

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs
 EOE No.: 13061
 MEPA Analyst: Arthur Popsley
 Phone: 617-626-1029

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

Project Name: Weaver's Cove Energy LNG Import Terminal		
Street: One New Street		
Municipality: Fall River	Watershed: Taunton River	
Universal Transverse Mercator Coordinates: 321902 E, 4622221 N	Latitude: 41° 43' 54.7" N	Longitude: 71° 8' 29.2" W
Estimated commencement date: mid 2004	Estimated completion date: late 2007	
Approximate cost: \$250 million	Status of project design: 10 % complete	
Proponent: Weaver's Cove Energy, LLC		
Street: One New Street		
Municipality: Fall River	State: MA	Zip Code: 02720
Name of Contact Person From Whom Copies of this ENF May Be Obtained: Katie Lesser		
Firm/Agency: Epsilon Associates, Inc.	Street: 150 Main Street	
Municipality: Maynard	State: MA	Zip Code: 01754
Phone: 978-461-6207	Fax: 978-897-0099	E-mail: klesser@epiassociates.com

Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?

Yes No

Has this project been filed with MEPA before?

Yes (EOEA No. _____) No

Has any project on this site been filed with MEPA before?

Yes (EOEA No. _____) No

Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:

a Single EIR? (see 301 CMR 11.06(8)) Yes No

a Special Review Procedure? (see 301CMR 11.09) Yes No (for joint NEPA/MEPA review)

a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No

a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): None

Are you requesting coordinated review with any other federal, state, regional, or local agency?

Yes (Specify: *Federal Energy Regulatory Commission (FERC) NEPA Review*) No

List Local or Federal Permits and Approvals: *Federal Energy Regulatory Commission (FERC) Certificate Approval, USACE Section 404/10 Individual Permit, USCG Authorization for Waterfront Facilities for Handling Liquefied Natural Gas, USCG Navigation Authorizations, CZM Consistency Review, DEP 401 Water Quality Certification, DEP Non-Major Source Air Permit, Orders of Conditions (see Appendix 2, Table 2-1 for comprehensive listing of permits)*

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|--|---------------------------------------|--|
| <input checked="" type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input type="checkbox"/> Historical & Archaeological Resources |

Summary of Project Size & Environmental Impacts	Existing	Change	Total	State Permits & Approvals
LAND				<input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input checked="" type="checkbox"/> New Source Approval <input type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input checked="" type="checkbox"/> Other Permits (including Legislative Approvals) – Specify: – EFSB participation in FERC process – CZM Federal Consistency review – Fire Marshal, Tank Approval (see Appendix 2 for comprehensive list of permits)
Total site acreage	68.5			
New acres of land altered		~ 50*		
Acres of impervious area	5.5	(-1.3)	4.2	
Square feet of new bordering vegetated wetlands alteration		0		
Square feet of new other wetland alteration		See breakdown in Wetland Section II		
Acres of new non-water dependent use of tidelands or waterways		0		
STRUCTURES				
Gross square footage* <small>*Including, buildings, tanks & piers</small>	124,000	(-30,900)	93,100	
Number of housing units	0	n/c	0	
Maximum height (in feet)	48	~ 137	~ 195	
TRANSPORTATION				
Vehicle trips per day	245	(-75)	170	
Parking spaces	100+	(-70)	30	
WASTEWATER				
Gallons/day (GPD) of water use	660	(-165)	495	
GPD water withdrawal	0	0	0	
GPD wastewater generation/ treatment	600	(-150)	450	
Length of water/sewer mains (in miles)	N/A	N/A	N/A	

* land to be altered is already predominantly developed

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No See NHESP
correspondence in Attachment 3

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes (Specify _____) No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes (Specify _____) No

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative

Responding to a growing regional demand for clean burning natural gas, Weaver's Cove Energy, LLC (Weaver's Cove) is developing a state of the art liquefied natural gas (LNG) import terminal on a 68-acre brownfield site in Fall River, Massachusetts. The Project, which will be Federally authorized, will be located on the east bank of the Taunton River, approximately 2 miles north of the Braga Bridge (I-195). A Federal channel provides deep-water access to the site. The site is bounded by a 115kV transmission line and a residential parcel to the north, a CSX rail line and North Main St. to the east, Route 79 to the south and the Taunton River to the west (see Figure 1). The site is zoned for industrial use and is within a Massachusetts Designated Port Area (DPA).

Shell Oil Company (Shell) operated a marine petroleum products terminal on the property for many decades. A variety of petroleum products (gasoline, distillate oil, kerosene, naphtha) were delivered to the site by ocean-going tanker or barge, stored in an array of on-site tanks, and then moved to market by truck, dedicated pipeline and rail. The site was, and is, permitted for the storage of up to 64,000,000 gallons of petroleum products. The Shell operation was largely discontinued in the late 1990s; a number of the product storage tanks were removed at that time. Figure 2 illustrates existing conditions on the site. A groundwater remediation program is being completed in accordance with a MADEP approved plan. While retaining responsibility for the remediation program, Shell sold the property in 2001. Weaver's Cove Energy has a purchase option with the current owner, Fall River Marine Terminal LLC.

The Weaver's Cove LNG terminal will include a new dock, LNG transfer piping, a 200,000 cubic meter LNG storage tank, vaporization equipment, pipeline connections to the existing Algonquin Gas Transmission Company (Algonquin, a subsidiary of Duke Energy Corporation) interstate pipeline system, a truck loading area and necessary ancillary equipment. Figure 3 presents the preliminary proposed site plan and Figure 4 indicates the preliminary alignment of the proposed pipeline connections.

LNG will be delivered by LNG tankers with a capacity of up to 145,000 cubic meters. A tanker is expected to arrive every 5 to 7 days. The arrival/mooring/unloading/departure sequence will take approximately 24 hours. In order to accommodate vessels of this size, maintenance dredging of the existing Federal channel will be necessary. The seven mile long channel originates in the lower reaches of Mount Hope Bay and extends through Rhode Island and Massachusetts waters to the site. The channel, which was last dredged in the 1970s, will be dredged to 37 feet (Federal authorized depth of 35 ft, plus a normal 2 ft overdredge). The existing turning basin will be expanded somewhat and deepened to 42 ft to allow for safe docking and maneuvering of the LNG tankers. The existing woodpile pier will be removed; a new pile mooring and unloading structure will be installed. Sheet piling will be used to stabilize and straighten the river edge adjoining the site.

The maintenance and improvement dredging operations are expected to produce approximately 2,100,000 cubic yards of dredge material. The approximate limits of dredging are shown in Figure 5. At present, the project plans to use most or all of this material in site development and capping. A portion of the dredge material will be used to construct landforms, which will provide a degree of visual screening. Although maintenance dredging is normally funded and performed by the US Army Corps of Engineers, the entire dredging program will be financed by Weaver's Cove.

The LNG storage tank will be of "full containment" design. A heavily insulated cryogenic steel inner tank will be enclosed by a reinforced concrete outer tank. The facility will have vaporization (i.e., re-gasification) equipment sized for a normal sendout rate of 400 million cubic feet per day and a peak sendout rate of 800 million cubic feet per day. For perspective, 400 million cubic feet per day is approximately 0.4 billion cubic feet per day or about 10% of New England's current gas use on a cold winter day. Heat for vaporization will be provided by shop fabricated natural gas fired hot water boilers.

The boilers will be equipped with very low NOx burners and will collectively be a minor source of air emissions as defined by USEPA and MADEP. The tank and balance of the LNG facility will be designed and built by Chicago Bridge & Iron Company, a leader in the design and construction of LNG facilities worldwide.

The LNG terminal will be connected to the Duke/Algonquin Gas Transmission system by two short pipelines being developed by an affiliated company, Mill River Pipeline LLC. Both connecting pipelines will be located largely within existing rights of way; they will be constructed of 24" diameter pipe with a design pressure of 1440 psi and a normal operating pressure of 1,000 psi. The pipeline routes are shown on Figure 4. The 2-¾ mile westerly route is located in Fall River, Somerset and Swansea, the 3-½ mile northern route follows an existing pipeline right-of-way from Fall River into the Town of Freetown.

The terminal will also include a truck loading area to supply LNG to peak shaving facilities throughout New England. LNG tank trucks will arrive and depart the site via Route 79, a four lane divided highway. The terminal will be designed to load up to 100 trucks per day, with an expected average of about 20 to 25 trucks per day.

In the course of early project development, Weaver's Cove considered a number of alternative locations along the Massachusetts, Rhode Island and Connecticut coastlines. As explained in Appendix 4, the number of potential locations for an LNG import terminal is limited. The search conducted by Weaver's Cove concluded that the Fall River location was superior to all other potential locations.

The project has also examined alternative pipeline routes, has conducted extensive navigation simulations so as to minimize the extent of the turning basin expansion, and is considering alternative landform placements/configurations so as to enhance visual screening.

The project has received a FERC pre-filing docket number (PF03-4-000), and expects to file its FERC application in Q4 of this year. Weaver's Cove hopes to place the import terminal into commercial operation in Q4 2007.