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UNITED STATES OF AMERICA
FEDERAL ENERGY REGULATORY COMMISSION

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Calais LNG Project Company, LLC Docket No. PF08-24-000
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Calais LNG Project

Washington County Community College
One College Drive
Calais, Maine 04619
Thursday, December 4, 2008

The public hearing, pursuant to notice, convened at 6:18
p.m. before a Staff Panel:

- ROBERT KOPKA, Environmental Project Manager, FERC
- ALAN MOORE, U.S. Coast Guard
- ALEX DANKANICH, U.S. Department of Transportation
- CHRISTINE ALLEN, FERC
- TIMOTHY FEEHAN, Tetra Tech
- JAY CLEMENT, U.S. Army Corps of Engineers

1	LIST OF SPEAKERS	
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3	Vinton Cassidy, Mayor, City of Calais	23
4	Howard Silverman, former State Senator, Calais area	27
5	Jim Porter, Assistant City Manager of Calais	31
6	Marianne Moore, President, Chamber of Commerce	32
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8	Luke Lazure, Town manger, Baileyville	34
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1 P R O C E E D I N G S

2 MR. KOPKA: Good evening everyone. Can everyone
3 hear me okay?

4 No? How about now? Very good.

5 Thank you all for coming tonight. My name is Bob
6 Kopka, and I am the Environmental Project Manager for the
7 Federal Energy Regulatory Commission, or FERC, for the
8 Calais LNG Project.

9 Let the record show that the public scoping
10 meeting began at 6:18 p.m. I just want to apologize for the
11 real mix-up we had regarding the site visit this morning.
12 Word had gone out that it was a public site visit, but it
13 was actually just for something of the Agency folks who
14 wanted to go see the project. But we will have a public site
15 visit sometime in the future. I just want to make sure it's
16 at a time when there is more information available, and also
17 when we're sure it might not rain or snow, although today
18 did end up being a good day, especially the early part of
19 the day.

20 Seated with me here tonight is Alan Moore with
21 the U.S. Coast Guard, and from USDOT we have Alex Dankanich.
22 Also present with me tonight is Christine Allen at the sign-
23 in table; she's also with FERC. And from the FERC
24 environmental contractor, Tetra Tech, we have Timothy Feehan
25 and Sean Sparks, who were also at the sign-in table.

1 Also, in the audience, we have Jay Clement from
2 the U.S. Army Corps of Engineers. And if there are any
3 other Agency folks who'd like me to make their presence
4 known, could they please stand up?

5 And Jay, you might want to stand up, too, because
6 if folks have questions -- oh, Jay's over here. If anyone
7 has questions for Jay, he'll be available after the meeting,
8 as we will as well.

9 Also, the Calais LNG folks will also be here
10 after the meeting, so if you have questions for them, feel
11 free to track them down, or you can ask me and I can point
12 them out if you have questions for them.

13 The purpose of tonight's meeting is to provide
14 each of you with an opportunity to give us your environment
15 comments on the proposed Calais LNG project. Tonight's
16 meeting is a joint meeting hosted by FERC and the U.S. Coast
17 Guard.

18 We have slightly different review processes that
19 this meeting will support, but fundamentally the whole
20 purpose of tonight's meeting is to provide each of you with
21 an opportunity to give us your comments and to tell us what
22 the environmental safety and security issues are that you
23 think we should address in our respective analysis of the
24 Calais LNG project in our Environmental Impact Statement or
25 EIS.

1 You may have noticed, we have a court reporter
2 here tonight, a court reporter from Ace-Federal Reporters,
3 Incorporated, who is transcribing this meeting. This is so
4 we can have an accurate record of tonight's comments. If
5 you would like a copy of the transcript, you can make
6 arrangements with the court reporter after the meeting to
7 get a copy directly from Ace. The transcript will also be
8 available to the public at FERC's Public Reference Room, and
9 as part of the record on the FERC website under the project
10 docket number.

11 Before we describe our review processes, I have
12 asked Art Gelber of Calais LNG Company to provide a brief
13 overview of the proposed project.

14 Art, are you ready? You have your presentation
15 all set up, great.

16 MR. GELBER: I'll try to talk loudly.

17 We're pleased to be here at the scoping session
18 hosted by the Federal Energy Regulatory Commission. Thank
19 you, Bob, for hosting tonight's event.

20 Next slide, please.

21 This nautical map shows the transit route for LNG
22 carriers coming off the Bay of Fundy into Head Harbor
23 Passage by Kemp Fellow Island, Deer Island, around Cherry
24 Point near Eastport, into the Western Passage, past Perry
25 and the Passamaquoddy Bay, up into the St. Croix River up to

1 our site near Calais.

2 (Adjusting slide projector)

3 The project location up near Calais, located
4 directly across St. Croix River on the industrial complex at
5 Bayside, New Brunswick.

6 Next slide, please. This aerial photograph shows
7 our land plot, outlined here in blue, about one mile across
8 the St. Croix River from the industrial complex at Bayside.
9 Our site is on both sides of Route 1, and the development is
10 contemplated for this area on the water side only, in the
11 Northeast corner of the property.

12 Next slide. This photograph shows the view from
13 the water near our site looking across the river, about a
14 mile across to the working industrial site at Bayside. So
15 that's what we would look at from our location.

16 This artist's rendering shows what Bayside would
17 see from their facility, although this artist's rendering is
18 slightly to the south, more looking from an area in the
19 water near St. Croix Island, looking about a mile and a half
20 back. What you see here is two tanks; a trestle about a
21 thousand feet in length, and a vessel.

22 The visual impacts analysis shows that the site
23 will not be seen from Route 1, nor will it be seen from the
24 cities of Calais including Red Beach, or St. Stephen, St.
25 Andrews for the St. Croix Island Visitors Center. It will

1 be visible, though, looking something like this rendering,
2 from Bayside as well as from the water, looking towards the
3 site.

4 (Slide) This shows the project components, what
5 we intend on building. We're going to build two tanks, 9
6 percent nickel double-containment tanks, 160,000 cubic
7 meters per tank. There will be room for a possible third
8 tank in the future. We're going to also have off-loading
9 facilities; a trestle, as I mentioned, about a thousand feet
10 in length. Docking facilities to host these and off-load
11 these vessels. Other ancillary facilities such as
12 vaporizers, administration and security buildings, water
13 system control facilities, shoreside facilities, and
14 security fencing.

15 We're also going to build a pipeline; the
16 pipeline needs to go about 20 miles from our terminal to the
17 Maritime to Northeast pipeline, as well as tugboats.

18 Next slide, please.

19 This shows our pipeline route. We're only going
20 to build one pipeline with one route. Our preferred route
21 from the site location is shown here in the bold lines,
22 moving up toward the City of Calais, along the St. Croix
23 River, around the Moosehorn, as we move towards the Maritime
24 to Northeast pipeline.

25 We have some alternative possible pipeline routes

1 shown here; but the exact pipeline route has not been fully
2 established yet.

3 The site attributes that make Calais LNG a good
4 facility location; it's at limited abutting development, and
5 we're seven miles from downtown Calais. Our proximity or
6 close proximity to the Maritime to Northeast pipeline, as I
7 mentioned, 20 miles, we have an excellent turning area with
8 ample depth for these types of oceangoing vessels, with no
9 dredging anticipated. It's a suitable waterway with deep
10 water currently accommodating oceangoing vessels going to
11 the industrial court at Bayside.

12 The topography at the site will minimize visual
13 impacts; there's limited lobster and commercial fishing in
14 the immediate proximity, and we're located directly across
15 the river from an industrial port facility.

16 The purpose and need for the facility is shown
17 here, natural gas is a cleaner-burning fuel than oil, coal
18 or wood. Some environmentally-conscious people desire to
19 gravitate towards cleaner-burning fuels, such as natural gas
20 or LNG, and other technologies for heating as well as for
21 power generation. The demand for natural gas in the region
22 is not being met by current or anticipated supplies.
23 Supplies are inadequate from sources in Canada, from onshore
24 and offshore facilities located near Boston, and also nor
25 are they adequate from natural gas pipeline supplies coming

1 up from Texas and Louisiana.

2 And finally, Calais and St. Stephen, as well as
3 Washington County will experience regional job growth and
4 other economic and tax benefits from Calais LNG. We
5 appreciate your interest in the Calais LNG project and look
6 forward to continuing to work with the community and other
7 interested parties in the months ahead.

8 I'd like to thank Bob Kopka from FERC, Alan Moore
9 from the U.S. Coast Guard, for the opportunity to give this
10 brief overview, and I'd like to turn the meeting back over
11 to them.

12 MR. KOPKA: Thank you, Art.

13 I am going to briefly describe the FERC process.
14 Alex is going to describe USDOT's role, and then Alan Moore
15 will describe the Coast Guard process.

16 FERC reviews applications for the importation of
17 liquefied natural gas, or LNG, and Calais is in the process
18 of preparing an application to submit to FERC. Once the
19 application is submitted, our obligation is to review that
20 application and prepare an analysis of the environmental
21 impacts in an Environmental Impact Statement.

22 The FERC staff's environmental and engineering
23 analysis will result in the generation of an EIS to comply
24 with the National Environmental Policy Act of 1969. FERC is
25 the lead federal agency tasked with preparing the EIS. We

1 request that your comments tonight focus on the potential
2 effects of the project. Specifically, we are here to ask
3 your help in identifying potential impacts to both the human
4 and natural environment.

5 In our Notice of Intent issued on November 20,
6 2008, we requested your comments and assigned a formal
7 comment period ending on December 22nd. But we will take
8 comments throughout the review of our project as additional
9 information is generated. however, we ask that you provide
10 comments as soon as possible in order to give us time to
11 analyze and research the issues.

12 A number of you have already signed up on the
13 speaker's list, but if anyone else so desires to speak, you
14 can still speak up or sign up at the table. We will use
15 that list to identify the individuals wishing to provide
16 verbal comments this evening. In addition to verbal
17 comments provided tonight, we will also accept your written
18 comments. If you have comments but don't wish to speak
19 tonight, you may provide written comments in response to the
20 Notice -- do we have comment forms, guys?

21 If you have written comments, you may drop these
22 off with us tonight. But be sure in your comments to
23 provide the project docket number, which is PF08-24.

24 The Calais LNG Project is currently in our
25 prefiling process. A formal application has not yet been

1 filed with FERC. We consider the pre-filing process to be,
2 among other things, an extension of our scoping process.
3 The scoping process is a learning process, it is where we
4 educate ourselves about the project and the potential
5 issues.

6 During this scoping process we are gathering
7 information and using a number of different sources for that
8 information. The four general sources that we are using
9 right now are: Information provided by the applicant; input
10 from other agencies; our own research on various issues; and
11 information from the public. Once we gather the
12 information during the scoping process, we will analyze it
13 and we will prepare a Draft Environmental Impact Statement
14 that will be distributed for comment.

15 If you would like a copy of the Draft EIS, please
16 make sure you are on our mailing list. Also, if you would
17 prefer a hard copy rather than a copy on CD, also let us
18 know. And to do that, we turn the matter that was in our
19 Notice of Intent or sign up on the mailing list at the sign-
20 in table.

21 If you did not receive our Notice and would like
22 to be on the mailing list, sign up at the table. I also
23 have a few copies of the Notice of Intent with the return
24 mailer, which they can give you at the table.

25 After the Draft EIS is issued, there is a 45-day

1 comment period. During that period, we normally will hold
2 another public meeting similar in format to this one, asking
3 for comments on the Draft EIS. We will incorporate those
4 comments into the Final EIS. Once we have issued the Final
5 EIS, it is forwarded to our Commissioners. Our
6 Commissioners at the Federal Energy Regulatory Commission
7 will use that document as well as other information to make
8 a determination on whether or not to authorize the project.

9 At this time I'm going to hand over the
10 microphone to Alan Moore, who will describe the work that
11 will be performed by the Coast Guard. Following that, Alex
12 will explain the USDOT's role.

13 Alan?

14 MR. MOORE: Thank you, Bob. Can everybody hear
15 me okay? Okay, good.

16 Good evening and welcome to tonight's public
17 meeting or scoping session. As introduced, I am Alan Moore,
18 I'm the Port Security Specialist at the Coast Guard Sector
19 Northern New England, which is located in Portland. I'm
20 also the unit's project coordinator for all LNG facilities
21 that are being proposed here in the Passamaquoddy Bay area.

22 I work for Captain Jim McPherson, who is the
23 Commander of Sector Northern New England. Captain
24 McPherson's responsibilities also include captain of the
25 port, and federal maritime security coordinator for the

1 states of Maine, New Hampshire, and Lake Champlain Valley of
2 New York and Vermont. Unfortunately, Captain McPherson was
3 unable to attend tonight's meeting due to a scheduling
4 conflict. However, on his behalf I'd like to thank everyone
5 for being here and being an active participant in the review
6 process for the Calais LNG project.

7 Tonight's meeting serves two primary purposes:
8 First, it allows me to brief you on the Coast Guard's
9 regulatory role, then what our process is for reviewing the
10 Calais LNG proposal. And secondly, the meeting gives you an
11 opportunity to provide input directly to us for further
12 consideration during our review process.

13 One point that I'd like to make perfectly clear
14 right up front: The Coast Guard is nonpartisan to any
15 individual, company, group or entity. We are neither a
16 proponent for, nor an opponent against the construction and
17 operation of proposed LNG facilities in the Passamaquoddy
18 Bay area.

19 Port safety, port security, and environmental
20 stewardship, those are our only objectives in this review.

21 The Coast Guard's role and specifically the
22 Captain of the Port's regulatory responsibility is to
23 conduct a thorough and fair assessment of the proposed
24 project from a maritime perspective. We will be following a
25 systematic process that involves several components.

1 One, all navigational safety issues will be
2 reviewed under the Letter of Recommendation or LOR process,
3 as specified by federal regulation. All terminal security
4 concerns will be addressed under the Maritime Transportation
5 Security Act of 2002 or MTSA; and three, the Coast Guard
6 will serve as a cooperating agency to the Federal Energy
7 Regulatory Commission or FERC, who is, as Bob said, the lead
8 regulatory agency responsible for the siting approval of the
9 project and the associated preparation of the environmental
10 impact statement, as required by NEPA.

11 The Congress's Letter of Recommendation process
12 is fully described in Title 33, Code of Federal Regulations
13 Part 127. It was developed under the authority of the Ports
14 and Waterways Safety Act of 1972, and it involves several
15 steps.

16 First, an applicant who intends to site an LNG
17 facility must submit a Letter of Intent to the Coast Guard
18 Captain of the Port. We received a Letter of Intent from
19 Calais LNG on May 30, 2008. And secondly, upon receipt of
20 the Letter of Intent, we must conduct an assessment
21 regarding the suitability of the intended waterway from a
22 navigational perspective to accommodate vessels of the size
23 typically used to carry LNG.

24 By regulation, eight specific considerations are
25 specified for evaluating the suitability of a proposed

1 waterway. They are the density and character of the marine
2 traffic within the waterway; we look at locks, bridges and
3 all other man-made obstructions that happen to be in the
4 waterway. We consider the depths of the water, tidal range
5 and currents, protection from the high seas, natural
6 hazards, which would include such things as large reefs and
7 sandbars in the area. Any underwater pipelines and cables
8 and distances that the berth vessels would be from the
9 channel, and the overall width of the channel.

10 In addition to the Letter of Recommendation
11 proceedings, the overall guidance for the assessment and
12 approval process that we follow is contained in Navigation
13 and Vessel Inspection Circular, or NAVIC as it's commonly
14 called, No. 0505. And this NAVIC is available to the
15 public. If anybody wants a copy, see me after the meeting
16 and I can give you directions on how to obtain that.

17 The NAVIC includes amplifying measures to
18 consider when addressing conventional waterways management
19 and navigational safety issues, and as well advocates a risk
20 based approach to LNG safety and security. On November
21 20th, 2008, we signed on with FERC in the issuance of a
22 Joint Notice, which was published in the Federal Register.
23 This notice publicized tonight's meeting and announced that
24 the Coast Guard is seeking public comment specific to the
25 maritime and waterways management aspects of the proposed

1 Calais LNG facility.

2 Obviously we have a very unique situation in this
3 region in that many portions of the concerned waterway and
4 surrounding territory are actually Canadian; so it's equally
5 important that we get their public input as well as yours.

6 Please rest assured that all comments, whether
7 given verbally this evening or submitted in writing prior to
8 the close of the comment period will be considered, and
9 factored into all risk assessment and management consequence
10 processes. For Coast Guard contact information, again see
11 me at the end of tonight's meeting, and I can tell you how
12 to get in contact with myself or how to submit written
13 comments, should you so desire.

14 Upon completion of the Waterway Suitability
15 Assessment, Captain McPherson will issue the aforementioned
16 Letter of Recommendation, or LOR, to Calais LNG. Although
17 we use the term Letter of Recommendation, it does not
18 necessarily delineate a positive endorsement for the
19 project. Rather, it simply provides the Coast Guard's
20 overall assessment as to the suitability of the waterway
21 from a navigational safety perspective, and can be negative
22 in nature as well.

23 Also, it's important to note that the LOR
24 process, as contained in 33 CFR Part 127, does not
25 specifically address security concerns, nor does it

1 specifically speak to potential health and property hazards
2 that may be associated with an accidental or intentional
3 release of LNG cargo. The reason for that is that the LOR
4 process predates the -- or came out, actually, around the
5 1998 era, and clearly did not contemplate the maritime
6 security challenges that we face today, especially post-911.

7 So in February of 2004, the Coast Guard, FERC,
8 and the Department of Transportation entered into an
9 interagency agreement. Under this agreement, the agencies
10 work together to ensure that both land and marine safety and
11 security issues are addressed in a coordinated and
12 comprehensive manner.

13 Ultimately the findings of this collective group
14 are published in FERC's Environmental Impact Statement and
15 is disclosed to you, the public, to the extent permitted by
16 law.

17 As indicated in NAVIC 0505, Calais LNG must
18 conduct a risk-based safety and security assessment of the
19 intended transit route and submit its findings to the
20 Captain of the Port. This is accomplished in the form of a
21 Waterway Suitability Assessment, or WSA. Once the Captain
22 of the Port has carefully reviewed and validated this WSA,
23 in consult with other Port stakeholders, he usually submits
24 a Waterway Suitability Report, or WSR, to the FERC.

25 The purpose of this report is to provide FERC

1 with the Coast Guard's expert opinion on the risk measures
2 and resources deemed necessary to responsibly manage LNG
3 marine traffic along the intended transit route, should the
4 proposed facility be approved and constructed.

5 Key federal, state and local officials from the
6 law enforcement community and area maritime security
7 committee will be assisting the Coast Guard in the review
8 and validation of Calais LNG's WSA.

9 Additionally, the Coast Guard intends on
10 convening an LNG working group with anticipated involvement
11 from a broad cross-section of Port stakeholders and
12 industry-related technical experts to assist in the review
13 and validation of all maritime safety and navigational
14 aspects of the proposed project.

15 Workshop attendees and ad hoc subcommittees will
16 focus on such factors as the physical location and layout of
17 the facility, building and mooring arrangements,
18 residential, industrial, and environmentally sensitive areas
19 in and adjacent to the waterway; general response
20 capabilities within the region, and the overall navigability
21 of the waterway, taking into consideration weather patterns,
22 tides, currents, marine traffic studies, and there is also
23 ship simulation modeling and testing that was recently
24 conducted down in Newport, Rhode Island.

25 Well, having dealt with other project proposals

1 over the last couple of years, I must say that the
2 representation and cooperation of the Passamaquoddy Bay area
3 residents and the key stakeholders in this regio has been
4 nothing less than extraordinary. We really sincerely
5 appreciate that, and have no reason to doubt it's going to
6 be any different for this project.

7 In closing, I would like to thank you for
8 providing the Coast Guard with the opportunity to outline
9 our role in this LNG proposal process. I look forward to
10 hearing your constructive input and candid comments. And
11 I'll turn the floor back over to Bob.

12 MR. KOPKA: Thank you, Alan.

13 At this time, Alex Dankanich from the USDOT will
14 explain the DOT's role.

15 MR. DANKANICH: Thanks, Bob.

16 Within the DOT, the Office of Pipeline Safety has
17 regulatory authority for the safety of land-based LNG
18 facilities. The Office of Pipeline Safety regulations are
19 codified in 49 CFR Part 193, which incorporates many of the
20 requirements of the National Fire Protection Association's
21 Standard 59A. These standards and regulations apply to the
22 construction, operation, and maintenance of land-based LNG
23 facilities.

24 If the facility is approved by the FERC, the
25 Office of Pipeline Safety will inspect, monitor and enforce

1 compliance with regulations found at 49 CFR Part 193.

2 During construction, regional staff will inspect
3 to ensure that the construction complies with the
4 requirements of Part 193. Prior to commencing operations,
5 the facilities operator must establish detailed procedures
6 that specify the normal operating parameters for all
7 equipment.

8 When a piece of equipment is modified or
9 replaced, all procedures must be reviewed and modified, if
10 necessary, to assure the integrity of the system.

11 All personnel must complete training and
12 operation and maintenance, security and fire-fighting.

13 Facilities operator must develop and follow a
14 detailed maintenance procedure to ensure the integrity of
15 the various safety systems. These safety systems include
16 emergency shutdowns, emergency shutdown devices that would
17 activate when operational parameters extend beyond the
18 normal range.

19 These devices include such things as gas
20 detectors, fire detectors, and temperature sensors, which
21 automatically activate fire fighting and vapor suppression
22 systems. The LNG facility operator must coordinate with
23 local officials and apprise them of the types of fire
24 control equipment available within their facility.

25 The Office of Pipeline Safety regulations require

1 tight security for the facility, including a controlled
2 access, a communications system, along with a monitoring and
3 a patrolling system. OPS regional staff inspect each LNG
4 facility at least once each year to ensure that all
5 equipment has been properly maintained, and that the
6 operator has and follows operation, maintenance, security
7 and emergency procedures that ensure the safe operation of
8 the facility.

9 Thank you, and I'll be available after the
10 meeting to answer any questions that you may have for me.

11 MR. KOPKA: Thank you, Alex.

12 All of your comments tonight will be transcribed
13 into the public record for the project. The public record
14 is available on the FERC website, which is www.FERC.gov.
15 From that page, select the eLibrary link, and input the
16 docket number, PF08-24. You can use eLibrary to access
17 everything that the Commission does with this project as
18 well as all of the filings and information submitted by
19 Calais, and any comments.

20 We will begin taking comments, and as I read your
21 name, please come up to the podium and state your name for
22 the record and spell it for the court reporter. Also let us
23 know if you are representing a specific group and where you
24 are from.

25 I'd also like to request that you try to limit

1 your comments to about five minutes to allow everyone to
2 speak tonight. If there is additional information at the
3 end of the meeting, we will open it up to anyone else who
4 would like to speak; and if you had already previously
5 spoken, and would like to say a few more words, we'll do
6 that as well.

7 If your comments have been previously stated by
8 another speaker, you may also provide additional time for
9 other speakers by simply stating that you endorse the
10 comments provided by an earlier speaker. And thank you for
11 your consideration in that.

12 Our first speaker tonight is -- when I call the
13 speakers, please come up to the microphone, so that way the
14 court reporter and everyone can hear your comments. Our
15 first speaker tonight is Vinton Cassidy.

16 MAYOR CASSIDY: Thank you very much, and also my
17 name is Vinton Cassidy (spelling), and I'm the current Mayor
18 of the City of Calais. And I welcome you, obviously, to our
19 community and also thank you personally for having the
20 opportunity for us and all the folks present here to give
21 our opinions and some assurance we are happy as a community
22 as well.

23 I am going to keep my comments as short as I can,
24 because I do realize there's a lot of people, and I'm sure
25 the people have something to say.

1 A couple things that I wanted to mention. First
2 of all, I was first elected to the City Council in 1971,
3 which wasn't yesterday; but I've had an opportunity to be in
4 City government here as well as State government, for years
5 off and on. And you might wonder why we've had a unanimous
6 vote here for the City Council; we've had three changes of
7 the Council in the last six years, it was terms expire, the
8 people chose to move on; and in every council there's been
9 unanimous in supporting this project here in Calais.

10 And the thing is that we, living in the community
11 like we do, and I think -- I don't know if there's anybody
12 in this room that's had the experience in local and state
13 government that I have. I've been around for a long time
14 and dealt with a lot of issues; and in doing that, you know
15 the pulse of your community. And I can honestly stand here
16 and say that I know the majority of the people in Calais
17 support this project.

18 And a little bit of history of Calais, you know;
19 we go back this summer, July 31st was our 200th anniversary.
20 And Calais has been a shipping community for years and years
21 and years and years, until the last recent years, obviously,
22 because of the changes. I think it was Mark Twain who said,
23 "all things change except for the barber shop"; I guess
24 Calais is subject to that as well.

25 But if you read some history of Calais, at the

1 turn of the 1900s and those areas, this was the lumber
2 industry, and you can go from Steamboat Street where the
3 golf course is, all the way to the Dairy Point Ridge, and
4 you can step from ship to dock to ship to dock and you
5 wouldn't get your feet wet; it was a real shipping
6 community.

7 And then the changes went by, and things have
8 changed, obviously, and that lumber industry is no longer
9 here. And we're even concerned about the local paper
10 industry here, that industry as well. We do ship things out
11 of Eastport, they do come from our neighbor next door.

12 Also, not many years ago, we used to watch the
13 anchors come up to Calais, and unload fuel at St. Steven and
14 there, Calais tanks. And again, that has all changed
15 because of the cost of fuel. We also used to watch the
16 Coast Guard icebreakers breaking ice so that they could get
17 through here.

18 Shipping has been part of this whole process, and
19 this Calais LNG proposal is another form of shipping. We
20 have seen this mentioned, we could see on the proposal maps
21 here, there's also industrial shipping or process, on
22 Bayside, through the proposed area, and we watched those
23 ships for years go back and forth there as well.

24 And I really think it's really important to our
25 community, if you think of some of the job opportunities

1 that we will have here. Unfortunately, since I was first
2 elected to the City Council in '71, we have lost seven or
3 eight hundred people here in our community, because of job
4 loss and things that happened. It's really sad to see some
5 of our youth have to leave the area because there's not a
6 lot of jobs here.

7 My wife and I have four children, and educated
8 them, and fortunately two of them were able to stay here in
9 the area, and we obviously see those grandchildren more than
10 the ones that live out of state because of employment
11 opportunities. And there are many folks who would like to
12 live here in the area.

13 I also have taught at the college for the last 29
14 years, and unfortunately when we get a bump in our
15 enrollment here in school, it's because of training for
16 folks who have lost their job, GP or someplace else. We
17 need some opportunities here.

18 The other thing is I think the safety issues --
19 in closing, I just want to say I'm very impressed with the
20 team that Calais LNG has put together, professionals from
21 all over the country. And I have confidence that their
22 ability -- they built these in other areas, and I have equal
23 confidence in all the federal boards, including yourself,
24 that have to review all those that were mentioned earlier,
25 it's based on those issues; safety issues, requirements that

1 need to be met.

2 And I think emotional things they don't really --
3 you hear some mean-spirited statements, those kinds of
4 things, as I'm sure that agencies don't weigh much more, and
5 I sure don't myself.

6 I have confidence in this project; it looks like
7 it's coming through real well, a lot of nice benefits to the
8 area, and I have confidence in the agencies that deal with
9 this to keep an honest work. And I'm very hopeful that it
10 will be done.

11 I thank you for being here, and we look forward
12 to the next step in this critical project.

13 MR. KOPKA: Thank you. Our next speaker is
14 Harold Silverman.

15 MR. SILVERMAN: December 4, 2008, United States
16 FERC Commission scoping meeting on the proposed Calais LNG
17 facility in Calais, Maine. I am a former state senator from
18 Calais, Maine, Washington County. Thank you for the
19 opportunity to make this presentation in my home town of
20 Calais, Maine.

21 There's a difference between no development and
22 safe development. And it's critical to recognize that the
23 economic doldrums and steady out-of-state migration of our
24 next generation because of lack of employment presents a
25 hopeless economic future for residents of Washington County,

1 in the State of Maine, for Mayor Cassidy described it to you
2 from a personal level; and if there's any of us in this
3 room, from this area, we can all tell you the same story.

4 It seems to have become a way of life that is not
5 healthy. There's such a thing as families wanting to be
6 together. That doesn't happen very often where your city
7 and this community are described.

8 Because of the opportunity to have LNG locate an
9 energy storage and delivery facility in our area, I'd like
10 to bring to your attention the following points. The
11 current energy needs of the Northeast require an available
12 source of clean, safe and low cost energy. Washington
13 County's lack of a tax base forces us to turn to Augusta for
14 our tax needs. This year, it is reported that Augusta will
15 have a \$500 million shortfall to meet its future
16 expenditures, and a colleague of mine in Augusta told me
17 that \$500 million is now going to be \$800 million.

18 Where is the effect going to be felt in
19 Washington County, Maine? We need our own private
20 industrial base. Our children and our teachers need a
21 proper education funding also. The County Council that
22 created this lack of employment separates families whose
23 next generation must move out of Washington County in order
24 to find jobs.

25 The huge economic value in past years that the

1 Canadians have been able to develop with their safe nuclear
2 plant at Point Lepreau has been part of the scenery for over
3 30 years. And plans are being made for a major nuclear
4 expansion of this plant, and I think at this time it's being
5 carried forward.

6 There is a huge economic value in the neighboring
7 Fundy Bay which gives New England and the maritimes their
8 important oil supplies. Currently the potential of
9 building an additional oil refinery, I think they call it
10 Canport, is on the table.

11 The new LNG facility located outside of St. John
12 will soon start operating. We also can operate an LNG in
13 Maine.

14 The current shipments of nitrate through Maine
15 roads to the big Bayside port facility, which is a
16 commercial shipping port in the St. Croix River, have an
17 economic value for our Canadian neighbors. That is across
18 from the proposed location of Calais LNG. All of the above
19 are in the same region that the proposed Calais LNG facility
20 is to be. However, this project will be on the main side,
21 in Washington County, and will have a definite impact in
22 improving the economic conditions that have plagued this
23 County for decades.

24 We would like to bring to your attention that the
25 Calais City Council voted their community in favor of having

1 the LNG facility. When the Environmental Protection Act was
2 established, which I was part of, my intentions were to
3 protect Maine's environment, but not to destroy Maine's
4 future; safe and clean energy opportunities that would be
5 needed for our economy. These opportunities have been
6 successfully developed by our Canadian neighbors, who supply
7 Maine with their energy goals to meet our energy needs.

8 Our pocketbooks are being emptied to meet these
9 energy needs. And instead of having a tax base -- that tax
10 base is important -- and creating employment for these
11 needs, we are transferring our potential for energy
12 production to Canada. Now is the time to change this cycle
13 in Washington County by bringing in a safe and clean energy
14 source of our own LNG. There is a difference between no
15 development and safe development.

16 In our area of Washington County, Maine, we feel
17 that the opposition to this vitally needed economic
18 alternative energy source is putting forward unfounded myths
19 and fear-inducing intangibles in the news media, designed to
20 obstruct the construction of LNG. In contrast to the
21 tactics of the opposition, the developers of this safe, low
22 cost future fuel, liquefied gas, which will be the fastest-
23 growing fuel in the energy industry as an alternative to
24 oil, have spent millions of dollars on studies and research,
25 seeking high level of expertise to determine the safety of

1 environmental factors associated with this storage and
2 delivery project, LNG.

3 Their message is supported by well-researched,
4 proven facts. LNG will be a state-of-the-art alternative
5 energy facility guided by the most advanced environmental
6 restrictions and knowledge in the 21st Century. Thank you
7 for your time. May we be able to put our next generation
8 back to work in Washington County.

9 MR. KOPKA: Thank you.

10 Our next speaker is Jim Porter.

11 MR. PORTER: Thank you. My name is Jim Porter
12 (spelling). I'm the Assistant City Manager of Calais.

13 I want to express my genuine support for Calais
14 LNG. Economic development is one of my responsibilities
15 with the City of Calais.

16 The decline of the paper industries caused
17 layoffs through the entire economy. Jobs that once seemed
18 so secure are vanishing. Labor skills that were passed from
19 generation to generation are no longer needed. Our young
20 people, our children are moving away as soon as they
21 graduate.

22 I can illustrate this by pointing out the latest
23 census estimate shows a three and a half percent decline in
24 the population of Washington County since 2000. The
25 remaining population is aging.

1 The Calais labor market consistently has the
2 highest unemployment figure in the State, at times at double
3 figures. The median household income is consistently the
4 lowest, barely above the poverty level. Something must be
5 done if we are to reverse these trends.

6 The development of an LNG terminal in the St.
7 Croix River will create a substantial number of well-paying
8 jobs, especially during the construction phase, but also
9 permanent positions at the facility. Dozens of additional
10 jobs will be created in support of the project.

11 I believe the convenient availability of natural
12 gas and expansion of tax base will make our area more
13 competitive and attract new industry. We have the
14 infrastructure to accommodate this project and new industry.
15 As a matter of fact, our existing infrastructure is under
16 utilized.

17 The people of Washington County are resourceful
18 and industrious. Given the chance, they will grow and
19 expand the opportunities liquefied natural gas will bring.
20 The potential is enormous, and we are ready. For these
21 reasons I support Calais LNG and I encourage you to
22 favorably consider this project.

23 MR. KOPKA: Thank you.

24 Our next speaker is Marianne Moore.

25 MS. MOORE: My name is Marianne Moore (spelling).

1 I'm a Calais resident, and I personally support
2 the Calais LNG project. As the outgoing Chair of the local
3 Chamber of Commerce, I would like to read their letter of
4 support:

5 At our November 20th, 2008 meeting, the Board of
6 Directors of the St. Croix Valley Chamber of Commerce voted
7 to write a letter in support of Calais LNG's development of
8 a liquefied natural gas, LNG terminal in the City of Calais.
9 The development of an LNG terminal in Washington County,
10 Maine, would provide substantial employment opportunities
11 for our area, while providing business access to a new, more
12 economical alternative and cleaner form of fuel for
13 residential and commercial application alike.

14 It is the opinion of the St. Croix Valley Chamber
15 of Commerce that such development is a promising economic
16 opportunity for all of Washington County. We wish them
17 every success in the upcoming permitting process, which
18 serves to address the environmental and quality of life
19 concerns of duly designated regulatory agencies and the
20 local citizens.

21 We look forward to a project that meets all
22 permitting requirements and provides the area an economic
23 engine, an alternative energy source, making the cost of
24 doing business more affordable.

25 Sincerely, Marianne Moore, Chair.

1 MR. KOPKA: Thank you.

2 Our next speaker is Joyce A. Maker.

3 MS. MAKER: My name is Joyce Maker (spelling). I
4 am on the local City Council, and I am for this project.

5 We've lived here in this vicinity for
6 approximately 40 years, although I'm still not a local. My
7 husband is; he was born and brought up in Washington County.

8 We had the opportunity to be able to move back
9 here because my husband was able to get a federal job here
10 in the area. But that is no longer available, as well as
11 harvesting jobs, as well as other jobs that you've already
12 heard.

13 This is very important to our area, and the
14 ability to be able to have local natural gas brought to our
15 area is something I'm really pushing, and want to see this
16 happen.

17 The ability is in St. Stephen, so I'm hoping that
18 we can somehow get that here. So again, I'm for this
19 project and I hope we go forth. Thank you.

20 MR. KOPKA: Thank you.

21 Our next speaker is Luke Lazure.

22 MR. LAZURE: Thank you, Bob, for hosting this
23 scoping session. My name is Luke Lazure (spelling). I'm
24 the Town Manager in the Town of Baileyville. And on behalf
25 of the Town Council, the Town of Baileyville, I wish to go

1 on the record in support of the Calais LNG project that is
2 being proposed for Washington County.

3 The project would provide continuing responsible
4 growth to LNG sector in Washington County. Along with the
5 jobs provided by such a project, the municipalities impacted
6 by Calais LNG will receive much-needed stabilization of the
7 tax base in these tough economic times.

8 Along with the more direct and immediate impacts,
9 the project will also provide a cleaner and more affordable
10 energy resource. Though the Baileyville Town Council does
11 support the Calais LNG project, as it has supported previous
12 LNG projects, it does not want to see the water supply
13 impacted by the LNG pipeline that's proposed.

14 The water supply is the great natural resource to
15 the citizens of our town, that we cannot allow to be
16 compromised. Baileyville would strongly recommend that one
17 of the alternate routes be used as a way to alleviate this
18 issue.

19 In closing, I would just like to note that Calais
20 LNG has been open and honest in their pursuit of this
21 project; all pertinent information has been made public,
22 timely, and no questions have been left unanswered. The
23 town of Baileyville feels that Calais LNG would be a
24 responsible corporate partner for the area. Thank you.

25 MR. KOPKA: Thank you.

1 Our next speaker is Chris Bernardini.

2 MR. BERNARDINI: Ladies and gentlemen, that's
3 Chris Bernardini (spelling). And I am as well here with the
4 Calais City Council tonight, and we are here to show our
5 support for this project.

6 I grew up on the St. Croix River with my father
7 and I lobster trapping down there, and this new terminal may
8 be in the way of a few more traps, but we don't mind that,
9 because we recognize that Washington County needs jobs and
10 it needs clean and economical energy for our area.

11 So again, I'm in support of the project, and as
12 well as being on the Calais City Council, being in support.
13 And I thank you for being here.

14 MR. KOPKA: Thank you.

15 Our next speaker is Lois Bernardini. Sorry,
16 Louis.

17 MR. BERNARDINI: Good evening, gentlemen. My
18 name is Louis (spelling) Bernardini. I have several
19 certificates with Lois on them, so.

20 (Laughter)

21 It doesn't bother me when I'm called Lois until -
22 - "Well, I guess I'm not Lois."

23 MR. KOPKA: Sorry about that.

24 MR. BERNARDINI: I'm a member of the Calais City
25 Council, as my son is, who just spoke in front of me. The

1 Bernardinis have been in this area for four generations, and
2 we have several businesses, and we are all in support of
3 Calais LNG. We feel that it's a great economic engine to
4 happen, and within the boundary of Calais, but also within
5 the confines of Washington County.

6 So this is just not economic development for
7 Calais but for the whole County. Our tax base is totally
8 stressed out, and this would be a great boost to the city.
9 With the consolidations of schools, we're going to have
10 another problem, but we won't go into that. But anyway.

11 Tonight I'm here basically to show my support for
12 Calais LNG, and I wish that it will come to fruition. Thank
13 you very much.

14 MR. KOPKA: Thank you.

15 Our next speaker is Barbara Kendall.

16 MS. KENDALL: Barbara Kendall (spelling).

17 Barbara is a resident of Calais for 32 years, and I'm one
18 person here tonight that is just very against having LNG.
19 And that's because of the industrialization effect it will
20 have on our shore.

21 I think we had a very rare river; it's very, very
22 beautiful, and I think it's going to be spoiled, and I don't
23 think it's the last time, I think this is something that
24 maybe is over with in 20 years or 30 years, and the
25 education -- and reading and researching what happens with

1 LNG terminals.

2 However, I have a question for you: With regard
3 to the 100 jobs guaranteed, I'd like to know what jobs you
4 are talking about? And this is not to include tugboats.

5 MR. KOPKA: We won't answer it tonight; it will
6 be answered in the DEIS. You can talk to the Calais folks
7 about that.

8 MS. KENDALL: All right, and then I would like to
9 know the educational background for these jobs. Are they
10 going to be away from here, or can we have a person that was
11 educated in Maine in these jobs?

12 MR. KOPKA: Well, obviously the appropriate
13 people can be educated for -- some jobs are going to require
14 education, et cetera. But again, you can talk to the Calais
15 folks for more information.

16 MS. KENDALL: I have a little piece to read, if I
17 may, this young man couldn't be here tonight. He also
18 doesn't support LNG in Calais.

19 His message to everyone is: I do not support the
20 industrialization of the St. Croix River. The beauty of the
21 river should be left as it is and not destroyed for short-
22 term capital gain. It may be that Calais loves and grows,
23 as Calais LNG proclaims, but there are those of us who
24 believe that job growth for Calais should not come at the
25 expense of the environment. Especially that stretch of

1 water between Calais and Eastport. So I would respectfully
2 suggest that Calais LNG leave now, good-bye, and not
3 continue to threaten this area with what would be a blight
4 on the landscape.

5 And this is from my friend Greg Williams, who is
6 a Calais resident. Thank you.

7 MR. KOPKA: Thank you.

8 (Applause)

9 Our next speaker is Joan Livingstone.

10 MS. LIVINGSTONE: Well, I have to admit that for
11 the past four years of coming to Calais and spending about
12 six months here per year, that I'm still an interloper. But
13 my husband's family has been in this area for about five
14 generations, and I have come to say that when I train a
15 visible host, it doesn't seem to the representation of the
16 Council and people and consultants across our property, and
17 we live about two miles from the proposed installation; I
18 would have to say that from my view, from my shore, the
19 installation, according to the balloons they sent up --
20 which I believe although I'm not positive, were definitely
21 visible from the Red Beach shore.

22 I'm definitely opposed to this installation. I
23 have questions about the fading out of the other two
24 proposals, some of them had financial difficulties. So one
25 of my questions is: Exactly what kind of financial support

1 is Goldman Sachs, which the name appears in every newspaper
2 in Canada, this Calais LNG proposal.

3 Recently, Goldman Sachs has been -- is for
4 posting, going to post a \$2 billion loss this quarter. And
5 I'm wondering just exactly what kind of financing Goldman
6 Sachs is providing, and how strong it is, if it's a line of
7 credit that we know -- if it's for the construction site,
8 for 100 percent of the cost.

9 To me that raises the question in view of be
10 frozen credit problems that we're all hearing about on the
11 news, and the drying up of bank loans, et cetera.

12 I also would like to know, what's the source of
13 supply? One of the previous speakers mentioned that there
14 was an LNG installation in Louisiana. My understanding,
15 although not recently investigated, is that at a Louisiana
16 installation, has been closed up for some time for lack of a
17 source, perhaps. I mean I'm not sure, but it is not in
18 operation.

19 So I'm wondering what source of supply this
20 Calais LNG proposal is planning on. Another thing, natural
21 gas enterprises are now seemingly to be in deep trouble
22 because the price of natural gas has sunk low, along with
23 the price of oil. Inasmuch as one energy company, that I
24 think it's primarily on natural gas, is in deep financial
25 trouble because they can't make enough money from the sale

1 of their product to support their enterprise; I believe
2 Chesapeake Energy.

3 Also, in terms of the environment, I have -- I
4 mean, I just have been reading in the paper about the
5 predictions of a terrorist attack in the United States
6 within the next ten years. And if the increased strictures
7 at the border -- and this being a border community -- I'm
8 wondering why an LNG installation proposal would even
9 consider siting themselves within a populated area.

10 Now lately, the LNG proposals that I've read
11 about, from an expert, is one proposed for Rhode Island or
12 somewhere down the coast, they sited it offshore. So I'm
13 wondering why any LNG facility would propose to build or
14 site their installation right in the midst of -- I'll admit
15 it's not New York or New Jersey's population -- but if there
16 were a terrorist attack, and we are in a vulnerable
17 situation being on the border, all of us up and down the
18 river would be nothing but ash if there were an explosion.

19 And moreover, now there seems to be some talk of
20 a lack of supply for natural gas, or liquefied natural gas.
21 But in the future, a previous speaker mentioned, how long is
22 this industry, what kind of a lifetime does it have? Well,
23 I've also been reading that the U.S. has a natural gas
24 supply equal approximately to the supply of oil in Saudi
25 Arabia. And if that's the case, there are oil or natural

1 gas shales in the Rocky Mountains, New York State has
2 natural gas all over the state.

3 How long is this liquefied natural gas facility
4 necessary in view of the tremendous supply which no doubt
5 will be developed in the future?

6 I think that covers my questions and concerns.
7 Thank you for the opportunity.

8 MR. KOPKA: Thank you.

9 Our next speaker is Captain Bob Peacock.

10 CAPT PEACOCK: Good evening. Robert Peacock
11 (spelling). I live in Eastport and I'm from Labec.

12 I've read a lot of comments in the papers and
13 questions that people asked; Mrs. Kendall's questions, that
14 are valid; and some of the areas I'd like to go over just to
15 answer some of those comments, both for the federal agencies
16 and for some of the people.

17 The current navigational situation coming up the
18 river, which is what I do, I'm a ship pilot; the training
19 and experience that we've had recently for the LNG
20 facilities, and especially about the economy.

21 Currently, Bayside and Eastport have about 150 to
22 175 ship passes a year. With the LNG, they'll bring another
23 50 ships in, roughly -- one a week in this particular
24 project. We in the past, particularly with Bayside, have
25 had many more ships than that coming in than the total of

1 the 175 plus the 50, in one of the transits a year.

2 Eastport has gone down now to 30 ships a year
3 this year, so we're seeing a marked decrease in the number
4 of ships although the tonnage is up over at Bayside and at
5 Eastport, because each ship is taking full loads, or much
6 fuller loads than they used to.

7 As an example, the star ships that used to come
8 into Eastport would take 2,000 tons of wood pulp, and
9 they're now taking 22,000 to 25,000 tons of wood pulp, the
10 same ship. So seeing less ships, more tonnage.

11 So the number of trips would reflect the history
12 of what's happened here; in fact it would be less than the
13 actual history we had.

14 The draft of the ships currently coming in,
15 that's the depth that these ships take of water, is 42 feet
16 at maximum now. The deepest LNG ship in the world is only
17 40 and a half right now. The deepest one that's proposed in
18 the world isn't even 42 feet. So currently we're already
19 taking ships in that have more draft than what the LNG ships
20 would have.

21 The length of the ships has been an issue. I've
22 heard all kinds of different things. Bayside has had ships
23 up to 770 feet long come in; Eastport has had ships up to
24 852 feet long. Over 20 years, I piloted 93 ships, 852 feet
25 long into Eastport, drawing 42 feet of water.

1 The LNG ships generally, right now, run anywhere
2 between 650 feet and the ones that are on the drawing board
3 will draw up to 950 feet. There is one -- we saw one ship
4 that's 1050 feet. But most of the LNG ships that run today
5 are 900 feet long. So we are already getting ships that are
6 150 feet difference than the longest LNG ship in the world
7 at the moment that's working.

8 The width of the ships are basically controlled
9 by the width of the Panama Canal. Currently that's 105
10 feet. The LNG ships proposed to go up to 135 feet; we've
11 seen some on the drawing boards for the future that are up
12 to 165 feet. But the width isn't as big a function for us
13 in navigating the ships as the draft is.

14 Currently, Bayside operates with no tugs. It's
15 never used tugs except for one occasion, since it started.
16 So we've taken ships up there that are 770 feet long --
17 using no tugs. When we bring in LNG, we would be required
18 by the Coast Guard to have between three and four tugs
19 anywhere from 60 to 80 times bulk. For the layman, those
20 tugs can handle around 6,000 each.

21 We've done many tests and simulations with the
22 ship losing its engine, runaway engines, the rudders
23 jamming, the propellers going the wrong direction; and in
24 every circumstance we were able to control the ships with
25 the tugs, in the emergency situations.

1 The navigation up the river would definitely need
2 improvement. We're aware of that, but one of the issues
3 with the LNG is they're restricted to daytime movements. So
4 it's not particularly -- the nighttime, we would like to see
5 some better radar coverage, because there is no radar
6 coverage at the moment; we've operated in both Eastport and
7 Bayside with no radar since we started; and that is one of
8 the requirements, I'm sure, that the Coast Guard would want,
9 is that we do have the shoreside based radar.

10 The most interesting thing in all of this is at
11 the moment, anybody in this room can pilot a ship to Bayside
12 legally. The Canadian government does not require any
13 pilotage whatsoever, to go to Bayside. Most ships do in
14 fact take pilots, or two pilots based in Campobello, Captain
15 Savage and Captain Matthews, who have around 5,000 trips up
16 the river, transits on the river; trips with Jake Morris and
17 the other pilot, in Eastport.

18 So we have 5,000 transits of passage in the St.
19 Croix River, and all the ones in the St. Croix River were
20 voluntary. The Canadian government to this day does not
21 require pilots for that river. I've heard it referred to as
22 the most dangerous waterway in Canada. If it is, why
23 doesn't the Canadian government require pilots for it? It's
24 a big issue.

25 On the training and experience, the ships have a

1 process that they go through to prove the routes in
2 simulators. We've done a week, East LNG and a week with
3 Calais LNG at Marine Safety in Rhode Island, in which we
4 proved out different systems, checked out what we think we
5 need for navigation, and most importantly use the tugs to
6 see what we could do with the ships in blizzard conditions,
7 in zero visibility with heavy winds, 35, 40 knots, and see
8 if the tugs can control those ships under any circumstance
9 with bosses on the ship.

10 And what are those limits that we could go with?

11 We practiced that extensively, and believe me it's a real
12 time exercise; whatever time it takes to do something in
13 real time, that's what we do. And we were able, in every
14 circumstance, to control the ships.

15 The question keeps coming up, and I hear it over
16 and over, and from people I really respect; is that where
17 are these people going to come from to A) run the ships, and
18 run the tugs, the pilot, and to run the terminals? And
19 generally it's, they're going to come from away. Well,
20 that's pretty insulting to the local people here who've done
21 the maritime, who spent their career at sea. I was captain
22 on a ship, it was the largest ship of the -- history to this
23 day. All my officers were from Maine; Pleasant Point,
24 Jonesport, Nachias, Lubec. All over the state.

25 If the largest ship under U.S. flag in history,

1 larger than any ship, any other ship, you can have all Maine
2 guys do it, I think we can run an LNG terminal with the
3 proper training. There's a lot of process engineers in
4 Woodland right now, at the mill, who would take great
5 offense to even say that they couldn't run a process in LNG
6 with the proper training, because they've run processes that
7 are very complicated in the wood pulp industry.

8 The pilotage is something that both the American
9 pilots that have been working on this take a lot of pride
10 in; we work very hard to be very professional. And we
11 really, really worked to make sure that we understand as
12 much as we can about these ships. We know it will take a
13 lot more training before we get on the first ship, but we're
14 working extensively, and for years now.

15 One thing left that I'd like to mention, and
16 that's, the night before last we lost a fisherman in the
17 Bay. He was -- the tide came in, overtook him, he died.
18 But it's making a living around here, on the water, is a
19 tough, tough business. We lost one man last year, we've
20 lost one crewman and the Coast Guard saved one crewman --
21 U.S. Coast Guard.

22 We know that we need employment here. We have
23 the people that can do that, we're well trained, we're
24 working hard, we're professionals, and I'd like very much to
25 see this project come to completion. Thank you very much.

1 MR. KOPKA: Thank you, Bob.

2 Our next speaker is Thomas Webster.

3 MR. WEBSTER: My name is Tom Webster,
4 (spelling). I'm a resident of Calais, and I agree with
5 Mayor Cassidy and Mr. Silverman when they call me 100
6 percent.

7 I'm a victim of one of these families where the
8 children had to move away to find employment. Right now in
9 our area, the economy is poor, the jobs are very slack and
10 with the paper mills being in jeopardy at all times you
11 never know when we're really going to be in more trouble
12 than we are right now.

13 I've researched some of these tankers and ships,
14 and the head out of the passage, and to me, all the elements
15 are in place with safety regulations. You'll never see it
16 in the paper when there's been an accident. If it was, it
17 was quite a few years ago before a lot of these things were
18 put into place.

19 As far as Head Harbor Passage goes, I can
20 remember when the tankers and the barges brought oil from a
21 Canadian firm, through the Passage up to St. Stephen and
22 unloaded Bunker C oil. If anything knows or read about the
23 Valdez incident, Bunker C is a far greater issue than what LNG
24 is.

25 And as far as the ash comment on the fire, the

1 woman made, ash is ash. If you have a meltdown, there's
2 nothing to clean up; because nobody would be here. Thank
3 you.

4 MR. KOPKA: Thank you.

5 Our next speaker is Larry Lack.

6 MR. LACK: Thank you, my name is Larry Lack;
7 (spelling). And I did want to mention that the remarks I'm
8 going to make about FERC are not directed personally at Mr.
9 Kopka or anybody else with FERC, which has a lot of really
10 nice people working for it, and honorable people.

11 I did want to mention today my wife and I had the
12 opportunity to take this beautiful new trail that has
13 recently been opened on Devil's Head; it's a view, a
14 spectacular view, stunning view of the area, which would be
15 around here, over this particular project. And it's sad to
16 think that vistas like that anywhere on the Northeastern
17 Coast of the United States could become an industrial
18 center. People who think like that haven't understood what
19 a rare place we live in.

20 I also wanted to mention that many, many, many
21 Canadians agree with the comments that we've heard here
22 tonight about the effects of the Point Lepreau plan and
23 Bayside marine terminal, and we are working to do something
24 about those industrial problems, which we believe do not
25 belong in this region; they threaten us as well as you.

1 The Lepreau plant is supposedly being
2 refurbished, but they're having great difficulties; it
3 hasn't been reported much, it's not -- the refurbishment is
4 not going well.

5 As a full citizen of the U.S. and Canada -- I've
6 spent much of my adult life in Washington County, Maine and
7 Charlotte County, New Brunswick -- I need to let you know
8 that holding your hearings and other special meetings here
9 about LNG proposals raises serious international issues that
10 are threatening and undermining the friendly relationship
11 between our two countries.

12 You should understand that Canadians see your
13 evaluating any proposal for an LNG terminal or terminals on
14 the shore of Passamaquoddy Bay or St. Croix River as a
15 violation of Canadian sovereignty. In fact, your insistence
16 on conducting these meetings actually appears to many of us
17 as an offense of taking Canadian rights and in effect of
18 Canadian territory.

19 The dangers that LNG tankers and terminals in
20 these waters would unilaterally impose along the shores of
21 Head Harbor and the Western Passages, and on the populations
22 of Campobello to Deer Island require governments and
23 communities in Canada to take on unlawful and burdensome
24 responsibilities. Because of these dangers, we have been
25 forced to devise a plan for protections and defensive

1 responses and actions that we have no interest in taking and
2 that do not benefit us in any way.

3 These imposed burdens are intensified by your
4 agency, FERC, which by evaluating the proposal encourages
5 actions by the developers to compromise Canada's rights to
6 administer its own territories without foreign interference.
7 No process for evaluating LNG terminals in these waters has
8 been agreed on bilaterally between our two countries.

9 Consequently, administrative hearings and other
10 actions on the part of U.S. state or federal or local
11 authorities claiming to evaluate or assist any of these
12 proposals without Canadian consent must be viewed as
13 inherently aggressive and unfriendly actions that are null
14 and void from the standpoint of international law.

15 Allowing American firms to formally propose these
16 terminals in U.S. administrative forum clearly implies U.S.
17 jurisdiction across the border into Canadian territory. The
18 threat of building facilities that physically impact across
19 the border, for example by bay floor and riverbed changes,
20 resulting in more construction and vessel activity, or
21 through the degradation of border area water quality as a
22 result of pollution from ships and terminal facilities, or
23 through demands of regulatory actions such as disaster
24 preparedness planning be undertaken in Canada.

25 Encouraging the developers to proceed with their

1 proposal for LNG terminals in our narrow and sensitive
2 border waters by holding administrative meetings including
3 this so-called scoping session, is an implicit way of
4 claiming -- it's an implicit but unmistakable way of
5 claiming jurisdiction by FERC and other U.S. agencies over
6 territories that lie outside the boundaries of jurisdiction
7 of the U.S., territory where Canada is sovereign and has
8 sole authority under international law.

9 Having been present as an observer at a FERC
10 workshop on DownEast LNG earlier this year in Calais, during
11 which FERC officials and technical specialists spent most of
12 the day coaching DownEast LNG representatives on the nuts
13 and bolts of how to meet your agency's technical and legal
14 requirements, I know for sure firsthand that FERC is not
15 just an evaluating and regulatory agency.

16 At present, at least under the Bush
17 administration, FERC is a very political agency, quite
18 evidently in the business of encouraging, enabling, and
19 facilitating those proposals of which it approves. It helps
20 them meet its standards.

21 Holding these hearings in view of Canada's
22 clearly stated opposition to these proposals constitutes a
23 provocation that threatens the friendly cross-border
24 relations that have prevailed here for more than 200 years.
25 You must understand that Canadians are offended and alarmed

1 by, and do not appreciate your agency or any other American
2 government agency holding any type of a special meeting to
3 evaluate these gross proposals. And that the Government of
4 Canada as well as that of the Province of New Brunswick
5 fully support us in these sentiments.

6 Canadians, traditionally polite as we are known
7 to be, have no choice but to uncomfortably demand that FERC
8 suspend its evaluation of Calais LNG, DownEast LNG and
9 Quoddy Bay LNG until intergovernmental consultations
10 regarding serious jurisdictional issues raised by these
11 proposals are settled to the mutual satisfaction of both our
12 national governments.

13 Thank you for the opportunity to clarify how
14 these proceedings are viewed by in effect Canadians.

15 I ask you, representatives of FERC, to carry this
16 understanding of how you're seen in Canada to your directors
17 in Washington. And I ask the citizens of Washington County
18 that have been misled by the false claims and pretenses of
19 Calais LNG and the other developers, to ask yourself how
20 would feel if developers and government agencies from Canada
21 or some other country were to propose and pursue a
22 comparable assault on the safety and sovereignty of the
23 United States, and of your families and communities.

24 Please end these proceedings, which are deeply
25 offensive to all of us in Canada, a country that has always

1 been a good neighbor to the United States. Thank you very
2 much.

3 MR. KOPKA: Thank you.

4 Our next speaker is David Thompson.

5 MR. THOMPSON: Good evening, and thank you for
6 the opportunity to be here this evening. My name is David
7 Thompson, and I am Fundy Bay Keeper, it's one of the
8 international water keeper alliance projects, and we work
9 under the Fundy Bay, the arm of the Conservation Council of
10 New Brunswick. Been doing a lot of work in and around
11 Passamaquoddy Bay the last five years.

12 Coming to the meeting tonight, I guess I find it
13 interesting, wherever I go I guess you always see things and
14 learn something new. Because it's always good, I guess,
15 just to come to meetings even if you don't come to present a
16 strong point of view like many of us are tonight.

17 And just in being here tonight, I guess I've
18 heard a lot of things which I'll get to in a moment, but one
19 of the things I guess I would bring to the meeting, and I
20 have heard people mention about big projects in the area,
21 many being on the Canadian side of the border.

22 I think at this point in time if we want to have
23 a plan in the future that's going to make it habitable by
24 people and all the other creatures who populate the planet,
25 and that we're doing that in the systems that are working

1 for us, that we're going to have to do -- will be by those
2 who care.

3 We have to get away from the big energy projects.
4 And one of the first ways that we can, at least we are able
5 to get away from completely, from big, nonrenewable
6 emergency projects is to at least in the short term reduce
7 the effects that they're having on the planet and its
8 habitat.

9 One way of doing that, and it's a big mistake
10 that's being made, I guess in this Atlantic region is, known
11 as the Atlantic region we're in here, is to locate projects
12 here which are going to supply the energy needs of the
13 people a long distance away; and that means all kinds of
14 corridors, whether these be power lines or pipelines that
15 reduce our forested land, reduce ecological function; we're
16 just putting a much bigger footprint on the planet.

17 And the reason that many of these projects come
18 to this region is that in other areas where they're going to
19 use the energy, the energy is demanded by certain interests
20 there, but the plants are not acceptable to be built there;
21 they can't get the permits, the endorsement to do it. So
22 therefore the companies, they flee to areas which are
23 economically depressed, or areas which are under such
24 political control that they think that they can get
25 permission to establish the -- far away from the centers of

1 population and the users of the energy.

2 So therefore, there's a much bigger ecological
3 and biological imprint on the planet. And I just wanted to
4 say that before I said anything else tonight. And I think
5 all of these projects are very negative for the region, and
6 there's been talk about some of these other projects, and I
7 think Mr. Lack clarified some of the things, by the nearby
8 nuclear station.

9 By the way, that station has generated the most
10 expensive electricity ever generated in the Province of New
11 Brunswick. It's never paid off its debt, and now it's up
12 for a \$2 billion refurbishment, and that's not going well.
13 I'm sure we'll hear more about that in the newspapers as the
14 information gradually escapes; it's been under the covers as
15 long as they can.

16 Several of the other projects that are going on
17 are questionable, very questionable in the environmental
18 era. I mean, the last thing we need on the planet now is
19 more fossil fuel and higher usage gasoline and diesel fuel;
20 we have to build the type of infrastructure that uses less;
21 we have to build vehicles and rail transportation systems,
22 things that use less of those fuels until we find -- you
23 know, a proposal now to -- well, basically double the amount
24 of ships in the Bay of Fundy, oil tanker ships, that Irving
25 proposal at St. John. In the meantime, with their whale

1 populations being threatened, and indeed the right whale,
2 the biggest factor in mortality there being ship scrapes.

3 These projects are very negative. They may make
4 some short-term employment, but there are many other energy
5 projects, particularly renewable ones, which could make more
6 employment, which could use the energy directly from the
7 communities around them.

8 Anyway, I just wanted to say those things, and
9 some of the things I heard here tonight, too; I heard
10 someone mention that maybe we could have gas in Calais.
11 Well, there's no reason that natural gas shouldn't be
12 available in Calais now; it's pretty easy to run a pipe,
13 either from the lateral opening on the St. Stephen side of
14 the river, or from the Maritimes to Northeast pipeline, a
15 lateral, cat down to Calais. I mean, it's being done for
16 many communities along the route of the Maritimes to
17 Northeast pipeline if you go west of this town, and also in
18 New Brunswick as we go east of this town.

19 And there's no reason that that shouldn't be done
20 now. I should think that the government of this city should
21 ask why it isn't being done. You know, find someone to move
22 that proposal ahead. This community should have natural gas
23 in it. If you can substitute natural gas for some other more
24 polluting forms of energy, as we know, there's much less CO₂
25 in natural gas, there's much acid emissions from burning it.

1 And it's the better fuel than some of the heavy oils;
2 indeed, even burning furnace oil or for using electricity,
3 of course dependent on how the electricity was generated.

4 But that's something that -- you know, it doesn't
5 have any bearing on this terminal, and it should be here now.
6 I don't understand why it isn't. But anyway, there should
7 be a move to get that in Calais.

8 One of the other things I saw when I first came
9 into the room tonight was pictures out in the hallway, and
10 if I don't want to take more time, I'd carry them in; but if
11 someone wants to bring them in, I'd be happy.

12 But anyway, there's a picture out on the that to
13 most people, if they took the time to stop and look at it,
14 it shows a picture of a quarry over on the other side of the
15 river, Bayside from here. And I think that there is a
16 terrible situation there. It's not only think so; I mean,
17 evidence has shown that that's a terrible situation; it's a
18 terrible situation for the water, for the air, visibly, for
19 the noise from it, and for a whole bunch of reasons, where
20 an impact on tourism in the area and future impact on
21 tourism, and something should be done about that.

22 When I asked the company, you know, "Why have you
23 got that there? What do you propose be done about that
24 quarry?" There were no answers. And I think just to use
25 that as an excuse for other projects, that is not good

1 enough, we should be doing something about that; and that
2 quarry operation there was started to make a lay-down area
3 for the port over there, and it's --

4 VOICE: Nine minutes.

5 MR. KOPKA: Well, I said about five minutes.

6 MR. THOMPSON: Okay, I'll move on to some other
7 things here. But there may be other things that should come
8 out tonight. But anyway, thank you for -- we are opposed to
9 any LNG development in the Passamaquoddy Bay region.

10 Just equally, as much so the other two LNG
11 proposals on the table, but this one does have -- each one
12 of those projects have the same problems, the same concerns
13 about the impacts on Head Harbor Passage, the impacts on the
14 tourism industry there which employs people, which is
15 important to families in the communities, to the local
16 economy, the fishery there.

17 The whales themselves and other marine mammals,
18 the species who may be affected. And we don't know if
19 they're being affected or not. There are a lot of declines
20 in fisheries in the area there, and of course some of those
21 declines are related to fishing activities elsewhere and
22 everything else; but there's certainly some impact there,
23 and with the decline in the fisheries in this region over
24 the last 25 or 30 years, and that was about the time that
25 these numbers just started to -- in the Bayside and other

1 activities were going on, and that needs to be found out.

2 There are a few other things that we're concerned
3 about, too. And right around the site we're concerned about
4 just changing that area there. There are three nature
5 preserves there, one that's been already mentioned by Larry
6 Last: the Devil's Head preserve, and as well there's a
7 nature park, at Todd's Point on the Canadian side, and as
8 well the international area on St. Croix Island.

9 And there's no reason that other development
10 can't occur here in this community, and I think there are
11 lots of opportunities. Certainly we've viewed a lot of
12 things since we've been working with Passamaquoddy Bay on
13 both sides of the border, and there certainly could be
14 renewable energy generated in this community from wind, from
15 some small-scale tidal, from even some solar things, and
16 geothermal, although I don't know too much about that; I
17 don't think it's really been explored.

18 But that there are many things, just from getting
19 the natural gas here from the existing pipeline, that would
20 create many more than the 40 or so jobs that will be
21 created. I'm drawing the number 40 out of my hat, because
22 that's what that is going to be made at Irving Turnbill in
23 St. John, 40 jobs. And I can't see this terminal being much
24 different from that one.

25 Although they probably wouldn't be as large,

1 because Irving, instead of building two tanks, is now
2 building a third and are threatening to build a fourth.
3 Again, to bring more ships into the Bay of Fundy, which is
4 the last thing we need in the Bay of Fundy, given the
5 condition of the right whales, more ships.

6 So anyway, I don't want to take any more time. I
7 do have a lot more to say, but those are some of the issues.
8 Certainly, you know, putting a facility there with noise and
9 lights and marine activities going to interfere with, that
10 some people may no longer consider important, but I think
11 that a lot of people who want to restore the St. Croix River
12 and want to restore the habitat around it, want to end this
13 -- of Bayside, want to have the natural environment like it
14 was before, and get sustainable industries going that will
15 supply a lot of people with jobs on an ongoing basis.

16 And I think that those things can happen; that
17 that would be good. Certainly this kind of a terminal is
18 not conducive to that, and the impacts of that terminal will
19 certainly affect marine species going up the river, some of
20 which are endangered now, and other fish in the area.
21 Noise, lights, movement. Thank you.

22 MR. KOPKA: Thank you.

23 Our next speaker is David Feiner.

24 MR. FEINER: I'm David Feiner. I'm speaking for
25 myself and my wife. I moved up here almost two years ago to

1 escape the filth and crime and noisy cities. I stayed here
2 because I like the communities and I like the region.

3 I lived right across Route One from Devil's Head.
4 I've lived between 2500 and 4000 feet from the facility. I
5 haven't measured it precisely.

6 I have no concerns about terrorist acts or
7 accidental destruction of the facility. It would take an
8 extraordinary feat of engineering to actually get the LNG to
9 escape the site and to produce any kind of thermal
10 destruction beyond the property as it's playing right now.

11 There's a lot of confusion about LNG, and this
12 confusion is because it sounds very similar to LPG,
13 liquefied petroleum or propane gas, and they're very
14 different materials with very different risks. And the risks
15 of LNG are a whole lot lower; in fact, it's not even
16 considered a hazardous material, technically.

17 The issue of jobs has been bandied about, that
18 the terminal won't bring in jobs into the area. Well,
19 whether they hire people locally or have to bring in people,
20 every job that's increased in this area benefits the entire
21 community in terms of spin-offs. The people who work at
22 that plant will be spending some of their money in this
23 community and paying some of their taxes to benefit this
24 community. And some of that may eventually filter down and
25 allow for restoration of some of the scenic beauty that has

1 been lost.

2 There is not going to be a decrease in energy
3 requirements either locally, nationally or internationally
4 until you stop population growth. It's just a fact of life;
5 it has to come from somewhere. LNG is pretty much the least
6 polluting source of nonrenewable energy that's available;
7 and it's pretty much the only one that's economically sound
8 at this point.

9 In terms of the college region, the ship track to
10 bringing LNG will be excluding any other variety including
11 the tourist ships that come in from the Bay. In fact, many
12 of the LNG ships are equipped to use the vaporized LNG that
13 they carry to propel the ships, lessening their dependence
14 on fuel oil.

15 I've heard a great deal of concern about
16 disruption of commercial and recreational traffic on
17 delivery, but it looks to me like the geography there would
18 actually allow for very little if any disruption, and
19 perhaps cause some inconvenience in scheduling, but not much
20 more than that.

21 As far as what Canada has across the river and
22 what we want to have on our side of the river goes, it's
23 counterproductive to say "You've got one more than we have,
24 or that we can produce more pollution than you can." I
25 don't see where that's germane to the discussion. Thank

1 you.

2 (Applause)

3 MR. KOPKA: Thank you.

4 Our next speaker is Carl Royer.

5 MR. ROYER: My name is Carl Royer (spelling).

6 I'm a resident of Calais, Maine.

7 First of all, I'm thankful that you're here, and
8 I want to say that after listening to the past few gentlemen
9 speak, we see that there's many sides of this argument. I'm
10 a little offended by a comment earlier that all Canadians
11 are against this, because I don't feel that's the case. I
12 don't know why he made that remark. I'm sure many Canadians
13 are for it and I'm sure many are against it; but to say all
14 Canadians I think is just unacceptable.

15 I got a four page printout off the Internet on
16 the safety of LNG gas, and this is a camp site. I don't
17 understand why there's the arguments about how dangerous it
18 is when they're saying that it's safe, in probably one of
19 the largest population centers in New Brunswick. So I'm
20 having a hard time understanding that argument.

21 I will say I'm in support of this project,
22 potential jobs in the area, I myself have children that I
23 would like see staying in this area; but there's a balance,
24 and I understand the environmental issues, but I don't think
25 we're talking environmental issues, I think we're talking

1 aesthetic issues.

2 'People don't want to see the ship on the river.'
3 I don't think that is an acceptable reason to not accept
4 this project; because you're afraid you might see a ship a
5 month, once a week through the St. Croix River which is a
6 shipping lane, navigable river, is I think a weak argument,
7 and I hope you gentlemen see that, also.

8 I want to thank you for coming here, I'm a former
9 City Councilor, but I'm speaking as a private citizen and I
10 hope this project goes through.

11 (Applause)

12 MR. KOPKA: Thank you.

13 Our next speaker is Alan Dwelley.

14 MR. DWELLEY: My name is Alan Dwelley (spelling).

15 I would like to thank the members of FERC for
16 being here tonight, and we welcome you to Calais. This is a
17 very important issue for our area; and I'm here tonight
18 speaking on behalf of myself. I live in Calais, where my
19 wife and I operate Greystone bed and breakfast, and I
20 operate a large commercial truck.

21 I was born in Calais, and raised just up the road
22 in Baileyville, and I firmly support Calais LNG. It's true
23 that we lose many of our brightest and best young people
24 from this area because of a lack of economic opportunity. I
25 don't consider myself world class or one of the best, but I

1 was one of those who had to leave here to make a living, and
2 spent nearly 27 years in employment exile, until I was able
3 to retire and move back home.

4 I missed the benefits of being close to family
5 for all those years. And during that time, most of the
6 time, the best I could muster was a yearly vacation back
7 home. And sometimes that wasn't possible.

8 I had hoped to have several years of retirement
9 with my dad, who was the most important male role model in
10 my life. I had hoped to be able to spend time in
11 retirement, hunting, fishing, doing projects and generally
12 enjoying his company; however, I didn't get the chance to do
13 that because he died before I was able to retire. Whenever
14 I think of it it saddens me, and I feel like I was cheated
15 out of precious time with him.

16 I would like to see more economic opportunities
17 for our young people, that would perhaps allow some of them
18 to remain here, find employment, and raise their families
19 here where they have the benefit of being close to home, and
20 close to family, and not be cheated out of the most precious
21 time we have, which is time with family.

22 We must have the ability to get hope for a future
23 where children achieve, inspire and where families can
24 prosper. A thriving economy is a tool that can pave the way
25 to promising futures for coming generations.

1 I've heard things said by some people regarding
2 environmental concerns and how devastating LNG would be to
3 our Bay, and I say 'probably' because I feel like it's my
4 Bay, too. I believe we have to make logical choices for the
5 future, and balance society's needs with environmental
6 preservation. I do not believe the Calais LNG project poses
7 a threat to Passamaquoddy Bay or to the St. Croix River that
8 some would like us to believe.

9 I believe that LNG can be done safely, without
10 harming the environment. I've observed Calais LNG teams in
11 the area throughout the summer, crews of people working
12 diligently to gather environmental information for their
13 environmental studies, and it seemed this summer that Calais
14 LNG teams were everywhere in the area, conducting studies
15 and doing research for this project.

16 Calais LNG has put together a team with a good
17 plan, and they are working in a logical manner; they're
18 working meticulously and professionally to make this an
19 environmentally-acceptable project.

20 I'd like to remind everyone that Head Harbor
21 Passage, Passamaquoddy Bay, and the St. Croix River has a
22 long history of prior commercial and industrial use, which
23 continues today.

24 From the schooners that sail to the three dozen
25 or so wharfs in Calais and St. Stephen during the 1800s, to

1 more recent times when tankers, all Bunker C oil, which was
2 referred to by Mr. Webster earlier, which is a thick, almost
3 tar-like substance used at the paper mill. That was
4 supplied by Canadian-based Irving Oil at the storage tanks
5 in St. Stephen; and in more recent times as well, fuel oil
6 was hauled by tankers up the river to Calais where it was
7 distributed by the Red River Company.

8 I don't recall during those years anyone, any
9 outcry by anyone even American working, that the Bay needed
10 to be saved from these very devastating substances, as
11 Bunker C oil could be if it was disbursed into the
12 environment.

13 Currently, the Canadian point at Bayside and
14 traverse these waters, and the Canadian position seems to me
15 to be very self-serving, given their prior and current use
16 of these waters. And it disturbs me that we're being told
17 that we cannot use our mutual waterways for peaceful
18 economic purposes that will bring much-needed jobs, more
19 economic opportunity, and a better standard of living to
20 Calais, St. Stephen, and Washington County.

21 We've always enjoyed a good neighborly
22 relationship across the border, and want that to continue.
23 However, the Canadian position regarding the waterway and
24 LNG is certainly not in keeping with that good neighbor
25 tradition.

1 I hope that our cross-border neighbors will not
2 pursue their current position and instead come to support
3 this project, because there's a benefit on both sides of the
4 river.

5 We need and we want economic opportunities here
6 in Calais and in Washington County, the type that Calais LNG
7 can bring, during the construction phase, and the years to
8 come during its operational phase. Calais LNG is the future
9 for this area, and the time is here and the time is now.

10 From my observations, Calais LNG is the complete
11 package. They're well organized and I think have the best
12 site location of those proposed. It sits across from an
13 existing industrial operation on the Canadian side of the
14 river, and it's not visible from the tourist community of
15 St. Andrews, New Brunswick.

16 I firmly support the Calais LNG project and urge
17 FERC's approval of it.

18 And I'm quite familiar with Devil's Head; my wife
19 and I liked to hike up to Devil's Head, and when the first
20 LNG tanker materializes on the river, I would like to be up
21 there watching it sail up the river. And I don't believe
22 that it's going to have a devastating effect on tourism that
23 the opposition would like us to believe, either.

24 Thank you for your time.

25 (Applause)

1 MR. KOPKA: Thank you.

2 Our next speaker is Candace Dwelley.

3 MS. DEWLLEY: Good evening. My name is Candace
4 Dwelley (spelling). I would like to endorse what my husband
5 just said, and I would also like you to know that for the
6 first 23 years of my life I grew up in Robbinston on the St.
7 Croix River, and every morning I'd watch the sun rise. I
8 appreciated it then, and miss it when we lived away from the
9 Calais area. I appreciate it now, I know what we have, and I
10 don't see that this project poses a threat. Thank you.

11 MR. KOPKA: Thank you.

12 Our next speaker is Gerald Morrison.

13 MR. MORRISON: My name is Gerald Morrison
14 (spelling). I'd like to endorse Captain Peacock's
15 statements in the previous conversations.

16 I'm the other river pilot, I'm fifth generation,
17 born in Eastport, made a living here. My father said that
18 that we kind of have to continue on the fishing business, so
19 I went to sea for 13 years, sailing tankers.

20 I endorse this project, as I have the other two.
21 As I said previously in other meetings. They aren't as
22 dangerous as they claim it to be. We've even had situations
23 getting out of the Passage with tugboats. There's ample
24 water, plenty of width, and I don't see any problem as long
25 as they stay within the parameters of tidal current,

1 weather, and have the amount of tug boat support to make a
2 safe transit.

3 The St. Croix River, there's only another six
4 miles up the river. We have done simulator training and put
5 under particular environment; winds, tides, and we were able
6 to have positive outcomes during these simulations. So I
7 support this project. Thank you.

8 MR. KOPKA: Thank you.

9 Our next speaker is Peter Cannon.

10 MR. CANNON: My name is Peter Cannon (spelling).
11 I'm a resident of the City of Calais for the past ten years,
12 and I'm representing myself.

13 For over 30 years I worked in international
14 development, I've seen the best and worst including time I
15 spent in the Niger Delta with the oil industry in Nigeria.
16 It doesn't have to be this way; until circumstances are such
17 when specifications and regulations are enforced, you can
18 eliminate the problems in the Niger Delta.

19 So I assume that this project will adhere to its
20 specifications and there will be mandatory enforcement of
21 our standards, laws and regulations.

22 A month ago today the people of the United States
23 spoke and they decided that they wanted change in the
24 leadership of our country. And as a result of that, a lot
25 of people anticipated new hopes for the future and part of

1 this has to do with not worrying about certain things;
2 change is inevitable. Regardless of what people want and
3 regardless of what people say, change is going to happen.

4 The best thing that can be done is to try to
5 manage it in the way that causes the least amount of
6 problems to the most people.

7 The most famous citizen, to my knowledge, of the
8 Island of Campobello, which is in Canada, had this to say to
9 the American people in the dark days of the Depression: The
10 only thing worse than fear is fear not.

11 So I say to the people here, don't fear the
12 future, have hope in the future, and let this process, which
13 we're at stage two of an eight stage process, let it
14 complete itself and let's see what happens; don't shoot
15 something down before we know what's going to happen in the
16 future. Thank you very much.

17 (Applause)

18 MR. KOPKA: Thank you.

19 Our next speaker is Jane DelMonaco.

20 MS. DELMONACO: My name is Jane DelMonaco
21 (spelling). I was born in Calais, and with the exception of
22 leaving the area to pursue my education, I've lived all my
23 life in this town, and want to express my support for the
24 Calais LNG project.

25 As a nurse practitioner, substance abuse

1 counselor and a mother, I have seen too many kids leave this
2 area to find work and hope for a more prosperous life than
3 what their parents have had. Many of these young adults
4 talk about the financial struggles and emotional impacts
5 that they have seen their parents face, how their parents
6 worked two or three minimum wage jobs just to provide the
7 basics for the family.

8 The lack of employment opportunity and financial
9 stability leads to increased social problems that range from
10 families living on state assistance to drug and alcohol
11 addictions, low self esteem, and a higher crime rate, to
12 name just a few.

13 This exporting of our youth needs to stop. Many
14 kids want to stay in this area, but they're faced with the
15 fact that they have to leave in order to find stable
16 employment. The potential for this LNG project to provide
17 economic relief through jobs and spin-off businesses could
18 provide the catalyst needed for our children and families to
19 have a choice to live and work in this area.

20 I look at our population and I see that we're
21 becoming a retirement community. The separation of families
22 due to the need to go where the work is creates issues that
23 are not only seen in the home but are reflected in our
24 school systems as well. The community at large pays dearly
25 in far greater ways than you might imagine for these issues.

1 The importance of the role of the family in our society
2 cannot be understated.

3 And the hype about the potential negative
4 consequences and the risks of LNG make good scare tactics,
5 but interestingly when traveling to Boston, I see how that
6 city is thriving. Residents talk about property valuation
7 that continues to increase; all businesses remain, new
8 businesses have started to pop up in different places that
9 weren't there on previous visits, and Boston Harbor seems to
10 be prospering with new waterfront development; and all this
11 despite having an LNG facility located there.

12 I believe that industry and our environment can
13 work together for the benefit of all. I can only hope this
14 project is met favorably by FERC, and please understand that
15 those of us who were born here and raised here have seen to
16 by choice and it's also by our choice that we encourage you
17 to approve this LNG project. And I thank you for your time.

18 (Applause)

19 MR. KOPKA: Thank you.

20 Thank you. Our next speaker is William
21 DelMonaco.

22 MR. DELMONACO: Good evening and welcome to
23 Calais. My name is Bill DelMonaco. I won't spell it out.

24 I was born and raised in Calais, lived here all
25 my life. After completing college, I chose to return to

1 Calais and work in the family business.

2 I have served on the City Council in Calais for
3 25 years. During those years the council I sat on, the
4 councils I sat on were all in favor of economic development
5 of any kind in this area. I can't recall any councils that
6 did not support economic development in Calais. In fact, on
7 two occasions the Calais LNG support vote brought up before
8 the Council, and both times was unanimously supported.

9 In that period of time, the City of Calais built
10 the industrial park on Palm Street to house the Hathaway
11 Shirt Company, that provided employment for the local people
12 for approximately 15 to 20 years. That industrial park
13 unfortunately transformed into housing for elderly, a
14 nursing home, housing development because of Calais'
15 inability to attract industry.

16 In the mid-Seventies the City developed the
17 second industrial park in the old town area of Calais. That
18 development became home to six businesses, of which four
19 remain. At one point in time, the city hired a consulting
20 firm to assist in attracting more businesses to the park;
21 and in desperation, the city was willing to offer the land
22 at no charge if businesses would locate there.

23 Also the City Council has twice named the
24 location where the Native Americans proposed the development
25 of a casino, just a potential business venture; was twice

1 defeated in statewide elections and referenda, and was
2 vetoed by the governor.

3 Most recently, our government appointed a
4 committee to Washington County to help develop a plan to
5 attract businesses to this area. Absolutely nothing has
6 transpired from this committee.

7 My point here is, we are pro business, desperate
8 to provide good paying jobs that will be a reason for our
9 children to remain in this area; enable families to stay
10 together. We have watched our local paper mill dwindle from
11 approximately 750 employees to about 150 now. We have seen
12 our waferboard plant and stuff built by Georgia Pacific in
13 the Seventies; both are lying idle.

14 Other than Calais being the service center for
15 Washington County, the jobs in this area are with the
16 federal or state government, local hospital, medical
17 facilities, the odd construction projects in the area. Most
18 of the people in this County work two, three, four jobs. We
19 have highly educated people in this area, and they deserve
20 better jobs that offer good wages and benefits.

21 A project of this magnitude will provide the tax
22 base that will also improve our infrastructure, possibly
23 open up the market for another fuel source for our homes
24 here in the area, and could create other spin-off
25 businesses.

1 Our Canadian friends have a nuclear power plant
2 at Point LaCroix, approximately 30 miles as the crow flies,
3 from Calais. Further up the road, a fossil fuel power
4 plant, an oil refinery that's very expanded, and an LNG
5 plant; they're all located at St. John, approximately 60
6 miles, 80 miles from Calais.

7 Help me understand why Canadian opposition should
8 even be heard let alone considered in our effort to bring
9 this LNG plant to Calais. Our new president was elected on
10 a platform of creating more jobs, less dependency on foreign
11 oil and other images. I hope the lifelong residents of this
12 area will speak out in support of this project and not feel
13 intimidated by these people from away; transplanted, tree
14 huts, or what have you, who have come into this auditorium
15 and tried to stifle our opportunity for growth and economic
16 stability.

17 With recent economic downturns in the country,
18 and globally, it is even more urgent that we support this
19 LNG plant. Thank you very much.

20 (Applause)

21 MR. KOPKA: Thank you.

22 Our next speaker is Linda Pagels-Wentworth.

23 MS. PAGELS-WENTWORTH: My name is Linda Pagels-
24 Wentworth, (spelling). And in danger of having to spell it
25 out, my maiden name was Shattuck (spelling). Just one of

1 the first farming families in the Red Beach area near
2 Calais. Goes back a few hundred years.

3 I was born and raised here, and have 25 years
4 experience as a municipal planner, administrator, and have
5 worked in many communities in Washington County. And also
6 I'm the mother to four children, two of whom in the process
7 of studying engineering, and we hope to be able to live in
8 this area again, work in their field so they won't have to
9 go away.

10 I am personally encouraged that this project is
11 being considered and reviewed, and have faith in the
12 process, and hope that if it is successful and permanent, it
13 does serve as an economic engine, instead of paying benefits
14 to Washington County.

15 I am currently the Washington County manager, and
16 it is my pleasure to read a short letter of support from the
17 Washington County Board of Commissioners. We believe in
18 this process, they said, and we appreciate the commitment to
19 invest in the LNG project.

20 The letter: To Calais LNG Project Company, Dear
21 Mr. Emory, the Washington County Board of Commissioners
22 enthusiastically support you in your process to determine
23 the feasibility of the Calais LNG project in Washington
24 County. We congratulate you and your firm in reaching this
25 important step in the project review phase, which enables

1 public comment, and wish your project every success.

2 As you are aware, there are socioeconomic factors
3 in Washington County; it will do the County well, there are
4 many opportunities provided by the County's geographic
5 features, location, to meet the many opportunities created
6 by the nation's need for alternative energy sources.

7 Again, we thank you for your efforts to bring
8 economic development to Washington County in the form of the
9 Calais LNG Project, and we support the Calais LNG with the
10 upcoming review by the Federal Energy Regulatory Commission.

11 And it signed by Kevin L. Shorley, {ph}
12 Commissioner, District One. Thank you.

13 MR. KOPKA: Thank you.

14 Our next speaker is Representative Howard
15 McFadden.

16 REP. McFADDEN: My name is Howard McFadden, State
17 Representative Howard McFadden (spelling). And I didn't
18 plan to speak, and I didn't know the ground rules, but I
19 understand the ground rules are five minutes. Is that
20 correct?

21 MR. KOPKA: About.

22 REP. McFADDEN: And it appears to me -- I don't
23 want to sound negative -- it appears to me that the fact
24 stampers with the daggers are getting more than five
25 minutes.

1 MR. KOPKA: I said about five minutes.

2 (Applause)

3 REP. McFADDEN: I didn't want to repeat that.

4 I'm here to speak in favor of the project, as you
5 can see. I'm here to speak on behalf of the Washington
6 County delegation to the Legislature. We had one more
7 member here, but I don't think she plans to speak. But
8 we've had some meetings, so we're all for the project.

9 Let me tell you, I grew up in Dennysville.
10 Somebody said what town he's from; I didn't hear where he
11 was from. They didn't mention the town, so anyway, I'm from
12 Dennysville, and I'm proud to be a supporter of this
13 project.

14 To us, it's all in the back; plus when you live
15 almost at the end of the road, it's pretty difficult to get
16 things in there, but we had the chance to -- just beyond my
17 wildest dreams, I don't know.

18 But anyway, we need economic development, we need
19 good paying jobs, we need good-paying jobs, we need good
20 paying jobs with benefits, and we have the brain drain yet
21 in this end of the state. All our young people are going
22 out of state to get jobs, there's nothing back there for
23 them, so they just don't come back.

24 I'll end with this: The thing that kind of
25 bothers me is our good friends in Canada, they claim it's

1 not safe or it's very dangerous to bring ships with LNG
2 through the Head Harbor Passage. But now, on the other
3 hand, it is safe for them to transfer or to pipe the LNG,
4 the oil, across the Bay, it's just the same thing. And
5 after I heard Captain Peacock talk down here, it really
6 cemented my thoughts, because he talked about the size of
7 ships and the draft, et cetera, and when those larger ships
8 come in, and nothing has ever happened; I haven't heard of
9 any accident investigation, or anything has going wrong.

10 So anyway, I'll stop at that, and again I show my
11 support.

12 (Applause)

13 MR. KOPKA: Thank you.

14 Our next speaker is Herm Gadway.

15 MR. GADWAY: Good evening, my names is Herm
16 Gadway, I'm a resident of Robbinston, Maine and Calais,
17 Maine. I'm properly owner in Calais.

18 First of all, I believe the form of the meeting
19 is not a popularity contest where we're trying to sway
20 people here, but rather to present arguments or issues to
21 the FERC. I read the pamphlet and that's where I got it. I
22 think maybe some of the opponents have done a disservice to
23 people that have legitimate concerns by being a little
24 extreme about it; and I'd like to take a more practical
25 point about -- I'm lucky enough to be raising my two

1 daughters here, and I was educated here in Washington
2 County, the University of Machias, and I'm fortunate enough
3 to live on the beautiful St. Croix River.

4 I guess technically you could say I'm from away;
5 I've been here 13 years. Unfortunately, I don't believe
6 that that's a negative. For whatever reason people want
7 development, LNG is to attract educated people here that
8 want to work hard, pay taxes in the community, so I don't
9 think it should be discriminatory against people from, call
10 it from 'away.'

11 The issues I want to present are, I believe that
12 Art from Calais LNG inaccurately depicted the visibility; he
13 said he couldn't see it from the Red Beach shoreline.
14 That's not true. He knows it's not true. We were lucky
15 enough to have some people from DownEast LNG, some of their
16 consultants, environmental consultants, the man's name was
17 Dan who came down. And they assessed our property to see
18 what we would see as part of the Calais LNG project.
19 Depending on where we were on our road, we could see
20 different levels; the tanks, the dock, or the ship.

21 So I just wanted to let you know that that is a
22 potential negative impact; that some residents can in fact
23 see the project.

24 There will be some light noise pollution. Just
25 the mere fact of having tugboats pilot the LNG tanker on the

1 river, anybody that's spent any time on the river knows that
2 the valley echoes quite a bit, and certainly there will be
3 some noise in fact. If it is only one ship a week, and I
4 understand that's minimal, but there will be some impact.

5 It's a little confusing to me that why the site
6 is such a great site. It's situated right between a
7 conservation area, Devil's Head, that was purchased seven or
8 eight years ago, mostly by donations; the people want to
9 preserve the area, the nature. And also the St. Croix
10 International Park. St. Croix Island is an international
11 park, a national park that certainly will be impacted by the
12 LNG project.

13 The National Park Service discourages people to
14 even go to the island, although I think a lot of people, me
15 included, actually go there sometimes. But supposedly --
16 well, anybody that has gone there can certainly understand
17 why; it's beautiful up there.

18 There's been a lot of talk about the jobs it will
19 create, and I'm sure it will and I don't want to discourage
20 it. I understand this is a recessed area with a lot of
21 unemployment, and I think that our political leaders and
22 residents who want to encourage job growth are on the right
23 track. Some of the people that were proponents of the
24 project, I include that in my friends and respect their
25 position here, and in the community.

1 There also are jobs created in economic stimulus
2 from not having an LNG project. I know that two of my
3 neighbors down there, one of the families is from Houston,
4 Texas, and they came up here to get away from that. These
5 people spend a lot of money in the area, they purchased all
6 their furniture here, they use the regular utilities here,
7 they buy many items. I know they all get the Calais
8 advertising sent to their house, they always comment that my
9 daughters are -- because they're in there, and they can see.

10 But they are contributing to this area, too. So
11 I just want to present that maybe there is some economic
12 stimulus for not having a project like that.

13 One of the things that's been disappointing to
14 me, when I came here this summer for the LNG project, I
15 talked to one of the developers and another person about
16 obtaining LNG for the residents and businesses this year.
17 And they're very vague about when in fact we would get --
18 they kind of pushed back on the city, saying 'Well, it's not
19 their responsibility. Their responsibility is to get -- and
20 the city must invest their money to develop this for the
21 town.'

22 I don't really think that's the right attitude.
23 If we do get the LNG project, I think that the City Council,
24 who is unanimous in support of the project and the people in
25 the City, Mr. Porter and whoever else, the City Manager,

1 they should really make sure that if we do get the project,
2 that we get the best out of it. I don't believe we should
3 even think about it without getting LNG for our residences
4 and businesses. The whole purpose of the proponent's
5 argument, that this is developed, if we don't get LNG
6 services, I don't believe that we'll have a significant
7 development.

8 I think that if in fact we do get the project, we
9 need to make sure that we get the best deal for everybody;
10 and make sure that the arguments against it are considered
11 from everybody. Because most people are in favor of the
12 project, that they may discount the negative aspects of the
13 project.

14 Thank you for listening.

15 MR. KOPKA: Thank you.

16 Our next speaker is Anne Perry.

17 REP. PERRY: Thank you. I'm Anne Perry,
18 (spelling). I am State Representative from this area, and I
19 actually represent all the areas that all of the LNG
20 projects are in. And so I am speaking more I general than
21 specifically for this project, because I think LNG for this
22 area, and for the research and the work that's been done by
23 all of the facilities, I certainly trust in the FERC process
24 and the state process, that all sides get heard and it gets
25 reviewed.

1 By looking at this as an economic development
2 piece, we live in a county that has the highest unemployment
3 rate in the State. It has consistently had, since I've been
4 in the legislature -- at least 10 to 20 years. We also have
5 one of the highest unemployed rates in the State. And we've
6 had the privilege of having the report come out that has us
7 as the only County in the Northeast that has shown any
8 statistical significant decrease in life expectancy for the
9 women in our County. And that is an economic issue.

10 As a result of that, we really need to look at
11 our environment, and our environment includes people.
12 Seeing the people whom I treat, as a nurse practitioner, who
13 are working two or three jobs, who have no insurance, who
14 have to barter what they get in terms of health care. And
15 health care for them, and prevention, is the fact that they
16 have food on the table. Prevention can only go as far as
17 you have the resources to do that.

18 Substance abuse is about making things feel
19 better. I've seen a county that has looked hopelessly at
20 the possibility of making it any further than the minimum
21 wage job.

22 If we're going to talk about the environment, we
23 have to talk about the people who live in this environment.
24 And as a result we do need to look at what we do for
25 economic development. Washington County has an unique

1 vision to work with alternative energy. Alternative energy
2 is a clean energy.

3 As a County, and I will say that the results of
4 that commission that was set up by the governor, there has
5 been work that has come forward, and there's a group called
6 the Washington County on Community that really is looking at
7 all the issues about economic development. And as a county,
8 we can move forward and we can also zone our County to
9 industry, to tourism, if we do it carefully.

10 And I think that the places that are set up for
11 this are close to what is our industrial zone, they're close
12 to the pipeline, and as a result of that, makes it fit into
13 an area if we are going to look at zoning.

14 It is my hope that we as a County, and as a state
15 representative I certainly will work with that; is that the
16 resources that are able to come in with development and the
17 work that comes in, that we can use those resources to
18 actually develop further economically for those other
19 interests that we need to work with.

20 To me, this is a beginning of what we can do to
21 move forward as a county. And I do support LNG for this
22 area. Thank you.

23 (Applause)

24 MR. KOPKA: Thank you.

25 We've made it through the speaker list for those

1 who have signed up. Is there anyone else who would like to
2 speak?

3 Sir. Please state your name and spell your name
4 for us.

5 MR. HOWERIGG: At least my first name is not too
6 difficult; it's Bob, B-o-b.

7 Last name is Howerigg. (Spelling)

8 I am in favor of LNG coming here. I figure it is
9 something that is going to help this area and people are
10 talking about the boats and all. I'm looking forward to
11 seeing them.

12 I enjoy the few things that Calais has, but I'm
13 down on Red Beach. And that most that I see is traffic
14 going past my door, and I've yet to see boats once in a
15 while. That's all.

16 MR. KOPKA: Thank you.

17 Is there anyone else?

18 Sir.

19 MR. SCOOK: My name is Bennie Scook. S-c-o-o-k.
20 I'm one of these people from away, the rich people. I
21 struggled all my life to make some money. I worked three
22 jobs, I didn't save a penny. I moved up here. I hate to
23 see this area destroyed by an LNG.

24 I have some questions to ask. Has anyone looked
25 into the fact that we in the St. Croix Valley, the biggest

1 fault on the East Coast?

2 On top of that, right across from where they want
3 to put this LNG, they do blasting every other week. I think
4 some of that should be considered. No one has ever
5 mentioned that.

6 Another question: What are we going to gain as
7 citizens of Calais with LNG? Besides a few jobs -- 400 to
8 start, maybe 50 to 60 after -- for a period of about ten
9 years, and our kids will still be leaving. I left here as a
10 kid, and my family has been here since the 1800s also. And
11 I don't like people who have to disparage other people
12 because they don't come from here.

13 I wasn't born here; I used to ask my father all
14 the time, "How come I wasn't born in Red Beach?" And my
15 mother told me one day, "Don't worry, hon, you were made
16 there."

17 (Laughter)

18 MR. KOPKA: Thank you.

19 Anyone else?

20 Ma'am.

21 MS. PEACOCK: I'm Jean Peacock, (spelling) the
22 same as the Captain.

23 I have a couple of points to make. I'm a retired
24 educator, I've been an educator for 34 years, many of them
25 in Washington County. And we face a crisis in education

1 with finance, and I feel that the LNG projects that are in
2 this area, if they go through the permitting process and
3 everything proves out okay, that will bring some much-needed
4 tax money to help our schools. And I'm not speaking for the
5 schools, I'm retired; I'm speaking as a private citizen
6 living in Eastport.

7 Also I want to speak to the point of looking at
8 something that's -- you know, might be industrial-looking.
9 I love to go to Baxter State Park, and every time I go to
10 Baxter State Park I go by two huge paper mills. That does
11 not bother me. I know that unfortunately they're closing
12 down, but at one time they provided many, many jobs in that
13 area. And we, too, are seeing our paper jobs go down.

14 But the point I want to make is that did not in
15 any way deter the beauty of that area. The mountains there,
16 the Bay is still going to be there; I spend many, many hours
17 along the water in the summer, sometimes in the fall,
18 sometimes in the spring. Very little, very, very little
19 traffic on these waters.

20 If there were a cam out there between Deer Island
21 and Campobello measuring the number of boats coming through,
22 it would not be a tremendous amount. And this area, at one
23 time it was a maritime capital, we had a business that faced
24 the ocean. That's what helped us survive this, the
25 businesses that were on the ocean front. And unfortunately

1 those have dwindled, and I would like to see more maritime
2 jobs, tug jobs, the shipping. And I think, as somebody just
3 said, that our economic interests and our environmental
4 interests tend to work hand in hand, they do not have to
5 negate each other. Thank you.

6 (Applause)

7 MR. KOPKA: Thank you.

8 Is there anyone else who would like to speak?

9 Anyone else.

10 VOICE: I'll speak.

11 MR. KOPKA: Okay.

12 MR. CONDON: Phil Condon, I'm on the City Council
13 here in Calais. (spelling)

14 I had to live through the summer of fishing with
15 my son in the St. Croix River; my son just became a student-
16 lobsterman; we've been up and down the St. Croix River this
17 summer probably 50 times, probably more than anybody in this
18 room, except for those guys surveying out there. We've
19 seen, from April to October very, very little traffic out
20 there. The luxury of seeing a boat at Bayside is actually
21 exciting for us; we walk close. We like seeing it, it's fun
22 for us. But it's pretty rolley out there, it's not very
23 safe; if we ever got stuck, there's not many people coming
24 to our help. My son, he looks forward to spending a life on
25 the river; he loves it out there. Not so many lobsters out

1 there, but we have a lot of fun doing it. Maybe some day he
2 can go Maine Maritime and be a pilot, even of a tugboat.
3 Something to keep him.

4 I have a family of five, I have a lot of pets, do
5 a lot of stuff around here. I was born in New York, raised
6 on the streets of New York in Queens, New York. And my
7 father came here, and I've been here 16 years myself. We
8 look forward to staying here. We hope that this LNG project
9 goes through, we'd like to see jobs come here, and the big
10 thing right now, you see across the whole United States is
11 recession, which is basically defined as three straight
12 quarters of no growth. And here we have problems
13 everywhere, about complaining and no money, and pensions
14 disappearing; and in Calais, I don't think we've had growth
15 here for 30 years. And we're looking for a bailout.

16 And something comes along as a project like an
17 LNG to us, after being in recession for 30 years, looks
18 pretty good. And we would like to accept it, and I support
19 this as a City Council and citizen of Calais.

20 (Applause)

21 MR. KOPKA: Would anyone else like to speak?

22 No. Okay. Well, I would like to thank everyone
23 who came tonight and who spoke tonight; and without any more
24 speakers, the formal part of this meeting will conclude.

25 On behalf of the Federal Energy Regulatory

1 Commission, I would like to thank ou all for coming tonight.

2 Let the record show that the Calais scoping
3 meeting concluded at 8:48 p.m.

4 (Whereupon at 8:48 p.m., the scoping meeting
5 adjourned.)

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