ORIGINAL

Quoddy Bay, L.L.C.

December 16, 2005

Margalie R. Salas, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E.
Washington, D.C. 20426

RE: Docket No. PF06-11 -000
Request to Initiate NEPA Pre-Filing Process
Quoddy Bay, L.L.C.
Quoddy Bay LNG Import and Regasification Terminal Project

Dear Ms. Salas:

Quoddy Bay, L.L.C. (Quoddy Bay) respectfully requests that the Federal Energy Regulatory Commission (FERC) initiate a National Environmental Policy Act (NEPA) Pre-Filing review of Quoddy Bay's proposed Quoddy Bay LNG Import and Regasification Terminal Project (Project), in accordance with the FERC Pre-Filing regulations at 18 C.F.R. § 157.21[1]. The Project consists of facilities to receive, temporarily store, vaporize, and send out up to 2.0 billion cubic feet per day of natural gas. LNG will be supplied and delivered via LNG tankers, unloaded, regasified on the jetty structure, or temporarily stored in three 160,000 cubic meter full containment LNG tanks and regasified for delivery to the interstate natural gas transmission system.

Approximately 180 ships per year are anticipated to call on the terminal. Quoddy Bay is not including any front-end liquids processing capability, assuming that pipeline quality LNG will be specified for shipment from the liquefaction terminal. Based on proximity considerations, the Maritimes and Northeast Pipeline system is the proposed receipt point for gas from the Project into the interstate pipeline grid. Current plans are for Quoddy Bay to construct, own, and operate an approximately 35-mile-long send out pipeline.

In compliance with the FERC's rules for initiating the NEPA Pre-Filing review for LNG Projects, Quoddy Bay submits the attachment to this letter with information identified in section 18 CFR 157.21 (d) Contents of the Initial Filing.

Quoddy Bay believes this submittal fulfills the requirements of the Commission's pre-filing regulations and looks forward to the initiation of proceedings. This filing consists of the original and seven copies. If you have any questions or need additional information, please contact Sherri Booye of Skadden Arps at 434-591-0018 or nizra@earthlink.net.

[1] For purposes of this submittal, reference is made to Order No. 665 in Docket No. RM05-31-000 - Regulations Implementing Energy Policy Act of 2005; Pre-Filing Procedures for Review of LNG Terminals and Other Natural Gas Facilities.

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Respectfully submitted,

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(1) A description of the schedule desired for the project including the expected application filing date and the desired date for Commission approval.

Table 1 presents the desired milestone dates for the Quoddy Bay LNG Import and Regasification Terminal Project.

Table 1 **Milestone Dates for Quoddy Bay LNG Import and Regasification Terminal Project**	
Submit Pre-Filing Package to FERC	December 20, 2005
File Complete Application with FERC	September 1, 2006
Receive FERC Authorization and Certificate	By September 2007
Initiate Construction of Facilities	Late September 2007
Place Project In-Service	First Quarter 2010

(2) For LNG terminal facilities, a description of the zoning and availability of the proposed site and marine facility location.

The Quoddy Bay LNG terminal facilities will be comprised of three interconnected units: 1) the LNG Import and Regasification Facility; 2) the Split Rock Support Facility; and 3) the Onshore Storage and Regasification Facility. (See Item 4, below, for a detailed description of the Project.) These units will be located on a combination of lands owned and leased by Quoddy Bay. Due to their location within distinct governmental jurisdictions, each of these units is subject to separate land use and zoning regulatory regimes.

LNG IMPORT AND REGASIFICATION FACILITY

The LNG Import and Regasification Facility will consist of a 2,500-foot-long pier supporting two berths and regasification equipment. It will be located in an area that begins at the upland edge of the easterly side of certain tribal land, known as Split Rock, and extend through the intertidal zone and onto submerged lands owned by the State of Maine.

The Split Rock land, including its associated intertidal lands, is located within land owned by the Passamaquoddy Indian Tribe. The Tribe has delegated the right to lease this land to the Pleasant Point Passamaquoddy Indian Reservation (Pleasant Point). Quoddy Bay's access to, and use of, Split Rock land and intertidal lands is governed by a May 2005 Ground Lease between Quoddy Bay and Pleasant Point. Site activities must comply with certain conditions of the Split Rock Ground Lease, set forth principally in its Article XI, in the form of negative and affirmative covenants. Under Maine law, 30 MRSA § 6206 (1), Pleasant Point has certain regulatory authority equivalent to that of a municipality. Pleasant Point has not adopted zoning or other land use ordinances or regulations that are applicable to the portions of the LNG Import and Regasification Facility located on Split Rock.

Pursuant to a statutory scheme to manage the State's submerged lands, Quoddy Bay will obtain a submerged lands lease from the State of Maine, permitting it to construct and operate the LNG Import and Regasification Facility on the State-owned submerged lands adjacent to Split Rock. Quoddy Bay has applied for this lease and expects that it will be issued following state environmental permitting approval. Site activities must meet the requirements found in the Maine Department of Conservation, Bureau of Public Land's, Submerged Land Rules, 04 059 CMR 53. Pursuant to the Rules, approved structures may be located on submerged lands so long as a lease has been obtained from the State. The lease may be issued to a person with right, title and interest in the upland property. The Ground Lease grants Quoddy Bay the

requisite interest in the Split Rock uplands. The term of Quoddy Bay's submerged lands lease is expected to be 30 years, and will be renewable at the end of that period.

SPLIT ROCK SUPPORT FACILITY

The Split Rock Support Facility will be situated on the Split Rock lands and will include the necessary power, metering, odorizing, and other support structures for the LNG facility. As discussed above, the Split Rock land has been leased to Quoddy Bay by Pleasant Point and is located on the Pleasant Point Passamaquoddy Indian Reservation. Quoddy Bay's site activities must comply with the terms of its Split Rock Ground Lease with Pleasant Point. Pleasant Point has adopted no zoning or other land use ordinance or regulation that is applicable to the Split Rock Support Facility.

ONSHORE STORAGE AND REGASIFICATION FACILITY

The Onshore Storage and Regasification Facility will include three natural gas storage tanks, additional independent regasification equipment, and a LNG transfer line. The three natural gas storage tanks and additional independent regasification equipment will be located on land entirely within the limits of the Town of Perry, Maine. Quoddy Bay has secured an Option Agreement to purchase this land from its owner, Moet Farms. The lands under option include the Moet Farms intertidal lands located on Frost Cove (also known as Half Moon Cove). Frost Cove is a shallow tidal inlet of Cobscook Bay that is located between Split Rock and the Moet Farms property.

The LNG transfer line will run from the LNG Import and Regasification Facility to Split Rock, across tidal flats subject to the Split Rock Ground Lease, through the State-owned submerged lands of Frost Cove that Quoddy Bay will lease by means of a submerged lands lease under the Submerged Land Rules discussed above, and across tidal flats associated with the Moet Farms land that will be purchased by Quoddy Bay pursuant to the Moet Farms Option Agreement.

The Town of Perry's sole land use and zoning law is a Shoreland Zoning Ordinance that zones and regulates only those lands within 250 feet upland of the normal high water line of coastal and freshwater waterbodies. Because the three natural gas storage tanks and independent regasification equipment components of the Onshore Storage and Regasification Facility are all located outside of this 250-foot-wide zone, their siting, construction, and operation are not subject to regulation by the Town of Perry.

The portion of the LNG transfer line located on submerged lands leased from the State will be subject to the terms of the lease and to the applicable Submerged Lands Rules. Where the LNG transfer line crosses the tidal flats of Split Rock it is not subject to land use or zoning regulation by Pleasant Point except for the covenants in the Ground Lease. The intertidal lands associated with the Moet Farms property and the area of that property within 250 feet of the upland edge of the coastal wetland, through which the LNG transfer line will pass, are regulated by Perry's Shoreland Zoning Ordinance. This 250-foot-wide strip of land, along the shoreline of Frost Cove, is zoned as a Limited Residential District within which the construction and operation of the LNG transfer line must be approved by the Town of Perry Planning Board.

(3) For natural gas facilities other than LNG terminal facilities and related jurisdictional natural gas facilities, an explanation of why the prospective applicant is requesting to use the pre-filing process under this section.

Not applicable to Quoddy Bay LNG Import and Regasification Terminal Project.

(4) A detailed description of the project, including location maps and plot plans to scale showing all major plant components, that will serve as the initial discussion point for stakeholder review.

The Project will be located along the western shore of Passamaquoddy Bay in the southeastern corner of the Town of Perry, Washington County, Maine. The Quoddy Bay Project will consist of four main components:

1. The **LNG Import and Regasification Facility**, which will consist of a pier with two berths and regasification equipment;
2. The **Split Rock Support Facility**, which will include the necessary power, metering, odorizing, and other support structures;
3. The **Onshore Storage and Regasification Facility**, which will include three storage tanks with the capacity to store the equivalent of 10 billion cubic feet (Bcf) of natural gas, and will also include independent regasification equipment; and
4. A **Sendout Pipeline** which will connect the facilities specified in numbers 1 and 3 above to the Maritimes and Northeast (M&NE) Pipeline system.

LNG Import and Regasification Facility

A pier approximately 2,500 feet in length will be used to support a docking, unloading, and regasification facility. LNG will be delivered to the LNG Import and Regasification Facility in 135,000 - 200,000 cubic meter (m^3) LNG tankers, and will be discharged to the LNG Import and Regasification Facility using pumps on the LNG tanker. The LNG will be regasified by submerged combustion vaporizers (SCVs) either on the pier or at the Onshore Storage and Regasification Facility. There may also be times when a portion of the vaporized LNG will come from each of the facilities to satisfy the 2 Bcf per day (Bcfd) sendout rate. To make up the displaced volume of the LNG, some of the desuperheated vapor will be returned from the LNG Import and Regasification Facility to the LNG tanker. Figure 1 presents the general location of the LNG Import and Regasification Facility. Figure 2 presents a more detailed plot plan of the facility.

LNG Tanker Unloading

The LNG will be unloaded from either of two berths arranged in a staggered configuration. Each pier will be equipped with LNG unloading arms and other associated equipment. There will be four identical unloading arms on each berth, three in liquid service and one in vapor service. One liquid arm will be a hybrid arm which can switch between liquid or vapor operation. Each arm will be provided with a bolted flange coupler and an Emergency Release System (ERS). The ERS will provide a dry break between the tanker and the shore in the event of an emergency disconnection. It will comprise a break flange between two full-bore ball valves at the tanker end of the loading arm. In the event of a disconnection, the ball valves will close and the break flange will part.

The LNG tankers will be able to be unloaded at a rate of 4,000 to 12,000 m^3/hour, depending on the mode of operation. If the LNG is being sent to storage, the higher rate will be used to unload the tankers in less than one day. If the LNG is being vaporized on the pier directly to the Sendout Pipeline, a rate will be used which allows up to 2.0 Bcfd of send out gas.

The pier will be constructed with an offshore platform design concept, as the location will be remote and requires enclosed control rooms, platform fire fighting capability, and platform pumping / piping / explosion proof electrical style design. The platform on the unloading pier will

be equipped with SCVs which will be able to vaporize the LNG on site and send gas directly to the Sendout Pipeline.

Liquid Import/Gas Export

In addition to the connection from the pier to the Sendout Pipeline, the unloading pier will also be connected to the Onshore Storage and Regasification Facility by an LNG transfer line. The head available from the tanker pumps is normally sufficient to overcome the hydraulic losses from the tanker to the Onshore Storage and Regasification Facility. The discharge pressure at the tanker LNG pump will be limited to avoid any pressure surge due to a sudden closure of the shut down valve during an emergency.

At the start of the unloading operation, the liquid loading arms must be cooled down. This will usually be achieved using a pump on the LNG tanker. A small cool down flow will be routed through the loading arm and the loading arm will lead to a vent line. The gas generated by contact between the cryogenic liquid and warm metal will be routed via the Jetty Head Drum which will vent to a safe location.

At the end of the unloading operation, the liquid loading arms will be drained. This will be achieved by pressurizing each arm with nitrogen. With the loading arm lead isolation valve closed, the outboard end of the loading arm will be initially drained to the LNG tanker. (LNG tankers retain a small volume of LNG to keep the storage tanks cold on the ballast voyage.) With the tanker manifold isolation valve closed, the LNG on the inboard side of the loading arm will be displaced into the import ring-main under gas or nitrogen pressure. Finally, the arm will be depressurized via the Jetty Head Drum to a vent at a safe location.

If the LNG is to be stored rather than delivered directly into the interstate pipeline grid, LNG will be pumped via the LNG transfer line. The LNG transfer line will be capable of transferring 5,000 to 10,000 m^3/hr of LNG at approx 150 pounds per square inch (psi), and able to withstand an instantaneous valve closing pressure of 350 to 450 psi (design will determine). The temperature of the exterior surface of the line will be above freezing at all times. The LNG transfer line will be evaluated during the engineering phase to determine the size and number of LNG transfer lines needed. Potential hydraulic losses associated with expansion loops or bellows and the need to support expansion loops on the jetty trestle will also be determined during engineering.

The LNG transfer line(s) will be approximately 6,000 feet long, will cross under a state highway, and will cross Frost Cove (underwater or on a trestle depending on final engineering design) to the Onshore Storage and Regasification Facility. Proper design technology and metallurgy will be applied to the LNG transfer line design. The road crossing will conform to the U.S. Department of Transportation's rules implementing 49 CFR part 195, Transporting Hazardous Liquids by Pipeline and the requirements of the Maine Department of Transportation. Shut in isolation valves will be located at intervals along the LNG transfer line to isolate and minimize a spill from any one section in case of pipe failure.

The Sendout Pipeline will be mounted on the same pipe rack as the LNG transfer line(s) but will tie into the Split Rock Support Facility for metering and export.

Vapor Return

During the LNG tanker unloading operation, vapor must be returned to the LNG tanker storage tanks to maintain tank pressure as the LNG is unloaded. In the pier vaporization mode, this vapor will be taken from the sendout gas, desuperheated with LNG from the LNG tanker and returned to the LNG tanker. If the LNG is routed to the Onshore Storage and Regasification Facility, the tanker return vapor will come from the Onshore Storage and Regasification Facility vapor handling system.

Split Rock Support Facility

The Split Rock Support Facility will be located approximately 2,500 feet from the unloading piers. In order to provide power to Project facilities, the Split Rock Support Facility will include two gas turbine driven power generators. These machines will be equipped with dry Lo NOx burners to minimize emissions. There will be a nitrogen plant located with the Split Rock Support Facility, or nearby, to supply nitrogen for Btu mitigation, and LNG piping pre-cooling. Metering and odorizing of the sendout gas will be accomplished at this facility as well.

Figure 1 presents the general location of the Split Rock Support Facility. Figure 2 presents a more detailed plot plan of the facility.

Onshore Storage and Regasification Facility

Figure 1 presents the general location of the Onshore Storage and Regasification Facility. Figure 3 presents a more detailed plot plan of the facility.

The LNG can be transferred through the LNG transfer line described above to the Onshore Storage and Regasification Facility. There, the LNG will be stored in three LNG storage tanks and will be pumped from the tanks to vaporizers to supply high pressure gas to the pipeline. These tanks will be full containment with an inner tank of 9% nickel steel and a pre-stressed concrete outer tank and will have a reinforced concrete roof. The tanks will likely be 160,000 m^3 each. With three tanks, there will be a gas storage capacity of approximately 10 Bcf.

All connections to the tank will be through the roof. All piping to and from the tank will be routed to the roof to these connections. The tank will be provided connections to allow both top fill and bottom fill operations. There will be no penetrations through the sides or bottom of either the inner steel or outer concrete tank. This configuration will be made possible by the use of submerged motor, in-tank booster pumps so send LNG to the sendout pumping and vaporization systems. The pumps will be immersed in LNG and located in steel columns suspended from the tank roof. The tank will generally operate at a pressure between 130 - 150 mbarg.

Temperature detectors will be furnished in the wall and the floor of the LNG storage tank to monitor the temperature profile. Automatic continuous level, temperature, and density monitoring will be provided. The density monitoring will detect stratification and potential roll-over problems in sufficient time to enable the tank contents to be circulated, using the LNG send out pumps and circulating either into the top or bottom of the tank. Independent high level instruments will be provided to prevent overfilling of the tanks. The tank will be provided with two levels of overpressures and vacuum protection instruments. A spray ring for water spray will normally be provided for the LNG Storage Tanks. This spray ring will be used for cool-down of the tank, if required during an emergency.

LNG Vaporization System

LNG from the in-tank booster pumps will be pumped to sendout pressure using the LNG Sendout Pumps. These will be large multistage vertical can pumps, and will be the submerged motor type. Each pump will be provided with a flow control valve at the discharge, and a dedicated minimum flow recycle line. The control strategy will be to set the flow of the pumps to maintain the discharge pressure to the Sendout Pipeline. However, if the gas outlet temperature from the terminal falls unacceptably, the pump flow rates will be cut back. The pumps will discharge to a common manifold. The LNG vaporization system will be ANSI 600# rated and will be able to deliver gas to the Sendout Pipeline at up to the pipeline design pressure of 1440 psig.

LNG from the LNG Sendout Pumps will be transferred to the SCVs. The SCVs will be designed to vaporize the LNG and to superheat the vaporized LNG to a minimum 35° Fahrenheit. A temperature transmitter in each of the SCV discharge gas lines will measure the outlet temperature. The burner control logic will regulate the combustion air control valve and fuel gas supply control valve to the vaporizer burners to provide combustion heat input to maintain the desired gas outlet temperature. The outlet gas from the SCV will flow into an outlet manifold. The export gas will be metered before delivery to the pipeline. The cascaded control system will adjust the LNG flow to the SCV to match the pressure set point on the export gas pipeline. There is no requirement for odorizing the gas delivered directly to the M&NE Pipeline.

When the LNG unloaded from the LNG tankers is sent to the Onshore Storage and Regasification Facility, the vapor return from the LNG Storage Tanks will be boosted in pressure using the a blower to overcome the hydraulic losses between the Onshore Storage tanks and the LNG tanker. This gas will be warm and will heat up further as it flows through the vapor return line. The vapor return at the jetty head will be desuperheated using LNG. The cold vapor will then flow to the tanker's tanks to maintain tank pressure.

Vapor Handling

The LNG tanks operate at near atmospheric pressure. At this storage pressure, the LNG has a boiling point of about -256°F (-160°C). There will be a continuous heat input into the stored LNG from several sources. Heat will be gained through the tank and piping insulation as well as heat produced from the in-tank pumps. This heat gain results in a generation of vapor into the tank vapor space.

During LNG tanker unloading, gas will be displaced from the LNG storage tank vapor space as LNG is added. In addition, some flash gas may be generated from the heat input through the insulated LNG transfer line. Changes in barometric pressure can also result in vapor generation from the LNG liquid surface into the storage tank. Vapor from all of these sources, normally called boil-off, will be handled in the vapor handling system comprised of the following major components:

- A balance line between the tanks (if and when two tanks are installed);
- A Boil-off Gas Compression system;
- A ship vapor return system, as described above;
- A Boil-off Gas Condenser; and
- A safety vent system.

Boil-Off Gas Compression and Condenser System

The Boil-Off Gas (BOG) Compressors will handle the vapor generated from the LNG storage tanks. These compressors will normally be electric motor driven, reciprocating machines but other types of compressors may be considered. During normal operation, one compressor running intermittently will be more than adequate for the BOG load. During ship unloading, substantially more vapor will be generated, and additional compressors will be operated.

The compressors have a common BOG Suction Drum. Liquid removal from the suction drum will be drained and then pressure purged with BOG or nitrogen back into the import ring main.

In normal operation, a portion of the sendout liquid will be pumped via the import ring-main to the BOG Condenser. This maintains the import ring main at cryogenic temperatures. Heat pick-up from the pipework will be exported in the sendout liquid. One function of the BOG Condenser will act as a surge vessel between the LNG booster pumps in the storage tanks and the Sendout pumps. The primary function of the BOG Condenser, as the name implies, will be to convert the vapor from the BOG Compressor into liquid. This is accomplished by absorbing the vapor into a co-current flowing stream of LNG on a packed bed. The use of this BOG Condenser results in a conservation of the boil-off vapor.

When an LNG tanker is being unloaded, the import ring-main and sendout systems will be segregated. In this operating mode, liquid from the LNG sendout pumps will be routed directly to the BOG Condenser.

Vent System

A vent header and the vent stack will be provided for a safe disposal of hydrocarbon releases from the LNG storage tank relief valves and relief valves on other equipment. During normal operations, when the BOG Compressors are running, the vent duty would be header purge gas only. The vent would only be brought into 'active' service should both the BOG Compressors be out of service or a single BOG Compressor be out of service during LNG tanker unloading operations. Certain other emergency situations (such as relief valve discharges during the plant upsets, or utility or power supply outages) could result in venting for short periods.

As described previously, the Import and Regasification Facility also has a vent system to safely handle any vapor generated during the LNG unloading operation.

Process Area Fire Protection and Operational Safety

The operational safety of the LNG terminal will be developed by implementation of safe design and operating procedures, and other safety features like fire and gas detection and prevention systems. Safety codes and internationally accepted safety standards including NFPA 59A and 49-CFR-193 will be followed to minimize the risk to the public and potential loss of property.

The system will be designed to include both active and passive systems, with general preference to passive systems.

The active systems typically will include the following:

- Firewater;
- Deluge;
- High expansion foam where necessary;

- Fixed dry chemicals;
- Portable extinguishers;
- Inert gas flooding for the selected buildings/equipment;
- Automatic detection and alarm systems; and
- Closed Circuit TV (CCTV).

The passive systems typically will include the following:

- Ignition source control;
- Equipment separation;
- LNG spill containment; and
- *Fire proofing.*

Fire water pumps and a header system will require major upgrades including a channel (sea) water intake structure to accommodate two new fire water pumps. A fire water loop will be provided to accommodate the load requirements.

Sendout Pipeline

A desk top evaluation was initially performed to identify route alternatives for the Sendout Pipeline from the proposed LNG Import and Regasification facilities to the M&NE Pipeline approximately 35 miles to the northwest in Princeton and Baileyville, Maine. The evaluation included a review of USGS topographical maps, aerial imagery, National Wetland Inventory (NWI) maps, mapping of habitat of selected species of special concern, and various publicly available GIS data bases such as conservation lands and utility rights-of-way. In addition, various state and federal state agencies were consulted to identify their concerns related to pipeline routing in the Project area. These included the Maine Department of Environmental Protection, the Maine Department of Inland Fisheries and Wildlife, the Maine Department of Marine Resources, the Maine Department of Transportation, and the US Fish and Wildlife Service.

Based on the above information, several pipeline route alternatives were identified. Ground and aerial reconnaissance of these pipeline route alternatives were conducted by environmental and engineering representatives of the Quoddy Bay team. As a result of the ground and aerial reconnaissance, the pipeline route alternatives were modified to optimize the route location relative to land use patterns, wetlands, existing roadway and utility corridors, waterbody crossing options, topography, extensive areas of bedrock, etc. The modified pipeline route alternatives were evaluated and a preferred route was identified.

The preferred route for the Sendout Pipeline follows the LNG transfer line from the Split Rock Support Facility to the Onshore Storage and Regasification Facility, and then turns Northwest to an interconnect with an abandoned railroad grade. The route follows the abandoned railroad grade to a point southwest of Ayers Junction in the town of Charlotte and south of Moosehorn National Wildlife Refuge. At this point, the preferred route leaves the abandoned railroad grade, continuing west. At a point in the Town of Cooper and south of the village of Meddybemps, the route turns northwest, runs to the west of Meddybemps Lake, crosses State Route 9, and connects with the M&NE Pipeline in the Town of Princeton.

During identification of pipeline routing alternatives, potential sites for a compression station at the north end of the Sendout Pipeline alternate routes near the M&NE Pipeline were also identified. A preferred compressor station location was identified in the Town of Princeton.

Figure 4 presents the location of the preferred pipeline route and compressor station location.

Quoddy Bay recognizes that additional capacity on the existing M&NE Pipeline may be required to transport the Quoddy Bay gas from the interconnect point of the Quoddy Bay Sendout Pipeline with the M&NE Pipeline. Quoddy Bay is currently in discussions with M&NE regarding take-away options for the Quoddy Bay gas; however, there are no commercial agreements in place that delineate specific information about rates and/or Quoddy Bay-related downstream facilities on the M&NE system. Once specific Quoddy Bay-related facility expansion requirements on the M&NE system are identified, Quoddy Bay will inform the FERC of those requirements and work with M&NE and the OEP staff in defining how best to address those M&NE facility requirements relative to the Quoddy Bay filing. Quoddy Bay understands the schedule may need to change depending on the timing of any related filing by M&NE Pipeline.

(5) A list of the relevant federal and state agencies in the project area with permitting requirements. For LNG terminal facilities, the list shall identify the agency designated by the governor of the state in which the project will be located to consult with the Commission regarding state and local safety considerations.

Table 2 identifies the federal and state agencies that have some form of review and/or permitting authority over the Project. The majority of the agencies with regulatory jurisdiction over the Quoddy Bay Project have been directly contacted regarding the characteristics of the Project. For those agencies that have been directly contacted, the name and telephone number of the contact person is included.

As part of the consultation with these agencies, Quoddy Bay has specifically indicated that the Project will utilize the FERC's Pre-Filing process. Many agencies have indicated a willingness to participate in that process, while others are still considering their willingness to commit to participation. Quoddy Bay's anticipated filing date is included in Table 1.

Quoddy Bay's overall objective is to secure all federal and state certifications, authorizations, permits, etc. at approximately the same time. Generally, all required Maine regulatory and other federal review processes can be completed within the same timeframe as the FERC process. As such, applications for state and other federal permits will be filed at approximately the same time as Quoddy Bay's application to the FERC. If during Quoddy Bay's ongoing consultation with the Maine state agencies and other federal agencies it becomes apparent that an individual regulatory process may take more time than the FERC process, Quoddy Bay will file that application before Quoddy Bay's application to the FERC is filed.

TABLE 2 - List of Major Permits, Approvals, and Consultations		
Agency	**Contact Person**	**Permit/Approval/Consultation**
Federal Energy Regulatory Commission (FERC)	Robert Kopka 202-502-8282	Certificate of Public Convenience and Necessity - (Section 7(c) of U.S. Natural Gas Act (NGA)) and Approval of Place of Import for Natural Gas (Section 3(a) of NGA)
U.S. Department of Energy (USDOE)		Approval of Place of Import for Natural Gas -(Section 3(a) of NGA)
U.S. Department of the Army Corps of Engineers (USACE)	Jay Clement 978-318-8111	Permit (Section 404: Clean Water Act), Permit (Section 10: Rivers and Harbors Act)
U.S. Department of Homeland Security, U.S. Coast Guard (USCG)	Captain Steven Garrity 207-767-0320 Alan Moore 207-767-0338	Letter of Recommendation (33 CFR Part 127) and OPLAN for seaports, Spill Prevention and Spill Response Plan (CWA, 33 U.S.C. §1321(j))
		Preliminary Waterway Suitability Assessment (WSA), Facility Security Plan, Area Maritime Security Plan, Follow-on WSA Compliance with Navigation and Vessel Inspection Circular (NVIC) 05-05
U.S. Department of Transportation (USDOT)		Approval (49 CFR Part 193 on Federal Safety Standards)
National Marine Fisheries Service (NOAA Fisheries)	Christopher Boelke 978-281-9131 Jeff Murphy 978-866-7379	Consultation (Section 7: Endangered Species Act and Essential Fish Habitat: Magnuson-Stevens Fishery Management and Conservation Act)
US Fish and Wildlife Service (USFWS)	Wende Mahaney 1-800-344-9453	Consultation (Section 7: Endangered Species Act)
U.S. Environmental Protection Agency (USEPA)	Timothy Timmermann 617-918-1025	Consultation under National Environmental Policy Act
State Permitting Coordinators - Uldis Vanags - Maine State Planning Office, Office of Energy Independence and Security – 207-287-5763 Jim Dusch – Maine Department of Environmental Protection, Office of the Commissioners – 207-287-8662		
State Planning Office (SPO)	Todd Burrowes 207-287-1496	Consistency Determination (Coastal Zone Management Act)
Bureau of Air Quality	Bryce Sproul 207-287-2437	Air Emission License (096 CMR 140 or 115)
Bureau of Land and Water Quality	Judy Gates 207-287-7691	Permit (38 MRSA §481 et seq.: Site Location of Development Act), Permit (38 MRSA §480-A et seq.: Natural Resources Protection Act), Water Quality Certificate (Section 401: Clean Water Act), General Permit (06-096 CMR 529: Maine Stormwater Regulations for Construction Activity) Waste Discharge Permit (38 MRSA §413 et seq.: Maine Pollutant Discharge Elimination System)
Bureau of Remediation and Waste Management	Richard Kaselis 1-800-452-1942	Review under Site Location of Development Act Permitting (38 MRSA 545, Oil Terminal Facilities, 06 096 CMR 600)
Department of Inland Fisheries & Wildlife (MDIFW)	Steve Timpano 207-287-5258	Consultation (Section 7: U.S. Endangered Species Act and Maine Endangered Species Act; and Significant Wildlife Habitat: Natural Resources Protection Act)
Department of Conservation (MDOC)		

TABLE 2 - List of Major Permits, Approvals, and Consultations

Agency	Contact Person	Permit/Approval/Consultation
Bureau of Parks and Lands	Dan Prichard 207-767-0320 Carol Dibello 207-287-4922	Submerged Lands Lease/Easement (12 MRSA §1801 and 1862-1867)
Natural Areas Program	Molly Docherty 207-287-8045	Consultation (Section 7: U.S. Endangered Species Act and Maine Endangered Species Act; and Unique Natural Communities: Natural Resources Protection Act)
Maine Historic Preservation Commission (MHPC)	Earle G. Shettleworth, Jr. 207-287-2132	Consultation (Section 106: National Historic Preservation Act)
Maine Department of Transportation (MDOT)	Gary Williams 207-624-3002	Permit (23 MRSA 704, Driveway/Entrance Permit, 17 229 CMR 299)
Department of Marine Resources (MDMR)	George Lapointe 207-624-6553 Brian Swan 207-624-6573	Consultation (Section 7: U.S. Endangered Species Act *and Maine Endangered Species Act; and Unique Natural* Communities: Natural Resources Protection Act)
Atlantic Salmon Commission (ASC)	Norm Dube 207-941-4453	Consultation (Section 7: U.S. Endangered Species Act and Maine Endangered Species Act; and Unique Natural Communities: Natural Resources Protection Act)
Passamaquoddy Tribe	Donald Soctomah 207-796-0822	Consultation (Section 106: National Historic Preservation Act), "Sanction" of Project by Tribal Council
Town of Perry	Code Enforcement Officer	Shoreland Zoning Planning Board Approval
Town of Charlotte	Code Enforcement Officer	Necessary Pipeline Approvals
Town of Cooper	Code Enforcement Officer	Necessary Pipeline Approvals
Town of Pembroke	Code Enforcement Officer	Necessary Pipeline Approvals
Town of Princeton	Code Enforcement Officer	Necessary Pipeline Approvals
Town of Alexander	Code Enforcement Officer	Necessary Pipeline Approvals
St.Croix International Waterway Commission	Lee Sochasky 506-466-7550	Consultations regarding the Spill Prevention and Spill Response Plans and other contingency plans prepared for the Project
Transport Canada	Mike Balaban 902-426-3477	Consultation for USCG Preliminary Waterway Suitability Assessment (WSA), Facility Security Plan, Area Maritime Security Plan, Follow-on WSA and USCG Determination of Compliance with Navigation and Vessel Inspection Circular (NVIC) 05-05
Canadian Coast Guard, St. John NB	Ryan Green 506-636-4714	Consultation for USCG Preliminary Waterway Suitability Assessment (WSA), Facility Security Plan, Area Maritime Security Plan, Follow-on WSA and USCG Determination of Compliance with Navigation and Vessel Inspection Circular (NVIC) 05-05
"	Renaud Landry 506-636-4269	"

(6) A list and description of the interest of other persons and organizations who have been contacted about the project (including contact names and telephone numbers).

Table 3 includes a list of other stakeholders and interested persons and organizations who have been contacted about the Project and the contact information for each.

Table 3 - Contacts With Stakeholders and Other Interested Parties

Security Contacts

Interested Party	Name & Title	Phone
Canadian Coast Guard, St. John NB	Ryan Green, Marine Emergency Officer	(506) 636-4714
Canadian Coast Guard, St. John NB	Renaud Landry, VTS Watchstander	(506) 636-4269
CG Marine Safety Detachment Belfast	Gerry Moores, CFVS Coordinator	(207) 338-8395
CG Sector Northern New England	Capt. Steven Garrity, Captain of the Port	(207) 741-5497
CG Sector Northern New England	Alan Moore, Security Specialist	(207) 741-5497
CG Station Eastport	OIC-BMC Mark Corbishly	(207) 853-2845
Commandant, US Coast Guard	CDR John Cushing, G-MSO-2	(202) 267-0214
Eastport Pilots USA	Capt. Gerald Morrison, Pilot	(207) 243-6403
Eastport Port Authority	John Sullivan, Port Director	(207) 853-4614
Eastport Port Authority	Capt. Charles Leppin, Tugs/Ops Manager	(207) 853-4614
First Coast Guard District Office	Theodore Harrington, D1 CFZ Coordinator	(617) 223-8440
First Coast Guard District Office	BMC (ret.) Kevin Blount	(617) 223-8365
Maine Emergency Management Agency	Arthur Cleaves, Director	1-800-452-8735 or 207-624-4400
Maine Emergency Management Agency	Robert Gardner, Technical Hazards Coordinator	(207) 624-4400
Moosehorn National Wildlife Refuge	Bill Kolodnicki, Refuge Manager	(207) 454-7161
NB Department of Public Safety	Ernest MacGillivray, Director, Emergency Measures Organization	(506) 453-5507
Passamaquoddy Emergency Response Coordinator	Marla Farrell, Director	(207) 853-2600
Quoddy Pilots	Capt. Bob Peacock, Pilot	(207) 243-6403
Roosevelt Campobello International Park (NB Commission)	Harold Bailey, Park Naturalist	(506) 752-2922
St. John, NB Port Authority	Andrew Sommerville, Supervisor, Operations and Outside Services	(506) 636-4883
Transport Canada	Mike Balaban	(902) 426-3477
Transport Canada	Michael Donald, Captain	(613) 993-4911
Transport Canada	Richard Gobanti, Captain	(902) 426-7725
USCG Training School	Kenneth Stuart, USCG ret	(207) 382-3037
Washington County Emergency Management	Paul Thompson, Director	(207) 255-3931
Washington County Emergency Planning	David McVicar, Chairman	(207) 454-2838

Table 3 - Contacts With Stakeholders and Other Interested Parties

Other Governmental Agency Contacts

Interested Party	Name & Title	Phone
Department of Environmental Protection	David Sait, Former Director-Response Services	(207) 287-2651
Maine Department of Environmental Protection	Jim Dusch, Office of Commissioner	207-287-8662
Maine Department of Environmental Protection	Judy Gates, Project Coordinator	207-287-7691
Maine Department of Conservation	David Soucy, Director, Bureau of Public Lands	207-287-3821
Maine Department of Conservation	Dan Prichard, Submerged Lands Coordinator	207-287-4919
Maine Department of Conservation	Carol DiBello, Submerged Lands Project Manager	207-287-4922
Federal Energy Regulatory Commission	Robert Kopka, Project Manager	202-502-8282
Maine Department of Inland Fisheries and Wildlife	Steve Timpano, Manager (Augusta)	(207) 287-8000
Maine Department of Inland Fisheries and Wildlife	Tom Schaeffer, Regional Biologist (Jonesboro)	(207) 434-5924
Maine Department of Inland Fisheries and Wildlife	Ron Brokaw, Regional Biologist (Jonesboro)	(207) 434-5924
Maine Department of Inland Fisheries and Wildlife	Richard Bard, Wildlife Biologist (Jonesboro)	(207) 434-5924
Maine Department of Marine Resources	Tom Squiers, Director of Stock Enhancement Division	(207) 624-6340
Maine Department of Marine Resources	Brian Swan, Environmental Coordinator	(207) 624-6573
Maine Department of Marine Resources	Joe Fessenden, Marine Patrol	207-624-6580
Maine Department of Marine Resources	George LaPointe, Commissioner	207-624-6553
Maine Department of Transportation	Jerry Waldo, Division Engineer	(207) 941-4500
Maine Department of Transportation	Terry Hannan, Region Engineer	(207) 941-4500
Maine Department of Transportation	Dennis Lovely	(207) 941-4754
Maine Department of Transportation	Gary Williams, Office of Commissioner	207-624-3002
Maine Fire Marshals' Office	Stephen Dixon, Sr., AST Program	207-626-3880
Maine State Planning Office	Uldis Vanags, State Coordinator	207-287-5763
Maine State Planning Office	Todd Burrowes	207-287-1496
National Marine Fisheries Service	Sean McDermott, Fisheries Biologist	978-281-9328

Table 3 - Contacts with Stakeholders and Other Interested Parties		
Other Governmental Agency Contacts		
Interested Party	**Name & Title**	**Phone**
National Marine Fisheries Service	Christopher Boelke, Biologist	978-281-9131
National Marine Fisheries Service	Jeff Murphy, Biologist	978-866-7379
Passamaquoddy Environmental Department	Ed Basset, GIS - Multimedia Technician	(207) 853-2600
Passamaquoddy Environmental Department	Dale Mitchell	(207) 853-2600
Passamaquoddy Historical Office	Donald Soctomah, Tribal Historical Preservation Officer	(207) 796-0822
Passamoquoddy Environmental Department	Steve Crawford, Director	(207) 853-2600
US Fish & Wildlife Service	Wende Mahaney, Biologist	1-800-344-WILD
US Fish & Wildlife Service	Gordon Russell, Biologist	
US Army Corps	Shawn Mahaney, Sr Proj Mgr	(207) 623-8367
US Army Corps of Engineers	Jay Clement, Senior Project Manager	978-318-8111
Atlantic Salmon Commission	Norm Dube, Environmental Coordinator	207-941-4453
U.S. Environmental Protection Agency	Robert Varney, Regional Administrator	617-918-1101
U.S. Environmental Protection Agency	Timothy Timmermann, Environmental Scientist	617-918-1025
U.S. Environmental Protection Agency	Elizabeth Higgins, Office of Environmental Review	617-918-1025

Table 3 - Contacts With Stakeholders and Other Interested Parties Governmental Officials		
Interested Party	**Name & Title**	**Phone**
City of Eastport	Bud Finch, Town Manager	(207) 853-2300
Maine Governor's Office	Richard Davies, Sr. Political Advisor	(207) 287-3531
Maine Office of the Governor	John Baldacci, Governor	(207) 287-3531
Maine Office of the Governor	Alan Stearns, Senior Policy Advisor	(207) 287-3531
Maine Department of Economic & Community Development	Jack Cashman, Commissioner	(207) 624-9805
Passamaquoddy Finance Department	Clive Dore, Director	(207) 853-2600
Passamaquoddy Tribe	Craig Francis, Legal Counsel	(207) 853-2600
Passamaquoddy Tribe	David Bridges, Member	(207) 853-2765
Pleasant Point Reservation	Melvin Francis, Chief/Governor	(207) 853-2600
Pleasant Point Reservation	Hilda Lewis, Council Member	(207) 853-2600
Pleasant Point Reservation	Philip Farrell, Council Member	(207) 853-2600
Pleasant Point Reservation	Dale Mitchell, Council Member	(207) 853-2600
Pleasant Point Reservation	Brian Altvater, Council Member	(207) 853-2600
Pleasant Point Reservation	Mark Altvater, Lt. Governor	(207) 853-2600
Pleasant Point Reservation	Darrin Paul, Council Member	(207) 853-2600
Pleasant Point Reservation	Thomas Lewey, Council Member	(207) 853-2600
State House District	Anne Perry, State Representative	(207) 454-7338
State House District 32	Harold Emery, State Representative	(207) 259-7775
State Representative	Albion Goodwin, State Rep (Retired)	(207) 726-5574
State Senate District 29	Kevin Raye, State Senator	(207) 287-1505
Town of Alexander	Roger Holst, First Selectman	(207) 454-7176
Town of Charlotte	Dennis Bryant, First Selectman	(207) 454-3514
Town of Cooper	John Reisman, First Selectman	(207) 454-3601
Town of Meddybemps	Carl Gordon, First Selectman	(207) 454-2972
Town of Pembroke	Milan Jamieson, First Selectman	(207) 726-4242
Town of Perry	John Spinney, Selectman	(207) 853-2388
Town of Perry	Jeanne Guisinger, Selectman	(207) 853-4877
Town of Perry	Dick Adams, First Selectman	(207) 853-6649
Town of Princeton	John Papke, Chairman	(207) 796-2744
US Congress	Michael Michaud, US Representative	(207) 782-3704
US Congressman M. Michaud's Office	Andrea Quaid, Disrict Rep	(207) 782-3704
US Congressman M. Michaud's Office	Monica Castellanos, Press Sec	(207) 782-3704
Washington County	Christopher Gardner, Commissioner	(207) 255-3127
Washington County	Kevin Shorey, Commissioner	(207) 255-3127

Table 3 - Contacts With Stakeholders and Other Interested Parties

Private Organizations

Interested Party	Name	Phone
Maritimes & Northeast Pipeline	R.L. (Rob) Whitwham Director Marketing & Business Development	(902) 425-0628
Maritimes & Northeast Pipeline	Catherine Shortt Marketing & Business Analyst	(902) 425-3286
Maritimes & Northeast Pipeline	Jim McLelland Project Manager	(902) 490-2201
Citizens' Advisory Panel	Gary Martell, Member	(207) 427-6088
Citizens' Advisory Panel	Kenny Stuart, Member	(207) 244-4236
Citizens' Advisory Panel	Jerry Morrison, Member	(207) 853-6020
Citizens' Advisory Panel	Frank Seeley, Member	(207) 853-4291
Citizens' Advisory Panel	Harry Grose, Member	(207) 853-4139
Citizens' Advisory Panel	Cheryl Mahar, Member	(207) 454-8492
Citizens' Advisory Panel	Andrew Seeley, Member	(207) 853-0600
Citizens' Advisory Panel	Andre Melanson, Member	(207) 853-0957
Citizens' Advisory Panel	Al Goodwin, Member	(207) 726-5574
Citizens' Advisory Panel	Kenny Albee, Member	(207) 255-3962
Citizens' Advisory Panel	Doug DeWitt, Member	(207) 853-6076
Citizens' Advisory Panel	Dale Mitchell, Member	(207) 853-2600
Cobscook Bay Area Chamber of Commerce	Mike McCabe, President	(207) 733-2201
Cobscook Bay Fisherman's Association	Angus McPhail, Fisherman	(207) 853-6072
Cobscook Bay Fisherman's Association	David Pottle, Fisherman	(207) 853-6658
Cobscook Bay Fisherman's Association	Harry Shain, President	(207) 853-6683
Cobscook Bay Fisherman's Association	Scott Emery, Fisherman	(207) 853-4467
Cobscook Bay Fisherman's Association	Charlie Stanhope, Fisherman	
Cobscook Bay Fisherman's Association	Peter McPhail, Fisherman	(207) 853-2007
Cobscook Bay Fisherman's Association	Tom Pottle, Treasurer	(207) 853-4419
Conservation Law Foundation	Robert Gardiner, Vice President	(207) 729-7733
Conservation Law Foundation	Davis Pike	(207) 733-2863
Conservation Law Foundation Ventures	William Coleman, CEO	(617) 350-0990
Downeast Fixed Gear Association	David Turner, President	(207) 853-9404
Fundy North Lobsterman's Association	Dale Mitchell, President	(506) 747-2955
Fundy Weirman's Association	Robert Cochrane, Director	(506) 755-3115
Grand Manan Fisherman's Association	Melanie Sonnenberg, Director	(506) 662-3797
Grand Manan Fisherman's Association	Leslie Mullen, Director	(506) 662-3664
Perry Improvement Association	Betty Johnson, Member	(207) 853-2530

Interested Party	Name & Title	Phone
Perry Improvement Association	Darlington Ricker, Member	(207) 853-2782
Perry Improvement Association	Maynard Morrison, Member	(207) 853-6666
Perry Improvement Association	Frank Seeley, Member	(207) 853-4291
Perry Improvement Association	Stanley MacNichol, Member	(207) 853-4169
Perry Improvement Association	Doug DeWitt, Member	(207) 853-6076
Perry Improvement Association	Linda Newcomb, Member	(207) 853-4776
Perry Improvement Association	David Turner, President	(207) 853-9404
Perry Improvement Association	Norman Small, Member	(207) 853-4448
Perry Improvement Association	Scott MacNichol, Member	(207) 853-9560
Perry Improvement Association	Harry Grose, Member	(207) 853-4139
Perry Improvement Association	Charlie Curtis, Member	(207) 853-9564
Perry Improvement Association	Rita Morrison, Member	(207) 853-6666

Interested Party	Name & Title	Phone
Cooke Aquaculture	Michael Szemerda, Director Operations	(207) 755-1335
Domtar Industries	Debby Feck, General Manager	(207) 427-4111
Domtar Industries	Collin Beal, Manager Compliance	(207) 427-4004
Domtar Industries	Thomas Howard, Director Government Relations	(207) 623-2772
Eastport Port Authority	Natalie Theriault, Admin Asst	(207) 853-9584
Eastport Port Authority	Charles Leppin, Capt	(207) 853-9584
Eastport Port Authority	John Sullivan, Port Director	(207) 853-4614
Maine Dept of Economic & Community Development	Jack Cashman, Commissioner	(207) 624-9805
Maine Inland Fisheries & Wildlife	Joseph Gardner, Game Warden	(207) 726-5183
Passamaquoddy Housing Authority	Rick Daughtery, Planner	(207) 853-0900
RJ Peacock Canning Company	Ralph DeWitt, R&D	(207) 853-0662
Stolt Sea Farm	Mark Kesselring, Manager	(506) 755-1970
Stolt Sea Farm	Joseph McManuis, Financial Manager	(506) 755-1960

(7) A description of what work has already been done, e.g., contacting stakeholders, agency consultations, project engineering, route planning, environmental and engineering contractor engagement, environmental surveys/studies, and open houses. This description shall also include the identification of the environmental and engineering firms and sub-contractors under contract to develop the project.

Contacting Stakeholders:

Table 3 presents the names and contact information for stakeholders and other interested parties that have been contacted to date. Quoddy Bay will continue public outreach efforts to keep stakeholders and other interested parties informed regarding development of the Project.

Agency Consultations: Table 2 presents the names and contact information for representatives of federal and state agencies that have been contacted to date. Quoddy Bay will continue to meet with appropriate agency representatives relative to environmental surveys, the identification of sensitive resources, definition of potential mitigation measures for any affected resources, and review of federal and state permit applications and informational filings. Quoddy Bay has established a toll free telephone number to be used by the various state and Federal agencies in participating in conference calls among these agencies, Quoddy Bay, and the FERC.

Project Engineering: Quoddy Bay has initiated preliminary engineering activities for coordination of civil surveys, design and location of Project facilities, and development of site-specific construction procedures. Engineering activities have also been initiated to support the preparation of the draft Resource Reports for submittal to the FERC as part of the Pre-Filing process.

Route Planning: Quoddy Bay has identified a preferred corridor for the proposed pipeline route and is currently conducting field review and contacting landowners and other stakeholders to determine if route adjustments are required and justified.

Environmental and Engineering Contractor Engagement: Quoddy Bay has retained the services of the following environmental and engineering contractors and is currently conducting studies necessary to prepare draft Resource Reports:

- TRC Environmental Corporation – Environmental and cultural resource surveys
- Black & Veatch Corporation – LNG system engineering;
- Moffatt & Nichol – Marine facility engineering; and
- Coler & Colantonio, Inc. – Pipeline design engineering.

Environmental Surveys/Studies: Quoddy Bay initiated field surveys for biological, environmental, and cultural resources at the LNG terminal site and along the pipeline route in November 2005 and will continue these efforts until the route is finalized and all information required to support federal and state permit applications has been obtained.

Open Houses: Quoddy Bay held open houses in local communities in March 2005. The open houses had general information regarding environmental impact, economic impact, safety concerns, and the permitting process. Quoddy Bay is in the process of identifying locations for open houses that will be held in early February before scoping sessions. Currently, four open houses are anticipated. Additional open houses can be scheduled if they are needed.
(8) For LNG terminal projects, proposals for at least three prospective third-party contractors from which Commission staff may make a selection to assist in the preparation of the requisite NEPA document.

Quoddy Bay has obtained proposals for third-party support from four contractors that have been submitted to the Project Manager. Quoddy Bay has ranked these proposals, based on technical qualifications and cost estimates. Quoddy Bay intends to execute a contract with the firm chosen by OEP to assist OEP staff during the Pre-Filing review process and development of the required NEPA documents.

(9) For natural gas facilities other than LNG terminal facilities and related jurisdictional natural gas facilities, proposals for at least three prospective third-party contractors from which Commission staff may make a selection to assist in the preparation of the requisite NEPA document, or a proposal for the submission of an applicant-prepared

draft Environmental Assessment as determined during the initial consultation described in paragraph (c) of this section.

Not applicable to the Quoddy Bay LNG Import and Regasification Terminal Project. Third-party contractor proposals are provided in response to Item 8 above.

(10) Acknowledgement that a complete Environmental Report and complete application are required at the time of filing.

Quoddy Bay acknowledges that a complete Environmental Report and a complete application under Sections 3(a) and 7(c) of the Natural Gas Act will be submitted to the FERC at the time of filing.

(11) A description of a Public Participation Plan which identifies specific tools and actions to facilitate stakeholder communications and public information, including a project website and a single point of contact. This plan shall also describe how the applicant intends to respond to requests for information from federal and state permitting agencies, including, if applicable, the governor's designated agency for consultation regarding state and local safety considerations with respect to LNG facilities.

Quoddy Bay is committed to participating in successful stakeholder communications and undertaking an effective public outreach plan for this Project. Quoddy Bay has developed a public outreach plan that includes the following activities:

- Quoddy Bay will notify local, state, and Federal elected officials about the Project and make a formal announcement of the Project to the public;
- Quoddy Bay will hold follow-up meetings, as required, with the state and Federal regulatory agencies to continue an open exchange of information regarding development of the Project;
- Quoddy Bay will continue to identify other governmental organizations to inform them about the Project and address any issues that are raised by the parties represented by those organizations;
- Quoddy Bay will continue to identify and meet with key audiences and stakeholder groups, local associations, landowner groups, and other non-governmental organizations to inform them about the Project and address any issues that may be raised;
- During the first quarter of 2006, Quoddy Bay will hold technical workshops/open houses in order to provide information about the Project to all of the interested state and Federal agencies, affected property owners, other stakeholders, and the public;
- Quoddy Bay will establish by the first quarter of 2006 an 800 type number to provide information and allow the callers to leave messages;
- Quoddy Bay will provide all required support needed for FERC to conduct a public scoping meeting(s);
- Quoddy Bay has established a publicly available website for this Project (www.quoddyIng.com), with pertinent information on the status of the Project. This website will be updated before the first quarter of 2006, and continually updated throughout the pre-filing and post-filing process. Items available on the website will include:

    - ✓ A list of public repositories where all Project-related information, including Project maps, will be available for inspection;
    - ✓ Frequently asked questions, with responses (FAQs);

- ✓ A list of questions and issues raised at open houses and Quoddy Bay's responses to each;
- ✓ Project updates;
- ✓ Environmental documents issued by FERC; and
- ✓ Other appropriate project-related information.

A single point of contact has been established for the Project. The contact will be:

Mr. Brian Smith
Project Manager
Quoddy Bay, L.L.C.
405.833.2852

(12) Certification that a Letter of Intent and a Preliminary WSA have been submitted to the U.S. Coast Guard or, for modifications to an existing or approved LNG terminal, that the U. S. Coast Guard did not require such information.

A Letter of Intent and a Preliminary WSA have been submitted to Captain of the Port, Steven Garrity, on December 16, 2005.

OCI Certification

I, Hugh Bereman, am responsible for reviewing proposals received in response to Quoddy Bay's Request for Proposals for the preparation of an Environmental Impact Statement and related documents and services for the proposed Quoddy Bay LNG Import and Regasification Terminal Project.

I have reviewed the proposals of the following companies for Organizational Conflicts of Interest.

1. Tetra Tech EC, Inc.
2. Northern Ecological Associates, Inc.
3. CH2M HILL
4. Vanasse Hangen Brustlin, Inc.

I hereby certify that all of the above companies have complied with the OCI Representation or OCI Disclosure requirements of the RFP and that there are no real or apparent disqualifying conflicts of interest.

Signature : 

Title : Vice President

Date : December 14, 2005

NO	DATE	REVISIONS AND RECORD OF ISSUE	DR	CK	APP
P1	12/06/05	REVISED PIPELINE ROUTING	MB		

NO	DATE	REVISIONS AND RECORD OF ISSUE	DR	CK	APP	DWG. NO.	REFERENCE DRAWINGS	DWG. NO.	REFERENCE DRAWINGS

CAD FILENAME:

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PROJ. MGR.:	DATE:
TECH. MGR.:	DATE:
SCALE: NTS	DATE: 11/17/05

BLACK & VEATCH

QUODDY BAY LNG
IMPORT AND REGASIFICATION TERMINAL PROJECT
PLEASANT POINT, MAINE

LNG INPORT AND REGASIFICATION FACILITY,
SPLIT ROCK SUPPORT FACILITY AND
ONSHORE STORAGE AND REGASIFICATION FACILITY

PROJECT	B&V DRAWING NUMBER	REV
	FIGURE 1	P1
PHASE	CLIENT DRAWING NUMBER	

Figure 1

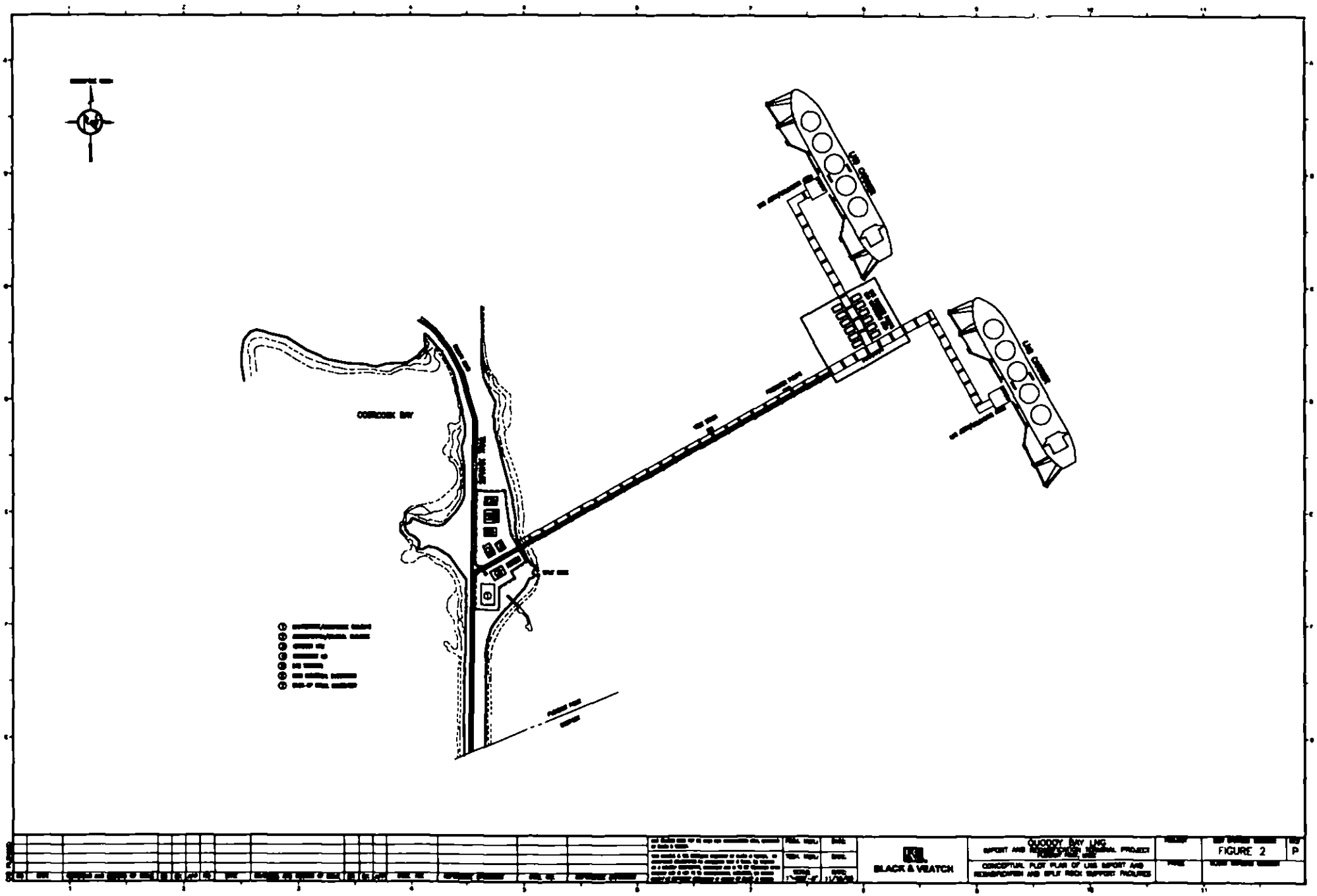

Figure 2

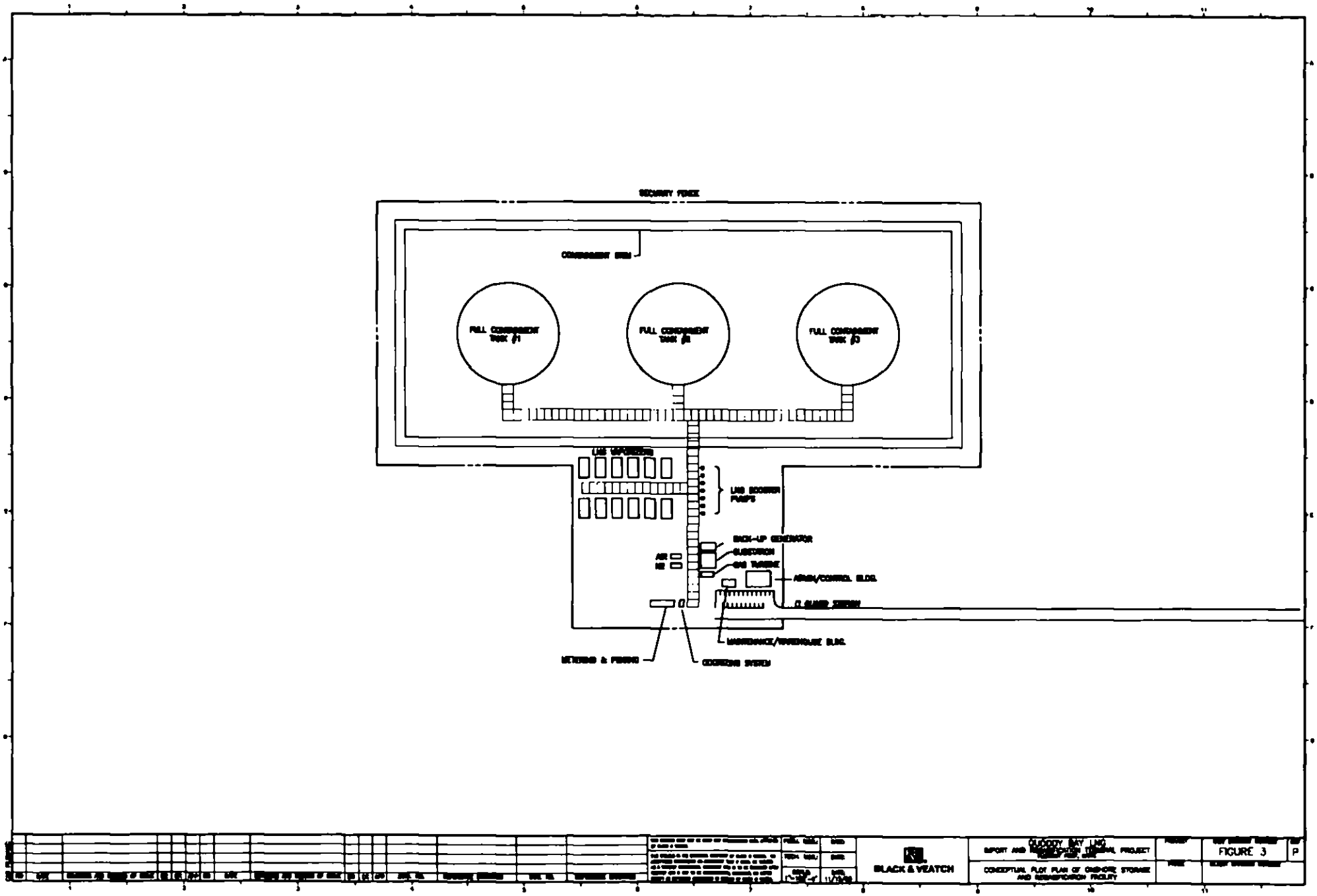

Figure 3

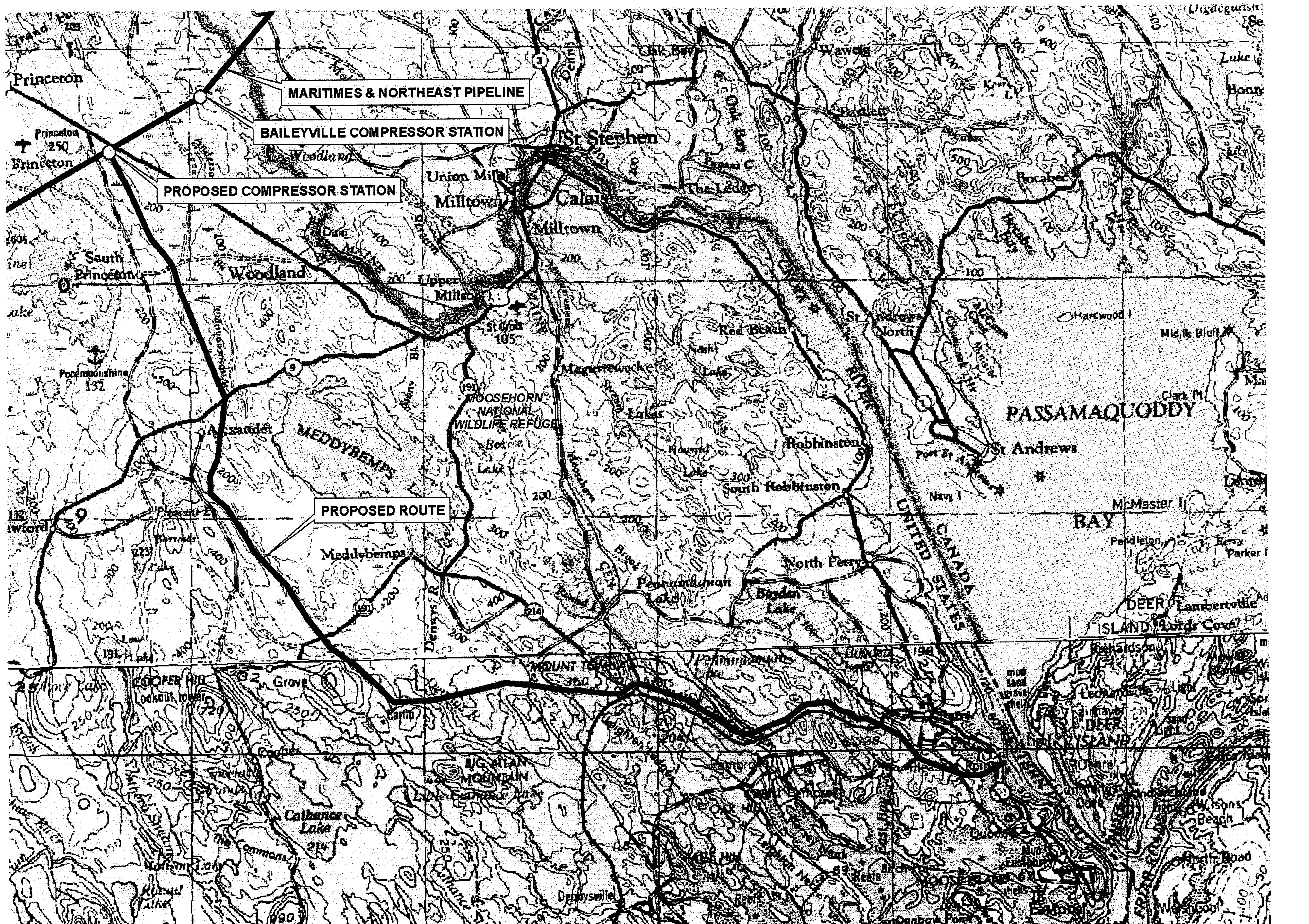

Figure 4