U. S. Coast Guard
Role and Process for LNG

Mr. Alan Moore 207-767-0338
AMoore@gruportme.uscg.mil

LT Dan McLean 207-338-8395
DMclean@msfobelfastme.uscg.mil
Captain Steve Garrity
259 High Street
South Portland, ME 04106
207-767-0320

Commanding Officer Sector NNE;
Captain of the Port (COTP);
Officer in Charge Marine Inspection (OCMI);
Federal Maritime Security Coord (FMSC);
Port Facility Security Officer;
Federal On Scene Coord (FOSC);
Search and Rescue Coordinator.
USCG Role

Ø To Assess the suitability of a waterway for Liquefied Natural Gas (LNG) marine traffic.

Ø Non-Partisan – Mandated by congress to ensure that vessels and facilities engaged in transferring regulated cargo, do so in accordance with the prescribed regulations.
USCG and FERC

Ø FERC is responsible for authorizing, siting, and construction of onshore LNG facilities.

Ø The USCG is required to participate with FERC in an Environmental Impact Statement (EIS).

Ø The USCG will provide FERC its findings relative to the suitability of the waterway before a final decision is made.
USCG Regulations for LNG Facilities

33 Code of Federal Regulations Part 127
(Waterfront Facilities Handling Liquefied Natural Gas)

33 CFR 127.007 – Letter of Intent (LOI): Submitted at least 60 days before construction, by the owner who intends to build a new facility.
Ø **The LOI must contain:**
- Owner and operator information, physical location of the facility.
- Name, address, and telephone number of the facility.
- A description of the facility.
- LNG Vessel characteristics and frequency of shipments to or from.
Navigational charts showing:
- Channels
- Identifying commercial
- Industrial
- Environmentally sensitive & residential areas
- All that are adjacent to or within the waterway used by vessels enroute to the facility within 15.5 miles of the facility.
Waterway Suitability Assessment (WSA)

Ø Navigation Vessel Inspection Circular (NVIC) 05-05: GUIDANCE ON ASSESSING THE SUITABILITY OF WATERWAY FOR LIQUIFIED NATURAL GAS (LNG) MARINE TRAFFIC.  http://www.uscg.mil/hq/g-m/nvic/index00.htm#2005

Ø This WSA is a detailed guide to the USCG role in developing an LOR.
Advisory Council

Ø The USCG will form a council comprised of local and governmental stakeholders to identify, study, and address the suitability of the waterway in accordance with the regulations and guidance.

Ø The council will provide the COTP information for the LOR.
Issues identified

Ø Security zones:
  Size, enforcement, time, impact to others.
Ø Transits thru Canadian waters:
Ø Tugboats / Fireboats / Security boats / Additional USCG personnel.
Ø These and more are all questions and issues raised which will be addressed in one form or another.
33 CFR 127.009
Letter of Recommendation (LOR)

Ø The LOR is the USCG’s response to the LOI.
Ø The LOR will not be issued until FERC has responded to the application to site and construct an on-shore LNG facility.
Ø The LOR is NOT an approval.
Ø The USCG and FERC will work closely during the entire application process.
The LOR will be issued to state and local government agencies having jurisdiction as well as the proposed owner and operator.

The LOR will address the suitability of the waterway for LNG marine traffic. Based on: LOI information, above water obstructions, depths, tides, protection from high seas, shoals, and underwater obstructions.

The LOR will also address the channel width and distance of berth vessel from the channel.

A minimum 16 month process to an LOR.
Public Notification and Participation

Ø USCG Continued participation in forums such as this.
Ø Objective representation in the advisory council.
Ø Solicit input via email or letter to addresses previously identified.
Ø USCG press releases / Federal Register Notice as process stages are reached.
This presentation glosses over the whole process for the USCG. We will continue to prepare for an LOI and subsequent response.

Yes, LNG has it’s risks. All shipping and cargo operations does.

Mitigating those risks to continue our way of life, is the job of your public servants.