



Portsmouth Conservation Commission

Dedicated to preserving Portsmouth's heritage and environment for posterity

2200 East Main Road • Portsmouth, Rhode Island 02871

Mr. Ted Lento
U. S. Army Corps of Engineers,
New England District
696 Virginia Road
Concord, MA 01742-2751

Subject: Public Hearing for File Number 2004-2355, "Weaver's Cove and Mill River"

Dear Mr. Lento,

The following comments are being forwarded to your office in response to the subject public hearing held at Mt. Hope High School on December 15, 2005. After review of the Final Environmental Impact Statement (EIS) 0169 (docket nos. CP04-36-000 and CP04-41-000) for Weaver's Cove and Mill River Pipeline, we have numerous concerns and questions about the environmental impacts described in the EIS and risks to the environment and public. The concerns/questions are as follows:

- Many of the chemical and metal contaminants in the proposed dredge areas are at levels of concern (reference Table 4.2.2-1). Seven of eight metals analyzed had average concentrations in the sediment samples exceeding the Effects Range-Low (ERL) value. The maximum sample concentrations were in the range of the Probable Effects Level (PEL). Of particular concern is the average concentration of mercury, which exceeded both the PEL and Effects Range-Median (ERM) values listed in Table 4.2.2-1. The response to comment number SOI-25 in volume 2 of the EIS (page K-60) states that elutriate testing detected no measurable mercury release from disturbed sediments. The response leaves open the question as to whether testing looked for all forms of mercury. Of greatest concern is the amount of mercury in its most toxic form—methylmercury. The reason for the concern is methylmercury's potential for bioaccumulation and biomagnification to toxic levels, particularly at the upper levels of the food chain. The applicant should be required to provide additional data as to the level of methylmercury found at varying depths of bottom sediment, in the water column, and in fish samples. This data will allow for a more informed decision as to whether dredging will increase the amount of methylmercury in the water column. The concern for mercury release does not stop after the initial dredging. Effects of large ship passages will continually stir up bottom sediment, and it can be reasonably expected that ongoing maintenance dredging will be required. The response to comment SOI-25 also points out that elutriate testing showed that copper and zinc would be released into the water column in concentrations that would exceed Environmental Protection Agency water quality criteria. No remedial or mitigation procedures were found in the EIS for the heavy metal contamination in the proposed dredge areas, such as Confined Aquatic Disposal (CAD) cells instead of open water disposal.

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- The EIS is inconclusive about the effects of this project on fish stocks, particularly winter flounder. Several factors were identified as having negative impacts on fish and shellfish populations. One time or occasional threats include dredging sediment covering fish eggs and releasing contaminants, and hydrostatic testing of the LNG storage tanks. Ongoing threats include impingement and entrainment of larvae and eggs when tankers draw in ballast water and tanker and tugs prop wash and other hydraulic effects continually stirring up of contaminated sediments and covering eggs and larvae. As is pointed out in the EIS, the winter flounder population in Mt. Hope Bay has been under stress for decades. Section 4.13 of the EIS discusses possible cumulative impacts of the project in a variety of areas. Rather than repeat the numerous concerns and questions discussed in section 4.13, it is fair to say there is much uncertainty as to whether this project will push winter flounder stocks into collapse. The applicant should be required to further study and refine the risks in order to help determine if fish stocks will be permanently affected (i.e disappearance of certain fish).
- Details for follow-up dredging are missing from the EIS. Given the tight clearance between the tankers and the 37 foot channel depth, it can be expected that maintenance dredging will be required on a regular basis. This raises questions as to whether there will be ongoing impacts on fish and shellfish populations in Mt. Hope Bay similar to the original dredging impacts discussed in the EIS. Given the need for ongoing dredging, the long-term load on the dredge spoil disposal site needs to be examined as to capacity and if it will limit the ability to dispose of dredge spoils from the Narragansett Bay shipping channels.
- The accuracy of the models used by Weaver's Cove Energy to reach conclusions about impacts could not be determined from the EIS. This leaves open the question about how closely the models represent real world conditions. We recognize the difficulty of modeling a complex, real world environment however this does not relieve the applicant of the responsibility of providing the most realistic, accurate information possible.



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Many other concerns about this project have been expressed at public hearings. Although the concerns don't directly affect the dredging proposal, they need to be considered as part of the whole picture. The concerns include:

- Security at the terminal and along the transit route and the potential for destruction if a catastrophic accident were to occur;
- The difficulty of large LNG tankers safely navigating the narrow channel to the Weaver's Cove terminal;
- The annual costs to communities along the transit route to provide security and potential evacuation routes;
- If bridge closures are required during tanker transits, there will be major impact on bridge traffic and safety and financial impacts on motorists affected by the bridge closures;
- The moving safety zone around LNG tankers will have major impacts on other marine interests along the route during the numerous trips each year;
- The status of the existing Brightman Street bridge needs to be resolved before the project can start; otherwise, LNG tankers will not be able to reach the new terminal;
- The status of other proposed regional LNG facilities (e.g. Excelerate and Neptune LNG) needs to be determined, as there is the potential for competing interests to come online first and negate the need for the Weaver's Cove project.

Given all of the above questions and uncertainties surrounding the Weaver's Cove project, if the dredging proposal is not outright rejected, then we recommend that a decision be held in abeyance until the applicant provides responses to the above questions and concerns and another public hearing is held. Thank you for your attention to this matter.

Sincerely,

Claudette A. Weissinger,
Chair, Portsmouth Conservation Commission

January 23,2006

To: Army Corps of Engineers

On January 19th,2006 Osama Bin Laden or someone pretending to be him,appeared on CNN Television, warning us that they are preparing for more attacks on the U.S. I hope everyone heard it,especially F.E.R.C and Homeland Security and Feema and of course all the caring people at Weaver's Cove and Hess LNG. In one of their impact statements,F.E.R.C. wrote,in the event of a Terrorist Attack on Weaver's Cove we feel it would be Manageable. What a Brilliant Statement. Have these people at F.E.R.C. lost their minds or am I missing something ? I don't have any faith in F.E.R.C. or Feema... they obviously don't know what they are doing.

As far as Homeland Security goes,I don't think I would depend on them to save my life. Does Hess LNG and Weaver's Cove have an approved plan for protecting the lives of every man,women and child in Fall River, Somerset and Swansea??? I know the answer...it's NO because the do not care about the City of Fall River or it's people,if they did they would not even consider a site in such a heavily populated area. This is all about money...LOTS OF MONEY.

When a huge company like Hess LNG can force it's way into a city like Fall River against the will of the people,the Mayor,the City Council, all the congressman and Senators and the Govenror and Attorney General, well thats not DEMOCRACY to me. The Citizens of this area are having LNG shoved down their throats and that is wrong.VERY WRONG and I resent it.

Thank You'

A Digusted American

P/S

I was sorry to hear that the Navy in Newport did a Flip-Flop,.... GEE! I wonder Why??....I hope the Corps of Army Engineers Don't



City of Fall River, Massachusetts

WILLIAM F. WHITTY
PRESIDENT
CITY COUNCIL

January 24, 2006

Karen K. Adams
Chief, Permits & Enforcement Branch
Regulator Division
U.S. Army Corps of Engineers
New England District
696 Virginia Road
Concord, MA 01742-2751

Attn: Ted Lento

Re: File Number: 2004-2355

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JAN 26 2006
REGULATORY DIVISION

We, the undersigned members of the Fall River City Council oppose the application of Weavers Cove Energy, LLC and Mill River Pipeline, LLC or permits under Section 10 of the Rivers and Harbors Act of 1899, Section 103 of the Marine Protection, Research and Sanctuaries Act and Section 404 of the Clean Water Act to conduct dredging in an existing Federal navigation channel, install structures and discharge fill material in wetlands and waterways for the construction of a liquefied natural gas (LNG) import terminal and natural gas pipeline facilities. The proposed terminal would be located adjacent to the Taunton River at One New Street, Fall River, Massachusetts.

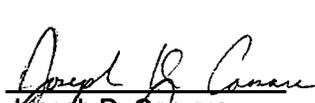
As you know, the Federal Transportation Bill enacted by Congress and signed by the President prohibits the demolition of the existing Brightman Street Bridge. The Council feels that no review should be made nor any permits considered for the construction of a proposed terminal whose access to the facility is contingent upon the Brightman Street Bridge being demolished.

Specifically with the matters before you, we believe that too many issues remain outstanding that the risks associated with this project are too great, and that the overall Federal policy for siting these types of facilities is flawed. We further conclude that the scope of work associated with the dredging project will adversely affect the social, environmental, and economic well being of the city and it's residents.

We strongly urge that the application(s) for permit be denied.

Sincerely,

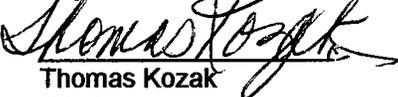

William F. Whitty
City Council President


Joseph D. Camara
City Councillor


Patricia A. Casey
City Councillor

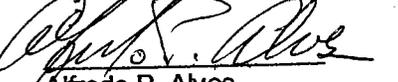

Raymond E. Hague
City Councillor


Bradford L. Kilby
City Councillor


Thomas Kozak
City Councillor


Leo O. Pelletier
City Councillor


Linda M. Pereira
City Councillor


Alfredo P. Alves
City Council Vice-President

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JAN 25 2006

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Thomas J. McHenry
709 Pearce Street
Fall River, MA 02720-5523
January 22, 2006

RE: Weaver's Cove Energy / File # 2004-2355

Dear Mr. Lento,

I want my comments to go into the record opposing Weaver's Cove and the negative impact the dredging for the project would have on Narragansett Bay / Taunton River.

The dredged sediment from this project would be contaminated with mercury, carcinogens and other various forms of toxic chemicals and pollutants. The negative externalities from this undertaking would be borne by us in the raised levels of contaminants thrown off by this project into the air that we breathe and into the fish and aquatic life living in the Bay.

By the way, two of Massachusetts' "filthy five" power plants are both located less than five miles from Fall River. And each is located probably five miles or less from the other.

The end result and "reward" for all this is an LNG terminal that will compromise the safety of our densely populated communities, depress our local real estate values

and create only about forty jobs. LNG may go far in helping us address our national energy requirements but LNG terminals should not be sited 1200 or so feet from homes in populated areas.

Some better alternatives would be for us to secure LNG supplies from Canadian LNG terminals. Perhaps an offshore LNG facility can be built. I recently read about an island off the Boston coast in which there is interest in building an LNG terminal there.

Finally, the issue of the Brightman Street Bridge has been resolved. A provision in federal legislation has mandated that the bridge not be demolished. Moreover, federal funds have been secured to upgrade the bridge so that it can be used as a walkway/emergency vehicle passage to/from Fall River. Mr Lento, dredging the Taunton River and building Weaver's Cove makes no sense in terms of the security of our community is concerned. - especially when there are alternatives. Please oppose this ill-conceived project on our behalf. Thank you.

Thomas J. McHenry

RICHARD ASHCROFT
12 SOUTH ST
SOMERSET MA
02726-5614
1/21/06

To

LT. COL. ANDREW NELSON
DEPUTY DISTRICT ENG.
U.S. ARMY CORPS OF ENGINEERS

RECEIVED
MAY 24 2006
I WISH TO COMMENT ON THE REQUEST
OF WEADER'S COVE ENERGY LLC AND MILL RIVER
PIPE LINE LLC FOR CORPS OF ENGINEER'S PERMITS
TO CONDUCT DREDGING IN AN EXISTING FEDERAL
NAVIGATION CHANNEL, INSTALL STRUCTURES AND
DISCHARGE FILL MATERIAL IN WETLANDS AND
WATERWAYS FOR THE CONSTRUCTION OF A
LIQUEFIED NATURAL GAS IMPORT TERMINAL
AND NATURAL GAS PIPELINE FACILITIES
FILE NO 2004-2355.

THE TAUNTON RIVER IS ONE OF THE MOST DIVERSE
AND INTACT COASTAL RIVERINE ECOSYSTEM IN
SOUTHERN NEW ENGLAND. THE RIVER HEADWATERS
AT THE CONFLUENCE OF MATFIELD AND TOWN RIVER
IN BRIDGE WATER AND ITS EXTENSIVE NETWORK
OF TRIBUTARIES, DRAINS AN AREA OF 562 SQUARE
MILES, TRAVELS THROUGH 10 COMMUNITIES AND
OVER 40 MILES, INCLUDING 12 MILES OF
ESTUARIES TO BECOME THE LIFE BLOOD OF
MT HOPE BAY IN FALL RIVER. THERE ARE OVER
154 SPECIES OF BIRDS AND 360 IDENTIFIED
PLANT SPECIES ALONG THE RIVER. THE TAUNTON
RIVER HAS ONE OF THE LARGEST AND MOST
IMPORTANT ALEWIFE RUNS IN THE STATE.
THE TAUNTON RIVER HAS BEEN NOMINATED FOR
WILD AND SCENIC RIVER DESIGNATION, WHICH
WOULD PROTECT THE RIVER FROM ADVERSE
FEDERAL ACTION.

A BI-STATE PARTNERSHIP BETWEEN MASS. AND
RHODE ISLAND. LINKING THE TAUNTON RIVER
TO THE NARRAGANSETT BAY WATERSHED HAS
BEEN ESTABLISHED.

THE TAUNTON RIVER ESTUARY IS HOME TO 69 STATE LISTED THREATENED OR ENDANGERED SPECIES. IS DESIGNATED AS ESSENTIAL FISH HABITAT FOR 141 FEDERALLY MANAGED SPECIES.

BY ^{EN}DEEPI^ANG THE CHANNEL AND ENLARGING THE TURNING BASIN THIS PROJECT WOULD PERMANENTLY IMPACT 144 ACRES OF TAUNTON RIVER BOTTOM HABITAT FOR WINTER FLOUNDER SPAWNING BEDS.

CONSTRUCTION WILL REQUIRE THE DREDGING OF BETWEEN 2.6 + 3.1 MILLION CUBIC YARDS OF SEDIMENT, SOME TOO CONTAMINATED FOR OPEN-WTR. DISPOSAL. MAINTENANCE DREDGING IN FUTURE YRS TO MAINTAIN THE CHANNEL AND TURNING BASIN DEPTH. WILL HAVE A PERMANENT AND ADVERSE EFFECT ON THE ECOSYSTEM AND WATER QUALITY.

DELIVERY OF LNG TO THE SITE TWICE A WEEK WILL CAUSE RE-SUSPENDING THE FUGITIVE CONTAMINATED RIVER BOTTOM SOIL INTO THE TIDAL-FLOW FROM THE PROP WASH OF THE LNG SHIP AND ITS SUPPORT TUGS. THIS WILL BE A PERMANENT AND ADVERSE EFFECT ON THE WATER QUALITY AND ECOSYSTEM, SOMERSET'S TOWN BEACH IS APPROX. 1 MILE UP RIVER FROM THE TURNING BASIN

THEIR PROPOSAL DOES NOT PROVIDE ANY MITIGATION PLAN FOR THE CONTINUOUS PROTECTION OF MARINE FISHERIES. SUCH AS THE YEARLY ALEWIFE, WINTER FLOUNDER, HORSESHOE CRAB AND EEL MIGRATION.

TO THE NARRAGANSETT BAY ESTUARY.

GIVEN THE EFFECTS OF THIS PROJECT TO PERMANENTLY DESTROY THE ECOSYSTEM AND WATER QUALITY OF THE TAUNTON RIVER AND NARRAGANSETT BAY AND THAT THERE ARE ALTERNATIVE SITES TO PLACING AN LNG FACILITY ON THE EAST COAST, TWO ALREADY UNDER CONSTRUCTION IN CANADA AND ONE GIVEN LOCAL APPROVAL IN MAINE.

THE BEST INTEREST OF THE PUBLIC GOOD AND ENVIRONMENT WILL BE GREATLY SERVED BY THE DENIAL OF THIS PERMIT REQUEST FOR DREDGING.

RESPECTFULLY
Richard Ashcroft

I Michael A. Coelho of 1861 North Main Street Fall River, MA do hereby feel the proposed LNG project in my vicinity would be a grave mistake, and I oppose this project whole heartedly.

1. Is it safe for elderly, and school children both in Somerset, and Fall River not to mention the housing developments in area? This is an area of high population density.
2. Sediment would poison Narragansett Bay fish, shellfish and wildlife an economic and recreational resource for countless families and businesses.
3. There would be a recreational water traffic shutdown two days per week. Passages through the old bridge are narrow creating danger of collision and shutdown of the bridge not counting explosion and fire hazards. It seems that there are many more viable sites for a facility of this magnitude.
4. The location of a facility would lead to a depreciation of houses and property values in the general danger zone which was recently reassessed and taxes raised, my own included.
5. The proposed site is a high risk target for terrorist attacks. The Taunton River is very narrow with roads lining both sides making the tankers extremely susceptible to hit and run attacks from terrorists and which could never be fully guarded or patrolled to ensure there are no attacks from these easily accessible sites. Who pays for the extra security? It should be those who would profit from the facility, not the tax payers. And since the area is a security risk due to the narrow nature of the river why have other sites such as in Quansett not been further considered. That site is not as accessible, requires no dredging, is commercial and industrial in its use presently.
6. No fire department in the area is equipped or staffed enough to contend with a fire or explosion if it strikes. Fire fighting facilities, equipment, and training should be required and provided at the sole expense of the applicant, after all, they alone are responsible for the additional burden to the existing infrastructure.
7. Hospitals in the area not equipped to handle the influx of people resulting from an explosion or terrorist attack. Back up facilities should be constructed maintained and staffed at the expense of the applicant.
8. The North End of Fall River would be in a constant state of risk. My family lives in this area. I do not appreciate danger to my family and friends. Especially when viable alternatives exist.
9. Tankers will pass under bridges connecting areas to other populated areas. What happens if a bridge is taken out due to accident? Consider the consequences; this tanker also passes within areas of oil tanks, which could complicate an unfortunate explosion or fire. It also passes the Brayton Power Plant Station and a fire or explosion in its vicinity would shut down the plant. Have the consequences been considered if this problem

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arises? Is there an emergency plan yet that has been approved by the governing safety authorities? There should be an approved plan prior to the granting or issuing of any approval or permit.

10. Will the U.S. Coast Guard be able to supply coverage of LNG tankers in order to prevent other boats from getting close enough to create damage or terrorist attacks? Again who pays for this additional burden to the defenders of the Homeland? It should be entirely upon the applicant not on the tax payer, what profit stand we from this facility? ;

Michael A. Coelho
1-508-67-90139

MICHAEL A. COELHO
1861 N. MAIN ST. #2
FALL RIVER, MA
02720-1317

To: Ted Lento
U.S. Army Corps of Engineers

From: John C. Keppel
4234 No. Main St. Unit 502
Fall River, MA 02720
January 18, 2006

RE: CP04-36 Weaver's Cove
File Number: 2004-2355

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JAN 20 2006

REGULATORY DIVISION

The following submission is in addition to the testimony given at the Army Corps of Engineers hearing in Fall River on December 14, 2005 at BMC Durfee High School addressing concerns about the proposed Hess LNG project. In testimony at that hearing, I spoke of the perception the Army has had as a protector of the American people. That perception remains in tact, but is being challenged by this project.

Any person with common sense can follow the reasoning of former anti-terrorism expert Richard Clarke, "why needlessly endanger the population of a city [with the placement of an LNG facility] if there are other alternatives available?" And other alternatives are available. One of the criticisms of the DEIS and FEIS is that Hess LNG was allowed to carry its evaluation of alternative siting north only to the New Hampshire border. There are two projects that have support in their respective communities in Maine. One is on the Passamaquoddy tribal land and the other was recently approved by the voters in Robbinston, Maine. In addition, a much safer alternative has developed in Massachusetts. That alternative is Outer Brewster Island in Boston Harbor. The proposal for Outer Brewster Island includes two LNG tanks recessed in rock, two miles from the nearest residents, one and a half miles from an underwater gas line, and out of shipping lanes. An additional feature of this siting is it would reduce tanker traffic to the existing facility in Everett, Massachusetts, reducing the consequential risk of an incident to the city of Boston. Compare that with the Hess LNG proposal, which is above ground (285ft. diameter x 185ft. high), 1200 feet from the nearest resident, three miles from the gas line, requires travel through 25 miles of sometimes, narrow inland waterways.

Two studies, one private (the ABS study) and one government (the Sandia study), both publicly funded, describe catastrophic consequences if an accident or terrorist event causes a breach an LNG tanker or in the proposed 200,000 cubic meter tank in Fall River. Those consequences described in the studies include a gas vapor cloud that could travel as much as 2 miles inland before igniting or an LNG inferno in which people 4600 feet away are burned in 30 seconds. There are countless residents who have asked, "Why is the government allowing Hess LNG to threaten the community in this way?" It is more than noteworthy that NATO, the North Atlantic Treaty Organization, has identified LNG tankers in narrow waterways with high population density as potential terrorist targets.

They are currently entering year three of a pilot study addressing that subject. In a very real sense, Hess LNG represents a greater threat to the Massachusetts and Rhode Island communities affected by this project than Al Qaeda and Osama Bin Laden..

Hess LNG and the industry consistently cite the safety record of LNG when suggesting urban placement of LNG tanks or transportation through populated areas. Historical record notwithstanding, a safe transportation history for LNG does not predict the future. An accident is an unforeseen, unfortunate event, and they have happened in industries or environments thought to be impervious to an accident. In this case, the UNNECESSARY consequential damage from an accident would be catastrophic to the populations of Fall River/Somerset or those living on the Mt. Hope and Narragansett Bays.

The current applicable U.S. law to ships with hazardous cargos includes a “3,000 foot security zone around the ship in which no one can enter without the permission of the captain of the port.” This law must be waved for the Weaver’s Cove siting since Route 79, a four-lane highway, is located a 1,000 feet from where the LNG tankers would unload. In addition, residents live and travel only 1200 feet from the proposed tank and tanker that is unloading. One must ask, why the exception for Weaver’s Cove when other alternatives exist? Even the Commandant of the Coast Guard is on record as saying the Coast Guard “would probably not be able to stop a determined terrorist from attacking an LNG tanker.” Almost in direct contradiction, Captain Mary Landry, who addresses countless energy sponsored symposiums, and conferences on the subject of LNG, has ardently defended the Coast Guard’s ability to ensure the safety of the LNG transportation process. It is almost as if she were a shill for the administration and its connection to the energy industry. In that regard, the Coast Guard is complicitous in contributing to a very real threat to the city.

An important question regarding the Coast Guard’s decision not only relates to the safety of the public but why needlessly put Coast Guard personnel at risk protecting a relatively narrow 25 mile inland waterway that is almost impossible to monitor when there are safer alternatives? Ironically, in June 2005, Captain Landry was rotated to a new port after her positive report to FERC in May of 2005. And isn’t interesting that Patrick Wood, Chairman of FERC, retired on June 30, 2005, the day he made the decision with two other Bush appointees to site the Hess LNG facility? For these and other reasons, it was a disappointment to hear that the Corps would accept the Coast Guard position on the Weaver’s Cove Project.

Why have legislators, elected officials, attorneys’ general, and the public of two states questioned of integrity of this process? Because the extraordinary opposition and the scientific information available has been largely ignored by FERC.

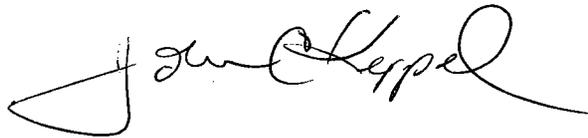
As the Army Engineering entity, the Corps should follow the testimony of Professor Jerry Havens regarding this project. His work is so highly respected that his mathematical algorithms have been codified into federal law to determine the size of exclusion zones around LNG tanks. In June 2005 he submitted testimony to FERC that his formulas were

being misapplied by FERC and that the exclusion zone around the proposed Weaver's Cove facility should not be the 1,000 feet specified in the FEIS, but at least 2800 feet! (Because the proposed facility is located in a residential neighborhood with the nearest resident 1200 feet away, that 2800 foot distance would make the project untenable.) FERC, in their written July 15 decision approving the facility, not only admitted disregarding the Haven's testimony, they didn't even read it!! FERC is disregarding the very person whose formulas they are supposed to follow!

I attended a meeting with the EPA in Boston in August of 2004 with the Mayor of Fall River, state legislators, congressional representatives and others. At that meeting, the EPA stated they had received a letter from the Executive Office ordering the expediting of any energy based projects. In addition, they had been told by FERC to withhold the ADEIS, which was finished in March of 2004. The ADEIS had not even been released to MEPA even though representatives of the two agencies had attended at least one common meeting regarding the Hess LNG project. The Coalition for Responsible Siting of LNG Facilities was instrumental in bringing the ADEIS issue to the attention of MEPA, six months after it should have been released to the public and state agencies.

The words that follow will be harsh out of necessity. There are serious questions regarding the integrity of the public hearing process associated with the entire Hess LNG project. While hearings are held, they seem to be designed to placate the public, while the evidence submitted is ignored. This has been true of the FERC process and the Coast Guard process. The public representation of FERC and Coast Guard regarding the proposed Hess LNG project and subsequent actions on their part invite an investigation by the GAO. It appears there is sufficient evidence to question an inappropriate lack of impartial decision-making on the part of the Coast Guard and a corrupt connection between Hess and the administration.

The constituents of Massachusetts and Rhode Island deserve nothing less than the full integrity of the Army Corps of Engineers if integrity is still possible from any executive branch agency under the current administration if an energy related issue is in question. One would hope that the Corps has that integrity.

A handwritten signature in black ink, appearing to read "John C. Kappel". The signature is fluid and cursive, with a large initial "J" and a long, sweeping underline.

adequately address the impacts from dredging or dredge disposal to fisheries and water quality. Nor impacts from resuspension of sediments due to tanker traffic or intake of water from the ships ballast.

The combined human population within the city of Fall River and the town of Somerset combined equates to 110,172 as of 2000 (figures were taken from the US Census Bureau) and rising. How many of those are near or along the coastal area at any given time are unknown but probable. And certainly within the mile radius of disaster zone if an accident should occur. The second and third most densely populated communities within the entire southeastern Massachusetts region. The population density in the area is equally important in the sheer number of people who would be affected by the proposed LNG siting.

This leads to my concern for the residents of Somerset, Swansea, Dighton, and Rehoboth. What happens when the bridges are closed for safety reasons to allow the tanker filled with LNG product to dock when an emergency vehicle needs to cross over to get to Fall River where the only two hospitals in the area are located? Combining the total population of residents 65 or older in the four communities 8,139 people in definite need of constant medical facilities. The only other alternative accepting Massachusetts medical health coverage is Taunton, Massachusetts. Services provided by Morton Hospital are inferior in comparison to the quality of care provided by Charlton Memorial and St. Anne Hospitals. Providence though equal distance and excellent quality care, would not accept most health care plans held by the residents of Massachusetts. If we combined the total number of people directly affected in case of an *accident* emergency we are looking at a total of 50,482 people. I personally would rather pay higher prices than jeopardize one person due to improper planning from an improper LNG siting.

This is a tidal river within an estuary where a wide variety of know species spawn and live. Some know species would include: horseshoe crabs (in decline), skate, American eel, blueback herring, Atlantic herring, rainbow smelt, oyster toadfish, Atlantic tomcod, minnow, mummichog, killifish, silverside, stickleback, pipefish, striped bass, bluefish, crevalle jack, scup, weakfish, northern kingfish, tautog, cunner, Atlantic mackerel, butter fish, windowpane, winter flounder, searobin, hogchoker, northern puffer, sea star, mantis shrimp, (an important species for overwintering striped bass), eyed finger sponge, red beard sponge, comb jelly, clam worm, Annelid worm, sand shrimp, green shrimp, rock crab, blue crab, spider crab, mud crab, hermit crab, calico crab, fiddler crab, channeled whelk, sand collar snail, mud snail, oyster drill, eastern oyster, common razor clam, quahog, soft-shelled clam, false angel wing, rough piddock, common squid, sea squirts, the Atlantic sturgeon (possibly extricated), and white perch. Not to mention the many species that rely on the fisheries of the Taunton River to survive. All of which will have to pass through the impacted areas not only during project construction, but forever more. We boast having the largest herring run in the state of Massachusetts. What about the herring run? The Weavers Cove LNG project has not even made concessions for the time span needed for the herring to spawn. All of this combined makes this an ecologically important and valuable habitat to protect.

Environmental groups have been working hard to restore, repair and protect the Taunton River and the Narragansett Bay. Many years ago we turned our backs on the Taunton River believing it was polluted beyond repair. Then low and behold the Clean Waters Act was passed in 1972 and many of the industries located along the banks of our rivers were required by law to stop point source pollution. The mighty Taunton was a host to tanneries, silversmiths, paint and thinner producers and many others. Some left all together and others were able to comply with the new laws protecting a valuable *public resource*. Over a period of time residents began to look out to the river in awe at the sight of great blue herons, snowy egrets, great egret, osprey, American eagle, river otters, and even seals. Species we had not seen here in some time. Amazing that these waters could recover from the neglect and misuse bestowed upon it by human hands.

Those same contaminants that are in the sediments without treatment should not be allowed to be placed upland to create another hazardous waste site should they pass through the permitting process is also inconceivable.

While growing up on Riverside Avenue, my neighbor was the bridge keeper and the tugboat operator for the Brigman Street Bridge. He retired and in my late teens. Unfortunately, they never found another tugboat operator or bridge keeper that was able to move ships through the small opening without hitting it. Retention of the Brightman Street Bridge prevents ships from reaching the inappropriate site that the Hess/ Weaver's Cove unfortunately have chosen. It is just not feasible to allow a ship of this magnitude through the bridge abutments. This is an ill-conceived proposal and should stop here.

Deny the 404 and 103 permits, to this fatally-flawed project.

Sincerely,

Nancy Durfee

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