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MARITIME STRATEGY MEETING

Tuesday, March 6, 2012

Brunswick Community College
Odell Williamson Auditorium

Supply, North Carolina

6:05 p.m. to 7:31 p.m.

IVY MURPHY, COURT REPORTER
TERRY WARNER & ASSOCIATES, LTD.
POST OFFICE BOX 206
HUBERT, NC 28539-0206
(910) 346-6739

1 APPEARANCES

2 Garold Smith, III

3 Steffanie McLaughlin

4 Eydo

5 51 Kilmayne Drive, Suite 105-A

6 Cary, NC 27511

7 (919) 297-1950

8

9

10 Rachel Vandenberg

11 Roberto Canales

12 AECOM

13 North Carolina Department of Transportation

14 1501 Mail Service Center

15 Raleigh, NC 27699

16 (919) 707-2800

17

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1	INDEX OF SPEAKERS	
2	NAME	PAGE
3	Rachel Vandenberg	04
4	Garold Smith	14, 22, 54, 56
5	Susan Espersen	15
6	Woody Wilson	17
7	Dick Mason	20
8	Toby Bronstein	22
9	Michael Rice	25
10	Tricia Foy	27
11	Henry Foy	29
12	Pat Batleman	31
13	Ron Madden	33
14	Bob Santi	35
15	Bill Duke	37
16	Rob Bock	38
17	Frank Bausch	40
18	Robert Martin	42
19	Roberto Canales	42, 57
20	Susan Maynard	43
21	Malcolm Morrison	45
22	Kathleen Pearce	47
23	Patrick Smith	50
24	Julian Bell	52

1 MARITIME STRATEGY MEETING

2 BY RACHEL VANDENBERG:

3 Good evening, everybody. Thank you for taking
4 time out of your schedules to come here tonight to learn
5 a little bit about the Maritime Strategy.

6 This is the first of a set of three meetings,
7 which is our final round of public information workshops
8 as part of the Maritime Strategy effort. We will be up
9 in Wilmington tomorrow and then Morehead City on Thursday
10 night.

11 So I know many of you have been following the
12 progress of the Maritime Strategy. You may have come to
13 some of our earlier meetings.

14 I just want to remind you of the goal and intended
15 outcome of the Maritime Strategy. The goal is to analyze
16 and investigate how the state's ports can help with job
17 creation and improve the economic situation for all of
18 North Carolina, and the outcome of our efforts will be
19 included in our draft report and final report. It's to
20 present a menu of alternatives for the state including
21 potential cost benefits and strategies that could support
22 the realization of various alternatives, and the menu of
23 options would then be evaluated by the state and its

24 decision-making to determine which to move forward.

25 You've seen some of this information in the other

5

1 room. We have looked at how the ports are positioned
2 with respect to the region and the global economy. We've
3 looked at the role that the North Carolina ports play in
4 the state economy itself. We've made an effort to obtain
5 input from a diverse set of stakeholders that include
6 individuals and entities with an interest in movement of
7 goods in and through North Carolina as well as local
8 community interests. And ultimately, as presented in our
9 draft report and will be incorporated in our final
10 report, we are identifying specific strategies that could
11 really maximize the benefits realized from investments in
12 North Carolina ports and associated maritime
13 infrastructure, whether at the port or inland in terms of
14 road and rail needs.

15 One important conclusion and information that has
16 been drawn from the study to date is that North Carolina
17 ports do play an important role in the state economy.
18 While there are other ports that are available in the
19 region, North Carolina shippers do use and rely on
20 North Carolina ports. The level is dependent to a
21 certain extent on what industry. Agricultural shippers
22 in particular use North Carolina ports more so than any
23 other port in the region.

24 The ports are also important to view as military,
25 as strategic seaports, and the availability of import

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1 containers is important to North Carolina-based
2 manufacturers who need to take their goods to the
3 locations of those empty containers are available.

4 There's particular strength in North Carolina in
5 the handling of bulk and breakbulk goods at the state on
6 ports themselves and also private terminals along the
7 Cape Fear River and adjacent to the Morehead City port.

8 There are many economic benefits and economic
9 development opportunities that can be realized through
10 maritime investments, and here's kind of an illustrative
11 graph showing those kinds of benefits. They can include
12 economic impacts from the operation of new facilities
13 from shipper benefits that can be reinvested in the
14 economy, savings and higher profits to the shippers,
15 safety and operational improvements that are realized
16 through safety enhancements of the highways and grade
17 crossing improvements, and also other ancillary mobility
18 and public benefits that can be realized by the general
19 public due to investments in maritime-related
20 infrastructure.

21 So what we've done is, taking a look at some of
22 the unique strengths and opportunities and needs within

23 the North Carolina economy, identified several areas that
24 we think offer a particular interest to the state. And
25 these have been presented in the boards adjacent, and I'm

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1 going to run through them quickly now. But it's
2 important to note that the opportunities listed here
3 don't represent a full range. There are other areas that
4 are currently commodities currently being handled by the
5 port that they would continue to invest in, continue to
6 pay attention to, including military cargo, including
7 chemicals and phosphates and other bulk and breakbulk
8 goods that are being handled.

9 The first opportunity that we've identified as one
10 that's important to the port is grain and soybeans.
11 There's a tremendous opportunity for growth here, for
12 investment in bulk export grain facility that could
13 realize an opportunity for the state for greater export
14 of goods from North Carolina to meet world demand.

15 In this chart and for each of the studies, we've
16 examined the potential economic benefits in terms of
17 savings and benefits to the state and to shippers in the
18 state and also looked at the economic impacts in terms of
19 jobs and then quantified on an order of magnitude basis
20 the kind of infrastructure investment that would be
21 required or proposed to achieve this market share.

22 Here you can see for grain, as an example, we

23 examined grain facilities at both Radio Island and
24 Morehead City and a potential new facility in Wilmington.
25 In the chart, the biggest investment -- and this is the

8

1 case for many of the opportunities identified -- is on
2 the land side. The big, blue portion of this bar
3 represents highway investments over a 30-year period.

4 And to put this in context, in this example, we
5 have about a billion dollars of highway investments that
6 are proposed to support the grain market. That's a
7 tremendous amount of money. However, in the context of a
8 30-year period and the \$11 billion, 7-year transportation
9 improvement program that is now being advanced by the
10 state, this could be integrated into those overall
11 highway investments.

12 And as you can see, that by making these port
13 terminal investments, their local broken ground
14 investments, and larger statewide highway investments, we
15 have estimated, for grain as an example, that a hundred
16 million dollars in shipper savings could be realized but
17 would then be reinvested in growing grain exports in the
18 state. On top of that, you also have \$2.1 billion in
19 time savings for non-freight users for the general public
20 because these highway investments would enhance their
21 mobility.

22 For this example, we've also seen that you could
23 realize nearly 7,000 construction jobs -- that's in job
24 years -- and then 140 permanent jobs. That's a
25 relatively low number because the importance of grain

9

1 investments is more in supporting the existing industry
2 and the retention of the food processing industry within
3 North Carolina.

4 For Ro/Ro and oversize cargo, that's another area
5 that we believe is important and offer some opportunity
6 for investment for the state. This includes manufactured
7 goods, which are particularly important because those
8 manufacturers buy goods and services from other
9 businesses that are then, in turn, supported.

10 You see the charts for investment. We also look
11 for Ro/Ro and oversize -- Ro/Ro stands for roll on/roll
12 off. These are large things often like tractors or
13 mining equipment, such as manufactured by Caterpillar.
14 You can see that highway investments are, again, an
15 important part of this on top of some port improvements,
16 local highway access, and rail improvements. You see
17 here the order of magnitude in shipper savings and supply
18 chain benefits as well as ancillary travel time savings
19 that would be realized by the general public.

20 For the Ro/Ro and oversize, there are tremendous
21 potential benefits both in construction jobs at 10,000

22 estimated job years as well as 1600 permanent jobs that
23 could be realized through port and port-related
24 infrastructure investments in this type of cargo.

25 Another important area, and this builds upon the

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1 state's strength in the timber industry, is wood pellets.
2 This is an emerging market in the state. North Carolina
3 currently does not have a wood pellet export facility, so
4 investment in such a facility would be required to
5 advance this, and we found those opportunities either at,
6 again, Radio Island and Morehead City or Wilmington.

7 Here you see the investments that would be
8 required at each of these locations, again, dominated by
9 high inland highway improvements but also specific
10 terminal improvements to support the movement of these
11 heavy goods. There, again, are \$38 million in shipper
12 savings and related supply chain benefits and very large
13 travel time savings that could be realized in over
14 7.7 billion by the general public due to these
15 investments. The wood pellet industry would realize 2300
16 construction jobs and 175 permanent jobs statewide.

17 North Carolina ports also today handle a
18 significant amount of other wood products. These might
19 include wood chips, wood pulp; and this is an important
20 market projected to grow, so we have examined the

21 opportunity of focusing investments to enhance that
22 marketplace. And you can see here the kind of growth
23 that could be achieved. The investments and benefits for
24 other wood products are similar to those of the wood
25 pellet industry but just building upon the existing

11

1 market base.

2 We've also examined the container market. As I
3 noted before, it's important to bring import containers
4 so they are available for export. On the graph here, you
5 can see that we have projected a pretty even balance of
6 container exports and imports, which would be a unique,
7 competitive advantage to North Carolina ports.

8 The existing Wilmington container terminal has
9 about one-third of the total capacity that is
10 projected -- of the projected demand of 2040, so in order
11 to meet the demand of North Carolina shippers, some
12 investment would be needed or they would be required to
13 find a more costly alternative in other states.

14 An important element of containers is a
15 combination of the vessels. These alternatives include
16 some dredging to accommodate larger vessels that may call
17 on the U.S. East Coast because of the Panama Canal
18 expansion. But with these investments, there are
19 actually very significant savings and benefits that could
20 be realized by the state including \$1.1 billion in

21 savings to North Carolina shippers and an additional
22 \$78 million in supply chain benefits that ripple through
23 the economy.

24 The inland investments and highway infrastructure
25 would realize \$3.2 billion in travel time savings to

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1 non-freight users. And then -- and this is a figure that
2 has been updated since the information on the boards just
3 in the other room -- but more than \$250 million in
4 savings due to reduced accidents, reduced intermissions,
5 and reduced highway maintenance.

6 The container alternative would realize 24,000
7 construction jobs to achieve the investments or realize
8 the investments that are shown on the graphs to the right
9 and then nearly 3,000 permanent jobs statewide.

10 You can see, again, at the very sites that we
11 examined: Radio Island on the left, River Road, and
12 Brunswick County, three alternatives that are illustrated
13 here with various water depths at Wilmington and then the
14 Southport site on the right-hand side. And you can see
15 the relative investments for dredging, for port terminal
16 investments, and highway for each of these.

17 We've also looked at the opportunity for
18 refrigerated cargo. This would support a variety of
19 state-based commodities including things like sweet

20 potatoes, but also other commodities that require
21 temperature control. And having the ability to
22 accommodate refrigerated containers where you first plug
23 them in at the dock and also to offer cold storage
24 warehousing is an important need that has been identified
25 by the industry. In this case, a relatively modest

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1 investment of \$24 million in cold storage warehousing
2 could realize \$136 million in shipper savings and related
3 supply chain benefits over the study horizon and also
4 support a thousand permanent jobs statewide.

5 So these are the scenarios that we're presenting
6 to the state for their decision-making, that are being
7 presented as part of this menu of options.

8 The next steps by the study team are to finalize
9 our report, incorporate the input that we receive from
10 you today and that we're getting from the state as they
11 review our draft-working document and from that final
12 report, the state of North Carolina will take that to
13 examine how the information presented, how the
14 alternatives that are offered in this menu of options fit
15 in with other statewide objectives, how they can
16 integrate the results of the study into statewide
17 transportation planning and ensure that the alternatives
18 presented are consistent with larger statewide policies
19 and efforts.

20 We have included our working-draft report on the
21 Web site and have a series of information from previous
22 sessions at w-w-w n-c maritime study dot com, so I
23 encourage you to go to that site and look for more
24 information. You can also post additional comments there
25 if you think of something you weren't able to write down

14

1 or speak here tonight.

2 Please do provide your input to us by March 26 as
3 we are setting that date as a deadline so we will be sure
4 to incorporate all that information into our final
5 report.

6 So with that, I'm going to turn it over to Garold
7 to open it up for public comments. And I appreciate,
8 again, your time for being here tonight.

9 BY GAROLD SMITH:

10 Okay. As I mentioned earlier, this is the public
11 comment session, and what we would like to do is, again,
12 give you all the opportunity to sign up if you have not
13 signed up to make a public comment. Right here I have
14 another green sheet. If you would like to make a public
15 comment, if you can just make your way down here to
16 please sign up. And we will also provide that
17 opportunity throughout this session, so if you get
18 sparked or someone says something and you would like to

19 sign up, feel free just to come down here and sign up.

20 What we'll do is Chris and myself will be handling
21 the microphones this evening. So I'll call a name, and
22 if you can raise your hand, we'll bring you a microphone,
23 and then I'll also call the person who will be speaking
24 after the current speaker. So it will be the current
25 speaker and the person that's up next.

15

1 So with that, I'd like to open the floor. One
2 quick reminder. Steffanie has the boards at the front
3 for three minutes with one minute remaining and with the
4 stop, and we will let you know when you have one minute
5 left during your speaking time.

6 Okay. So I'd like to ask for Susan Espersen, will
7 be followed by Woody Wilson.

8 BY SUSAN ESPERSEN:

9 Thank you for this opportunity to speak.

10 From your charts, I see that there's nothing in
11 your chart that would actually benefit the community of
12 Southport specifically. I'm only seeing money being made
13 by people outside of the community in the state,
14 investors and shipping and the like. I really do not see
15 a benefit for Southport.

16 Having said all that and with due respect, I must
17 say, have you people lost your minds? Have you lost your
18 minds? Does the profound negative impact that this port

19 will have resinate on you at all? How much more taxpayer
20 money is going to be wasted in pursuit of this lunacy?

21 Three hundred years ago, the Cape Fear River was
22 dredged to better facilitate the shipping of rice inland
23 and the disastrous results, the influx of saltwater
24 upriver, destroyed the crop they were growing as well as
25 the ecosystem surrounding it, evidenced by the dead

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1 cypress trees on Eagle Island. They didn't have the
2 advantage of the environmental studies and scientific
3 evidence to alert them to the consequences that would
4 ensue. You, however, have this advantage and should know
5 better than to think that this is anything other than a
6 catastrophe in the making, both environmentally and
7 economically.

8 I question and am suspicious of the motivation
9 which drives you to even consider pursuing this. The
10 environmental consequences will be immediately evidenced
11 by the obvious loss of pristine habitat as well as
12 long-term effects of having and introduced a poisonous
13 industry.

14 Are you really ready to have your names forever
15 associated with the opening of a literal Pandora's box of
16 woes that will certainly manifest themselves immediately
17 and insidiously? Organized crime will find its way in

18 and become entrenched, not to mention the peripheral
19 crime from the increased questionable human traffic.

20 Pollution of the water and air will markedly
21 increase and area resources will be pushed past the
22 breaking point. And ecotourism will be virtually
23 nonexistent. Who in their right mind wants to vacation
24 next to an international port?

25 How can you consider the health and future of this

17

1 area and its residents so insignificant? How can you
2 turn a blind eye to the irreparable consequences that
3 will befall this part of the state? There is absolutely
4 no benefit to be gained from this, and there will be a
5 myriad of losses to endure.

6 We love our state. Millions of people visiting
7 this state do so for a reason, and it's because they love
8 it here too. Tourism will take a huge hit. The
9 quaintness of this community will disappear, and people
10 will go out of business.

11 But the biggest casualty will be the environment
12 and the generations will follow. They'll follow and
13 wonder what their state government was thinking and why
14 they did what they did. I can certainly say it wasn't
15 for the benefit of North Carolina or its residents.

16 (APPLAUSE)

17 BY GAROLD SMITH:

18 Woody Wilson will be followed by Dick Mason.

19 And if I could also please have you state your
20 name and your address for the public record. Thank you.

21 BY WOODY WILSON:

22 My name is Woody Wilson. I live at 502 West
23 Brunswick Street, Southport. I've lived in Southport and
24 resided in the area for over 16 years. I'm a charter
25 member of the NoPort Southport steering committee, and as

18

1 such, we have opposed all aspects of a deep-water port in
2 the state of North Carolina.

3 We specifically oppose a port in the vicinity of
4 Southport. NoPort Southport has been deeply involved in
5 what has become known as the North Carolina Maritime
6 Strategy study process. We stated that it did not pass
7 the common sense test, would not produce the stated
8 employment, and was already too expensive. We have
9 commissioned two independent studies, the (inaudible)
10 study and the University of North Texas study, that state
11 the potential employment and worldwide competitiveness
12 was greatly overstated and probably not achievable.

13 NoPort Southport briefed the maritime study team
14 in June of last year, participated in the last public
15 hearing in December, and provided access to all our
16 documents and reports for analysis. Our Web site at

17 w-w-w dot NoPort Southport dot org remains available to
18 you all, and all our documents and reports are available
19 to you.

20 The Global TransPark, as you all well know, is a
21 prime example for failing to listen to the public and
22 accept the economic development facts that the project
23 was doomed to failure from the start way back in 1993.
24 The Global TransPark has yet to make a profit and has
25 never provided the employment promised by the politicians

19

1 and supporters. Even with the new organizational efforts
2 under the Department of Transportation, the
3 Global TransPark is highly suspect as a sound business
4 venture for the state. It will remain a burden to the
5 taxpayer for decades. This information is well
6 documented and available to the study team. We do not
7 need to reinvent another failure where the taxpayers must
8 bear the burden.

9 While we are pleased with your findings and the
10 current draft study concerning the enhancement of our
11 current ports and developing our ports for specific
12 markets compatible with North Carolina products and
13 goods, our position remains extremely fearful that you
14 will once again resurrect the deep-water port concept for
15 North Carolina and specifically at Southport. We will
16 remain vigilant and encourage you to recommend that

17 North Carolina does not have a competitive edge for the
18 deep-water port business. That ship sailed and
19 North Carolina was not on it. At 6.1 billion for the
20 NCIT is too expensive for the return on the investment.

21 We encourage the study team to recommend to the
22 government NCDOT that the deep-water port concept be
23 terminated without any further waste of taxpayer dollars.
24 Accept the fact that North Carolina is not a viable deep
25 port or port option. Concentrate on developing our two

20

1 ports to be competitive on the world markets with
2 North Carolina produced goods and products. Thank you.
3 (APPLAUSE)

4 BY GAROLD SMITH:

5 Dick Mason followed by Toby Bronstein.

6 BY DICK MASON:

7 Thank you. My name is Dick Mason. I live at
8 111 North Lord Street in Southport.

9 In 2008, the state was abuzz the promises of new
10 jobs and substantial economic development due to the
11 proposal to build the North Carolina International
12 Terminal. A great deal of excitement was predicated on
13 economic analysis provided by Port Authority consultants,
14 CH2M Hill, and Martin Associates.

15 This year, NoPort Southport raised funds to

16 commission the review of the projected economic impacts
17 contained in these reports. The study was prepared, as
18 Woody said earlier, by the independent economists at the
19 Center for Economic Development and Research at the
20 University of North Texas. That's an institution that
21 does economic and public policy analysis and has done
22 several studies of ports including primarily the ports in
23 the Gulf of Mexico.

24 Their findings are very sobering, and they deserve
25 your careful attention. They reminded me of what one

21

1 colleague of mine once called, only partially
2 facetiously, the iron law of cost benefit estimates. So
3 all costs end up being higher than predicted and all
4 benefits end up being lower than predicted, and we
5 certainly think that's the case here.

6 Notice that in 2008, the CH2M Hill estimate of
7 cost of NCIT was at \$2.3 billion. By 2010, the
8 TEC/PF Richardson study pulled it in at \$4.4 billion, and
9 now the most recent figures here at the maritime studies
10 are 6.0 or \$6.1 billion. That's a billion dollars a year
11 over a four-year period, and the costs are just getting
12 higher.

13 The real question, however, is what does
14 North Carolina get for this investment? It's proposed
15 new jobs, but not jobs in the magnitude predicted at

16 least by Martin Associates and several of the other
17 consultants. Martin originally announced an astounding
18 477,000 new jobs by 2030. About 146,000 of those would
19 be created by 2017. On the face of it, these are very
20 ambitious numbers.

21 But how did the requirement arrive at these large
22 numbers? They did it by some slight of hand which I'd
23 noted prior to the economists what's called voodoo
24 multipliers, the number of jobs that's guesstimated by
25 multiplying the number of direct jobs by a factor. UNT

22

1 found that Martin had proposed that about 70 additional
2 jobs would be created for every direct job at the port,
3 so that's a number that's just unsubstantiated. In fact,
4 the UNT reviewed four other ports by the study by Martin
5 and discovered that they used multipliers much more
6 modest, 2.6 to \$4.1 billion. In total, the total return
7 on investment turns out to be closer to one-half of
8 1 percent for the \$6 billion investment. Thank you.

9 (APPLAUSE)

10 BY GAROLD SMITH:

11 I'd like to add also that if you are unable to
12 finish your comment in the three-minute period, feel free
13 to turn in your written comments into the comment box,
14 and we'll make sure those are included as part of the

15 public record just if you aren't able to finish your
16 comments.

17 Toby Bronstein will be followed by Michael Rice.

18 BY TOBY BRONSTEIN:

19 My name is Toby Bronstein. I live at
20 105 Flowering Bridge Path in Caswell Beach. I am a
21 co-founder and co-director of Save the Cave.

22 Mark Twain famously said, get your facts first.
23 Then you can distort them as you please.

24 The facts of megaport at Southport are clear.
25 Even the North Carolina maritime study recognizes that

23

1 80 percent of North Carolina businesses choose to go to
2 ports in neighboring states. They acknowledge that the
3 port of Wilmington operates at below 50 percent of the
4 600,000 TEU capacity and won't reach its capacity until
5 2030, assuming a generous 4.8 percent growth rate.

6 We know our ports offer the lowest handling rates
7 on the eastern sea board, offer generous tax credits to
8 North Carolina businesses that use our ports, and deliver
9 superior service. And yet our ports are heavily
10 subsidized and bleed millions year after year. We also
11 know that long-term job opportunities at the new port
12 will be in the hundreds, not the tens of thousands as
13 trumpeted by our panicked political class.

14 Daniel Patrick Moynihan astutely observed that

15 everyone is entitled to his own opinion but not his own
16 facts. Facts are stubborn things as Ronald Reagan said.
17 There are many players distorting facts on the port to
18 justify the \$48 million already spent. The governor's
19 office, the Department of Transportation, the Brunswick
20 County Economic Development, and the North Carolina State
21 Ports Authority communicate an irrational exuberance
22 about the market potential and job creation.

23 Short-term gain versus long-term vision. It's
24 true the construction jobs will flourish during
25 build-out. Our politicians can puff themselves up and

24

1 pat themselves on the back for the short-term gain of
2 temporary job creation, but what happens once build-out
3 is complete? Those jobs go away forever, and we will be
4 left with a fully automated port facility that will
5 employ fewer than 200 people at a cost of 6.1 billion,
6 and we will have forever changed the nature and character
7 of Southport and its beach communities sacrificing
8 long-term vision for short-term gain, and still the ships
9 won't come. They'll continue to go to ports within
10 trucking distance of major population centers where they
11 can move their goods efficiently. That's what business
12 does when it's not subsidized.

13 According to the document of congress,

14 Brunswick County is the tenth most visited county in the
15 state. Domestic tourism in the county generated an
16 economic impact of \$395.38 million in 2010, and more than
17 4600 jobs in the county were directly attributed to
18 travel and tourism.

19 And what attracts these tourists and their
20 dollars? Southport and the surrounding beaches. Try to
21 find Port Elizabeth, New Jersey on anyone's top-100 list
22 for tourism destinations. That's what we will become in
23 size and in scope. Just as the ships will go elsewhere,
24 so will our tourists.

25 (APPLAUSE)

25

1 BY GAROLD SMITH:

2 Michael Rice will be followed by Tricia Foy.

3 BY MICHAEL RICE:

4 Thank you, Garold. You didn't have any trouble
5 finding me, did you?

6 Rachel, Roberto, thank you very much for your
7 hospitality this evening. We're delighted with your
8 choice of the Odell Williamson Auditorium. It's
9 certainly big enough.

10 Perhaps you don't know about Odell Williamson.
11 He's quite a revered character in Brunswick County. He's
12 an important figure in transportation too. He served on
13 the state transportation board for many years, and he

14 finished an illustrious career by being indicted for
15 using his influence on the board to direct projects to
16 benefit his family. Nevertheless, Odell Williamson is a
17 revered figure in Brunswick County and in transportation
18 circles.

19 Now to the study. Rachel and Roberto, I won't
20 pretend to think that you're going to pay any attention
21 to this because you never have, but I'll talk to the
22 folks here.

23 This study is quite an appropriate presentation at
24 Odell Williamson Auditorium because it's bent. It's
25 crooked. Here's how it's done.

26

1 The essential part of this study is the benefit
2 cost analysis, and that's a very valuable tool. It's
3 quantitative. It's analytical. It's excellent. You add
4 up the cost of the project on one hand and the benefits
5 on the other hand. If the benefits exceed the cost, well
6 there you are. Let's go forward.

7 Now, look what they've done here. Not only do we
8 have the cost and the benefits of the port projects and
9 the hardware and the dredging and all of that, but all of
10 the highways in the state that should be improved to help
11 this traffic.

12 Now, look at what they've included. Now, these

13 are projects that, as the studies say, are currently
14 unfunded that should be considered to enhance access to
15 the project being considered. That's from the report.
16 Look at the report. Look at some of the things
17 that are in the column for the enhancements to the port
18 of Wilmington. There is the conversion of U.S. 74 to
19 interstate standards between Rockingham and Laurinburg.
20 There's I-540 in Wake County. There are improvements all
21 across the state: Wake County, Johnston County, Durham
22 County, Randolph County, Richmond, Scotland, and other
23 counties across the state. Now, what does that do to the
24 analysis? Those projects have a price tag of two and a
25 half billion dollars. That's pretty heavy on the cost

27

1 side indeed.

2 Then, but on the benefit side, they've got
3 \$5 billion. How about that, folks? That's how it's
4 done. It's bent. Right here in Odell Williamson
5 Auditorium. Thank you.

6 BY GAROLD SMITH:

7 Tricia Foy followed by Henry Foy.

8 BY TRICIA FOY:

9 I'm a native North Carolinian, and I'm proud to be
10 in an auditorium named for Odell Williamson who did so
11 much for our county.

12 I grew up in North Carolina when it was known as

13 the Good Road State with one of the best university
14 systems in the nation. Our state was also known for its
15 furniture and textile manufacturing, and yes, its tobacco
16 farming. I remember the exciting introduction of the
17 community college system and its promise of training our
18 young people to enter the work force with good-paying
19 jobs.

20 When I moved to Brunswick County 43 years ago,
21 Southport was a working, fishing village, not a quiet,
22 quaint village that some people would mistakenly picture.
23 There were shrimp and fishing (inaudible) everywhere, and
24 there was constant activity on the docks. And it was not
25 pretty, but they were working.

28

1 There was also an optimism caused by the
2 establishment a few years before of a new industry in
3 town, Sunny Point. This guaranteed good jobs for workers
4 who didn't want to just fish for a living.

5 There was also the excitement of yet other
6 industries coming to the area. Carolina Power and Light,
7 Firestone, and coach entrance. These not only gave good
8 jobs to young people in the area but brought other young
9 people here to work, not to retire. They brought
10 vitality and a commitment to the community because they
11 wanted to work here, to raise their families here. They

12 knew that their children would have the promise of good
13 jobs and could remain in the area.

14 Now, somehow that vision of growth and employment
15 opportunities has been derailed. The powers that be have
16 acted as judge and jury to condemn our county to one
17 industry: tourism. We are now in the stranglehold of
18 developers who overbuild now empty houses and
19 environmentally harmful golf courses. Our young people
20 now have the choice of mowing lawns, driving a nail,
21 flipping burgers, or maybe they can dance like Minnie and
22 Mickey for minimum wage.

23 And our young citizens are leaving in droves.
24 When I go to the county high schools to volunteer, the
25 students ask me the same question every time. When is

29

1 this county going to supply us with decent jobs? We want
2 to stay in Brunswick County, but there's nothing here to
3 provide us a living wage.

4 Face it. Brunswick County is becoming an
5 old-folks home, or as a friend of mine calls us, God's
6 waiting room. This downward spiral of productivity and
7 opportunity has got to stop. North Carolina must conduct
8 every study possible to see how our own natural resources
9 can be used to attract responsible business in the
10 industry. Do it for our children and the future
11 North Carolinians.

12 (APPLAUSE)

13 BY GAROLD SMITH:

14 Henry Foy will be followed by Pat Batleman.

15 BY HENRY FOY:

16 Thank you. I've read all the written comments
17 made at the various public hearings and read the
18 NC Maritime Strategy draft. The governor of the
19 legislature and the Governor's Logistics Task Force can
20 all be proud of the mess they made of Continental Tires
21 and Caterpillar. The task force certainly followed its
22 vision. That is to create jobs and recruit industry.
23 This, as well as a weaknesses, is disclosed by the draft
24 all in expense of the unfortunate future that is in store
25 for future North Carolinians.

30

1 I am chairman of the board of directors of the
2 North Carolina Park A converter with plants in
3 North Carolina, South Carolina, Virginia, and Kentucky.
4 Part of what we do includes value-added services to our
5 customers.

6 When the news first came out about the
7 international port, I considered, as well as my directors
8 and executives, putting the plant in Brunswick County
9 because I felt like we could do value-added services for
10 the goods coming in. I won't do that now because the

11 position advocated by the draft, which will probably be
12 adopted. And besides, the Brunswick County commissioners
13 have gone on record supporting the state constitutional
14 amendment, which approves discrimination. North Carolina
15 has been thinking about it (inaudible) from somewhere
16 else who are destroying our economy while the governor
17 and legislature standby. The legislature, instead of
18 handling necessary state business folks themselves
19 generous retirement benefits and uses their positions to
20 advocate their philosophy regarding social matter.

21 I would not vote for my company to go into an area
22 with inability of its residents to work together for
23 mutual benefit where a division and the separate factions
24 is the accepted norm, as here, an area that lacks
25 adequate port facilities, and the governing board of the

31

1 county favors discrimination.

2 The draft advocates the expansion of the port of
3 Wilmington. How many members of the Department of
4 Transportation know from where Brunswick and New Hanover
5 County and Bladen and Columbus get their fresh water?
6 I'm sure there's nobody in Norfolk, Southport who
7 understands where that is. How much further will
8 saltwater be driven up Cape Fear River by the dredging
9 and the improvement of the Wilmington port? The best use
10 of the port of Wilmington is the short-sea shipping.

11 Barges towed by sea going into the ocean do not need the
12 deep channels required by cargo ships. Any parents who
13 want future --

14 Well, I'll take my last few minutes to say this.

15 You're a common son of a bitch for saying that about

16 Odell Williamson. That's about the best you can do.

17 (APPLAUSE)

18 BY GAROLD SMITH:

19 Pat Batleman followed by Ron Madden.

20 BY PAT BATLEMAN:

21 Thank you for giving me an opportunity to speak to

22 you tonight. I don't have a prepared statement.

23 I am Pat Batleman, a member of the Leland town

24 council. My address is 918 Spicebush Drive in Winnabow.

25 In addition to being on the council, I'm also a member of

32

1 the transportation advisory committee. I'm a

2 representative for Leland.

3 Just a couple of things that I wanted to make note

4 of and call your attention to and also, you know, ask.

5 First of all, Leland doesn't seem to get included

6 in any of these meetings or discussions when it comes to

7 these big projects. When I first found out about

8 site 4 River Road, I was floored. So right off the bat,

9 I would really appreciate it if Leland from now on would

10 be getting some kind of communication from the advisory
11 council and from those who are working on this study.

12 Secondly, there's a lot of talk about the skyway.
13 The skyway currently is not funded. Your document
14 indicates that tolls will pay for the skyway. That is
15 not accurate. They will be gap funding that the State of
16 North Carolina will be responsible for. And as of last
17 summer, the figure has jumped to \$60 million a year for
18 40 years, which means the \$1.1 billion price tag for the
19 skyway must now be also pretty much higher than what was
20 originally projected, and I've been waiting to get that
21 figure.

22 We are not happy with the River Road location. We
23 have the same concerns as Southport. We don't feel that
24 we've been allowed to participate in this process, and of
25 course, we are now. Thank you.

33

1 The other thing is, I think, is it would be good
2 to -- you know, what's a timeline here? You know, you've
3 got an awful of lot of things that have to come together.
4 You've got roads, bridges, rail, and you're looking at
5 years and years before these things are going to be
6 available.

7 So when you look at Caterpillar, for instance,
8 there's no way they could have come here. No way. They
9 needed the ability to locate and get to work right away.

10 So just a couple of comments, and thank you very
11 much.

12 (APPLAUSE)

13 BY GAROLD SMITH:

14 Ron Madden will be followed by Bob Santi.

15 BY RON MADDEN:

16 Thank you for the opportunity to talk, and for
17 AECOM, I've looked here up on the Internet site when we
18 first started world class company. I'd like to invite
19 AECOM to come down to Southport, any one of you. I've
20 got a little 22-foot boat. We'll take a little ride
21 around the Winding Creek in Southport and see what a
22 beautiful seaport historically it is.

23 Aside from that, I've listened to the data. I've
24 studied the Web site. I won't make comments on the data
25 yet because I want to see your draft. I haven't read

34

1 your draft. I will do that.

2 I've kept well informed on what happened here. I
3 think what's missing is that I'm retired from BellSouth
4 as corporate real estate manager. I have a degree in
5 electrical engineering, I have an MBA in real estate, I'm
6 a CCI accountant. I've done many economic studies, and
7 I've seen many results as a corporate person and watching
8 results.

9 It always comes down to payback. It comes down to
10 doing the study, looking at all of the data, but when we
11 bring a study to an employer or whoever you're
12 commissioning for -- in this case the Department of
13 Transportation -- it comes down to the bottom line. What
14 is the one place you want to go?

15 We keep going around to all these sites and
16 talking about data, and we talk about spending
17 \$6 billion, but we're going to save 1 billion. Well, if
18 you save 6, 6 minus 1 is 5. That's what your study is.
19 And if you see something that's totally out of whack, you
20 throw it out. Southport has been out of whack since day
21 one.

22 I sat down in two minutes and looked at the
23 studies and looked at the price you paid for land.

24 And who did the acquisition studies to begin with?
25 Somebody up there said, oh, we'll buy a piece of land.

35

1 The State Port Authority, which is now debunked -- the
2 state port has never operated a profit. It's one-third
3 efficient. It loses money right now. It's not a winner.
4 Yeah, it's got a site up there and we need to get more
5 business in North Carolina, but that's not the answer.
6 It's not the answer to dredge out a river that can't be
7 dredged. It's shell rock down below. People have talked
8 about saltwater going back up that river and destroying

9 the water table.

10 Not just that, look at the economic basis of this
11 whole area. It's retirement area. We're all retired,
12 most of us. Yeah, we want more industry here, but not
13 down on the coast. There's plenty of other places to go
14 and plenty of other things to do. Develop aquaculture.
15 Develop wind tunnels. Do something else that's more
16 compatible with the existing environment we have. Why
17 would anybody consider coming to Southport and destroying
18 this beautiful place? It's just a shame that we have to
19 put up with it.

20 (APPLAUSE)

21 BY GAROLD SMITH:

22 Bob Santi will be followed by Bill Duke.

23 BY BOB SANTI:

24 I'm Bob Santi. I live at Marble Oaks, Southport;
25 retired here about six years ago.

36

1 And the reason I'm speaking tonight -- and I
2 appreciate the opportunity -- I got a call from one of my
3 buddies in Washington, DC. He's thinking about moving
4 down here because I told him at the time that my research
5 had showed that Southport is a beautiful, little place.
6 And he likes to be close to the water. I feel a strong
7 pull to the ocean. And I think Southport was the ideal

8 place.

9 But I told him about this international port, and
10 he almost hung up on me. He said, there's no way in hell
11 I'm going down there.

12 And it's really a beautiful place to retire to.
13 Not to mention Bailey amendment. I don't have to pay
14 taxes to the state.

15 So I just, you know, I'm concerned about what's
16 going to happen to the senior citizens around the country
17 that would love to retire to Southport, and as soon as
18 they find out about this international port, they're
19 going to look elsewhere. So I'm hoping that you'll look
20 at the total cost of the revenue loss for these senior
21 citizens that would love to move down to Southport.

22 Thank you very much.

23 (APPLAUSE)

24 BY GAROLD SMITH:

25 Bill Duke will be followed by Rob Bock.

37

1 BY BILL DUKE:

2 My name is Bill Duke. I live at 215 North
3 Caswell Avenue in Southport.

4 On February 8 of this year, I wrote a six-page
5 letter to the governor of North Carolina. Haven't heard
6 anything from her. Didn't really expect to.

7 But I'd like to read you a summary of the six-page

8 documentation that I sent to her, and I'd like to give
9 you my e-mail address for any of you that would like to
10 have a copy of the letter. Glad to drop one in the mail.

11 Speaking to the governor, a summary: At your
12 inauguration, you stood before some of the taxpayers of
13 this state and with one hand on the Bible you swore to
14 defend the Constitution that endows certain inalienable
15 rights such as life, liberty, and the pursuit of
16 happiness. For the thousands of residents of Brunswick
17 County, we live here by choice, a result of pursuing the
18 happiness afforded us by the natural environment. The
19 Constitution protects this right from being taken away by
20 anyone or any government. I believe you are soft ground
21 when you support this port that will destroy our
22 inalienable right to pursue happiness. Thank you.

23 (APPLAUSE)

24 BY GAROLD SMITH:

25 Rob Bock will be followed by Frank Bausch.

38

1 BY ROB BOCK:

2 My name is Rob Bock. I'm a resident of Southport,
3 and I'm a fairly recent transport from Charlotte,
4 North Carolina. I was with Code Enforcement, city of
5 Charlotte, Mecklenburg County, for 36 years. And
6 Charlotte is one of the major and economic hubs these

7 ports support.

8 Some of the infrastructure on the study I
9 question. The improvements on I-95 were not considered
10 in the study, as I have read it, and seems to me that
11 Savannah, Charleston, and Norfolk probably consider that
12 a major asset for North Carolina markets for their
13 facilities. The study identifies Charleston, Savannah,
14 Florida, and Norfolk as pewter ports compared to this
15 study; and to me, they're competitors, not necessarily
16 peers. And with markets in the mid Northwest and stuff,
17 Norfolk already has a rail line that can handle the
18 double-stack containers, and I see it's a little late for
19 Charlotte to consider that option. And personally, if
20 you live in North Carolina, I'm thrilled Norfolk has the
21 business it has.

22 Some of the infrastructure on the highway as far
23 as safety was studied, that is for divided highways.
24 Most divided highways have economic damage to the
25 communities they go through. There's no indication of

39

1 lost jobs through bypasses, through higher improvement,
2 higher speed with divided barriers. Charlotte did it to
3 Independence Boulevard and Albermarle Road and wiped out
4 dozens and dozens and dozens of businesses and hundreds
5 of jobs.

6 Light Rail had the same effect in Charlotte. I'm

7 surprised North Carolina is not looking at a rail system
8 in conjunction with passenger. It seems to me this whole
9 project is very heavy on fossil fuel. I thought we were
10 trying to get away from that.

11 We've seen an increasing in truck traffic rather
12 than decreasing. Part of the study identified that we'll
13 have less maintenance on roads because of reduced truck
14 trafficking by our exporters. But the port itself is
15 going to generate as many or more truck traffic on the
16 highways that we improve. So I may have misread that.
17 I'm not sure.

18 But the loss of jobs, I would have liked to have
19 seen in the study related to the interstate and the
20 highway improvements and rail right-of-ways and stuff
21 that bypass whole communities, and their lifeline is
22 dependent upon some of the traffic to and from the coast.

23 And I wish North Carolina realizes one of its
24 greatest assets, aside from the mountains, is our
25 beautiful coast. Thank you.

40

1 (APPLAUSE)

2 GAROLD SMITH:

3 Frank Bausch followed by Robert Martin.

4 BY FRANK BAUSCH:

5 Thank you. Frank Bausch, Alyssum Avenue in

6 Caswell Beach.

7 In June 2010, the vice chairman of the House of
8 Armed Services Committee on terrorism addressed the risk
9 of building a Southport container terminal next to
10 Sunny Point stating that it would raise very serious
11 national security issues that need to be answered.

12 The draft maritime study responses to this concern
13 is not very reassuring.

14 On page 127, it states, and I quote, ". . . the
15 representatives from the U.S. Coast Guard Sunny Point do
16 not identify any unique challenges due to adequacy [sic]
17 of these two operations." I want to repeat that again.
18 ". . . no unique challenges due to the adequacy [sic] of
19 these two operations." You should either re-write the
20 sentence to define what adequacy means in this context.

21 The response also seems to be the response of what
22 our very savvy congressman thinks about the issue. I
23 believe the study group should contact one of the many
24 independent security system firms that have sprung up in
25 this age of terrorism and get an answer to this question:

41

1 Does the importation of 1.6 million cargo containers into
2 Southport each year, all of which are packed in and
3 shipped from faring countries, none of which are
4 inspected by trusted and confident U.S. authorities
5 before they enter the port, increase the threat of a

6 biological chemical or radiological weapon going off in
7 Southport? I think the answer is self-evident with the
8 words to lead, point blank.

9 New subject. Table 19 in the report titled Market
10 Scenario Overview shows the split for inland
11 containership that gives 70 percent truck,
12 30 percent [sic] rail. This seems to ignore
13 Brunswick County economic development guru Jim Bradshaw's
14 idea that all containers from Southport be shipped by
15 rail. It also fails to list Southport as a viable
16 candidate for Ro/Ro traffic, another idea, I think,
17 suggested by Mr. Bradshaw.

18 I believe these two innovative ideas should be
19 straightforwardly addressed. Are they worth studying or
20 are they nonsense?

21 Finally, as far as stakeholder input is concerned,
22 I think it would have been meaningful to emphasize the
23 fact that at the December 2011 meetings, three times the
24 number of people attended the Southport meeting as all
25 others combined. Would also be useful for the reader to

42

1 know that the Southport meeting, other than Mr. Bradshaw,
2 not a single positive or neutral voice was heard support
3 the NCIT. Reports further note that there was near
4 universal condemnation the idea at this meeting citing

5 all of the stakeholder concerns listed on page 13 of your
6 report. Thank you.

7 (APPLAUSE)

8 BY GAROLD SMITH:

9 Robert Martin followed by Steve Gause.

10 BY ROBERT MARTIN:

11 Hi. I'm Robert Martin. Live on Holly Briar Drive
12 in Bolivia.

13 I'm addressing these to Mr. Canales. Mr. Canales,
14 presently reporting that the focus is now currently on
15 Wilmington and Morehead City and no longer on Southport,
16 are you willing to state publicly at this time that
17 Southport is no longer under consideration, and if not,
18 why not?

19 BY ROBERTO CANALES:

20 Sorry. I didn't know you were asking me a
21 specific question.

22 Since we're not complete with the study, I'm not
23 going to make any decisions because that's not my call at
24 this point. We don't have the complete report, and we
25 don't have all the information from all the folks

43

1 involved.

2 BY GAROLD SMITH:

3 Steven Gause. Am I pronouncing that correct?

4 Steven G-a-u-s-e. Gause, Steven Gause? Going once,

5 going twice.

6 Okay. We will move on to Susan Maynard, will be
7 followed by Malcolm Morrison.

8 BY SUSAN MAYNARD:

9 Good evening, everyone. My name is Susan Maynard,
10 and I live in Southport at 3703 Tiger Lilly Court.

11 I wasn't going to speak tonight. I don't have
12 anything prepared. But I've gotten so angry at what's
13 been happening, and I said to my husband, you know, I
14 just keep going to these meetings and I say the same
15 things over and over and over again as all the others do,
16 and we really see nothing happening. No response in
17 terms of what our concerns are.

18 Those numbers up there look really pretty, but
19 they're all lies because there are certain expenses that
20 are not included or assessed, and I will tell you now
21 some of the things I have discovered with the help of
22 reports that were done by NoPort Southport, by an
23 independent consulting firm.

24 Someone else here mentioned that the riser or the
25 multiplier for the number of jobs, typically for

44

1 Savannah, Charleston, runs from four to six. That's the
2 usual supplier. Southport had 70. Seventy. Nobody on
3 earth has 70. So I feel that that was not an accident.

4 That was quite intentional that the estimates be
5 constructed that way.

6 Another thing that really has been ticking me off
7 is the lack of concern and interest by the media as well
8 by our consulting firms as to the health effects of a
9 megaport. Their Web site says 120 people died in
10 Long Beach every year from port-related effects. That
11 was from '04.

12 Well, guess what? There's more recent statistics
13 from the California Air Resource Board for 2010, and what
14 they tell us is that 2400 people every year lose their
15 lives. They said in their Web site -- this is for
16 maritime -- there are no national standards for people
17 that die from particulate matter. That's not true.
18 American Cancer Society says 9,000 people per year.

19 People who are exposed to particulates, especially
20 children and elderly people, will suffer a higher rate of
21 cancer. They have lower birth rates. They suffer
22 stroke, heart attacks, increased asthma. The American
23 Lung Association has mortality rates for 6-years-olds who
24 live near ports. Six years old. My little dog Andy,
25 7-pound Maltese, will be dead after his first couple of

45

1 walks in Southport once we have particulate matter on the
2 ground. That's something else for all of us to think
3 about. We think maybe we don't care, you know, if we

4 die, but we care about our pets more, I guess.

5 (APPLAUSE)

6 BY GAROLD SMITH:

7 Malcolm Morrison will be followed by

8 Kathleen Pearce.

9 BY MALCOLM MORRISON:

10 I thank you for the opportunity to speak to you

11 this evening.

12 Have you thought about the alternatives to

13 spending \$6 billion on the port project?

14 CROWD INTERJECTS:

15 Hold the mic up.

16 BY MALCOLM MORRISON:

17 Closer?

18 Have you thought about the alternatives to

19 spending \$6 billion on this port project? I say port.

20 Well, let's look at one of the alternatives there. What

21 would \$6 billion do if it was injected into the education

22 system of North Carolina?

23 (APPLAUSE)

24 As an alternative, this money could be helping the

25 schools on other levels. We see that the funding is

46

1 dropping off for the kids before kindergarten, getting

2 them ready, getting the kindergartners ready, everybody

3 can move forward at the same level of preparedness for
4 that education, getting the quality teachers in the
5 school and the equipment and things we need for quality
6 education to move forward.

7 Community colleges. There are now, in parts of
8 this state and other community colleges across the
9 nation, working in things that have to do with solar and
10 wind energy. We've got -- reports that's off
11 North Carolina coast are some of the best areas on the
12 east coast for wind energy, and it seems to be defaulting
13 now that the only remaining place is off the port of --
14 the coast of Southport here for that because of
15 North Carolina picks up a good part of the coast. So
16 where are we going on wind and solar energy in
17 North Carolina?

18 Next alternative. Now, the North Carolina
19 commissioner of agriculture was talking and he said the
20 70 percent of North Carolina exports are going to other
21 ports. We need to upgrade our port system so that we can
22 get North Carolina exports out. Our slides up here show
23 us that we have huge amounts of grain being exported, and
24 it's going places like China.

25 Well, let me tell you something else that's going

47

1 to China. They own Young Brands. They own Pizza Hut,
2 Kentucky Fried, Taco Bell. You go to that Web site, it

3 says Young Brands is focused on building leading grounds
4 in China and every significant category. We are leading
5 the eating retail development in China with nearly 4,200
6 restaurants in more than 700 cities. Our Shanghai-based
7 China division opened more than 500 new restaurants in
8 China and generate 755 million profit. We consider China
9 to be the greatest restaurant opportunity in the 21st
10 century. And what is it there that the Chinese like?
11 Chicken. The chicken. That's where the opportunity is.
12 (APPLAUSE)

13 So let me finish by saying focus on Wilmington and
14 upgrading its capabilities to handle refrigerated
15 product, and upgrade grain to chicken and pork to be
16 exporting rather than the grain itself.

17 It's like the old guys did it in the mountains.
18 They took grain to make moonshine of it because it's
19 easier to transport.

20 (APPLAUSE)

21 BY GAROLD SMITH:

22 Kathleen Pearce followed by Patrick Smith.

23 BY KATHLEEN PEARCE:

24 Thank you for this opportunity to speak to you
25 tonight. I was one of the 300-plus people that attended

1 the last meeting in Southport at the Saint James

2 Community Center, and I'm proud to be with a lot of
3 people who spoke that night.

4 I do not have the facts that so many of my
5 colleagues here do have, and I am thrilled that they are
6 prepared and gave you very vital information for you to
7 understand how important it is to be against this port.

8 But I live in Southport. I live at 2815 Infamous
9 Circle. We've been there seven years. I'm going to get
10 emotional.

11 When we moved down here from Maryland, I never
12 knew blue skies. Our skies are covered with smog.
13 They're gray. Once in a great while, we would have a
14 beautiful blue sky.

15 Down here, it's every day. And at night, I never
16 get tired of going out in my front yard hearing the roar
17 of the ocean, looking up and seeing the Orion's Belt and
18 the great Dipper. I mean, it is absolutely a gem, an
19 absolute gem.

20 How dare our people in Raleigh to buy a piece of
21 property. They made a big mistake. Admit it. They made
22 a mistake. So get out of the mistake. Don't build a
23 port just because you made a mistake. Don't compound it.

24 And we're talking about billions of dollars. This
25 county can't afford to have all those trucks. You talk

1 about the improved transportation and driving around

2 here. You don't live here. You don't know what 17 is
3 like trying to get from here to 17 up to Wilmington.
4 It's ridiculous.

5 And you talk about jobs. Yeah, they need jobs,
6 but I confronted Mike McIntyre. I said build the
7 veterans hospital here on 17. We would have tons of
8 jobs. We wouldn't know what to do with all those jobs.
9 And what does he do? He gives it to Wilmington. They
10 have enough jobs in Wilmington for their people. We need
11 them here in Brunswick County, but not a port because
12 that port's going to cause all kinds of pollution. It's
13 going to have crime. Just look at Wilmington, all the
14 honky-tonk and drugs and all the stuff that goes on up
15 there around that port. It is insane.

16 If you care about this area, stand up and be
17 counted for against this port. It is not good. But
18 yeah, we need jobs. But push our people in the congress,
19 the senate, to get good jobs here. What happened to the
20 tire company? What happened to Caterpillar? And like I
21 said, Mike McIntyre let us down big time. He did not
22 bring the hospital to us that we really needed. Thank
23 you.

24 (APPLAUSE)

25 BY GAROLD SMITH:

1 I have three more people signed up to speak this
2 evening. I do have the worksheet up here if you would
3 like to sign up to speak. I'd encourage you to make your
4 way down here. Once we have called the final speaker,
5 the public comment period will be concluded.

6 But do keep in mind if you would like to leave a
7 comment, we do have the comment sheets that were
8 available at the sign-up desk in the front when you came
9 in, as well as on the tables. Feel free to leave a
10 comment with us before you leave.

11 You can also leave a comment on our Web site or on
12 the hotline. Those comments do count in the same way as
13 if you had spoken tonight.

14 So here is the sheet down here, and I will call
15 Patrick Smith will be followed by Julian Bell.

16 BY PATRICK SMITH:

17 Thank you. My name is Patrick Smith. I've been a
18 Brunswick County resident for a long time. Currently,
19 I'm employed with (inaudible), and I drive to Southport
20 every day. I've been doing so now for about 17 years.

21 You know, I've heard some conversations and it's
22 unbelievable, you know. I always go back and say, you
23 know, my dad -- my dad retired in Southport.

24 In the '60s when CP&L came, people (inaudible.)
25 They said hey, we don't want nuclear radiation. We're

1 all going to die from cancer. (Inaudible.)

2 We're fighting the port today. (Inaudible.) Can
3 you imagine Brunswick County without CP&L? I promise you
4 guys that CP&L won't kill you. That port will not kill
5 you. That port will bring dollars.

6 I think that lady down here said (inaudible.)

7 We couldn't even do that. Now we've got too many
8 people. They say, too many people talking about
9 something and dragging their feet.

10 We could build a port. (Inaudible.) The port
11 doesn't affect us. The port will not make Southport any
12 less nice than it is today. It'll still be beautiful.

13 You know, we've got Virginia (inaudible.) We're
14 years behind (inaudible), years behind South Carolina.
15 Two states with megaports. And those guys are roaring
16 the maritime blues. And we sit here and let our stuff go
17 to their ports, go other places, and instead, why don't
18 we do it ourselves? As a state (inaudible) so many
19 areas. Why do we continue to let South Carolina and
20 Virginia outperform us? (Inaudible) finally got smart.
21 South Carolina lost millions of dollars (inaudible.)

22 If we could get smart, guys, and build us a port,
23 guess what? I promise you, (inaudible), we will live
24 here, and this whole area will be a much nicer, nicer
25 place.

1 (Inaudible.) CP&L come here to make (inaudible.)

2 Imagine what Brunswick County would be today without

3 CP&L. (Inaudible.)

4 All you need to do is just look at the history.

5 We need to move up. (Inaudible.) Thank you.

6 (APPLAUSE)

7 BY GAROLD SMITH:

8 Julian Bell followed by Ronnie Robinson.

9 BY JULIAN BELL:

10 My name is Julian Bell. I live right here in
11 Brunswick County about a half a mile down the road. My
12 great grandfather purchased this property in 1882, and
13 one of my great grandfathers got the first land right in
14 downtown Wilmington if you want to check it out. His
15 name is John (inaudible) 1734, so I am a lifetime
16 resident.

17 I grew up in Brunswick County. The only way you
18 can make a living is farming, cropping tobacco, cutting
19 wood, or fishing. You can go along the river and pick up
20 all the oysters you want at any mouth of the harbor. The
21 other ones might make you sick.

22 Now there's so much development, pollution, that
23 the river is polluted. You say the port's going to
24 pollute the rivers and all everything. No. All these
25 golf courses all yearlong with all you retired people

1 that's moved in such as Saint James and all the areas
2 down on the beaches. Used to you could go to
3 Caswell Beach, put out a fishing net, catch all the fish
4 you want, and have a fire. Now you're not even allowed
5 on the beach like Wrightsville Beach. Bring some money,
6 throw it out, get the hell off our beach. About all the
7 beaches are that way.

8 When I was in high school, you could buy a
9 beach-front lot on any beach in Brunswick County for
10 \$3,000. Now you might buy one for a million or more.
11 Some of these overpriced lots such as Saint James Beach
12 you pay 2- and \$300,000, you're sitting on nothing but
13 swamp. It's just like the green swamp that's been inched
14 out.

15 Farming is a big commodity in Brunswick County.
16 It's declined. We've got chicken growers and we've got
17 hog growers about two miles right behind us here. We
18 have a transplant from Maryland lives next to it and has
19 called EPA so many times (inaudible.) We've had to put
20 in water systems. We've had to put in sewer systems and
21 sustain all this growth, but no boats have been built.
22 Our taxes have tripled, quadrupled, and you name it.
23 They can sit there and play it like myself that's lived
24 here for lifetimes can't hardly afford to pay taxes.

25 I work in ports alongshore. A lot of products

1 that are from here, wood products are being shipped out,
2 and a lot of products that you buy at Walmart, and stuff
3 is being shipped in. I suppose what you would really
4 like for us to do is bow down and get a job at Hardee's
5 and Walmart because you make your fortunes up north where
6 I used to go and drive a truck to these smog cities.

7 And on most of the reports that you have there
8 from your numbers on all this pollution is taken from
9 Long Beach, California; Newark, New Jersey. Look at all
10 the bills on population you've had up there. No wonder
11 you moved out to our piece of heaven. Now you're going
12 tell us how to run it and cut us out. Our children
13 haven't any chance to make a living.

14 (APPLAUSE)

15 BY GAROLD SMITH:

16 The last speaker of this evening will be
17 Ronnie Robinson.

18 And I do want to let you know, again, if you
19 weren't able to make a comment tonight, please feel free
20 to make a comment through the comment forms or on the
21 Web site or on the hotline.

22 With that, I will conclude this with
23 Ronnie Robinson.

24 BY RONNIE ROBINSON:

25 Thank you, sir. My name is Ronnie Robinson. I

1 live at 1386 Sycamore Road. I've been here 45 years.
2 I'm working for the federal government, I'm an IRS agent,
3 and I also work for (inaudible) office.

4 Saint James, number one. With nothing but a swamp
5 just like he said earlier.

6 When I came here to North Carolina, my wife was a
7 native from here. Sunny Point, (inaudible.) So what can
8 you say? All you incomers, implants, NoPort Southport,
9 you don't know what's going on. Saint James right next
10 door to your piece of property. A nuclear waste site.
11 Go do your research. They shut it down and start
12 shipping stuff down to South Carolina.

13 I am long shore. I have a degree. I'm a former
14 IRS agent. Wasn't the first in North Carolina ever broke
15 the screen. So what can you say? You all fight
16 everything that these folks trying to do here.

17 Yes, I work here. I love it. My daughter teaches
18 at (inaudible.) My wife's a retired principal here in
19 Brunswick County. She was a factory worker, but she went
20 and got an education.

21 So what can you say? You all move down, living
22 life in Raleigh, and this young man earlier talking about
23 Odell. Yeah, he was crooked. But he was one of the
24 highest (inaudible) in Brunswick County besides CP&L.
25 And like my man said earlier, yes, they fought CP&L.

1 So why we are trying to discriminate against jobs
2 coming in Brunswick County? That port won't hurt nobody.
3 It won't hurt a soul. All you all are doing is fighting
4 the ethnic numbers developing in Brunswick County.

5 I don't understand you all. You all put your
6 little teams together. You walk around here with your
7 head (inaudible), brother. You retire, you get your
8 social security check, you get your retirement check from
9 up north, and you pay your little taxes here in
10 Brunswick County, you go and have coffee seven days a
11 week, putt-putt. That ain't talking about I don't
12 breathe in pollution.

13 Well, keep on living. You will be breathing in
14 pollution because look at the death rate in Saint James.
15 People dying from cancer. The port don't bring no
16 cancer.

17 I haven't seen nobody at the port been arrested
18 for drugs. I see customs every day checking things at
19 that port. They're very strict. This bag I'm carrying,
20 I have to get checked. I'm a licensed insurance agent,
21 dual license. Licensed in Florida, South Carolina, and
22 North Carolina, and I better not have a felony because I
23 can't work in the ports.

24 (APPLAUSE)

25 BY GAROLD SMITH:

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1 Ladies and gentlemen, that concludes our public
2 comment session for this evening. I'd like to turn it
3 over to Roberto Canales to make some closing remarks.

4 BY ROBERTO CANALES:

5 Good evening. For those of you I haven't met
6 tonight, you already know my name is Roberto Canales. I
7 thank you very much for coming out tonight and sharing
8 with us your thoughts.

9 I work for the Department of Transportation, but
10 ultimately I work for you, and I work for the people of
11 the state. And I do take this effort very seriously and
12 you should know that. You don't have to believe me.
13 Just hear it.

14 This type of operation, this type of situation, I
15 think, is a great opportunity for you to tell us what you
16 think. You've done that. We most certainly will include
17 it in everything we consider from this point on.

18 And again, I just thank you for showing up, and I
19 appreciate all the comments. You have a wonderful
20 evening.

21 (WHEREUPON THE MEETING WAS CONCLUDED AT
22 7:31 p.m.)

23

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1 STATE OF NORTH CAROLINA
2 COUNTY OF ONSLOW

3

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C E R T I F I C A T E

5

6 I, Ivy Murphy, a stenotype court reporter and
7 notary public in and for Onslow County, North Carolina,
8 do hereby certify that the foregoing 57 pages are an
9 accurate transcript of the meeting of the North Carolina
10 Maritime Strategy taken by me in machine shorthand and
11 transcribed by me personally.

12 This the 19 day of March, 2012.

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IVY MURPHY
Notary Public # 201108900158
Post Office Box 206
Hubert, North Carolina 28539
(910) 346-6739

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