffey facility even if the pipeline is not renewed. The only difference is that they are going to operate it in a mode of higher risk. When you put the product on trucks and rails it creates emissions and traffic aside from the risk itself. The excess butane is going to be produced with or without Amerigas. It has to go somewhere. He certainly doesn't want to operate that facility with any higher risk factor than they already have.

In September 2002, AmeriGas asked Port property management if they would be allowed to renegotiate the right of way and they wrote back and said it was too early that they would have to wait until a year prior, in other words, May 2003 to begin the negotiations.

Comments by Port of Los Angeles:

Dave Mathewson from the Port of Los Angeles went over the chronology of the actions of the Port with respect to this lease. The Port and at that time, Petrolane, entered into a 30-year agreement for a pipeline corridor which went from Berth 120 in the west basin across Port property and ultimately up to the North Gaffey Street storage tanks. That permit expired in May of this year. In addition to that there is also a berthing assignment at Berth 120 for the vessels and that is cancelable on a 30-day notice by the Port. Based on Board direction, the permit was placed on holdover status for a period of 60 days so this forum can be held and that period will expire at the end of this month. The Board has not taken any action one way or another in regards to this permit. Port staff did advise Amerigas in February of this year that the permit would not be renewed. At that same time the Port Community Advisory Committee has taken up this issue and has been considering this for several months. They started their deliberations back in October and those actions resulted in a motion that was approved by the full PCAC in February of this year and that motion was recommending to the Board to not renew the lease. At this point, no action has been taken by the Board. It is the intent of the Board to await the information that is presented and put forth at this meeting. They will then go back, consider this information, as well as the information that PCAC considered during their deliberations and then they will make a decision with respect to any future permit being issued to Amerigas.

Comments by BP:

Mr. Walter Neil began by talking about the refinery. The refinery has been in operation in the City of Carson since 1923. They are on 650 acres of land. They employ 1100 employees who live all over the South Bay, including the San Pedro area. They also have 600 contract workers daily which can go as high as 2500 contractors at the refinery each day when they have a large capital project. They process on average about 265,000 barrels of oil a day which translates into about 7 million gallons of gasoline each day plus another 2 million gallons of jet fuel and another 2 million gallons of car diesel fuel. All of the products go out of the refinery, primarily by pipeline. The gasoline goes to their terminal in the city of South Gate, the jet fuel primarily goes to LA International Airport where one out of three planes leaves on jet fuel from this refinery. The diesel fuel goes out to their Carson terminal. On site they also have a co-generation facility which produces about 420 megawatts of power each day. They use about 65-70 megawatts of power to run their entire refinery and the rest goes out onto Southern California Edison's grid where the excess is enough to power a city the size of Long Beach. Mr. Neil states all this to say that this project is critically important to their refinery to be able to ship out the excess butane and propane. They retain some for blending, but they cannot blend it all and they certainly can't store all they make within their refinery. So to keep their refinery efficient, the best and safest way is ship this product out by pipeline. It goes to the Amerigas facility and then it goes down to the Port to be shipped out. Certainly the most economical and safest method of transporting any type of refinery fuel is by pipeline.

Comments by Valero:

Steve Faichney began with a brief presentation to give some background on their facility and an overview of the connection with AmeriGas, why they use AmeriGas and how their Valero butane is used. In general, the refinery produces about 3 million gallons of gasoline a day, which represents about 15% of the market share in Southern California. They have 430 employees on site. They are a rather small and concentrated facility, only 140 acres. They are one of the most modern facilities in the country. The majority of the facility was built after 1980 and with the latest technology. They are about to be the first refinery recognized in California under OSHA's prestigious BPP certification. This is a national safety certification which recognizes the best of the best in industry. In the community they work to maintain their award-winning community relations program. They are involved throughout Wilmington and San Pedro in a variety of outreach programs. The Valero connection with AmeriGas was established in the 1980's. The original owners of the facility built the pipeline to AmeriGas because the facility was landlocked at that time and so small. Valero's subleases tankage at AmeriGas through BP and they are a consumer of butane. They do generate some butane which they are able to store on site, but they are a consumer so they use the butane in AmeriGas storage for winter type of gasoline blending. They draw back down on the tank via pipeline in order to make those blends. They don't sell and they do not export through the pipeline in question. Their onsite storage is very limited. Storage of butane at the AmeriGas facility is critical to their operation.

Comments by PCAC:

Jim Cross mentioned that the PCAC Master Plan Subcommittee took up this issue in October. They dealt with it every month for several months and looked at all the information they had at that time. Unfortunately, the word didn't get out to Amerigas, because they didn't come to some of the earlier meetings. After the Port Master Plan Committee recommended to the full PCAC

that the full PCAC recommend to the Harbor Commission that the pipeline lease and berthing facility not be renewed, they did meet with the Amerigas people subsequent to that recommendation and saw no reason to change their recommendation. They looked at the Port Master Plan which doesn't have any right of way, say or jurisdiction over the tanks. It is on private property. They primarily discussed the impact of this facility on the Port and the Port property and the ships going through the harbor. They did know and they did discuss the fact that trucks or rail would be needed. Mr. Cross Believes that if everyone has said it is hazardous, then the same minds and creative people would find a solution to that problem and would overcome it. So, the Port Master Plan Committee stuck by its original recommendation to PCAC and recommends to the Harbor Commission that the lease not be renewed.

Questions from the Moderator:

Dennis Lord then expanded on the subject matter by asking some questions of the panelists and resource people:

During questions and answers the following information was gleaned:

- The amount of time the product is stored at AmeriGas varies.
- There appear to be no pipelines that could send butane to the Port of Long Beach. This is a unique pipeline requirement for LPG. The Port of Long Beach has no storage facilities or loading facilities. Because the San Pedro pipeline has been used for so long, there wasn't a need to look to build anything new in the Port of Long Beach. That is not to say that one could not be constructed.
- What would need to happen for AmeriGas to move to Pier 400? They have not expressed any interest in moving to Pier 400. At this point they are entertaining an application for development for another party to develop facilities there. AmeriGas has no objection to moving to Pier 400 but it would be a great undertaking and would have to be funded by the Port.
- No facilities are in place to move the butane by rail or truck. AmeriGas would prefer to move it out by rail, because that is the best second alternative to a ship. They have done an engineering study and it would take a number of years and a lot of money to upgrade the rail facilities but it is possible, they do have enough land.
- Valero and BP were asked what the impact would be should Amerigas be shut down. There would be a tremendous impact. They would have to acquire property probably from the Port of Long Beach and then build facilities large enough to handle this. It would probably take 2-3 years and a huge capital investment. It might also have an impact on gasoline prices considering that 22% of the state's supply comes from this area.
- If refineries are unable to dispose of the butane, especially in the summer, then there is the possibility that refineries will cut back on their production.
- The fire department was asked to comment on the safety of liquid butane. They answered that it is a relatively stable material and that the pipeline is the safest way to transport.
- The impact on the air quality was discussed. 70% of all air pollution comes from mobile sources (trains, trucks, planes, autos, ships etc.) Trucks and trains run on primarily diesel fuel which is very toxic.

- There is a strict security program in effect at the berths. This is in addition to Homeland Security. AmeriGas storage facility has many protection devices to protect the tanks and facilities, including containment pits. There are remote shutdown switches also.
- Economic impact to the community was discussed. The AmeriGas employees would make less money and would be at higher risk.
- Berths 118 through 120. The long term plans are to remove the storage tanks in order to expand container operations. Kinder Morgan currently has a lease with the Port which will expire in 2013. Negotiations to have them terminate their lease earlier have been unsuccessful to date.
- Mark Thomas responded to a question about the footprint in a worst case scenario. The catastrophic scenario footprint for the North Gaffey facility if one of the tanks exploded is additional pressure of 1 pound per square inch at a radius of 2.8 miles. This is enough pressure to break windows at the edge of the radius and stronger than that inside the radius. An alternate more likely realistic scenario is if a hose broke while loading or unloading butane, there would be a 1 pound per square inch at a radius of .1 miles.

Comments and Questions from the audience:

The first comment came from a woman (unidentified) who stated she was astonished that Valero and BP are only now trying to decide what to do with their excess butane when, in fact, the AmeriGas lease has officially expired. She stated that is not our concern, our concern is that this site is located where it should not have been built. She then talked about the Korean train crash of the LPG cars which was just a fraction of what is contained in the two tanks at Amerigas and that explosion caused deaths up to 10 miles away by creating a cloud that actually sucked the oxygen from the air and killed people (3,000 to the best of her understanding). This is an extremely critical situation for our community. She focused on the AmeriGas facility in its current state would never be permitted by law in that location. There's a reason for that. Current regulations would not permit this hazardous facility within five miles of any densely populated areas. She stated that it is an insult to our intelligence to have this facility begs for a pipeline renewal at a location on the inside of the channel. A port pilot recently stopped her at a Harbor Commission hearing where she had testified to confirm that she was absolutely on the right track confirming the immense danger of ushering this propane filled ship into the inner harbor that it has been unbelievably hazardous to the immediate area and he thanked her for noticing the absurdity of this ongoing action.

She has an interoffice memo written by the Planning Director for the City of Los Angeles in 1981 reprimanding the Port for the lack of proper response in allowing hazardous facilities such as AmeriGas to locate in areas that endanger our citizens and urging a better planning strategy including relocation of existing hazardous facilities. She states that this letter has been completely ignored by the Port for over 20 years now. She believes that this facility should have been relocated to Pier 400 as soon as it was completed along with Kinder Morgan, Westway Chemical and additional hazardous facilities. The Port has blackmailed this community on a promise made to protect us. We are now left with the Amerigas folks threatening us with further danger to us by having to increase truck and rail cargo causing pollution and increased hazards.

The next comment was from Chuck Hart, President of the San Pedro Peninsula Homeowners United which is about 2 blocks from the tank facility. His comment was that this pipeline and

the storage facility and stocking facility at Berth 120 is subject to inevitable occurrences including earthquakes, liquefaction, human error, accident, equipment failure and sabotage, anyone of which could result in widespread catastrophe. He states it is a weapon of mass destruction right in our neighborhood....it only takes one mistake, one miscalculation, one act of God or one nutcase to rewrite the book. He went on to comment that AmeriGas is in a location that has the potential of killing thousands of people and destroying millions of dollars in property. The pipeline's existence is a contributing factor to this enormous liability and as such the Port has to do something about it . . . close it down. He feels that AmeriGas has not given us the whole story.

Kathleen Woodfield commented that she is extremely disappointed in the panel and the neighborhood councils for putting together a strictly industry panel and not having anyone within the community to represent, or anyone who would talk honestly about the dangers of this facility. She states that what we are really getting is an appeal from industry as to why they need this pipeline. That is not what we came here for. We came here for information about safety and she doesn't think we got it. She thinks we skirted the issue of safety....we need to understand the real situation here. She asked Mark Thomas if he knew that his AmeriGas Facility has a broken fence and that the gate is left open. She says we are being put at risk and it is not a joke...she doesn't understand why AmeriGas does not have contingency plans for the facility. She states that Pier 400 was created to relocate the companies represented here and that now a new party is going in there, Pacific Energy, another liquid fuel storage facility, which brings in more risk. She feels the community needs to understand that we are being put at risk by the Port and these facilities at all times and that if there was a catastrophic event...the Port would blow up and there are other facilities that would blow up....We should realize that we've been lucky that there hasn't been a catastrophe, but we are now also in danger of terrorist attacks.

Bob Lopez was the next person to speak and addressed Mark Thomas of Amerigas. He commented about a ship called the Captain H. A. Downing which was docked July 5th and pulled away July 6th and took the dock with it. He believes that could have caused a big accident and a chain reaction. Mark Thomas responded that it was a small incident, that the ship didn't loosen the tie lines when the tide came in and only a cleat was pulled off the dock. Bob also questioned the security at Berth 120. Mark Thomas stated he would challenge that statement.

Next was Noel Park, President of the San Pedro Peninsula Homeowners Coalition. He states that their members have been concerned about this issue since at least 1980 when Greg Smith started to ask for a diagram of the potential blast overpressure from this facility. He stated that the Port has never seen fit to give to them this to this day. He'd be really interested to know that if the overpressure is 1 pound per sq inch at a radius of 2.8 miles, then what it might be at a radius of 2 miles or 1.8 miles or 1.0 miles or 3 or 4 blocks. He also commented that the panel had only industry representation at the forum and that there was no representation from the community. He talked about a letter that the Coalition wrote to the Harbor Dept. (a copy is posted on this website). He read portions of the letter. His comments primarily discussed the potential blast overpressure.

Mr. Thomas responded to Mr. Park saying that he had read Mr. Park's analysis (Mr. Thomas has a degree in chemistry and chemical engineering) and he cannot reproduce the results. He feels

that Mr. Park's assumptions are false and that there is a safety zone between Berth 120 and where the cruise ship docks. The reason they can't be in port together is the passing of the two vessels. The Coast Guard had a fear that one ship might be commandeered and ram the other. But he commended Mr. Park for taking the time to write a very eloquent letter. However, he states that the allegations are not true.

Mr. Dave Mathewson representing the Port then made some comments regarding the "hazard footprint." There are two facilities in question here, the one at the Berth and the other at the tank farm site. The Gaffey Street tank farm site is off of Port property and therefore outside of the Port's jurisdiction, so the Port has not done a risk analysis or hazard footprint for that facility. For the operations at Berth 120, the Port is mandated to develop footprints and they have done that. They have been advised by the Coast Guard on two separate occasions that those footprints are not to be released.

Another resident commented that the tank farm should be moved because it is a risk to the community.

Ben James commented that he is concerned about the imbalance of the panel and that there should be some community leaders who have the facts. He would like to see the stuff moved. He feels that it is the business of the Port to make sure that happens. He feels that it can be piped to a distance farther away to get the risk away from the people.

Comments by the Councilwoman:

Councilwoman Janice Hahn stated that times have changed and the fact of the matter is that the community is in support of the Port deciding to terminate the lease at Berth 120 as a way to remove the North Gaffey facility. The master plan basically states that hazard materials should not be in a certain area of the Port for safety reasons. The problem is that we still have the facility on Gaffey and we feel a little bit threatened and held hostage by the fact that if the pipeline is closed, we are going to have 4,000 trucks, more diesel exhaust, more risk to AmeriGas employees, etc. She stated that she was a little bit disappointed in the fire department's presentation. She was wondering what 1.6 pound per inch means...and is broken windows all that we really care about. She thinks that there would be more damage than just broken windows that we care about. She wishes that the fire department could be a little bit more forthcoming on what they consider to be a risk. That is what she feels we all wanted to hear from them. But she is going to put the challenge back on the refineries. She stated that the refineries probably don't want to come up with an option themselves. But this is a product that is a result of what they do in their business. It is strange that Conoco-Phillips has the same problem but they store the butane at the refinery. Valero is in a different situation because they will use all the butane they produce, but they use the AmeriGas facility to store it and take it back when they need it. So basically it is a better deal for them to use the AmeriGas facility. But for people in the community...they would like to see the businesses resolve it themselves. Times have changed and any one of us could look at their profit margins and realize that they make a great profit and this might be the cost of doing business....figure out a way to store the product on their own facility. They have emergency plans, they know how to deal with this stuff, it's there business...PCAC said they agreed with this because they couldn't believe that intelligent people from all these industries plus the Port could not figure out a solution to this

problem. The problem is that if the Port cancels the lease, we still have the AmeriGas facility. The community clearly does not want it there, does not want increased truck traffic or rail traffic so this is a problem that we want them to solve. She thinks they can and suggests that the refineries, Amerigas, and the Port get back to the table and they figure out how to deal with this problem without putting our community at such a risk.

Comments and Questions from the Audience:

John Lang of San Pedro had three short questions for the Port and PCAC. 1. The one issue that the Port and PCAC offered as a reason for the termination of the lease was the danger of LPG ships in the harbor. He'd like to know what the Port's position is on LPG ships in the harbor that do not belong to AmeriGas. 2. Has an EIR been prepared on the effect of the closure of the pipeline? 3. Since they only offered one reason, that is the LPG shipping, for the termination of the contract, it is a little hard to believe that there is only one reason. He thinks that the community deserves a full disclosure at this meeting of what all of these reasons are for this closure. He made a brief comment that he feels it is rotten to hold the people who live here as hostage to a snit between the parties involved.

There was a comment from a member of the panel regarding the forum. He stated that the forum was put together by one of the neighborhood councils, the format was laid out by them, the industries were invited to participate in the interest of sharing information and to that extent he hopes they have done that. They are certainly interested in listening to the public comments and understand that there are concerns in the community and they welcome those comments as well.

Another member of the panel attempted to answer the three questions from John Lang. Then there was additional discussion on pipelines and storage facilities.

A Long Beach resident was concerned that our Ports in Long Beach and Los Angeles are economic targets. She talked about a 1970's report by the Controller General of the United States' report called Liquid Energy Gases Safety. She feels that our government has failed in recognizing and controlling these facilities which belong nowhere near residential neighborhoods and that these gases should not be transported through residential neighborhoods.

One resident asked where the product would go if it went out by truck or rail. Mark Thomas stated that it would most likely go to Houston, Texas and where it would be loaded on a ship. She felt that the pipeline is a lot safer than shipping the products so many miles.

Howard Uller of Toberman Settlement house made a disclaimer that he is speaking only on behalf of himself as a resident. He has the same fears that everyone else has. He says that the Port has not given the residents an alternative. It's one or the other, either for or against them. There is still land at Pier 400, who gets to use that land? What determines who gets in there and when? It looks to him as though there is a favorite partner who will get that land and it will bring in hundreds of thousands of barrels of crude oil which is fine for the businesses but how is that for our safety and the environment. What is the policy for the use of Pier 400? Right now the community has no alternative and so they shout "shut it down" because they haven't been given an alternative, it is a structural issue.

Bonnie Chirstensen was concerned that the forum was not at an appropriate time and should not have been held on a Sunday afternoon when people should be with their families. She feels that more people would have been present had this been at a decent time. Her second comment was regarding her niece and nephew, Bob and Linda West, who headed up trying to get AmeriGas (Petrolane at that time) out of there in 1979. They gave her three boxes of documents that she are going through that is very telling including Federal and State studies. Information in these boxes stated that those tanks were only good for 25 years. She is trying to find that verification because it has been over 25 years. She wonders about the maintenance of the tanks, including the underneath and repairing them from corrosion. She doesn't see Amerigas doing that and she would like to know if it is being done. She then made comments about the Risk Management Plan for AmeriGas.

Shannon Donato spoke as a member of the community. The Amerigas tanks are on private property, she asked how much time they have on their lease. (The Amerigas representative answered 15 years and then they have the right to buy it.) She then asked that if the pipeline lease is not renewed and 4800 trucks are routed through areas such as the Gaffey & Channel intersection or Five Points, is there a contingency plan to deal with the congestion? She feels we don't have the infrastructure to handle the truck traffic. The Amerigas representative stated that they would first utilize rail cars and that the last option is trucks. So they would have to first figure out how many rail cars they can load before they utilize any trucks.

Another resident was concerned about derailments if rail cars were transporting the product through the Wilmington community and felt that more time should be given to AmeriGas instead of shutting down the pipeline at the end of the month and having it affect the Wilmington community adversely.

John Maleta was the next to comment. He is formerly of the LA County Fire Dept. and put the Hazardous Materials Programs together for the County of Los Angeles Fire Dept. He has a lifetime achievement award dealing with hazardous materials. He has been through all the major incidents in the last 40 years in the Harbor Area. He has seen explosions of four LPG 30,000 gallon tanks as they were responding to a fire. He states that he was 600 feet away at the time of the explosion and he did not die. He was not happy with the Councilwoman attacking the fire department. He also talked about the fact that one pound pressure can blow out windows but does not do much more harm than that. He commented that the community has been exaggerating the power of explosions of LPG and feels the negative comments could have a negative impact on the cruise ships, that they might not enter our port if they felt in danger from such rumors. He also feels that there is more danger in trucking the product than in the pipeline.

Dennis Lord and John Greenwood thanked everyone for their participation. John asked people to write their comments on the evaluation form and they would be included on the website.