Coalition for Responsible Siting of LNG Facilities
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December 1, 2007

Attorney Brett Grosko
Office of the General Counsel for Ocean Services
NOAA, U.S. Department of Commerce
1305 East-West Highway, SSMC IV, Suite 6111
Silver Spring, MD 20910

Dear Attorney Grosko,

After five years of battling big money and a Federal Energy Regulatory Commission that rubber-stamps projects for their associates and friends, we respectfully request your office use all means at its disposal to announce publicly that the Weaver's Cove/Hess LNG proposed project does not meet and can never meet safety, security and environmental requirements.

Obviously it would take more than this single-page letter to enumerate the reasons why the Weaver's Cove/Hess LNG project is a bad idea. Suffice to say the safety, security and environmental concerns raised by this project cannot be overcome or mitigated. Not on such a tiny parcel of land in a densely populated neighborhood located 26 miles inland from the coast on one of the most biologically diverse estuaries in New England that hosts the largest anadromous fish runs in all of Massachusetts. And that's only a few of the reasons why this project should not proceed.

Though wounded by the Coast Guard's recent "Letter of Recommendation", we know that BIG money and the top energy attorneys hired by Weaver's Cove/Hess will attempt to keep their ill-conceived project alive.

We have no quarrel with LNG as an energy source. Please note the word "responsible" in our coalition's name. There are responsibly sited projects underway as I write this; Excellerate Energy and Suez LNG, are about to go on-line off the Massachusetts coast. Other proposals on the direct coast of Maine and in the Maritimes are under construction. Weaver's Cove/Hess LNG is no longer critical to meeting New England's future gas energy needs.

Governors of two states and all federal, state and regional political leaders are unanimous in their opposition to this project. Five years, ...and counting, is much too long for this project to have been kept on life-support.

We respectfully request you give a "thumbs down" to Weaver's Cove/Hess LNG lobbyists, attorneys and to a project that has made no sense, other than to line the pockets of its promoters, from day one. Please provide the expert testimony from your office to end this five year nightmare ASAP.

Thank you for your interest and concern,

Joe Carvalho, President

p.s. – Enclosed are some recent editorials, opinion pieces and articles showing unanimous support for ending this project now.

YOUR VIEW: LNG proponents wage campaign against river

By **STEPHEN C. SMITH**
Mr. Smith is executive director of the Southeastern Regional Planning and Economic Development District. He lives in Freetown.
November 09, 2007 6:00 AM

It doesn't get much better than being on a boat on a beautiful early fall day on the lower Taunton River. You are entertained by great blue herons, kingfishers and ospreys all hunting for fish in their unique ways. If you're lucky, you'll spot a bald eagle soaring above. Fishermen are casting their lines from the shore or trolling the river from small outboard motorboats. A surprising number of larger powerboats and sailboats ply the River and Mount Hope Bay from their berths in Fall River, Somerset and from their upstream moorings in Assonet, Berkley and Dighton.

Since 1999, literally hundreds of local officials and citizens have been engaged in a public process to preserve this picture by working to obtain federal "wild and scenic" designation for the Taunton River. Their hard work and dedication to this wonderful resource is now being undermined by a campaign of confusion and misinformation spearheaded by the late-arriving Weaver's Cove Energy liquified natural gas proponents who now want to crash the party.

The Weaver's Cove vision of the Taunton River is a bleak one, as noted in their response to the National Park Service's Taunton Wild and Scenic River Study, Draft Report and Environmental Assessment. They describe the last five miles (essentially Fall River and Somerset north of the Braga Bridge) as "almost entirely built up on both banks, with power plants, an inactive oil terminal, roadways, railroads, bridges, power lines, shipyards, sewage treatment plants and large stretches of residential living." In other words, it's so ugly that their terminal can't possibly degrade it any further. Nice neighbors.

The reality is far different. The Taunton River is truly an undiscovered gem in the heart of Southeastern Massachusetts. Its role in history dates back 12,000 years (documented by rich archeological sites) and includes a prominent part in King Philip's War (1675). Iron foundries and shipbuilding along its banks have been major players in our economic history (and in the case of shipbuilding, it is still true today).

The river never ceases to surprise us. It has an amazing diversity of fish and wildlife species and nearly limitless recreation and tourism opportunities, which the wild and scenic planning process is hoping to enhance.

Successful ship and boat building companies that prosper today on both sides of the river are an appropriate legacy of the days when five-masted schooners were launched in Somerset and sailed around the globe.

The proposed designation for the Lower Taunton River (through Berkley, Dighton, Assonet, Somerset and Fall River) would be in recognition of its current recreation uses and future

potential. The presence of numerous sailboats, powerboats and shoreline fishermen on any given summer day confirm the river's recreational importance. The increasing demand for marina spots, launching ramps and public beach space speak to the river's future potential.

The Southeastern Regional Planning and Economic Development District has been truly privileged to be a partner with the National Park Service and the many citizens, federal, state and local government agencies, and nonprofit groups over the past eight years in a process that has led to the proposed designation of the upper and lower portions of the Taunton River as a wild and scenic resource. Countless meetings and public forums have led up to this moment. Congressman Barney Frank has been especially supportive of these efforts from the very beginning.

Now, at the last minute, this work is being undermined by the Weaver's Cove proponents, who are spreading unfounded fears that small businesses could be crippled by this designation. That is wrong. These are the facts: If designated as a wild and scenic river, any expansion or new development along the river would be subject to a review by the National Park Service to ensure that the recreation use of the river is retained. This review should not be a problem for the shipbuilder or boatyard along the waterfront who wants to expand the operation. It could be a problem for large LNG tankers that require a half-mile "exclusion zone" that could force small boaters to clear the river and put into port.

To qualify for a wild and scenic designation, a river should possess certain attributes specified by the National Park Service. It may surprise you to learn what the Weaver's Cove proponents think of these attributes and your river: "There are absolutely no prospects for sightseeing, wildlife observation, camping, photography (unless from a desire to chronicle industrial decay), or hunting. Boating seems to comprise the transit of power craft from marinas and moorings along the river to the far more attractive waters of the adjacent Narragansett Bay." (Again, this is found in the Weaver's Cove Environmental Impact Report comments in response to the National Park Service draft report).

Let's not be naive about this. Responsible parties that propose responsible development along the river are welcome and encouraged. That is a test that any development should have to meet, federal designation or not. The wild and scenic initiative seeks to enhance the river's potential without compromising its importance as an economic engine for the region. It deserves our full support.

OUR VIEW: Truth, accuracy doused with gas, 11-18-07

The Herald News
Sat Nov 17, 2007, 04:59 PM EST

Weaver's Cove Energy continues to play fast and loose with the truth in its attempt to force an LNG facility down Fall River residents' throats, even when it comes to its own commissioned energy analysis.

Lexington-based Global Insight Inc.'s report that at the current rate, New England's demand for natural gas will exceed supply by 500 percent within the next 10 years is indeed alarming. But not in the way Weaver's Cove would have you believe.

The energy company's self-serving interpretation of the study is that the LNG facility must be built in order to satisfy the region's energy demands. If it isn't, natural gas will have to be imported to avoid an energy shortage at a cost of millions of dollars, the company says. The costs, of course, will have to be passed on to consumers.

Maybe Weaver's Cove can use that hot air to power a turbine.

The way the report should read is that the region's *energy* demands at the current rate will exceed anticipated natural gas supply in 10 years. That does not necessarily mean we need more natural gas. In fact, it should be interpreted to mean exactly the opposite.

We need *less* natural gas, less coal, less oil. And we need less demand.

Global Insight's report is indeed a wake up call. Demand for energy at current levels will far outstrip our ability to provide it by current means. The lesson here, which Weaver's Cove, of course, fails to point out, is not that we need more natural gas, but that we need to utilize better methods of producing energy than burning fossil fuels. We need to move away from gas, coal and oil, and move toward wind, water and solar power.

The technology to produce renewable energy is there; we just need the will. Society can no longer afford to pander to Big Energy, passively accepting its incendiary snake oil while turning a blind eye to its environmental sins.

We can no longer accept failing to build a wind farm in an ideal location like Nantucket Sound because a few elitist yachters think it will spoil their view.

We can no longer tolerate energy companies claiming they can't afford to improve their methods while raking in record profits.

And, most importantly, we can no longer afford to continue using energy at the current rate. We must conserve. There's no reason for demand to increase to the astronomical levels Global Insight's report is forecasting.

All it takes is some due diligence and some small sacrifices on the part of consumers: buy only energy-efficient light bulbs and appliances; wear sweaters inside so the thermostat can be turned down; avoid using air conditioning whenever possible; simply turn off the lights when leaving a room.

There are countless ways to reduce the amount of energy used in everyday life. For tips, visit www.climateprotect.org or www.getenergyactive.org.

By combining conservation with a commitment to clean, renewable energy sources, we can limit our dependence on fossil fuels while decreasing costs and improving the environment.

If there's one thing Global Insight's report teaches us, it's that we don't have a lot of time. We must improve now or face the consequences. It takes a little cooperation from everyone.

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WEB BROWSING REDEFINED FIREFOX 2

EDITORIAL

Despite LNG claims, accidents do happen

There is a fatal flaw in all of Weaver's Cove Energy's assurances that LNG tankers can safely navigate into and out of these waters with their frightfully flammable cargo.

Accidents happen.

They happen with all of today's satellite navigation equipment, the best of bay pilots and without the help of terrorists.

One happened last week in San Francisco:

— "The 810-ft container ship *Cosco Busan* was leaving San Francisco Bay for Pusan, South Korea, in dense fog when it sideswiped the Bay Bridge, tearing an enormous 160-ft-long gash in its side ... (spilling) what's now estimated to be 58,000 gallons of oil."

One happened four years ago in Buzzards Bay when a tug and oil barge strayed clear across to the wrong side of the shipping channel and onto Hens and Chickens reef — in ideal weather.

And one happened in 1975 when a partially loaded tanker hit a north leg of the Mount Hope Bridge — forcing prolonged closure of the bridge for repairs.

Accidents happen and probably always will despite the best of equipment and training. Which is one reason the Coast Guard said it cannot recommend allowing LNG tankers through this tortuous and crowded channel.

The *Cosco Busan* was unable to navigate past the Bay Bridge. LNG tankers heading to Fall River would need to squeeze through four bridges — each way — along a much tighter route. The northbound approach to the Mount Hope Bridge requires a quick maneuver with zero room for error past Hog Island Shoal to line up passage beneath the bridge. With only a few feet of headroom clearance, missing dead center would not be good.

Challenging as that one is, the experts fear that the Brightman Street Bridge would be an even trickier navigational feat.

The Coast Guard recognized all this when, after thorough study, it concluded twice that LNG tankers are a bad fit for these confined waters.

Weaver's Cove should accept that reality and cease its endless appeals of this ill-conceived project.

■ WHERE TO WRITE:

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R.I.P., LNG

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By John Moss
GateHouse News Service
Sun Nov 18, 2007, 12:46 AM EST

Fall River -

At a mock funeral for the proposed Weaver's Cove Energy liquefied natural gas terminal Saturday, opponents of the project gathered outside the North Main Street site to pay their "lack of respects" to a project they believe is now dead.

Their confidence in the project's demise comes on the heels of last month's Coast Guard rejection of the plan. The Coast Guard labeled the plan "unsuitable for navigation safety."

The Weaver's Cove Death Watch event was planned by the Coalition for Responsible Citing of LNG Facilities.

The program got under way with four "pallbearers" carrying a wood casket past the site entrance at New Street, led by "undertaker" Frank Perry.

Signs on the coffin read: "Warning — do not open — contains dangerous gas;" "Do not resuscitate" and "Weaver's Cove R.I.P."

Some in the crowd chanted, "Hey, hey! Ho, ho! LNG has got to go!"

After the coffin passed, coalition president Joseph Carvalho delivered the eulogy.

"We are gathered here today on this grave occasion to pay our lack of respects to an ill-conceived project kept on life-support by scurrilous individuals bent on grimly reaping vast fortunes for themselves at the expense of tens of thousands of our friends, families and loved ones, our quality of life and the fragile environment of Narragansett Bay and the Taunton River watershed," Carvalho said.

He also took shots at Weaver's Cove Energy spokesmen James Grasso and David Tamasi.

Carvalho said even though the Weaver's Cove project was "touch and go and reeked from day one," the
company's principals "remain in denial and refuse to bury their dead."

"We the residents of Fall River and Narragansett Bay communities are united here on this site this afternoon," Carvalho continued, "telling all fair-minded people that after five years of federal and independent safety, security and environmental studies — all showing that this LNG project shouldn't proceed, it is past time to tell the Dr. Frankensteins at Weaver's Cove/Hess to take their monstrous project off life support infusions of Big Money, look to the heavens and wail, 'It's dead! It's dead!' R.I.P."

Carvalho conceded that project opponents still have "some steps to go" before LNG is truly dead. He expressed hope that other pertinent agencies, like Coastal Zone Management, the Army Corps of Engineers and the Department of Environmental Protection would get on board with the Coast Guard in essentially rejecting the project.

Tamasi said last week that Weaver's Cove Energy is prepared to appeal the Coast Guard's recommendation this week.
State Rep. David Sullivan attended the funeral, praising the watchdog group and other LNG opponents for their work against the terminal plan.
"Our message is clear," Sullivan said. "Pick up your bags and go home."
Incoming City Councilor Steven Camara said there is no price that can be put on safety and security.
"I'm willing to stand with you arm-in-arm to prevent this project," he told the appreciative crowd. "I want Hess to know that if they're willing to put people in jail, then we're ready to go."
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