

Submitter: Natalie Ranker  
On Behalf Of:  
Committee: Joint Committee On Transportation  
Measure: HB3382

Members of the Joint Committee On Transportation,

The Joint Committee on Transportation should NOT advance HB 3382. It will allow 5 ports served by deep water navigation channels to bypass protections for our environment and communities including land use and statewide planning goals, protections for floodplains and wetlands, and protections for the coastal zone with considerations such as dredging and its consequences. Oregon's statewide planning goals were adopted in the '70's to deal with natural hazards and their effects on local residents. HB 3382 would completely exempt Ports from these considerations and thus, allow them to dictate how residents will live their lives with no input from the people. The residents of Coos Bay/North Bend and many other Oregonians fought for almost 20 years to ensure that a corporation from another country would not impose a new, unwanted, and environmentally destructive industry on our way of life. HB 3382 appears to be supporting the same end, and we will not stand by meekly and allow this to happen.

Another very valid point.....There have been numerous feasibility studies done in the past to determine if the International Port of Coos Bay could be suitable and profitable for the construction of a cargo terminal. All studies have come back with negative results. In 2003, Parsons Brinkerhoff, a global engineering consulting firm stated that:

"...under any circumstances, investment in a new public general cargo terminal involves a very high business risk. The factors that contribute to this are many, including

the absence of a clearly defined market; the low capacity utilization and declining volume trends at other, better-positioned terminals; the intense rivalry and price competi-

tion among competing terminals; the footloose nature of steamship customers and the short term nature of terminal operator contracts in the market; and the Port's lack of

experience in the business. Not only must the terminal operate at minimum volumes to repay the facility development costs, it must also operate at a level that is viable

for the terminal operator as well..."

Also, LA and Longbeach are no longer backed up with container ships, so the

competition that was so much in place several years ago, no longer exists. It has been successfully diverted to the East Coast. Coos Bay is also at a large disadvantage with respect to road and rail transport of goods that may arrive here. BST associates conducted a feasibility study in 2002, and Maersk considered building a cargo terminal here in 2007. All studies found the southern Oregon coast to be lacking in too many aspects to make the construction of a cargo terminal profitable. I do not believe another feasibility study has been conducted since 2007. I believe it would be advisable for the state of Oregon to conduct another study before moving ahead with any plans, and HB 3382 should not be passed until a cargo terminal appears to be a profitable venture.

Thank you for your consideration,  
Natalie Ranker