

Appendix D

Agency Correspondence

Federal Agency Correspondence

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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July 16, 2015

Dear Federal or State Agency Representative:

On May 8, 2015, as supplemented on June 19, 2015, Delfin LNG LLC (Delfin) submitted the enclosed application to the Maritime Administration (MARAD) for a license to own, construct, and operate a natural gas deepwater port (DWP) known as Delfin LNG.¹ As an agency with potential interest in this application, I am providing it for your review and comment (Encl. (1)). To the extent your agency would like to participate, I request your assistance in the processing of this application

The proposed deepwater port would be the first of its kind offshore terminal operated for the purpose of exporting liquefied natural gas (LNG) to the global market. Pursuant to criteria set forth in the Deepwater Port Act (DWPA) (33 United States Code §§ 1501 – 1524), both Louisiana and Texas are designated as Adjacent Coastal States for the Delfin LNG deepwater port application.

The DWPA grants the Secretary of Transportation the power to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to the Maritime Administrator. The U.S. Coast Guard is the co-lead Federal agency for processing Delfin's application. Together, MARAD and the Coast Guard will consult with other Federal agencies, appropriate Louisiana and Texas State agencies, and the Office of the Governor(s) to ensure a complete review under the National Environmental Policy Act, and other applicable environmental protection statutes, is completed.

The proposed Project has both onshore and offshore components. The proposed DWP would be located in federal waters of the Gulf of Mexico, approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The port would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline, to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore DWP. At the port, four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) would be used to receive the natural gas, and liquefy, store, and offload it to arriving LNG trading carriers. New pipeline would include four new 30-inch diameter pipeline laterals, each approximately 6400 feet in length, connecting the HIOS pipeline to each of the FLNGVs; and, a 700-foot 42-inch diameter bypass around existing platform WC 167 to connect the HIOS and UTOS pipelines to each other. Finally, the project includes construction of four new tower yoke mooring systems to which the FLNGVs will be connected.

¹ If you or your agency received a copy of the original application *Delfin LNG Project May 8, 2015* as part of the application completeness review, please replace it with this June 19 supplemented version.

The onshore components of the proposed DWP would be located in Cameron Parish, Louisiana and would be licensed by the Federal Energy Regulatory Commission (FERC) under a separate licensing process (see FERC Docket No. **CP15-490-000**; 80 FR 30226 (May 27, 2015)). The onshore facility would consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline; the addition of 74,000 horsepower of new compression and associated metering and regulation facilities; and the installation of new supply header pipelines, which would consist of: 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station; and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

MARAD published the Delfin LNG Notice of Application in the Federal Register on July 16, 2015 (80 FR 42162). It may be viewed at www.regulations.gov under docket number **USCG-2015-0472**; a copy is included with this letter (Encl. (2)). The docket also includes a copy of the application and, as material is published and received, will be the repository for all associated Federal Register notices, communications, public comments, and the Draft and Final Environmental Impact Statement (EIS).

To the extent necessary, please distribute this application within your organization as needed. If you or others in your agency need additional copies, please contact Mr. Roddy Bachman, U.S. Coast Guard (contact information listed below). By separate correspondence, copies of this application have been sent to the Governors of Louisiana and Texas.

Volumes (3) and (4) of the application contain business confidential information related to hydrographic survey data, engineering design, and corporate information. If you require access to this information or have any questions or concerns, please contact Mr. Roddy Bachman, Coast Guard project manager, at (202) 372-1451 (Roddy.C.Bachman@uscg.mil); or Ms. Yvette M. Fields, MARAD, at (202) 366-0926 (Yvette.Fields@dot.gov). We appreciate the expertise and experience your respective organizations bring to this process and look forward to working with you.

Sincerely,



CURTIS E. BORLAND
Vessel and Facility Operating Standards
U.S. Coast Guard

Copy: Ms. Yvette M. Fields, MARAD
Federal and State Agency Distribution
Mr. Timothy Feehan, Tetra Tech

Encl: (1) Delfin LNG Project Application (May 8, 2015-Supplemented June 19, 2015)
(2) Federal Register Notice of Application
(3) Delfin Deepwater Port Application Distribution List

comment (79 FR 53510). Four individuals and Advocates for Highway and Auto Safety submitted comments. All opposed the application for exemption. On November 19, 2014, FMCSA published notice of the IAM application and asked for public comment (79 FR 68958). Ten commenters supported the application and five opposed it.

Agency Decision

The Agency's decision is based upon the information provided by the applicants, review of the comments received in response to the **Federal Register** notices, and the substantial body of HOS research the FMCSA relied upon to implement the 14-hour rule (68 FR 22473, April 28, 2003). The applicants for exemption did not offer any measures to offset the excessive fatigue to which CMV drivers operating beyond the 14th hour would be subjected. Furthermore, the applications did not limit how often the proposed exemption could be used. The FMCSA must therefore deny the applications for exemption.

The Agency denied the IAM and AMSA applications by letters dated April 16, 2015, and June 8, 2015, respectively. In each case, the Agency concluded that CMV operations under the exemption were not likely to achieve a level of safety equivalent to or greater than the level of safety that would be achieved in the absence of the exemption [49 CFR 381.310(c)(5)]. Copies of the denial letters are in the respective dockets.

Issued on: July 9, 2015.

Larry W. Minor,

Associate Administrator for Policy.

[FR Doc. 2015-17433 Filed 7-15-15; 8:45 am]

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. USCG-2015-0472]

Deepwater Port License Application: Delfin LNG, LLC, Delfin LNG Deepwater Port

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of application.

SUMMARY: The Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) announce they have received an application for the licensing of a liquefied natural gas (LNG) export deepwater port and that the application contains all required information. This notice summarizes the applicant's plans

and the procedures that will be followed in considering the application.

DATES: The Deepwater Port Act of 1974, as amended, requires any public hearing(s) on this application to be held not later than 240 days after publication of this notice, and a decision on the application not later than 90 days after the final public hearing.

ADDRESSES: The public docket for USCG-2015-0472 is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

The Federal Docket Management Facility accepts hand-delivered submissions, and makes docket contents available for public inspection and copying at this address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management Facility's telephone number is 202-366-9329, the fax number is 202-493-2251 and the Web site for electronic submissions or for electronic access to docket contents is <http://www.regulations.gov>. Keyword search "USCG-2015-0472".

FOR FURTHER INFORMATION CONTACT: Mr. Roddy Bachman, U.S. Coast Guard, telephone: 202-372-1451, email: Roddy.C.Bachman@uscg.mil or

Ms. Yvette M. Fields, Maritime Administration, telephone: 202-366-0926, email: Yvette.Fields@dot.gov. For questions regarding viewing the Docket, call Docket Operations, telephone: 202-366-9826.

SUPPLEMENTARY INFORMATION:

Receipt of Application

On May 8, 2015, MARAD and USCG received an application from Delfin LNG, LLC (Delfin LNG) for all Federal authorizations required for a license to own, construct, and operate a deepwater port (DWP) for the export of natural gas authorized under the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.* (the Act), and implemented under 33 CFR parts 148, 149, and 150. After a coordinated completeness review by MARAD and other cooperating Federal agencies, it was determined that the application required supplemental information, and, by letter of May 29, 2015 to Delfin LNG, the USCG deemed the application incomplete. On June 22, 2015, in response to the USCG letter, Delfin LNG submitted the requested supplemental information entitled "Deepwater Port License Application Delfin LNG Project May 8, 2015—Supplemented June 19, 2015." It has now been determined that the application contains all information

necessary to initiate processing of the application. The USCG deemed the application complete on June 29, 2015.

Also on May 8, 2015, Delfin LNG filed an application with the Federal Energy Regulatory Commission (FERC) requesting authorizations pursuant to the Natural Gas Act and 18 CFR part 157. This application was noticed on FERC's Docket No. CP15-490-000 on May 20, 2015 and in the **Federal Register** (80 FR 30266-01). The following is an excerpt from that **Federal Register** Notice:

Take notice that on May 8, 2015 Delfin LNG LLC (Delfin LNG), 1100 Louisiana Street, Houston, Texas 77002, filed in Docket No. CP15-490-000, an Application pursuant to section 7(c) of the Commission's Regulations under the Natural Gas Act and Parts 157 of the Federal Energy Regulatory Commission's (Commission) regulations requesting authorization to (1) reactivate approximately 1.1 miles of existing 42-inch pipeline formerly owned by U-T Offshore System (UTOS), which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean highwater mark along the Cameron Parish Coast; (2) install 74,000 horsepower of new compression; (3) construct 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construct 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station in Cameron Parrish, Louisiana that comprise the onshore portion of Delfin LNG's proposed deepwater port (DWP), an offshore liquefied natural gas facility located off the coast of Louisiana in the Gulf of Mexico, all as more fully set forth in the application, which is on file with the Commission and open to public inspection. Additionally, Delfin LNG requests a blanket construction certificate under Part 17, Subpart F of the Commission's regulations. This filing may be viewed on the web at <http://www.ferc.gov> using the "eLibrary" link. Enter the docket number excluding the last three digits in the docket number field to access the document. For assistance, please contact FERC at FERCOnlineSupport@ferc.gov or call toll-free, (888) 208-3676 or TTY, (202) 502-8659.

. . . .
Delfin LNG's onshore facilities will connect with the DWP facilities that are subject to jurisdiction of the Maritime Authority [sic] (MARAD) and the United States Coast Guard (USCG). Additionally, as part of Delfin LNG's DWP, Delfin LNG proposes to lease a segment of pipeline from High Island Offshore System, LLC (HIOS) that extends from the terminus of the UTOS pipeline offshore. Delfin LNG states in its application that HIOS will submit a separate application with the Commission seeking authorization to abandon by lease its facilities to Delfin LNG.

Because the review of the DWP proposal is the jurisdiction of MARAD and USCG, the Commission acknowledges Delfin LNG's application in Docket No. CP15-490-000 on May 8, 2015. However, the Commission will

not begin processing Delfin LNG's application until such time that MARAD and USCG accept Delfin LNG's DWP application, and HIOS submits an abandonment application with the Commission.

Background

According to the Act, a deepwater port is a fixed or floating manmade structure other than a vessel, or a group of structures, including all components and equipment, including pipelines, pumping or compressor stations, service platforms, buoys, mooring lines, and similar facilities that are proposed as part of a deepwater port, located beyond State seaward boundaries and used or intended for use as a port or terminal for the transportation, storage, and further handling of oil or natural gas for transportation to, or from, any State.¹

The Secretary of Transportation delegated to the Maritime Administrator authorities related to licensing deepwater ports (49 CFR 1.93(h)). Statutory and regulatory requirements for licensing appear in 33 U.S.C. 1501 *et seq.* and 33 CFR part 148. Under delegations from, and agreements between, the Secretary of Transportation and the Secretary of Homeland Security, applications are jointly processed by MARAD and USCG. Each application is considered on its merits.

In accordance with 33 U.S.C. 1504(f) for all applications, MARAD and the USCG, working in cooperation with other Federal agencies and departments considering a DWP application shall comply with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. 4321 *et seq.*). The U.S. Environmental Protection Agency (EPA), the U.S. Army Corps of Engineers (USACE), the National Oceanic and Atmospheric Administration (NOAA), the Bureau of Ocean Energy Management (BOEM), the Bureau of Safety and Environmental Enforcement (BSEE), and the Pipeline and Hazardous Materials Safety Administration (PHMSA), among others, are cooperating agencies and will assist in the NEPA process as described in 40 CFR 1501.6.; may participate in scoping meeting(s); and will incorporate the Environmental Impact Statement (EIS) into their permitting processes. Comments addressed to the EPA, USACE, or other federal cooperating

agencies will be incorporated into the Department of Transportation (DOT) docket and considered as the EIS is developed to ensure consistency with the NEPA process.

All connected actions, permits, approvals and authorizations will be considered in the deepwater port license application review. FERC has jurisdiction over the onshore components of the proposed deepwater port as well as the change in service of the offshore HIOS pipeline. As noted above, these matters will be addressed by FERC through a separate application process. FERC has also noted they cannot participate until such time as HIOS submits a pipeline abandonment application with the Commission. For purposes of the Delfin LNG DWP license application, MARAD and the USCG consider both the DWP application and the FERC application to be included in this review. For your convenience, we have included the Delfin LNG application to FERC under Docket Number USCG-2015-0472.

MARAD, in issuing this Notice of Application pursuant to section 1504(c) of the Act, must designate as an "Adjacent Coastal State" any coastal state which (A) would be directly connected by pipeline to a deepwater port as proposed in an application, or (B) would be located within 15 miles of any such proposed deepwater port (see 33 U.S.C. 1508(a)(1)). On April 30, 2013, MARAD issued a Notice of Policy Clarification advising the public that nautical miles shall be used when determining Adjacent Coastal State status (78 FR 25349). Pursuant to the criteria provided in the Act, Louisiana and Texas are the Adjacent Coastal States for this application. Other states may apply for Adjacent Coastal State status in accordance with 33 U.S.C. 1508(a)(2).

The Act directs that at least one public hearing take place in each Adjacent Coastal State, in this case, Louisiana and Texas. Additional public meetings may be conducted to solicit comments for the environmental analysis to include public scoping meetings, or meetings to discuss the Draft EIS and the Final EIS.

MARAD and USCG will publish additional **Federal Register** notices with information regarding these public meeting(s) and hearing(s) and other procedural milestones, including the NEPA environmental review. The Maritime Administrator's decision, and other key documents, will be filed in the public docket.

The Deepwater Port Act imposes a strict timeline for processing an application. When MARAD and USCG

determine that an application contains the required information, the Act directs that all public hearings on the application be concluded within 240 days after publication of this Notice of Application.

Within 45 days after the final hearing, the Governor(s) of the Adjacent Coastal State(s), in this case the Governors of Louisiana and Texas, may notify MARAD of their approval, approval with conditions, or disapproval of the application. MARAD may not issue a license without the explicit or presumptive approval of the Governor(s) of the Adjacent Coastal State(s). During this 45 day time period, the Governor(s) may also notify MARAD of inconsistencies between the application and State programs relating to environmental protection, land and water use, and coastal zone management. In this case, MARAD may condition the license to make it consistent with such state programs (33 U.S.C. 1508(b)(1)). MARAD will not consider written approvals or disapprovals of the application from Governors of Adjacent Coastal States until the 45-day period after the final public hearing.

The Maritime Administrator must render a decision on the application within 90 days after the final hearing.

Should a favorable record of decision be rendered and license be issued, MARAD may include specific conditions related to design, construction, operations, environmental permitting, monitoring and mitigations, and financial responsibilities. If a license is issued, USCG would oversee the review and approval of the deepwater port's Floating Liquefied Natural Gas Vessels (FLNGVs) and in coordination with other agencies as appropriate review of engineering design and construction; operations/security procedures; waterways management and regulated navigation areas; maritime safety and security requirements; risk assessment; and compliance with domestic and international laws and regulations for vessels that may call on the port. The deepwater port would be designed, constructed and operated in accordance with applicable codes and standards.

In addition, installation of pipelines and other structures, such as the Tower Yoke Mooring Systems (TYMSs), may require permits under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act, which are administered by USACE.

Permits from the EPA may also be required pursuant to the provisions of the Clean Air Act, as amended, and the Clean Water Act, as amended.

¹ On December 20, 2012, the Coast Guard and Maritime Transportation Act of 2012 (Title III, Sec. 312) amended Section 3(9)(A) of the Deepwater Port Act of 1974 (33 U.S.C. 1502(9)(A)) to insert the words "or from" before the words "any State" in the definition of Deepwater Port. This amendment grants MARAD the authority to license the construction of Deepwater Ports for the export of oil and natural gas from domestic sources within the United States to foreign markets abroad.

As mentioned above, Delfin LNG has filed an application with FERC for a Certificate of Public Convenience and Necessity for the Delfin LNG Project Onshore Facilities as described in the FERC **Federal Register** notice (80 FR 30266–01). In order to achieve the goals of NEPA, this application to operate onshore facilities is included as a connected action for the proposed deepwater port and the environmental impact of its construction and operation will be included in the MARAD/USCG NEPA review. However, to reiterate, FERC has stated it will not be able to commence processing Delfin LNG's application for the proposed onshore facility until such time as the HIOS abandonment application is filed.

The Department of Energy (DOE) is also a cooperating agency. On February 20, 2014, DOE approved Delfin LNG's application to export LNG by vessel from its proposed deepwater port to Free Trade Agreement (FTA) nations. On November 12, 2013, Delfin LNG applied to the DOE for a long-term multi-contract authorization to export domestically produced LNG to non-FTA nations. Pursuant to DOE's revised procedures for LNG export decisions (79 FR 48132), the DOE will act on applications to export LNG to non-FTA nations only after the NEPA review is completed by the lead Federal agency, in this case the USCG and MARAD.

Summary of the Application

Delfin LNG is proposing to construct, own, and operate a DWP terminal (referred to herein as the Delfin Terminal) in the Gulf of Mexico to liquefy natural gas for export to FTA and non-FTA nations.

The proposed Project has both onshore and offshore components. The proposed DWP would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (or 43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored FLNGVs located as follows: #1 (29°8'13.1" N./93°32'2.2" W.), #2 (29°6'13.6" N./93°32'42.4" W.), #3 (29°6'40.7" N./93°30'10.1" W.), and #4 (29°4'40.9" N./93°30'51.8" W.), located in WC 319, 327, 328, and 334 blocks, respectively. It would reuse and repurpose two existing offshore natural gas pipelines: The former U–T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Four new pipeline laterals connecting the HIOS

pipeline to each of the FLNGVs would be constructed. The feed gas would be supplied through these new pipeline laterals to each of the FLNGVs where it would be super cooled to produce LNG. The LNG would be stored onboard the FLNGV and transferred via ship-to-shop transfer to properly certified LNG trading carriers. Each of the FLNGVs would be semi-permanently moored to four new weather-vaning TYMSs.

The onshore components in Cameron Parish, Louisiana consist of engineering, constructing, and operating a new natural gas compressor station, gas supply header and metering station at an existing gas facility. The proposal would require: (1) Reactivation of approximately 1.1 miles of existing 42-inch pipeline, formerly owned by UTOS, which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean high water mark along the Cameron Parish Coast; (2) installation of 74,000 horsepower of new compression; (3) construction of 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construction of 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station.

Onshore pipeline quality natural gas from the interstate grid would be compressed and sent to the existing, but currently idled, 42-inch UTOS pipeline. The gas would be transported through the UTOS pipeline and would bypass the existing manifold platform located at West Cameron (WC) 167 approximately 24.7 nautical miles (28.4 statute miles) offshore in the Gulf of Mexico. The bypass of WC 167 would be a newly installed pipeline segment, 700 feet in length, connecting to the existing 42-inch HIOS pipeline.

The bypass of the WC 167 platform would be trenched so that the top of the pipe is a minimum of 3 feet below the seafloor. From the bypass, the feed gas would then be transported further offshore using the HIOS pipeline portion leased by the Applicant between WC 167 and High Island A264. The existing UTOS and HIOS pipelines transect OCS Lease Blocks WC 314, 318, 319, 327, and 335, and would transport feed gas from onshore to offshore (one-directional flow). Delfin LNG proposes to install four new lateral pipelines along the HIOS pipeline, starting approximately 16.0 nautical miles (18.4 statute miles) south of the WC 167 platform. Each subsea lateral pipeline would be 30 inches in diameter and approximately 6,400 feet in length, extending from the HIOS pipeline to the Delfin Terminal.

The FLNGVs would receive pipeline quality natural gas via the laterals and TYMS where it would be cooled sufficiently to totally condense the gas to produce LNG. The produced LNG would be stored in International Maritime Organization (IMO) type B, prismatic, independent LNG storage tanks aboard each of the FLNGVs. Each vessel would have a total LNG storage capacity of 165,000 cubic meters (m³).

An offloading mooring system would be provided on each FLNGV to moor an LNG trading carrier side-by-side for cargo transfer of LNG through loading arms or cryogenic hoses using ship-to-ship transfer procedures. LNG carriers would be moored with pilot and tug assist. The FLNGV would be equipped with fenders and quick-release hooks to facilitate mooring operations. The offloading system would be capable of accommodating standard LNG trading carriers with nominal cargo capacities up to 170,000 m³. It is expected that the typical LNG cargo transfer operation would be carried out within 24 hours, including LNG trading carrier berthing, cargo transfer and sail-away.

The FLNGVs would be self-propelled vessels and have the ability to disconnect from the TYMS and set sail to avoid hurricanes or to facilitate required inspections, maintenance, and repairs.

In the nominal design case, each of the four FLNGVs would process approximately 330 million standard cubic feet per day (MMscfd), which would total 1.32 billion standard cubic feet per day (Bscf/d) of input feed gas for all four of the FLNGVs. Based on an estimated availability of 92 percent and allowance for consumption of feed gas during the liquefaction process, each FLNGV would produce approximately 97.5 billion standard cubic feet per year (Bscf/y) of gas (or approximately 2.0 million metric tonnes per annum (MMtpa)) for export in the form of LNG. Together, the four FLNGVs are designed to have the capability to export 390.1 Bscf/y of gas (or approximately 8.0 MMtpa) in the form of LNG.

As detailed engineering and equipment specification advances during the design process, and operating efficiencies are gained post-commissioning, the liquefaction process could perform better than this nominal design case. It is therefore anticipated that LNG output, based on the high-side design case of 375 MMscfd of input feed gas, would be as much as approximately 110.8 Bscf/y of gas (or approximately 2.3 MMtpa) for each FLNGV. Taken together, the four FLNGVs would be capable of exporting the equivalent of 443.3 Bscf/y of natural gas in the form

of LNG. Therefore, Delfin LNG is requesting authorization to construct and operate facilities capable of exporting up to 443.3 Bscf/y of natural gas in the form of LNG (which equates to approximately 9.2 MMtpa).

The proposed Project would take a modular implementation approach to allow for early market entry and accommodate market shifts. Offshore construction activities are proposed to begin first quarter (Q1) of 2018 and would be completed in four stages. Each stage corresponds to the commissioning and operation of an FLNGV. The anticipated commissioning of FLNGV 1 is Q3 of 2019 with start-up of commercial operation of FLNGV 1 by the end of 2019. It is anticipated that FLNGVs 2 through 4 would be commissioned 12 months apart. The Delfin Terminal would be completed and all four FLNGVs would be fully operational by the summer of 2022.

Privacy Act

The electronic form of all comments received into the Federal Docket Management System can be searched by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The DOT Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or by visiting <http://www.regulations.gov>.

Authority: 33 U.S.C. 1501, *et seq.*; 49 CFR 1.93(h).

Dated: July 13, 2015.

By order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2015–17465 Filed 7–15–15; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. FD 35942]

Tunnel Hill Partners, LP—Acquisition of Control Exemption—Hainesport Industrial Railroad, LLC

Tunnel Hill Partners, LP (Tunnel), a noncarrier, and two Class III carriers (Hainesport Industrial Railroad, LLC (HIRR) and New Amsterdam & Seneca Railroad Company (NAS) (collectively, Applicants)) have filed a verified notice of exemption under 49 CFR 1180.2(d)(2) for Tunnel, which currently owns NAS, to acquire control of HIRR.

According to Applicants, Tunnel is an integrated waste management firm. It

currently owns NAS, a carrier with authority to operate a rail line in Fostoria, Ohio.¹ Darryl Caplan and Ronald W. Bridges currently own HIRR, a carrier that holds authority to operate approximately one mile of track in Hainesport Industrial Park in Burlington County, NJ.² Tunnel proposes to acquire from these individuals their ownership interest in HIRR to serve a waste transfer facility located on that line. Tunnel notes that it may also use NAS to serve a waste transfer facility it owns on that line. Tunnel states that there are no plans to connect the two railroads.

The transaction is expected to be consummated on or after July 30, 2015, the effective date of the exemption.

Applicants state that: (i) The carrier to be controlled pursuant to this notice of exemption (HIRR) does not connect with Tunnel's existing carrier (NAS); (ii) the subject acquisition of control proceeding is not part of a series of anticipated transactions that would connect the railroads with each other; and (iii) the transaction does not involve a Class I carrier. Therefore, the transaction is exempt from the prior approval requirements of 49 U.S.C. 11323. See 49 CFR 1180.2(d)(2).

Under 49 U.S.C. 10502(g), the Board may not use its exemption authority to relieve a rail carrier of its statutory obligation to protect the interests of its employees. Section 11326(c), however, does not provide for labor protection for transactions under sections 11324 and 11325 that involve only Class III rail carriers. Because this transaction involves Class III rail carriers only, the Board, under the statute, may not impose labor protective conditions for this transaction.

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed no later than July 23, 2015 (at least seven days before the exemption becomes effective).

An original and 10 copies of all pleadings referring to Docket No. FD 35942, must be filed with the Surface Transportation Board, 395 E Street SW., Washington, DC 20423–0001. In addition, a copy of each pleading must be served on John D. Heffner, Strasburger & Price, LLP, 1025

¹ See *New Amsterdam & Seneca R.R.—Lease & Operation Exemption—Line in Fostoria, Ohio*, FD 34811 (STB served Jan. 20, 2006).

² See *Hainesport Indus. R.R.—Acquis. & Operation Exemption—Hainesport Indus. Park R.R. Ass'n*, FD 34695 (STB served May 18, 2005).

Connecticut Ave. NW., Suite 717, Washington, DC 20036.

Board decisions and notices are available on our Web site at WWW.STB.DOT.GOV.

Decided: July 13, 2015.

By the Board, Joseph H. Dettmar, Acting Director, Office of Proceedings.

Jeffrey Herzig,
Clearance Clerk.

[FR Doc. 2015–17562 Filed 7–15–15; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[Docket No. AB 1128X]

Energy Solutions, LLC, d.b.a. Heritage Railroad Corporation—Abandonment Exemption—in Anderson and Roane Counties, Tenn.

On April 3, 2015, as supplemented on June 26, 2015, Energy Solutions, LLC (ES), d.b.a. Heritage Railroad Corporation, filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a line of railroad, known as the Blair-Oak Ridge Line, which extends between a point of connection to Norfolk Southern Railway Company at or near Blair, Tenn. (milepost 0.0) and the end of track at East Tennessee Technology Center at or near Oak Ridge, Tenn. (milepost 7.0), including approximately three miles of spur tracks in Anderson and Roane Counties, Tenn. (the Line). The Line includes the stations of Blair and Oak Ridge and traverses United States Postal Service Zip Codes 37830 and 37190.

According to ES, it owns the Line's track materials, and the United States Department of Energy (DOE) owns the real estate underlying the Line. ES states that it operates over the Line pursuant to an easement for right-of-way granted by DOE to Heritage Railroad Corporation, Inc. (HRC) in 2002, which was assigned by HRC to ES in 2009.¹ ES proposes to abandon the Line (thus ending its obligation to provide common carrier service to shippers on the Line upon reasonable request) but continue to provide contract carriage over it outside the Board's jurisdiction. ES asserts that all the shippers on the

¹ See *Heritage R.R.—Lease & Operation Exemption—Rail Line of U.S. Dep't of Energy*, FD 34372 (STB served July 23, 2003); *Energy Solutions—Acquis. & Operation Exemption—Heritage R.R.*, FD 35288 (STB served Sept. 3, 2009).

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AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
	Federal												
Bureau of Ocean Energy Management													
BOEM	Regional	Mr.	Joe Christopher		Regional Supervisor, Office of Environment	Bureau of Ocean Energy Management; Gulf of Mexico Region	1201 Elmwood Park Boulevard	New Orleans	LA	70123	(504) 736-2631	Joseph.Christopher@boem.gov	1-C
BOEM	Regional	Ms.	Terri L. Thomas		Section Chief, Environmental Operations, Gulf of Mexico Region	Bureau of Ocean Energy Management Office of the Environment	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-2963	terri.thomas@boem.gov	1-C
BOEM	Regional	Mr.	Gary Goeke		Section Chief, Environmental Assessment, Gulf of Mexico Region	Bureau of Ocean Energy Management, Environmental Assessment Section	1201 Elmwood Park Boulevard	New Orleans	LA	70123	(504) 736-3233	Gary.Goeke@boem.gov	1-C
BOEM	Regional	Ms.	Casey Rowe			Bureau of Ocean Energy Management Office of the Environment	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-2781	casey.rowe@boem.gov	1-C
Bureau of Safety and Environmental Enforcement													
BSEE	Regional	Mr.	Lars Herbst		Regional Director	Bureau of Safety and Environmental Enforcement; Gulf of Mexico Region	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-0557	Lars.herbst@bsee.gov	2-C
BSEE	National	Mr.	Jarvis Abbott		Petroleum Engineer	Bureau of Safety and Environmental Enforcement	45600 Woodland Road, Sterling, Virginia 20166	Sterling	VA	20166	(703) 787-1866	Jarvis.Abbott@bsee.gov	5-C
U.S. Department of Defense													
DOD	National	Mr.	Randy Wagner			Deputy Under Secretary of Defense for Installations and Environment	3000 Defense Pentagon	Washington	DC	20301-3000	703 571-9081	Randall.Wagner@osd.mil	2-P
DOD	National	Mr.	John Pearson			Office of the Deputy Assistant Secretary of the Navy (Environment)	2000 Navy Pentagon	Washington	DC	20350	703-693-1785	john.c.pearson@navy.mil	2-P
DOD	National	Mr.	Frederick Engle		Associate Director for Energy and Mission Compatibility	Office of the Deputy Assistant Secretary of Defense for Readiness	4000 Defense Pentagon, Rm 1E532	Washington	DC	20301-4000	703-693-3478	frederick.c.enge.civ@mail.mil	2-P
DOD	National	Mr.	Jack Bush		Air Force, MPA	Strategic Plans and Programs Division DCS/Logistics, Installations, and Mission Support (HQ AF/A4CI)	1260 Air Force Pentagon RM# 4C-1057	Washington	DC	20330-1	703-614-0237	jack.c.bush.civ@mail.mil	2-P

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DOD	National	Mr.	Terry	Bowers		Deputy Under Secretary of Defense (Installations and Environment), Environment, Safety and Occupational Health Directorate	3400 Defense Pentagon, Room 3B856A	Washington	DC	20301-3	703-693-9447	terry.l.bowers14.civ@mail.mil	2-P
U.S. Department of Energy													
DOE	National	Mr.	Edward	Le Duc	Attorney-Adviser	Office of Assistant General Counsel for Environment (CG-51)	1000 Independence Ave. SW	Washington	DC	20585	202-586-4007	edward.leduc@hq.doe.gov	1-C
DOE	National	Ms.	Jessica	Hernandez	Attorney Advisor	Office of the General Counsel (CG-51) U.S. Department of Energy	1000 Independence Ave. SW	Washington	DC	20585	202-586-6758	Jessica.Hernandez@hq.doe.gov	1-C
DOE	National	Mr.	Kyle	Moorman	Natural Gas Analyst	U.S. Department of Energy Office of Fossil Energy Office of Oil and Gas Global Security and Supply	1000 Independence Ave. SW Office 3E-042	Washington	DC	20585	202-586-7970	Kyle.Moorman@hq.doe.gov	1-C
DOE	National	Mr.	Ben	Nussdorf	Senior Regulatory Advisor	Division of Natural Gas Regulatory Activities (FE-34)	1000 Independence Ave. SW	Washington	DC	20585	202-586-7893	benjamin.nussdorf@hq.doe.gov	1-C
U.S. Department of Interior													
DOI	National	Mr.	Willie R.	Taylor	Director	U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-7565	Willie_Taylor@ios.doi.gov	1-P
DOI	National	Mr.	Shan	Alam		U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-5465	Shawn_alam@ios.doi.gov	1-P
DOI	National	Ms.	Loretta Bolden	Sutton	Program Analyst/Environmental Justice Coordinator, Natural Resources Management Team	U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-7565	Loretta_Sutton@ios.doi.gov	1-P
U.S. Department of State													

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DOS	National	LCDR	John	Burby	USCG Liasson	Office of Oceans and Polar Affairs	HSST Room 2665, 2201 C Street NW	Washington	DC	20520	202-647-3946	BurbyJW@state.gov	2-P
U.S. Environmental Protection Agency													
EPA	National	Ms.	Candi	Schaedle		US EPA HQ (7241B) Office of Federal Activities	Ariel Rios Building 1200 Pennsylvania Avenue, N.W	Washington	DC	20004	202-546-6121	Schaedle.candi@Epa.gov	2-P
EPA	Regional	Mr.	Rob	Lawrence	Senior Policy Advisor, Energy	EPA Region 6	1445 Ross Avenue, (6PD)	Dallas	TX	75202	214 665-6580	lawrence.rob@epa.gov	5-P
EPA	Regional	Mr.	Jeff	Robinson	Chief, Air Permits Section	EPA Region 6	1445 Ross Avenue, (6PD)	Dallas	TX	75202	(214) 665-6435	robinson.jeffery@epa.gov	1-P
EPA	Regional	Mr.	Raul	Gutierrez	Section 404 Permit Review	Region 6 Wetlands Section	Suite 1200 1445 Ross Avenue,	Dallas	TX	75202	(254) 774-7135	gutierrez.raul@epa.gov	1-P
Federal Aviation Administration													
FAA	National	Mr.	POSITION	VACANT	Manager	FAA Planning and Environmental Division	800 Independence Aveue SW	Washington	DC	20591	202-267-8772	TBD	0
FAA	National	Ms.	Danielle	Rinsler	Assitant Manager	FAA Planning and Environmental Division (APP-401)	800 Independence Avenue SW	Washington	DC	20591	(202) 267-3263	Danielle.Rinsler@faa.gov	1-P
FAA	National	Mr.	Elliott	Black	Deputy Director	Office of Airport Planning and Programming (APP-2), FederalAviation Administration	800 Independence Avenue SW	Washington	DC	20591	202-267-8775	Elliott.Black@faa.gov	1-P
Federal Energy Regulatory Commission													
FERC	National	Ms.	Janine	Cefalu	Environmental Protection Specialist	Federal Energy regulaotry Commission	888 1st Street, N.E. Office 62-12	Washington	DC	20426	202-502-8271	Janine.Cefalu@ferc.gov	Done
Maritime Administration													
MARAD	National	Mr.	Wade	Moorefield	Project Manager	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue, SE, W21-233	Washington	DC	20590	202-366-7026	wade.morefield@dot.gov	Done
MARAD	National	Mr.	Linden	Houston	Project Manager	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue, SE, W21-233	Washington	DC	20590	(202) 366-4839	Linden.Houston@dot.gov	Done

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MARAD	National	Ms.	Yvette	Fields	Director	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue SE, W21-309 (MAR-530)	Washington	DC	20590	202-366-7026	Yvette.Fields@dot.gov	Done
National Oceanic and Atmospheric Administration													
NOAA	National	Ms.	Jackie	Rolleri	Natural Resource Management Specialist	Coastal Services Center (CSC), Management and Budget Division, NOAA	1305 East West Highway, SSMC4 Room 11207	Silver Spring	MD	20910	301-563-1179	jackie.rolleri@noaa.gov	1-P
NOAA	National	Mr.	Steven	Kokkinakis	Senior Advisor on NEPA Coordination and Compliance	Office of Program Planning and Integration, NOAA	1315 East-West Highway, SSMC III, Room 15723	Silver Spring	MD	20910	240-533-9021	steve.kokkinakis@noaa.gov	1-P
NOAA	National	Mr.	Jay	Nunenkamp		NOAA Office of Program Planning and Integration, Commerce	1315 East West Hwy, Rm 15723	Silver Spring	MD	20910	301-713-1622 x207	jay.nunenkamp@noaa.gov	1-P
NOAA	National		N/A	N/A	N/A	NOAA Office of Program Planning and Integration, Commerce---E-MAIL NOTIFICATION ADDRESS	1315 East West Hwy, Rm 15723	Silver Spring	MD	20910		PPI.NEPA@noaa.gov	0
NOAA	National	Mr.	Kerry	Kehoe	Federal Consistency Specialist	Coastal Programs Division, Office of Ocean and Coastal Resource Management, NOAA	1315 East West Hwy.	Silver Spring	MD	20910	(301) 563-1151	kerry.kehoe@noaa.gov	1-P
NOAA	National	Mr.	David	Kaiser	Senior Policy Analyst & Federal Consistency Coordinator	Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration Coastal Response Research Center, University of New Hampshire	246 Gregg Hall, 35 Colovos Road	Durham	NH	03824-3534	(603) 862-2719	David.Kaiser@noaa.gov	2-P
NOAA	Regional	Mr.	Richard	Hartman	Branch Chief, Habitat and Conservation Division	National Marine Fisheries Service	Room 266 Military Science Building, South Stadium Drive, c/o Louisiana State University	Baton Rouge	LA	70803-7535	225 389-0508 ext 203	richard.hartman@noaa.gov	2-P

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NOAA	Regional	Mr.	David	Bernhart	Assistant Regional Administrator for Protected Species	Protected Resources Division, National Marine Fisheries Service	Southeast Regional Office 263 13th Avenue South	St. Petersburg	FL	33701-5505	727-824-5312	david.bernhart@noaa.gov	1-P
NOAA	Regional	Ms.	Rachel	Sweeney	Biologist	National Marine Fisheries Service	Room 266 Military Science Building, South Stadium Drive, c/o Louisiana State University	Baton Rouge	LA	70803-7535	225 389-0508	rachel.sweeney@noaa.gov	2-P
NOAA	Regional	Ms.	Kelly	Shotts	Fisheries Biologist	Protected Resources Division, National Marine Fisheries Service	Southeast Regional Office 263 13th Avenue South	St. Petersburg	FL	33701-5505	(727) 824-5312	kelly.shotts@noaa.gov	1-P
NOAA	Regional		N/A	N/A	General e-mail for NOAA Southeast Region Section 7 ESA Consultations	National Marine Fisheries Service; Southeast Regional Office; Protected Resources Division	263 13th Avenue South	St. Petersburg	FL	33701-5505	(727) 824-5312	nmfs.ser.esa.consultations@noaa.gov	0
Pipeline and Hazardous Materials Safety Administration													
PHMSA	National	Mr.	Joseph	Sieve	Engineer	Southeast Regional Office	U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration East Building, 2nd Floor 1200 New Jersey Ave, SE E22-15	Washington	DC	20590	(202) 366-5064	joseph.sieve@dot.gov	Done
PHMSA	National	Mr.	Kenneth	Lee	Director	Protected Resources Division	U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration East Building, 2nd Floor 1200 New Jersey Ave, SE E22-334	Washington	DC	20590	202-366-2694	kenneth.lee@dot.gov	Done

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PHMSA	Regional	Mr.	Roderick M. Seeley	Seeley	Director	PHMSA Pipeline Safety Southwest Region Office	8701 S. Gessner Road, Suite 1110	Houston	TX	77074	713-272-2859	Rodrick.M.Seeley@dot.gov	2-P
U.S. Army Corps of Engineers													
USACE	Regional	Mr.	Darrell Barbara	Barbara	Chief, Western Evaluation Section, Regulatory Branch	New Orleans District	CEMVN-OD-SW 7400 Leake Avenue	New Orleans	LA	70118	504 862-2261	darrell.barbara@usace.army.mil	2-P
USACE	Regional	Mr.	James Little	Little	Environmental Resources Specialist/	New Orleans District	P.O Box 44487	Baton Rouge	LA	70804-4487	(225) 342-3099	james.little@usace.army.mil	2-P
U.S. Department of Agriculture													
USDA	Regional	Mr.	Frank Chapman	Chapman	Natural Resources Conservation Services	USDA	5417 Gerstner Memorial Dr.	Lake Charles	LA	70607	337-474-1583 ext 3	frank.chapman@la.usda.gov	2-P
U.S. Fish and Wildlife Service													
USFWS	Regional	Mr.	Jeff Weller	Weller	Field Supervisor	Louisiana Ecological Services Field Office	Suite 400 646 Cajundome Blvd,	Lafayette	LA	70506	(337) 291-3115	jeff_weller@fws.gov	2-P
USFWS	Regional	Mr.	Brad S. Rieck	Rieck	Deputy Field Supervisor	Louisiana Ecological Services Office	646 Cajundome Blvd, Suite 400	Lafayette	LA		337 774-5923	brad_riek@fws.gov	2-P
USFWS	Regional	Ms.	Christine Willis	Willis	Energy Coordinator	Division of Environmental Review, Ecological Services SE Regional Office	1875 Century Blvd. Ste. 200	Atlanta	GA	30345	404-679-7310	Christine_willis@fws.gov	2-P
USFWS	Regional	Mr.	Joshua Marceaux	Marceaux	Fish and Wildlife Biologist	Southwest Louisiana National Wildlife Refuge Complex Lacassine National Wildlife Refuge	209 Nature Road	Lake Arthur	LA	70549	337/774-5923	joshua_marceaux@fws.gov	2-P
U.S. Coast Guard													
USCG	National	Mr.	Roddy Bachman	Bachman	DWP Project Manager	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 US Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave.	Washington	DC	20593-7509	202-372-1451	Roddy.C.Bachman@uscg.mil	Done

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AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
USCG	National	Ms.	Melissa	Perera	Environmental Protection Specialist	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 US Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave.	Washington	DC	20593-7509	202-372-1446	Melissa.E.Perera@uscg.mil	Done
USCG	National	Mr.	Curtis	Borland	Attorney Advisor	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 US Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave. SE	Washington	DC	20593-7509	202-372-1444	Curtis.E.Borland@uscg.mil	Done
USCG	National	Ms.	Melissa	Perera	Environmental Protection Specialist	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 US Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave. SE	Washington	DC	20593-7509	202-372-1446	Melissa.E.Perera@uscg.mil	Done
USCG	Regional	Mr.	Rusty	Wright	District 8 DPW	USCG District 8 DPW	DPW 1230, 500 Poydras St.	New Orleans	LA	70130-3319	504-671-2138	Rusty.H.Wright@uscg.mil	5-P
USCG	Regional	Ms.	Shelley	Miller	Waterways Management	USCG District 8 Waterways Management	500 Poydras St.	New Orleans	LA	70130-3319	504-671-2139	Shelley.R.Miller@uscg.mil	see Rusty
USCG	Regional	LTJG	Lauren	Stewart	Chief of Facilities	MSU Port Arthur	2901 Turtle Creek Drive, STE 200	Port Arthur	TX	77642-8067	409-723-6570	Lauren.M.Stewart@uscg.mil	5-P
USCG	Regional	MST C	Jamie	Merriman	Facility Inspection	MSU Port Arthur	2901 Turtle Creek Drive, STE 200	Port Arthur	TX	77642-8067	409-719-5033	Jamie.L.Merriman@uscg.mil	see LTJG Lauren
USCG	Regional	CDR	Loan	O'Brien	Prevention	MSU Port Arthur	2901 Turtle Creek Drive, STE 200	Port Arthur	TX	77642-8067	409-723-6564	Loan.T.O'Brien@uscg.mil	see LTJG Lauren
USCG	Regional	Mr.	Jeremy	Hanson	Security Specialist	MSU Port Arthur	2901 Turtle Creek Drive, STE 200	Port Arthur	TX	77642-8067	409-723-6525	Jeremy.D.Hansen@uscg.mil	see LTJG Lauren

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USCG	Regional	LT	Dimitrios	Wiener	Prevention-Domestics	MSU Lake Charles	127 West Broad Street	Lake Charles	LA	70601	(337) 491-7810	Dimitrios.N.Wiener@uscg.mil	5-P
USCG	Regional	LT	Peter	Bizzaro	Prevention	MSU Lake Charles	127 West Broad Street STE 200	Lake Charles	LA	70601	(770) 851-2189	Peter.A.Bizzaro@uscg.mil	See LT Wiener
USCG	National	CDR	Jason	Smith	Detachment Chief	USCG Liquefied Gas Carrier national center of Expertise	2901 Turtle Creek Drive	Port Arthur	TX	77642-8067	(409) 723-6507	jason.e.smith2@uscg.mil	2-P
Advisory Council on Historic Preservation													
Advisory Council on Historic Preservation	National	Ms.	Valerie	Hauser	Director	Office of Native American Affairs	401 F Street NW, Suite 308	Washington	DC	20001	202-517-0194	vhauser@achp.gov	1-P
Advisory Council on Historic Preservation	National	Mr.	John	Fowler	Executive Director	Advisory Council on Historic Preservation	401 F Street NW, Suite 308	Washington	DC	20001	202-517-0200	jfowler@achp.gov	1-P
Louisiana Governor													
Governor of LA	Louisiana	Ms.	Melissa	Mann	Chief of Staff	Office of Governor Bobby Jindal	P.O. Box 94004	Baton Rouge	LA	70802	225-342-7015	melissa.mann@la.gov	1-P
Louisiana Department of Transportation and Development													
Louisiana Department of Transportation and Development	Louisiana	Mr.	Christopher	Knotts	Chief, Public Works & Water Resources	Public Works and Water Resources Division	1201 Capital Access Rd.	Baton Rouge	LA	70802	225-379-3010	chris.knotts@la.gov	2-P
Louisiana Department of Wildlife and Fisheries (LDWF)													
Louisiana Department of Wildlife and Fisheries	Louisiana	Ms.	Carolyn	Michon	Biologist	Louisiana Natural Heritage Program	2000 Quail Dr	Baton Rouge	LA	70898	225 765-2357	cmichon@wlf.la.gov	1-P
Louisiana Department of Wildlife and Fisheries	Louisiana	Mr.	Dave	Butler	Permits Coordinator	Louisiana Department of Wildlife and Fisheries	2000 Quail Drive	Baton Rouge	LA	70898	(225) 763-3595	dbutler@wlf.louisiana.gov	1-P
Louisiana Department of Environmental Quality (LDEQ)													
Louisiana Department of Environmental Quality	Louisiana	Ms.	Cheryl Sonnier	Nolan	Administrator, Air Permits	Air Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	(225) 219-3417	Cheryl.Nolan@la.gov	1-P

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Louisiana Department of Environmental Quality	Louisiana	Mr.	Bryan Johnston		Senior Environmental Scientist	Air Permit Division	602 N. Fifth Street	Baton Rouge	LA	70802	(225) 219-3450	Bryan.Johnston@la.gov	1-P
Louisiana Department of Environmental Quality	Louisiana	Mr.	Billy Eakin		Regional Manager	Southwest Regional Office	1301 Gadwall Street	Lake Charles	LA	70615	(337) 491-2756	billy.eakin@la.gov	2-P
Louisiana Department of Environmental Quality	Louisiana	Ms.	Elizabeth Johnson		Water Quality Certification	Water Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	225 219-3225	elizabeth.johnson@la.gov	1-P
Louisiana Department of Environmental Quality	Louisiana	Mr.	Scott Gulliams		Administrator, Water Permits Division	Water Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	(225) 219 - 3070	Scott.Guilliams@LA.GOV	1-P
Louisiana Department of Natural Resources (LDNR)													
Louisiana Department of Natural Resources	Louisiana	Mr.	James Mergist		Director, Pipeline Safety	Office of Conservation; Pipeline Division	617 North Third Street, 11th Floor	Baton Rouge	LA	70821-4487	225-342-9137	James.Mergist@la.gov	1-P
Louisiana Department of Natural Resources	Louisiana	Mr.	Karl Morgan		Administrator	Office of Coastal Management, Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	225-342-6470	Karl.Morgan@la.gov	1-P
Louisiana Department of Natural Resources	Louisiana	Ms.	Christine Charrier		Coastal Resources Scientist Manager	Office of Coastal Management; Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	225-342-7953	Christine.Charrier@la.gov	1-P
Louisiana Department of Natural Resources	Louisiana	Mr.	Ontario James		Coastal Resources Scientist	Office of Coastal Management, Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	(225) 342-7358	OntarioJ@dnr.state.la.us	1-P
Louisiana Department of Natural Resources, Office of Conservation	Louisiana	Mr.	Richard Hudson		District Manager	LDNR Office of Conservation; Engineering Regulatory Division	825 Kaliste Saloom Road, Brandywine III, Suite 220	Lafayette	LA	70508	(337) 262-5777	richard.hudson@la.gov	2-P
Louisiana Department of Health and Hospitals													

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Louisiana Department of Health and Hospitals	Louisiana	Mr.	Johan Forsman		Geologist	Office of Public Health; Center for Environmental Health Services; Safe Drinking Water Program	628 North 4th St	Baton Rouge	LA	70802	(225) 342-7309	johan.forsman@la.gov	2-P
Louisiana Office of Cultural Development													
Louisiana Office of Cultural Development; Division of Historic Preservation	Louisiana	Mr.	Phillip E. Boggan III		State Historic Preservation Officer	Capitol Annex Building	1051 North Third Street	Baton Rouge	LA	70804	(225) 342-8200	pboggan@crt.la.gov	1-P
Louisiana Office of Cultural Development; Division of Historic Preservation	Louisiana	Ms.	Rachel Watson		Section 106 Review and Compliance	Capitol Annex Building	1051 North Third Street	Baton Rouge	LA	70804	(225) 342-8165	rwatson@crt.la.gov	1-P
Louisiana Office of Cultural Development; Division of Historic Preservation	Louisiana	Ms.	Robin Daigle		Section 106 Review	Capitol Annex Building	1051 North Third Street	Baton Rouge	LA	70804	(225) 342-6931	rdaigle@crt.la.gov	1-P
Louisiana Office of Cultural Development; Division of Historic Preservation	Louisiana	Ms.	Nicole Hobson-Morris		Executive Director; Division of Historic Preservation	Capitol Annex Building	1051 North Third Street	Baton Rouge	LA	70804	(225) 342-8172	nhmorris@crt.la.gov	1-P
Louisiana Office of Cultural Development; Division of Historic Preservation	Louisiana	Mr.	Mike Varnado		Section 106/Standing Structures	Capitol Annex Building	1051 North Third Street	Baton Rouge	LA	70804	(225) 219-4596	mvarnado@crt.la.gov	1-P
Louisiana Department of Administration													

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Louisiana Department of Administration	Louisiana	Mr.	Lawrence Rosso		Section Manager	Office of State Lands; State Lands and Water Bottoms	1201 N. Third St., Suite G-140	Baton Rouge	LA	70802	(225) 342-4600	Les.Rosso@la.gov	1-P
State of Texas													
Governor of Texas	Texas	Ms.	Julia Rathgeber		Deputy Chief of Staff	Office of Governor Gregg Abbott	P.O. Box 12428	Austin	TX	78711	(512) 463-1762	elizabeth.edwards@gov.texas.gov	1-P
Governor of Texas	Texas	Mr.	Daniel Hodge		Chief of Staff	Office of Governor Greg Abbott	P.O. Box 12428	Austin	TX	78711	512-463-1762	elizabeth.edwards@gov.texas.gov	1-P
Note: Governor by separate mailing													
Texas General Land Office													
Texas General Land Office	Texas	Mr.	Ray Newby		Federal Consistency Coordinator	Texas Coastal Management Program	1700 N. Congress Ave.	Austin	TX	78701-1495	512 475-3624	ray.newby@glo.texas.gov	2-P
Cameron Parish													
Cameron Parish	Cameron Parish	Ms.	Clair Hebert	Marceaux	Director of Economic Development	Cameron Parish Police Jury	148 Smith Circle	Cameron	LA	70631	337-739-1098	clairh@camtel.net	1-P
Cameron Parish	Cameron Parish	Mr.	Myles Hebert		Flood Plain Administrator & Chief Building Code official	Cameron Parish Police Jury	148 Smith Circle	Cameron	LA	70631	337-775-2800	mh_cpj@camtel.net	1-P

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave. SE
Washington, DC 20592-7509
Staff Symbol: CG-OES-2
Phone: (202) 372-1451
Fax: (202) 372-8382
Email: Roddy.C.Bachman@uscg.mil

16613

July 31, 2015

Subject: Delfin LNG Deepwater Port Application Interested Party Letter

Docket#: USCG-2015-0472

Dear Interested Party:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application *Deepwater Port License Application for the Delfin LNG Project May 8, 2015 – Supplemented June 19, 2015* submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be located in Cameron Parish and included in a FERC application.

An EIS will be prepared in accordance within the provisions of the Deepwater Port Act (DWPA) of 1974, as amended (33 United States Code [U.S.C.] 1501 *et seq.*); the National Environmental Policy Act (NEPA) (Section 102(2)(c)), as implemented by the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] Parts 1500–1508); Department of Transportation (DOT) 5610.1C (*Procedures for Considering Environmental Impacts*); USCG Commandant Instruction M16475.1D (*National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts*); and other appropriate and applicable regulations.

Louisiana and Texas are both adjacent coastal states as defined in the DWPA. Governors of adjacent coastal states may approve, approve with conditions, or deny the application within 45 days following the final public hearings which follow the publication of the Final EIS. Following this, the Maritime Administrator will use the EIS and other information to 1) to approve the application, 2) approve the application with conditions, or 3) deny the application.

The Coast Guard and the Maritime Administration are now in the scoping period that precedes preparation of the Draft EIS and we invite the public to submit comments relating to the scope of the EIS. As part of the scoping process, we will hold informational open houses and public meetings at the locations listed below. The open houses and public meetings are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

Notices for the open houses/public meetings will also be published in the following newspapers:

- The Daily News (Galveston County, Texas) – publish August 10th and 17th
- The Examiner (Southeast Texas) - on Thursdays – publish August 6th and 13th
- Beaumont Enterprise (Southeast Texas) – publish August 10th and 17th
- Houston Chronicle (Houston, TX; South/Central Texas) – publish August 10th and 17th
- American Press (Lake Charles, LA) – publish August 10th and 17th
- Vermillion Today (Vermillion Parish, LA) – Gueydan Journal – publish August 6th and 13th

The enclosed Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) published in the Federal Register on July 29, 2015 initiating the **30 day scoping period ending on August 28, 2015**. The NOI includes a detailed description of the proposed project, additional scoping meeting logistics, detailed instructions on submitting comments to the Federal Docket throughout the scoping period, and it addresses the relationship between the deepwater port application and the FERC application for the onshore components.

The Application and supporting materials, including comments, notices and communications and eventually the Draft and Final EIS may be viewed at the Federal Docket Management Facility website: <http://www.regulations.gov> under docket number USCG-2015-0472. Comments submitted to the Coast Guard docket receive the same consideration as those made or delivered at the public meetings.

Another set of public meetings and opportunity to comment on the proposed project and the EIS will be available when a Draft EIS is published. Those meetings and the availability of the Draft EIS will be announced in the future correspondence and federal register notice. Final public hearings will be conducted following publication of the Final EIS.

Finally, Tetra Tech, Inc. is our environmental consultant assisting the Coast Guard and MARAD in the application NEPA review process and EIS preparation.

If you have questions about the proposed Delfin deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R.C. Bachman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Roddy C. Bachman
Project Manager, Deepwater Ports
Vessel and Facility Operating Standards Division
U.S. Coast Guard
By direction

Enclosures: 1. Project Area Map
2. Notice of Intent

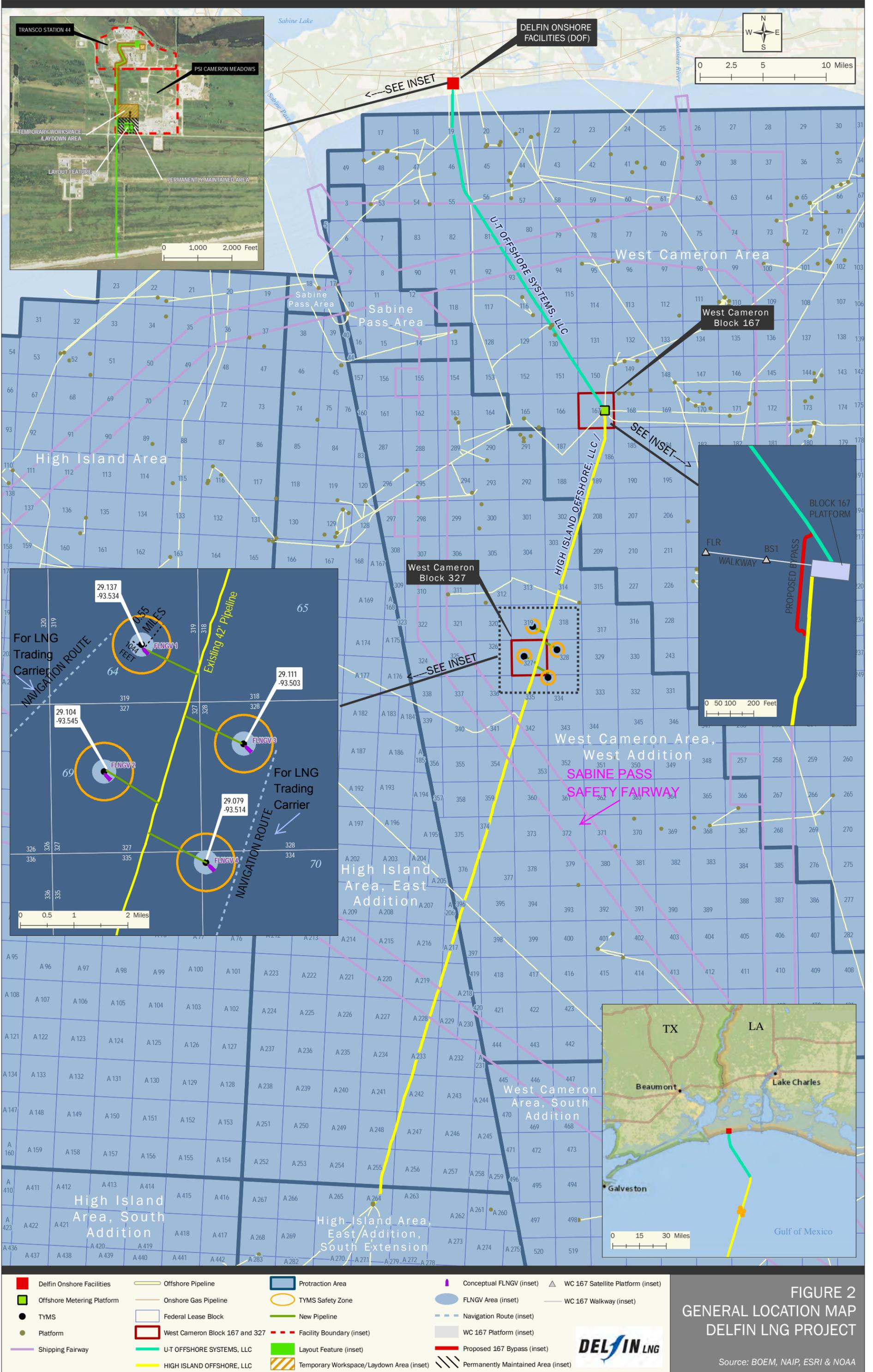


FIGURE 2
GENERAL LOCATION MAP
DELFIN LNG PROJECT

Source: BOEM, NAIP, ESRI & NOAA



- County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
69. EOG Resources, Inc., Pad ID: COP Pad B, ABR-20100645.R1, Lawrence Township, Clearfield County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
70. EOG Resources, Inc., Pad ID: PHC Pad T, ABR-201009039.R1, Lawrence Township, Clearfield County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
71. EXCO Resources (PA), LLC, Pad ID: Falk Unit #1H, ABR-20090920.R1, Penn Township, Lycoming County, Pa.; Consumptive Use of Up to 5.000 mgd; Approval Date: June 25, 2015.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: July 23, 2015.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2015-18521 Filed 7-28-15; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2015 0091]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel BLUEWATER; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before August 28, 2015.

ADDRESSES: Comments should refer to docket number MARAD-2015-0091. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the

Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel BLUEWATER is:

Intended Commercial Use of Vessel: "Vessel will be used to carry passengers for diving trips."

Geographic Region: "Michigan."

The complete application is given in DOT docket MARAD-2015-0091 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Date: July 21, 2015.

T. Mitchell Hudson, Jr.,
Secretary, Maritime Administration.

[FR Doc. 2015-18504 Filed 7-28-15; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. USCG-2015-0472]

Deepwater Port License Application: Delfin LNG LLC, Delfin LNG Deepwater Port

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of intent; notice of public meeting; request for comments.

SUMMARY: The Maritime Administration (MARAD), in coordination with the U.S. Coast Guard (USCG), will prepare an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: The former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (see Summary of the Application for additional project specifics).

The onshore components of the proposed deepwater port would be located in Cameron Parish, Louisiana and would be reviewed by the Federal Energy Regulatory Commission (FERC) under a separate authorization process (see FERC Docket No. CP15-490-000; 80 FR 30226 (May 27, 2015)). The onshore facility would consist of reactivating approximately 1.1 miles of the existing UTOS pipeline; the addition of 74,000 horsepower of new compression and associated metering and regulation facilities; the installation of new supply header pipelines (which would consist of 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station); and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site. Publication of this Notice of Intent (NOI) begins a 30 day scoping process that will help identify and determine

the scope of environmental issues to be addressed in the EIS. MARAD and the USCG will consider both the Delfin LNG deepwater port license application and the FERC application to be included in this review. For your convenience, we have included the Delfin LNG application to FERC under docket number USCG–2015–0472. This NOI requests public participation in the scoping process, provides information on how to participate and announces informational open houses and public meetings in Louisiana and Texas. Pursuant to the criteria provided in the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.* (the Act), both Louisiana and Texas are the Adjacent Coastal States for this application.

DATES: There will be two public scoping meetings held in connection with the application. The first public meeting will be held in Lake Charles, Louisiana on August 18, 2015, from 6 p.m. to 8 p.m. The second public meeting will be held in Beaumont, Texas on August 19, 2015, from 6 p.m. to 8 p.m. Both public meetings will be preceded by an informational open house from 4 p.m. to 5:30 p.m.

Each of the public meetings may end later than the stated time, depending on the number of persons wishing to speak. Additionally, materials submitted in response to this request for comments on the Delfin LNG deepwater port license application must reach the Federal Docket Management Facility as detailed below by August 28, 2015.

ADDRESSES: The open house and public meeting in Lake Charles, Louisiana will be held at the Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, Louisiana 70601, telephone: 337–491–1256. The open house and public meeting in Beaumont, Texas will be held at the Holiday Inn Beaumont Plaza, 3950 Walden Road, Beaumont, Texas 77705, telephone: 409–842–5995. Free parking is available at both the Lake Charles Civic Center and the Holiday Inn Beaumont Plaza locations.

The public docket for USCG–2015–0472 is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

The Federal Docket Management Facility accepts hand-delivered submissions, and makes docket contents available for public inspection and copying at this address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management Facility's telephone

number is 202–366–9329, the fax number is 202–493–2251 and the Web site for electronic submissions or for electronic access to docket contents is <http://www.regulations.gov>. keyword search “USCG–2015–0472”.

FOR FURTHER INFORMATION CONTACT: Mr. Roddy Bachman, USCG, telephone: 202–372–1451, email: Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields, MARAD, telephone: 202–366–0926, email: Yvette.Fields@dot.gov. For questions regarding viewing the Docket, call Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

Public Meeting and Open House

We invite you to learn about the proposed deepwater port at any of the above informational open houses and to comment at any of the above public meetings on environmental issues related to the proposed deepwater port. Your comments will help us identify and refine the scope of the environmental issues to be addressed in the EIS.

Speaker registrations will be available at the door. Speakers at the public scoping meetings will be recognized in the following order: Elected officials, public agencies, individuals or groups in the sign-up order and then anyone else who wishes to speak.

In order to allow everyone a chance to speak at a public meeting, we may limit speaker time, extend the meeting hours or both. You must identify yourself, and any organization you represent, by name. Your remarks will be recorded or transcribed for inclusion in the public docket.

You may submit written material at a public meeting, either in place of or in addition to speaking. Written material must include your name and address and will be included in the public docket.

Public docket materials will be made available to the public on the Federal Docket Management Facility Web site (see Request for Comments).

Our public meeting locations are wheelchair-accessible. If you plan to attend an open house or public meeting and need special assistance such as sign language interpretation, non-English language translator services or other reasonable accommodation, please notify the USCG (see **FOR FURTHER INFORMATION CONTACT**) at least 5 business days in advance. Include your contact information as well as information about your specific needs.

Request for Comments

We request public comments or other relevant information on environmental

issues related to the proposed deepwater port. The public meeting is not the only opportunity you have to comment on the Delfin LNG deepwater port license application. In addition to or in place of attending a meeting, you can submit comments directly to the Federal Docket Management Facility during the public comment period (see **DATES**). We will consider all comments and material received during the 30-day scoping period. The license application, comments and associated documentation as well as the draft and final EISs (when published) are available for viewing at the Federal Docket Management System (FDMS) Web site: <http://www.regulations.gov> under docket number USCG–2015–0472.

Public comment submissions should include:

- Docket number USCG–2015–0472.
- Your name and address.

Submit comments or material using only one of the following methods:

- Electronically (preferred for processing) to the Federal Docket Management System (FDMS) Web site: <http://www.regulations.gov> under docket number USCG–2015–0472.

- By mail to the Federal Docket Management Facility (USCG–2015–0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001

- By personal delivery to the room and address listed above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- By fax to the Federal Docket Management Facility at 202–493–2251.

Faxed, mailed or hand delivered submissions must be unbound, no larger than 8½ by 11 inches and suitable for copying and electronic scanning. The format of electronic submissions should also be no larger than 8½ by 11 inches. If you mail your submission and want to know when it reaches the Federal Docket Management Facility, please include a stamped, self-addressed postcard or envelope.

Regardless of the method used for submitting comments or material, all submissions will be posted, without change, to the FDMS Web site (<http://www.regulations.gov>) and will include any personal information you provide. Therefore, submitting this information to the docket makes it public. You may wish to read the Privacy and Use Notice that is available on the FDMS Web site and the Department of Transportation Privacy Act Notice that appeared in the **Federal Register** on April 11, 2000 (65 FR 19477), see Privacy Act. You may

view docket submissions at the Federal Docket Management Facility or electronically on the FDMS Web site.

Background

Information about deepwater ports, the statutes, and regulations governing their licensing, including the application review process, and the receipt of the current application for the proposed Delfin LNG deepwater port appears in the July 16, 2015 edition of the **Federal Register**. The "Summary of the Application" from that publication is reprinted below for your convenience.

Consideration of a deepwater port license application includes review of the proposed deepwater port's impact on the natural and human environment. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for determining the scope of this review, and in this case, it has been determined that review must include preparation of an EIS. This NOI is required by 40 CFR 1501.7. It briefly describes the proposed action, possible alternatives and our proposed scoping process. You can address any questions about the proposed action, the scoping process or the EIS to the USCG project manager identified in this notice (see **FOR FURTHER INFORMATION CONTACT**).

Proposed Action and Alternatives

The proposed action requiring environmental review is the Federal licensing of the proposed deepwater port described in "Summary of the Application" below. The alternatives to licensing the proposed port are: (1) Licensing with conditions (including conditions designed to mitigate environmental impact), (2) proposed deepwater port site alternatives or (3) denying the application, which for purposes of environmental review is the "no-action" alternative.

Scoping Process

Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the EIS. Scoping begins with this notice, continues through the public comment period (see **DATES**), and ends when USCG and MARAD have completed the following actions:

- Invites the participation of Federal, state, and local agencies, any affected Indian tribe, the applicant, in this case Delfin LNG, and other interested persons;
- Determines the actions, alternatives and impacts described in 40 CFR 1508.25;
- Identifies and eliminates from detailed study, those issues that are not

significant or that have been covered elsewhere;

- Identifies other relevant permitting, environmental review and consultation requirements;
- Indicates the relationship between timing of the environmental review and other aspects of the application process; and
- At its discretion, exercises the options provided in 40 CFR 1501.7(b).

Once the scoping process is complete, USCG will prepare a draft EIS in conjunction with MARAD. Also, MARAD will publish a **Federal Register** notice announcing public availability of the draft EIS. (If you want that notice to be sent to you, please contact the USCG project manager identified in **FOR FURTHER INFORMATION CONTACT**). You will have an opportunity to review and comment on the draft EIS. USCG will consider those comments and then prepare the final EIS. As with the draft EIS, we will announce the availability of the final EIS and once again, give you an opportunity for review and comment and include final public hearings as required by the Act.

Summary of the Application

Delfin LNG is proposing to construct, own, operate, and eventually decommission a deepwater port (referred to hereafter as the Delfin deepwater port) in the Gulf of Mexico to liquefy domestically-sourced natural gas for export to nations with which the United States has a Free Trade Agreement (FTA) and with non-FTA nations.

The proposed Delfin deepwater port has both onshore and offshore components. As previously described, the proposed Delfin deepwater port would be located in Federal waters within the OCS West Cameron Area, West Addition Protraction Area (Gulf of Mexico) approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The Delfin deepwater port would consist of four semi-permanently moored FLNGVs located as follows: #1 (29°8'13.1" N./93°32'2.2" W.), #2 (29°6'13.6" N./93°32'42.4" W.), #3 (29°6'40.7" N./93°30'10.1" W.), and #4 (29°4'40.9" N./93°30'51.8" W.) located in West Cameron (WC) lease blocks 319, 327, 328, and 334, respectively. Delfin LNG would reuse and repurpose two existing offshore natural gas pipelines, the former UTOS pipeline and the HIOS pipeline. Four new 30-inch diameter pipeline laterals, each approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs,

would be constructed. In addition, a 700-foot 42-inch diameter new pipeline would be constructed to bypass a platform at WC lease block 167 (WC 167) and connect the UTOS and HIOS pipelines. Feed gas would be supplied through the new pipeline laterals to each of the FLNGVs where it would be super cooled to produce LNG. The LNG would be stored onboard the FLNGVs and transferred via ship-to-ship transfer to properly certified LNG trading carriers. Each of the FLNGVs would be semi-permanently moored to four new weathering tower yoke mooring systems (TYMS).

The onshore components in Cameron Parish, Louisiana are described specifically in an application submitted to FERC. The onshore components of the Delfin deepwater port will consist of constructing and operating a new natural gas compressor station, gas supply header and a metering station at an existing gas facility (see the FERC Application referenced below). The proposal would require: (1) Reactivation of approximately 1.1 miles of existing 42-inch pipeline, formerly owned by UTOS, which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean highwater mark along the Cameron Parish Coast; (2) installation of 74,000 horsepower of new compression; (3) construction of 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construction of 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station.

Onshore pipeline quality natural gas from the interstate grid would be sent to the existing, but currently idle, 42-inch UTOS pipeline. The gas transported through the UTOS pipeline would then bypass the existing manifold platform located at WC 167 via a newly installed pipeline segment, 700 feet in length, connecting to the existing 42-inch HIOS pipeline.

The bypass of the WC 167 platform would be trenched so that the top of the pipe is a minimum of 3 feet below the seafloor. From the bypass, the feed gas would then be transported further offshore using the HIOS pipeline portion leased by Delfin LNG between WC 167 and High Island A264. The existing UTOS and HIOS pipelines transect OCS Lease Blocks WC 314, 318, 319, 327, and 335, and would transport feed gas from onshore to offshore (one-directional flow). Delfin LNG proposes to install four new lateral pipelines along the HIOS pipeline, starting approximately 16.0 nautical miles south of the WC 167 platform. Each subsea lateral pipeline would be 30 inches in

diameter and approximately 6,400 feet in length, extending from the HIOS pipeline to the Delfin deepwater port. The maximum allowable operating pressure of the pipeline system (UTOS, bypass, HIOS and laterals) would be 1,250 pounds per square inch gauge (psig).

The FLNGVs would receive pipeline quality natural gas via the laterals and TYMS where it would be cooled sufficiently to completely condense the gas and produce LNG. The produced LNG would be stored in International Maritime Organization (IMO) type B, prismatic, independent LNG storage tanks aboard each of the FLNGVs. Each vessel would have a total LNG storage capacity of 165,000 cubic meters (m³).

An offloading mooring system would be provided on each FLNGV to moor an LNG trading carrier side-by-side for cargo transfer of LNG through loading arms or cryogenic hoses using ship-to-ship transfer procedures. LNG carriers would be moored with pilot and tug assist. The FLNGVs would be equipped with fenders and quick-release hooks to facilitate mooring operations. The offloading system would be capable of accommodating standard LNG trading carriers with nominal cargo capacities up to 170,000 m³. Delfin LNG estimates that the typical LNG cargo transfer operation would be carried out within 24 hours, including LNG trading carrier berthing, cargo transfer and sail-away. Approximately 31 LNG trading carriers are expected to visit each of the four FLNGVs per year for a total of up to 124 cargo transfer operations per year. Each LNG trading carrier would be assisted by up to three tugs during approach and mooring and up to two tugs while departing the Delfin deepwater port.

The FLNGVs would be self-propelled vessels and have the ability to disconnect from the TYMS and set sail to avoid hurricanes or to facilitate required inspections, maintenance and repairs.

In the nominal design case, each of the four FLNGVs would process approximately 330 million standard cubic feet per day (MMscfd), which would total 1.32 billion standard cubic feet per day (Bscf/d) of input feed gas for all four of the FLNGVs. Based on an estimated availability of 92 percent and allowance for consumption of feed gas during the liquefaction process, each FLNGV would produce approximately 97.5 billion standard cubic feet per year (Bscf/y) of gas (or approximately 2.0 million metric tonnes per annum [MMtpa]) for export in the form of LNG. Together, the four FLNGVs are designed to have the capability to export 390.1

Bscf/y of gas (or approximately 8.0 MMtpa) in the form of LNG.

As detailed engineering and equipment specification advances during the design process and operating efficiencies are gained post-commissioning, the liquefaction process could perform better than this nominal design case. It is therefore anticipated that LNG output, based on the high-side design case of 375 MMscfd of input feed gas, would be as much as approximately 110.8 Bscf/y of gas (or approximately 2.3 MMtpa) for each FLNGV. Taken together, the four FLNGVs would be capable of exporting the equivalent of 443.3 Bscf/y of natural gas in the form of LNG. Therefore, Delfin LNG is requesting authorization to construct and operate facilities capable of exporting up to 443.3 Bscf/y of natural gas in the form of LNG (which equates to approximately 9.2 MMtpa).

The proposed Delfin deepwater port would take a modular implementation approach to allow for early market entry and accommodate market shifts. Offshore construction activities are proposed to begin at the end of first quarter of 2018 and would be completed in four stages, with each stage corresponding to the commissioning and operation of an FLNGV. The anticipated commissioning of FLNGV 1 is the third quarter of 2019 with start-up of commercial operation of FLNGV 1 by the end of 2019. It is anticipated that FLNGVs 2 through 4 would be commissioned 12 months apart. Following this schedule and barring unforeseen events, the Delfin deepwater port would be completed and all four FLNGVs would be fully operational by the summer of 2022.

FERC Application

The onshore component and nearshore pipeline component of the proposed Delfin deepwater port falls under the jurisdiction of and is processed under a separate authorization by FERC. On May 8, 2015, Delfin LNG filed an application with FERC to construct and operate the onshore/nearshore components of the proposed deepwater port. This application was noticed on FERC's Docket: No. CP15-490-000 on May 20, 2015, and in the **Federal Register** Vol. 80, No. 101/Wednesday, May 27, 2015/Notices. The following is an excerpt from FERC's **Federal Register** Notice:

Take notice that on May 8, 2015 Delfin LNG LLC (Delfin LNG), 1100 Louisiana Street, Houston, Texas 77002, filed in Docket No. CP15-490-000, an Application pursuant to section 7(c) of the Commission's Regulations under the Natural Gas Act and Parts 157 of the Federal Energy Regulatory

Commission's (Commission) regulations requesting authorization to (1) reactivate approximately 1.1 miles of existing 42-inch pipeline formerly owned by U-T Offshore System (UTOS), which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean highwater mark along the Cameron Parish Coast; (2) install 74,000 horsepower of new compression; (3) construct 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construct 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station in Cameron Parish, Louisiana that comprise the onshore portion of Delfin LNG's proposed deepwater port (DWP), an offshore liquefied natural gas facility located off the coast of Louisiana in the Gulf of Mexico, all as more fully set forth in the application, which is on file with the Commission and open to public inspection. Additionally, Delfin LNG requests a blanket construction certificate under Part 17, Subpart F of the Commission's regulations. This filing may be viewed on the Web at <http://www.ferc.gov> using the "eLibrary" link. Enter the docket number (excluding the last three digits) in the docket number field to access the document. For assistance, please contact FERC at FERCOnlineSupport@ferc.gov or call toll-free (866) 208-3676 or TTY, (202) 502-8659.

It is important to note that the onshore facilities will connect with the offshore deepwater port facilities which are subject to the jurisdiction of MARAD and USCG. As previously discussed, Delfin LNG proposes to lease a segment of pipeline from HIOS that extends from the terminus of the UTOS pipeline offshore. Delfin LNG states in its application that HIOS will submit a separate application with FERC seeking authorization to abandon by lease its facilities to Delfin LNG. Because the review of the deepwater port proposal is the jurisdiction of MARAD and USCG, FERC has acknowledged receipt of the Delfin LNG application, provided under Docket No. CP15-490-000 on May 8, 2015; however, FERC will not begin processing the Delfin LNG application until such time that HIOS submits an abandonment application to FERC for review and processing. Accordingly, although the USCG and MARAD will commence review and processing of the Delfin deepwater port license application, upon the publication of this Notice of Intent, MARAD and USCG will not publish the draft EIS until FERC has received an application for abandonment of the HIOS pipeline and has begun to process Delfin's application for the construction and operation of the onshore components of the proposed deepwater port.

Privacy Act

The electronic form of all comments received into the FDMS can be searched

by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The Department of Transportation Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or by visiting <http://www.regulations.gov>.

(Authority: 33 U.S.C. 1501, *et seq.*, 49 CFR 1.93(h)).

Dated: July 24, 2015.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2015–18594 Filed 7–28–15; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Proposed Agency Information Collection Activities; Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Joint notice and request for comment.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (collectively, the agencies) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has approved the agencies' publication for public comment of a proposal to extend, with revision, the Foreign Branch Report of Condition (FFIEC 030 and FFIEC 030S), which is a currently approved information collection for each agency. The proposed changes would be effective for the FFIEC 030 and FFIEC 030S reports as of the December 31, 2015, report date. At the end of the comment period, the comments and recommendations received will be analyzed to determine

the extent to which the FFIEC and the agencies should modify the proposed revisions prior to giving final approval. The agencies will then submit the revisions to OMB for review and approval.

DATES: Comments must be submitted on or before September 28, 2015.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number, will be shared among the agencies.

OCC: Because paper mail in the Washington, DC, area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0099, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Board: You may submit comments, identified by FFIEC 030 or FFIEC 030S, by any of the following methods:

- **Agency Web site:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Email:** regs.comments@federalreserve.gov. Include reporting form number in the subject line of the message.

- **FAX:** (202) 452–3819 or (202) 452–3102.

- **Mail:** Robert DeV. Frierson, Secretary, Board of Governors of the Federal Reserve System, 20th Street and

Constitution Avenue NW., Washington, DC 20551.

All public comments are available from the Board's Web site at www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm as submitted, unless modified for technical reasons. Accordingly, your comments will not be edited to remove any identifying or contact information. Public comments may also be viewed electronically or in paper in Room MP–500 of the Board's Martin Building (20th and C Streets NW.) between 9:00 a.m. and 5:00 p.m. on weekdays.

FDIC: You may submit comments, which should refer to "Foreign Branch Report of Condition, 3064–0011," by any of the following methods:

- **Agency Web site:** <http://www.fdic.gov/regulations/laws/federal/propose.html>. Follow the instructions for submitting comments on the FDIC's Web site.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Email:** comments@FDIC.gov. Include "FFIEC 030 and FFIEC 030S" in the subject line of the message.

- **Mail:** Gary A. Kuiper, Counsel, Attn: Comments, Room MB–3074, Federal Deposit Insurance Corporation, 550 17th Street NW., Washington, DC 20429.

- **Hand Delivery:** Comments may be hand delivered to the guard station at the rear of the 550 17th Street Building (located on F Street) on business days between 7:00 a.m. and 5:00 p.m.

Public Inspection: All comments received will be posted without change to <http://www.fdic.gov/regulations/laws/federal/propose.html> including any personal information provided.

Comments may be inspected at the FDIC Public Information Center, Room E–1002, 3501 Fairfax Drive, Arlington, VA 22226, between 9:00 a.m. and 5:00 p.m. on business days.

Additionally, commenters may send a copy of their comments to the OMB desk officer for the agencies by mail to the Office of Information and Regulatory Affairs, U.S. Office of Management and Budget, New Executive Office Building, Room 10235, 725 17th Street NW., Washington, DC 20503; by fax to (202) 395–6974; or by email to oira_submission@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT: For further information about the revisions discussed in this notice, please contact any of the agency clearance officers whose names appear below. In addition, copies of the report forms can be obtained at the FFIEC's Web site (http://www.ffiec.gov/ffiec_report_forms.htm).



Eric Wolvovsky

This is a Comment on the **Coast Guard** (USCG) Notice:
Deepwater Port License Applications: Delfin LNG, LLC

For related information, [Open Docket Folder](#)

Comment Period Closed

ID: USCG-2015-0472-0012

Tracking Number: 1jz-8ksd-fn77

Document Information

Date Posted:

Aug 31, 2015

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Submitter Information

Submitter Name:

Eric Wolvovsky

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45600 Woodland Road

City:

Sterling

Country:

United States

State or Province:

VA

ZIP/Postal Code:

20166

Government Agency Type:

Federal

Government Agency:

BOEM

Comment

BOEM recommends that air and water quality (including effects on the hypoxic zone), and potential spillage issues should be addressed in the EIS from a deep water LNG port offshore Cameron, Louisiana.



September 18, 2015

Daniel P. Werner
Chief Operating Officer
Delfin LNG, LLC
1100 Louisiana Street, Suite 3550
Houston, TX 77002
Docket#: USCG-2015-0472

Dear Mr. Werner:

Thank you for your letter of September 17, 2015, which provides notice of Delfin LNG, LLC's (Delfin LNG) intention to amend its pending deepwater port application.

By notice provided in this letter, and for the reasons set forth below, the Coast Guard (USCG) and Maritime Administration (MARAD) have determined that in order to complete the Delfin LNG deepwater port application Environmental Impact Statement (EIS) and determination of financial responsibility within the statutory timeframe required by the Deepwater Port Act (DWPA) of 1974 (33 U.S.C. §§ 1501 - 1524), we must suspend the timeline ("stop clock") for processing this application.

Your amended application will describe proposed changes to the Delfin LNG project; specifically, the decision to increase the liquefaction capacity on each of the four proposed floating liquefied natural gas vessels (FLNGVs) from the original application's base design capacity of two million metric tonnes per annum (mtpa) to three mtpa and to use new, purpose-built vessels instead of retrofitted vessels. Delfin LNG plans to submit its application amendment to the USCG and MARAD in November, 2015.

Delfin LNG also has a pending application before the Federal Energy Regulatory Commission (FERC) for the onshore component of its project (FERC Docket No. CP15-490). The increase in FLNGV liquefaction capacity will require a change in the horsepower of Delfin LNG's proposed onshore compression. By letter of September 17, 2015, Delfin LNG notified FERC of its plan to amend its certificate application in a filing expected to be made in November, 2015.

The DWPA and its implementing regulations direct:

- A statutory timeline that requires public hearings in each adjacent coastal State to be concluded not later than 240 days after the Federal Register notice of the initial application has been published (33 C.F.R. § 148.276).¹
- Applicant assistance in gathering information necessary to the processing of its application (33 C.F.R. § 148.107).
- Compliance with the National Environmental Policy Act (NEPA) of 1969 (42 U.S.C. §§ 4321 - 4370f) (33 C.F.R. § 148.702).²
- A determination of an applicant's financial responsibility. (33 C.F.R. § 148.105).

The increase in FLNGV liquefaction capacity and onshore compression are significant revisions to your original project proposal, and I agree with your observation that "[Delfin LNG's] amendment will necessarily delay the processing of Delfin LNG's application." As such, it is incumbent on you to ensure

¹ The Delfin LNG Notice of Application was published in the Federal Register on July 16, 2015. As of the date of this letter, 65 days in the 240 day statutory timeline have been used.

² Scoping meetings were conducted in Lake Charles, LA and Beaumont, TX on August 18 and 19 respectively.

that your submission of the amended application includes: 1) a complete application with addendum that provides a description of the changes between the original and the amended application, which includes page and section number of where the changes to the original application have been made; 2) to the extent applicable, a complete analysis of the changes between the original application's environmental impact analysis and the predicted environmental impact of the construction and operation of the upgraded FLNGVs and increased compression at the onshore facility; and 3) to the extent the proposed changes affect the financial responsibility data submitted to MARAD, submission of revised data as appropriate.³

This "stop clock" is effective from September 18, 2015, until such time as the USCG and MARAD: 1) receive your amended application; 2) make a determination that the amended application contains sufficient information to continue processing; and 3) provide notice in the Federal Register that the application has been amended and which allows for a public comment period, likely two weeks, sufficient to receive comments on the record. Please be advised, during the period of "stop clock" we will continue to work with our third party contractor, Tetra Tech, other Federal and State agencies, and your project team, on resolution of data gaps pertaining to aspects of the original application unaffected by these proposed changes; it is likely we will request additional information as our analysis continues. Every effort will be made to provide data requests to you as soon as possible to minimize downstream impacts to the schedule.

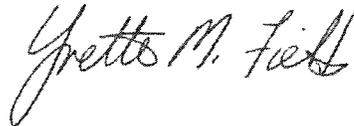
Finally, filing of the application to abandon the High Island Offshore System (HIOS) pipeline is not a prerequisite to commencing the environmental impact review of the amended Delfin deepwater port application. However, I note that because the HIOS abandonment is a connected action and will be analyzed as part of the environmental impact review of Delfin's application, it must be incorporated into the Draft Environmental Impact Statement in order to ensure FERC's environmental review obligations are satisfied. In order to increase efficiency and avoid delays in processing of your amended application, to the extent you are able, we encourage you to align the timing of the filing of the HIOS abandonment and the submission of your amended application.

If you have any questions, please contact Mr. Roddy Bachman, USCG, at (202) 372-1451; Roddy.C.Bachman@uscg.mil; or Mr. Linden Houston, MARAD, at (202) 366-4839; Linden.Houston@dot.gov.

Sincerely,



CURTIS E. BORLAND
Attorney Advisor,
Vessel and Facility Operating Standards
U.S. Coast Guard



Yvette M. Fields
Director, Office of Deepwater
Ports Licensing and Offshore Activities
Maritime Administration

cc: Ms. Janine Cefalu, FERC
Mr. Kyle Moorman, DOE
Mr. Joseph Sieve, PHMSA
Mr. William Daughdrill, Delfin
Ms. Joanne Rotondi, Hogan Lovells US LLP
Ms. Patrick Nevins, Hogan Lovells US LLP
Mr. Antonino Riccobono, E&E
Federal, State and Local Participating Agencies
Docket # USCG-2015-0472

³ While not part of the environmental impact review of the proposed action, receipt of this information is critical in the overall application review and must be received and analyzed prior to the Maritime Administrator making a decision on the record.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

Region 6
1445 Ross Avenue, Suite 1200
Dallas, TX 75202-2733

August 25, 2015

Docket Clerk
U.S. Department of Transportation
Docket Operations, M-30
West Building Ground Floor, Rm W12-140
1200 New Jersey Avenue SE
Washington, DC 20590

Subject: Detailed Scoping Comments for the Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for the Proposed Delfin LNG Deepwater Port
Docket No.: USCG-2015-0472

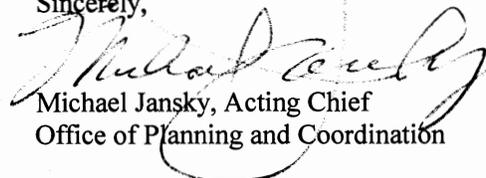
Dear Sir or Madam:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the July 1, 2015, Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the proposed Delfin LNG Deepwater Port. The Delfin LNG Deepwater Port would involve the construction, operation, and decommissioning of an offshore LNG deepwater port export facility within the Outer Continental Shelf and onshore components of existing pipeline and new facilities.

To assist in the scoping process for this project, EPA has identified several issues for your attention in the preparation of the EIS and has enclosed detailed scoping comments for your consideration. Our comments are provided pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508) and Section 309 of the Clean Air Act.

We appreciate the opportunity to review this NOI and are available to discuss our comments. Please send one hard copy of the Draft EIS and four CD ROM copies to this office when completed and submitted for public comment. If you have any questions, please contact Kimeka Price of my staff at (214) 665-7438 or by e-mail at price.kimeka@epa.gov.

Sincerely,



Michael Jansky, Acting Chief
Office of Planning and Coordination

Enclosure

**DETAILED SCOPING COMMENTS
ON THE
NOTICE OF INTENT (NOI)
FOR THE DEPARTMENT OF TRANSPORTATION (DOT)
TO PREPARE AN
ENVIRONMENTAL IMPACT STATEMENT (EIS)
FOR THE PROPOSED
DELFIN LNG DEEPWATER PORT PROJECT
IN
CAMERRON PARISH, LOUISIANA
AND
GULF OF MEXICO OUTER CONTINENTAL SHELF**

Based on the Notice of Intent filed on July 29, 2015, the following recommendations are provided for consideration by DOT in preparation of the EIS:

DETAILED COMMENTS

Statement of Purpose and Need

We recommend the EIS clearly identify the underlying purpose and need to which the DOT is responding in proposing the alternatives (40 CFR 1502.13). The purpose of the proposed action is typically the specific objectives of the activity, while the need for the proposed action may be to eliminate a broader underlying problem or take advantage of an opportunity.

Recommendation:

The purpose and need should be a clear, objective statement of the rationale for the proposed project. We recommend the EIS discuss the proposed project in the context of the natural gas supply and the need for an additional export capabilities.

Alternatives Analysis

The National Environmental Policy Act (NEPA) requires evaluation of reasonable alternatives, including those that may not be within the jurisdiction of the lead agency (40 CFR Section 1502.14(c)). A robust range of alternatives will include options for avoiding significant environmental impacts. We recommend the EIS provide a clear discussion of the reasons for the elimination of alternatives which are not evaluated in detail.

The environmental impacts of the proposal and alternatives should be presented in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decision maker and the public (40 CFR 1502.14). The potential environmental

impacts of each alternative should be quantified to the greatest extent possible (e.g., acres of bay bottom impacted, tons per year of emissions produced).

Recommendations:

We recommend the EIS describe how each alternative was developed, how it addresses each project objective, and how it will be implemented. The alternatives analysis should include a discussion of alternatives. We recommend the EIS clearly describe the rationale used to determine whether impacts of an alternative are significant or not. We recommend the EIS describe the methodology and criteria used for determining project siting. Thresholds of significance should be determined by considering the context and intensity of an action and its effects (40 CFR 1508.27).

Water Supply and Water Quality

Public drinking water supplies and/or their source areas often exist in many watersheds. Source water is water from streams, rivers, lakes, springs, and aquifers that is used as a supply of drinking water. Source water areas are delineated and mapped by the state for each federally-regulated public water system. The 1996 amendments to the Safe Drinking Water Act require federal agencies to protect sources of drinking water for communities. We recommend the EIS address the potential effects of project discharges, if any, on surface water quality. Specific discharges should be identified and potential effects of discharges on designated beneficial uses of affected waters should be analyzed.

Recommendations:

EPA recommends the EIS address the potential effects of project discharges, if any, on surface water quality. Specific discharges should be identified and potential effects of discharges on designated beneficial uses of affected waters should be analyzed.

We recommend the EIS describe water reliability for the proposed project and clarify how existing and/or proposed sources may be affected by climate change. At a minimum, the EPA expects a qualitative discussion of impacts to water supply and the adaptability of the project to these changes.

Groundwater

EPA recommends the EIS address potential adverse impacts to groundwater. For each alternative under consideration, we request that the EIS satisfy the recommendations below to ensure groundwater resources are protected and any unavoidable impacts are fully assessed in the EIS.

Recommendations:

EPA recommends the EIS describe current groundwater conditions in the project area and fully assess any impacts to groundwater quality and quantity associated with the proposed project construction and operational activities.

We also recommend the EIS identify mitigation measures to prevent or reduce adverse impacts to groundwater quality and discuss their effectiveness. EPA asks that the lead agency work closely with state and local agencies which regulate the protection of groundwater resources (i.e., state health departments and water pollution control agencies.)

Stormwater Considerations

EPA recommends the EIS describe the original (natural) drainage patterns in the project locale, as well as the drainage patterns of the area during project operations. Also, we recommend the EIS identify whether any components of the proposed project are within a 50 or 100-year floodplain. We also recommend noting that, under the Federal Clean Water Act, any construction project disturbing a land area of one or more acres requires a construction stormwater discharge permit.

Recommendations:

EPA recommends the EIS document the project's consistency with applicable stormwater permitting requirements. Requirements of a stormwater pollution prevention plan should be reflected as appropriate in the EIS.

We also recommend the EIS discuss specific mitigation measures that may be necessary or beneficial in reducing adverse impacts to water quality and aquatic resources.

Dredge and Fill Impacts to Waters of the United States

Clean Water Act (CWA) Section 404 regulates the discharge of dredged or fill material into waters of the United States (WOUS), including wetlands and other special aquatic sites. Due to the nature of the proposed project, which will require placement of fill required for construction of aboveground facilities and pipelines, including potential placement in WOUS, it will require a Section 404 permit under the CWA, and therefore the applicant should coordinate with the U.S. Army Corps of Engineers (Corps).

The EPA recommends that DOT include a wetland delineation for the project area in accordance with the 1987 *Corps of Engineers Wetlands Delineation Manual* and the December 2006 *Atlantic and Gulf Coast Region Interim Regional Supplement to the Corps of Engineers*

Wetland Delineation Manual. A Corps approved jurisdictional determination (JD) will also be required to confirm the extent of the jurisdictional WOUS in the project area that may be directly or indirectly impacted by the project.

When the Corps issues a public notice for the CWA Section 404 permit application, the EPA will review the project for compliance with *Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials* (40 CFR 230), promulgated pursuant to Section 404(b)(1) of the CWA. Pursuant to 40 CFR 230, any permitted discharge into WOUS must be the least environmentally damaging practicable alternative available to achieve the project purpose. We recommend the EIS includes an evaluation of the project alternatives in this context in order to demonstrate the project's compliance with the 404(b)(1) Guidelines. If, under the proposed project, dredged or fill material would be discharged into WOUS, we recommend the EIS discuss alternatives to avoid and minimize those discharges.

Finally, the EPA recommends that DOT include a wetland compensatory mitigation plan that would compensate for unavoidable impacts to aquatic resources, in the EIS for review and comment by EPA, the Corps, and other interested agencies and stakeholders. The mitigation plan should be included in the EIS along with the applicant's alternatives analysis and any additional information relevant to potential impacts to wetlands and other aquatic resources. This would ensure that the EIS has sufficient information to demonstrate whether potential adverse wetlands impacts have been adequately addressed.

Recommendation:

The EPA asks that DOT consult with the Corps to determine the extent of jurisdictional wetlands and other WOUS present at the project site. We recommend the EIS includes the results of the jurisdictional determination for the project site and address any other relevant requirements pursuant to the CWA Section 404(b)(1), including the requirements to consider less damaging practicable alternatives for any discharges of dredged or fill material into WOUS, to avoid and minimize impacts to aquatic habitats due to discharges of dredge and fill material, and to provide compensatory mitigation for all unavoidable impacts to WOUS.

Clean Water Act (CWA) Section 303(d)

The CWA requires States to develop a list of impaired waters that do not meet water quality standards, establish priority rankings, and develop action plans, called Total Maximum Daily Loads (TMDL), to improve water quality. We recommend the EIS provide information on CWA Section 303(d) impaired waters in the project area, if any, and efforts to develop and revise TMDLs. EPA further recommends the EIS describe existing restoration and enhancement efforts for those waters, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.

Recommendation:

EPA recommends the EIS provide information on CWA Section 303(d) impaired waters in the project area, if any, and efforts to develop and revise TMDLs. We recommend the EIS describe existing restoration and enhancement efforts for those waters, how the proposed project will coordinate with on-going protection efforts, and any mitigation measures that will be implemented to avoid further degradation of impaired waters.

Biological Resources, Habitat and Wildlife

EPA asks that the EIS identify all petitioned and listed threatened and endangered species and critical habitat that might occur within the project area, including any areas. We further recommend the EIS identify which species or critical habitat might be directly, indirectly, or cumulatively affected by each alternative and describe possible mitigation for each of the species. EPA asks that DOT consult with the U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) under Section 7 of the Endangered Species Act. We also recommend that the DOT coordinate across field offices and with USFWS, NMFS, and the Louisiana Department of Wildlife and Fisheries (LDWF) to ensure that current and consistent surveying, monitoring, and reporting protocols are applied in protection and mitigation efforts.

Recommendations:

EPA recommends that DOT coordinate across field offices and with the USFWS, NMFS and LDWF to ensure that current and consistent surveying, monitoring, and reporting protocols are applied in protection and mitigation efforts.

Analysis of impacts and mitigation on covered species should include:

- Baseline conditions of habitats and populations of the covered species.
- A clear description of how avoidance, mitigation and conservation measures will protect and encourage the recovery of the covered species and their habitats in the project area.
- Monitoring, reporting and adaptive management efforts to ensure species and habitat conservation effectiveness.
- A discussion of how the projects potential impacts such as air emissions and/or wastewater discharges may impact species.

If the applicant is to acquire compensation lands, the location(s) and management plans for these lands should be discussed in the EIS.

Recommendations:

EPA recommends incorporating information on the compensatory mitigation proposals

(including quantification of acreages, estimates of species protected, costs to acquire compensatory lands, etc.) for unavoidable impacts to WOUS and biological resources in the EIS.

We recommend identifying compensatory mitigation lands or quantify available lands for compensatory habitat mitigation for this project, as well as reasonably foreseeable projects in the area. Specify provisions that will ensure habitat selected for compensatory mitigation will be protected in perpetuity in the EIS.

EPA recommends incorporating mitigation, monitoring, and reporting measures that result from consultation with the USFWS or NMFS that incorporate recently released guidance to avoid and minimize adverse effects to sensitive biological resources in the EIS.

We further request that the EIS describe the potential for habitat fragmentation and obstructions for wildlife movement from the construction of this project and other projects in the area.

The EIS should discuss the need for monitoring, mitigation, and if applicable, translocation management plans for the sensitive biological resources, approved by the USFWS, NMFS and the biological resource management agencies.

EPA is also concerned about the potential impact of construction, installation, and maintenance activities (deep trenching, grading, filling, and fencing) on habitat. We recommend the EIS describes the extent of these activities and the associated impacts on habitat and threatened and endangered species, including all interrelated and interdependent facilities. We encourage habitat conservation alternatives that avoid and protect high value habitat and create or preserve linkages between habitat areas to better conserve the covered species.

Recommendations:

We recommend the EIS describe the extent of potential impacts from construction, installation, and maintenance activities, including all interrelated and interdependent facilities.

We recommend the EIS describe the ROW vegetation management techniques to be used and their potential associated environmental impacts, especially if mechanical methods or herbicides are to be used.

We recommend the EIS indicate the location of important marine and wildlife habitat areas. We recommend the EIS describe what measures will be taken to protect important wildlife habitat areas and to preserve linkages between them.

We recommend the EIS provide detailed information on any proposed fencing design and

placement, and its potential effects on drainage systems on the project site. Fencing proposed for this project should meet appropriate hydrologic, wildlife protection and movement, and security performance standards.

Invasive Species

Human actions are the primary means of invasive species introductions. Pipeline construction causes disturbance of ROW soils and vegetation through the movement of people and vehicles along the ROW, access roads, and lay down areas. These activities can contribute to the spread of invasive species. Parts of plants, seeds, and root stocks can contaminate construction equipment and essentially “seed” invasive species wherever the vehicle travels. Invasive species infestations can also occur during periodic ROW maintenance activities especially if these activities include mowing and clearing of vegetation. Once introduced, invasive species will likely spread and impact adjacent properties with the appropriate habitat.

Executive Order 13112, *Invasive Species* (February 3, 1999), mandates that federal agencies take actions to prevent the introduction of invasive species, provide for their control, and minimize the economic, ecological, and human health impacts that invasive species cause. Executive Order 13112 also calls for the restoration of native plants and tree species. If the proposed project will entail new landscaping, we recommend the EIS describe how the project will meet the requirements of Executive Order 13112.

In addition, we encourage alternative management practices that limit herbicide use (as a last resort), focusing instead on other methods to limit invasive species vegetation and decrease fire risk. Possible alternatives include mowing and weed control fabric, which may need a layer of soil to prevent degradation due to ultraviolet light.

Recommendations:

EPA recommends the EIS describe the invasive plant management plan used to monitor and control noxious weeds. If herbicides or pesticides will be used to manage vegetation, we recommend the EIS disclose the projected quantities and types of chemicals. The invasive plant management plan should identify methods that can be used to limit the introduction and spread of invasive species during and post-construction. These measures can include marking and avoidance of invasives, timing construction activities during periods that would minimize their spread, proper cleaning of equipment, and proper disposal of woody material removed from the ROW.

Because construction measures may not be completely effective in controlling the introduction and spread of invasives, we recommend the EIS describe post-construction activities that will be required such as surveying for invasive species following restoration of the construction site and measures that will be taken if infestations are found.

Air Quality

EPA recommends the EIS provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project (including cumulative and indirect impacts). Such an evaluation is necessary to understand the potential impacts from temporary, long-term, or cumulative degradation of air quality.

We further recommends the EIS describe and estimate air emissions from potential construction and maintenance activities, as well as proposed mitigation measures to minimize those emissions. EPA recommends an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics).

Recommendations:

- *Existing Conditions* – We recommend the EIS provide a detailed discussion of ambient air conditions, National Ambient Air Quality Standards, and criteria pollutant nonattainment areas in the vicinity of the project.
- *Quantify Emissions* – We recommend the EIS estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project. We recommend the EIS describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions.
- *Specify Emission Sources* – We recommend the EIS specify all emission sources by pollutant from mobile sources (on and off-road, including marine vessels traveling to and from the off-shore deepwater port), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- *Construction Emissions Mitigation Plan* – We recommend the EIS include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. In addition to all applicable local, state, or federal requirements, we recommend the following control measures (Fugitive Dust, Mobile and Stationary Source and Administrative) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from construction-related activities. (See Attachment 1)

Hazardous Materials, Hazardous Waste and Solid Waste

EPA recommends the EIS address potential direct, indirect and cumulative impacts of hazardous waste from construction, maintenance, and operation of the proposed pipeline and other facilities. The document should identify projected solid and hazardous waste types, volumes, and expected storage, disposal, and management plans.

Recommendations:

We recommend the EIS address the applicability of state and federal hazardous waste requirements. Appropriate mitigation should be evaluated, including measures to minimize the generation of hazardous waste (i.e., hazardous waste minimization). Alternate industrial processes using less toxic materials should be evaluated as mitigation since such processes could reduce the volume or toxicity of hazardous materials requiring management and disposal as hazardous waste.

Indirect Effects

We recommend the EIS consider the potential for increased natural gas production as a result of the proposed terminal and the potential for environmental impacts associated with these potential increases. Both Federal Energy Regulatory Commission (FERC) and Department of Energy (DOE) have recognized that an increase in natural gas exports will result in increased production.¹ DOE has released a draft study by the National Energy Technology Laboratory (NETL), entitled “Addendum to Environmental Review Documents Concerning Exports of Natural Gas from the United States²”. We note that NETL recognizes that many of the potential impacts will vary considerably by location where the production occurs due to differences in hydrology, geology, ecology, air quality, regulatory structure and other factors. Nonetheless, the Addendum provides the kind of conceptual level analysis of the types of impacts that are likely to occur from increased production. We recommend that this study be considered as part of the decision making for this project and incorporated by reference in the EIS.

Cumulative Effects

The EIS should assess the cumulative environmental impacts of a national, regional, and local scale. EPA would like to see air quality, water quality, and areas of ecological and environmental impacts in the cumulative analysis.

¹ Effect of Increased Natural Gas Exports on Domestic Energy Markets, as requested by the Office of Fossil Energy. US Energy Information Administration. January 2012 (http://energy.gov/sites/prod/files/2013/04/f0/fe_eia_lng.pdf) and Cameron LNG EIS, Appendix L (Response to Comments), p. L-36 (<http://elibrary.DOT.gov/idmws/common/OpenNat.asp?fileID=13530753>)

² Draft Addendum to Environmental Review Documents Concerning Exports of Natural Gas from the United States. DOE. (http://energy.gov/sites/prod/files/2014/05/f16/Addendum_0.pdf)

Air Resources

Greenhouse Gas Emissions (GHG)

EPA recommends including a helpful discussion of the GHG emissions associated with the construction of the project, and annual emissions from the operation of the liquefaction facility in the EIS. In addition to operational and construction emissions, there are also GHG emissions associated with the production, transport, and combustion of the natural gas proposed to be exported by the project. Because of the global nature of climate change, even where the ultimate end use of the natural gas occurs outside of the U.S., additional greenhouse gas emissions attributable to the project would affect the U.S. Consistent with NEPA and CEQ regulations, because any such emission contribute to climate change impacts in the U.S., it is appropriate to consider and disclose them in the EIS due to their reasonably close causal relationship to the project.

DOE has also issued two documents that are helpful in assessing the GHG emissions implications of the project. They are the Addendum mentioned above, and NETL's report, entitled "Life Cycle Greenhouse Gas Perspective on Exporting Liquefied Natural Gas from the United States³". These reports provide a helpful overview of GHG emissions from all stages of a project, from production through transmission and combustion. The NETL report also includes comparative analysis of GHG emissions associated with other domestic fuel sources and LNG exports as they relate to other possible fuel sources in receiving regions. This information is helpful to decision makers in reviewing the foreseeable GHG emissions associated with the increased production of natural gas and the export of LNG and how they compare to other possible fuels. EPA recommends both DOE reports be considered as part of the decision making process for this project and incorporated by reference in the EIS. DOT may also want to consider adapting this analysis to more specifically consider the GHG implications of this project.

In addition, we recommend that the EIS describes measures to reduce GHG emissions associated with the project, including reasonable alternatives or other practicable mitigation opportunities and disclose the estimated GHG reductions associated with such measures. For example, using energy efficient equipment and incorporating methane leakage best practices. EIS's alternatives analysis should, as appropriate, consider practicable changes to the proposal to make it more resilient to anticipated climate change. EPA further recommends that the applicant commit to implementation of reasonable mitigation measures that would reduce or eliminate project-related GHG emissions.

³ Life Cycle Greenhouse Gas Perspective on Exporting Liquefied Natural Gas from the United States. DOE/NETL-2014/1649 (<http://energy.gov/fe/life-cycle-greenhouse-gas-perspective-exporting-liquefied-natural-gas-united-states>)

Methane Leakage Prevention

EPA recommends that DOT consider potential best management practices (BMPs) to reduce leakage of methane associated with operation of the facility; for examples of practicable mitigation measures to reduce these project-related GHG emissions, EPA has compiled useful information on technologies and practices that can help reduce methane emissions from natural gas systems, including information regarding emission reduction options for LNG storage, import and export facilities.⁴

Coordination with Tribal Governments

Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments* (November 6, 2000), was issued in order to establish regular and meaningful consultation and collaboration with tribal officials in the development of federal policies that have tribal implications, and to strengthen the United States government-to-government relationships with Indian tribes. If applicable, we recommend the EIS describe the process and outcome of government-to-government consultation between the DOT and with any and each of the tribal governments within the project area, issues that were raised (if any), and how those issues were addressed in the selection of the proposed alternative.

Recommendation:

We recommend the EIS describe the process and outcome of government-to-government consultation between the DOT and each of the tribal governments within the project area, issues that were raised (if any), and how those issues were addressed in the selection of the proposed alternative.

National Historic Preservation Act and Executive Order 13007(NRHA)

Consultation for tribal cultural resources is required under Section 106 of the National Historic Preservation Act. Historic properties under the NHPA are properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. Section 106 of the NHPA requires a federal agency, upon determining that activities under its control could affect historic properties, consult with the appropriate State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO), Indian tribes, or any other interested party. Under NEPA, any impacts to tribal, cultural, or other treaty resources must be discussed and mitigated. Section 106 of the NHPA requires that Federal agencies consider the effects of their actions on cultural resources, following regulation in 36 CFR 800.

⁴ http://www.epa.gov/gasstar/methaneemissions/storage_import_export.html

Recommendation:

We recommend the EIS address the existence of cultural and historic resources, including Indian sacred sites, in the project areas, and address compliance with Section 106 of the NHPA. It should also address Executive Order 13007, distinguish it from Section 106 of the NHPA, and discuss how the applicant will avoid adversely affecting the physical integrity, accessibility, or use of sacred sites, if they exist. We recommend the EIS provide a summary of all coordination with Tribes, the SHPO/THPO, or any other party; and identify all NRHP listed or eligible sites, and the development of a Cultural Resource Management Plan.

Permits and Other Associated Activities

The EIS should include a discussion of relevant permits and other activities associated with the construction, maintenance, and operation of proposed projects.

Environmental Justice and Impacted Communities

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (February 11, 1994) and the Interagency Memorandum of Understanding on Environmental Justice (August 4, 2011) direct federal agencies to identify and address disproportionately high and adverse human health or environmental effects on minority and low-income populations, allowing those populations a meaningful opportunity to participate in the decision-making process. Guidance⁵ by CEQ clarifies the terms low-income and minority population (which includes Native Americans) and describes the factors to consider when evaluating disproportionately high and adverse human health effects. We recommend the EIS include an evaluation of environmental justice populations within the geographic scope of the projects. Assessment of the projects impact on minority and low-income populations should reflect coordination with those affected populations. We recommend the EIS also describe outreach conducted to all other communities that could be affected by the project, since rural communities may be among the most vulnerable to health risks associated with the project.

Recommendations:

EPA recommends the EIS include an evaluation of environmental justice populations within the geographic scope of the projects. If such populations exist, EPA recommends the EIS address the potential for disproportionate adverse impacts to minority and low-income populations, and the approaches used to foster public participation by these

⁵ Environmental Justice Guidance under the National Environmental Policy Act, Appendix A (Guidance for Federal Agencies on Key Terms in Executive Order 12898), CEQ, December 10, 1997.

populations. Assessment of the projects impact on minority and low-income populations should reflect coordination with those affected populations.

We recommend the EIS describe outreach conducted to all other communities that could be affected by the project, since rural communities may be among the most vulnerable to health risks associated with the project.

Coordination with Land Use Planning Activities

We recommend the EIS discuss how the proposed action would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the project areas. The term “land use plans” includes all types of formally adopted documents for land use planning, conservation, zoning and related regulatory requirements. Proposed plans not yet developed should also be addressed if they have been formally proposed by the appropriate government body in a written form (CEQ's Forty Questions, #23b).

Eminent domain

Because eminent domain laws vary from state to state, and the proposed pipeline may require easements and Right-of-Way (ROW), we recommend the EIS consider eminent domain issues during the evaluation of potential corridors. The findings should be documented in the EIS.

ATTACHMENT 1

Control Measures

(Fugitive Dust, Mobile and Stationary Source and Administrative)

- Fugitive Dust Source Controls: We recommend the EIS identify the need for a Fugitive Dust Control Plan to reduce Particulate Matter 10 and Fine Particulate Matter 2.5 emissions during construction and operations. We recommend that the plan include these general commitments:
 - Stabilize heavily used unpaved construction roads with a non-toxic soil stabilizer or soil weighting agent that will not result in loss of vegetation, or increase other environmental impacts.
 - During grading, use water, as necessary, on disturbed areas in construction sites to control visible plumes.
 - Vehicle Speed
 - Limit speeds to 25 miles per hour on stabilized unpaved roads as long as such speeds do not create visible dust emissions.
 - Limit speeds to 10 miles per hour or less on unpaved areas within construction sites on un-stabilized (and unpaved) roads.
 - Post visible speed limit signs at construction site entrances.
 - Inspect and wash construction equipment vehicle tires, as necessary, so they are free of dirt before entering paved roadways, if applicable.
 - Provide gravel ramps of at least 20 feet in length at tire washing/cleaning stations, and ensure construction vehicles exit construction sites through treated entrance roadways, unless an alternative route has been approved by appropriate lead agencies, if applicable.
 - Use sandbags or equivalent effective measures to prevent run-off to roadways in construction areas adjacent to paved roadways. Ensure consistency with the project's Storm Water Pollution Prevention Plan, if such a plan is required for the project
 - Sweep the first 500 feet of paved roads exiting construction sites, other unpaved roads en route from the construction site, or construction staging areas whenever dirt or runoff from construction activity is visible on paved roads, or at least twice daily (less during periods of precipitation).
 - Stabilize disturbed soils (after active construction activities are completed) with a non-toxic soil stabilizer, soil weighting agent, or other approved soil stabilizing method.
 - Cover or treat soil storage piles with appropriate dust suppressant compounds and disturbed areas that remain inactive for longer than 10 days. Provide vehicles (used to transport solid bulk material on public roadways and that have potential to cause visible emissions) with covers. Alternatively, sufficiently wet and load materials onto the trucks in a manner to provide at least one foot of freeboard.

- Use wind erosion control techniques (such as windbreaks, water, chemical dust suppressants, and/or vegetation) where soils are disturbed in construction, access and maintenance routes, and materials stock pile areas. Keep related windbreaks in place until the soil is stabilized or permanently covered with vegetation.
- Mobile and Stationary Source Controls:
- If practicable, lease new, clean equipment meeting the most stringent of applicable Federal⁶ or State Standards⁷. In general, commit to the best available emissions control technology. Tier 4 engines should be used for project construction equipment to the maximum extent feasible⁸.
 - Where Tier 4 engines are not available, use construction diesel engines with a rating of 50 hp or higher that meet, at a minimum, the Tier 3 California Emission Standards for Off-Road Compression-Ignition Engines, unless such engines are not available.
 - Where Tier 3 engine is not available for off-road equipment larger than 100 hp, use a Tier 2 engine, or an engine equipped with retrofit controls to reduce exhaust emissions of nitrogen oxides and diesel particulate matter to no more than Tier 2 levels.
 - Consider using electric vehicles, natural gas, biodiesel, or other alternative fuels during construction and operation phases to reduce the project's criteria and greenhouse gas emissions.
 - Plan construction scheduling to minimize vehicle trips.
 - Limit idling of heavy equipment to less than 5 minutes and verify through unscheduled inspections.
 - Maintain and tune engines per manufacturer's specifications to perform at CARB and/or EPA certification levels, prevent tampering, and conduct unscheduled inspections to ensure these measures are followed.
- Administrative controls:
- Develop a construction traffic and parking management plan that maintains traffic flow and plan construction to minimize vehicle trips.
 - Identify any sensitive receptors in the project area, such as children, elderly, and the infirm, and specify the means by which impacts to these populations will be minimized (e.g. locate construction equipment and staging zones away from sensitive receptors and building air intakes).

⁶ EPA's website for nonroad mobile sources is <http://www.epa.gov/nonroad/>.

⁷ For California, see ARB emissions standards, see: <http://www.arb.ca.gov/msprog/offroad/offroad.htm>.

⁸ Diesel engines < 25 hp rated power started phasing in Tier 4 Model Years in 2008. Larger Tier 4 diesel engines will be phased in depending on the rated power (e.g., 25 hp - <75 hp: 2013; 75 hp - < 175 hp: 2012-2013; 175 hp - < 750 hp: 2011 - 2013; and \geq 750 hp 2011- 2015).

- Include provisions for monitoring fugitive dust in the fugitive dust control plan and initiate increased mitigation measures to abate any visible dust plumes.

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
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16613

December 21, 2015

Dear Federal or State Agency Representative:

On July 16, 2015, I wrote notifying you that Delfin LNG LLC (Delfin) submitted an application to the Maritime Administration (MARAD) for a license to own, construct and operate a natural gas deepwater port (DWP) known as Delfin LNG. I have attached that letter which provides a description of both the offshore and onshore components of the Delfin LNG project (Encl. (1)). Delfin also submitted an application to the Federal Energy Regulatory Commission (FERC) for a license to operate an onshore pipeline and compression facility which would receive natural gas from the interstate pipeline grid and send it via existing pipeline infrastructure to the DWP where the natural gas would be liquefied, stored, and transferred to arriving cargo carriers.

On November 19, 2015, Delfin submitted an amended DWP application to MARAD and an amended application for the onshore facilities to FERC. These changes are summarized in Delfin's cover letter to the amended application (Encl. (2)). The Coast Guard and MARAD request your review and comments on the amended license application (Encl. (3)) to assist us in assessing whether additional information is required to develop the National Environmental Policy Act (NEPA) environmental impact analysis for the Draft and Final Environmental Impact Statements.

Informational open houses and public scoping meetings for the original application were conducted in Lake Charles, Louisiana and Beaumont, Texas on August 18 and 19, 2015 respectively. The scoping comment period closed on August 28, 2015. At this time, MARAD and the Coast Guard do not intend to hold additional public scoping meetings on the amended application; however, a Notice of Amended Application will be published in the Federal Register in the near future soliciting comments from the public and other interested parties within 21 days from the date of publication. Your agency's comments on the amended application may be submitted at any time; however, I request final submission of comments to be no later than that date specified in the FR Notice to ensure inclusion within the Draft Environmental Impact Statement. We will follow-up with an email update when the Notice actually publishes.

The amended application incorporates changes Delfin has made to its project proposal which include an increase in the liquefaction capacity of each of the four proposed floating liquefied natural gas vessels (FLNGVs) and an associated increase in natural gas compression horsepower at its proposed onshore facility. The FERC Docket and associated application for the onshore project may be accessed at:

<http://www.ferc.gov/docs-filing/elibrary.asp> and viewing Docket No. CP15-490.

If you or your agency received a copy of the original application *Delfin LNG Project May 8, 2015* and/or the *Delfin LNG Project May 8, 2015-Supplemented June 19, 2015*, please replace it with this November 19, 2015 amended version. Please distribute this amended application to others within your organization as needed. I have enclosed the Federal and State agency distribution list for your information (Encl. (4)). If you or others in your agency need additional copies, please contact Mr. Roddy Bachman, U.S. Coast Guard (contact information listed below). By separate correspondence, the amended application has also been sent to the Governors of Louisiana and Texas, the adjacent coastal states.

Volumes 3 and 4 of the application contain business confidential information related to hydrographic survey data, engineering design, and corporate information. If you require access to this information, or have any questions related to the amended application, please contact Mr. Roddy Bachman, Coast Guard project manager, at (202) 372-1451 (Roddy.C.Bachman@uscg.mil); or Ms. Yvette Fields MARAD at (202) 366-0926 (Yvette.Fields@dot.gov). I appreciate the expertise and experience your respective organizations bring to this process and look forward to working with you.

Sincerely,

Handwritten signature of Curtis E. Borland in black ink, followed by the word "FOR" in capital letters.

CURTIS E. BORLAND
Vessel and Facility Operating Standards
U.S. Coast Guard

Copy: Ms. Yvette Fields, MARAD
Federal and State Agency Distribution
Mr. Timothy Feehan, Tetra Tech

- Encl: (1) Coast Guard Distribution Ltr of July 16, 2015
(2) Delfin Ltr of November 19, 2015 w/summary of changes
(3) Deepwater Port License Application Port Delfin LNG Project May 8, 2015 – Amended November 19, 2015 CD(s)
(4) Delfin Deepwater Port Application Distribution List

U.S. Department of
Homeland Security

United States
Coast Guard



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July 16, 2015

Dear Federal or State Agency Representative:

On May 8, 2015, as supplemented on June 19, 2015, Delfin LNG LLC (Delfin) submitted the enclosed application to the Maritime Administration (MARAD) for a license to own, construct, and operate a natural gas deepwater port (DWP) known as Delfin LNG.¹ As an agency with potential interest in this application, I am providing it for your review and comment (Encl. (1)). To the extent your agency would like to participate, I request your assistance in the processing of this application

The proposed deepwater port would be the first of its kind offshore terminal operated for the purpose of exporting liquefied natural gas (LNG) to the global market. Pursuant to criteria set forth in the Deepwater Port Act (DWPA) (33 United States Code §§ 1501 – 1524), both Louisiana and Texas are designated as Adjacent Coastal States for the Delfin LNG deepwater port application.

The DWPA grants the Secretary of Transportation the power to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to the Maritime Administrator. The U.S. Coast Guard is the co-lead Federal agency for processing Delfin's application. Together, MARAD and the Coast Guard will consult with other Federal agencies, appropriate Louisiana and Texas State agencies, and the Office of the Governor(s) to ensure a complete review under the National Environmental Policy Act, and other applicable environmental protection statutes, is completed.

The proposed Project has both onshore and offshore components. The proposed DWP would be located in federal waters of the Gulf of Mexico, approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The port would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline, to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore DWP. At the port, four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) would be used to receive the natural gas, and liquefy, store, and offload it to arriving LNG trading carriers. New pipeline would include four new 30-inch diameter pipeline laterals, each approximately 6400 feet in length, connecting the HIOS pipeline to each of the FLNGVs; and, a 700-foot 42-inch diameter bypass around existing platform WC 167 to connect the HIOS and UTOS pipelines to each other. Finally, the project includes construction of four new tower yoke mooring systems to which the FLNGVs will be connected.

¹ If you or your agency received a copy of the original application *Delfin LNG Project May 8, 2015* as part of the application completeness review, please replace it with this June 19 supplemented version.

The onshore components of the proposed DWP would be located in Cameron Parish, Louisiana and would be licensed by the Federal Energy Regulatory Commission (FERC) under a separate licensing process (see FERC Docket No. **CP15-490-000**; 80 FR 30226 (May 27, 2015)). The onshore facility would consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline; the addition of 74,000 horsepower of new compression and associated metering and regulation facilities; and the installation of new supply header pipelines, which would consist of: 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station; and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

MARAD published the Delfin LNG Notice of Application in the Federal Register on July 16, 2015 (80 FR 42162). It may be viewed at www.regulations.gov under docket number **USCG-2015-0472**; a copy is included with this letter (Encl. (2)). The docket also includes a copy of the application and, as material is published and received, will be the repository for all associated Federal Register notices, communications, public comments, and the Draft and Final Environmental Impact Statement (EIS).

To the extent necessary, please distribute this application within your organization as needed. If you or others in your agency need additional copies, please contact Mr. Roddy Bachman, U.S. Coast Guard (contact information listed below). By separate correspondence, copies of this application have been sent to the Governors of Louisiana and Texas.

Volumes (3) and (4) of the application contain business confidential information related to hydrographic survey data, engineering design, and corporate information. If you require access to this information or have any questions or concerns, please contact Mr. Roddy Bachman, Coast Guard project manager, at (202) 372-1451 (Roddy.C.Bachman@uscg.mil); or Ms. Yvette M. Fields, MARAD, at (202) 366-0926 (Yvette.Fields@dot.gov). We appreciate the expertise and experience your respective organizations bring to this process and look forward to working with you.

Sincerely,



CURTIS E. BORLAND
Vessel and Facility Operating Standards
U.S. Coast Guard

Copy: Ms. Yvette M. Fields, MARAD
Federal and State Agency Distribution
Mr. Timothy Feehan, Tetra Tech

Encl: (1) Delfin LNG Project Application (May 8, 2015-Supplemented June 19, 2015)
(2) Federal Register Notice of Application
(3) Delfin Deepwater Port Application Distribution List



November 19, 2015

Curtis E. Borland
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Washington, DC 20593-7509

Yvette M. Fields
Office of Deepwater Ports and Offshore Activities
U.S. Department of Transportation
Maritime Administration (W21-309)
1200 New Jersey Avenue, SE
Washington, DC 20590

**Re: Port Delfin Amended Deepwater Port License Application
Docket No. USCG-2015-0472**

Dear Mr. Borland and Ms. Fields:

Delfin LNG LLC (Delfin LNG) is pleased to submit the enclosed amended Deepwater Port License Application (DPLA) to the Maritime Administration (MARAD) and the U.S. Coast Guard (USCG) for the Federal authorizations required to own, construct, and operate a deepwater port (DWP) terminal (Port Delfin) in the Gulf of Mexico for the export of natural gas pursuant to the Deepwater Port Act of 1974, as amended (DWPA). Delfin LNG submitted an application on May 8, 2015, as supplemented on June 19, 2015, which was deemed complete on June 29, 2015 and is pending in Docket No. USCG-2015-0472. On September 17, 2015, Delfin LNG provided notice of its intent to submit this amendment to its DPLA.

As a result of further technical design work and additional economic analysis, Delfin LNG has increased the liquefaction capacity of its proposed four floating liquefied natural gas vessels (FLNGVs) from a base design capacity of two million metric tonnes per annum (MMtpa) each to three MMtpa each, and to utilize new-build FLNGV hulls constructed for this purpose instead of the use of converted FLNGV hulls. Together, the four FLNGVs are designed to have the capability to produce approximately 12.0 MMtpa of LNG for export, and as much as 13.2 MMtpa in the optimized design case.

Importantly, other fundamental aspects of the proposed Project remain unchanged, including Port Delfin's location nearly 40 nautical miles offshore of Louisiana, reuse and repurpose of two existing offshore pipelines, and use of air cooling technology for the natural gas liquefaction process to minimize seawater use and reduce impacts to fisheries.



In accordance with our September 17, 2015 amendment notification letter, Delfin LNG is submitting this amended DPLA to reflect the increase in the capacity of the Port Delfin FLNGVs and the related changes in environmental impacts. In addition, to address the corresponding increase in horsepower of the proposed onshore compression for the Project, Delfin LNG is contemporaneously submitting an amendment to its Natural Gas Act (NGA) certificate application with the Federal Energy Regulatory Commission (FERC) in its Docket No. CP15-490.

As requested in your September 18, 2015 letter, Delfin LNG is providing a complete amended application that includes an analysis of the potential environmental impacts of the proposed Port Delfin LNG Project, including the construction and operation of the upgraded FLNGVs as well as revised permit applications and supporting engineering and financial materials as appropriate. Attached in Table 1 is a summary of major changes to the Port Delfin DPLA.

To facilitate USCG and MARAD's review and processing of the application, the amended DPLA reflects not only the upgrades to the Port Delfin FLNGVs but also other information requested since the original application. The amendments to the Port Delfin application materials accomplish four objectives:

- 1) **Update FLNGV Design:** The amended application materials address the change in capacity and new-build design of the Port Delfin FLNGVs, as well as the associated changes in environmental impacts offshore and onshore. Where appropriate, revised permit applications (*i.e.*, water and air permit applications), and engineering and financial materials also are included.
- 2) **Incorporate Data Gap Responses:** On July 16, 2015, USCG provided Delfin LNG requests for additional information in the form of 122, multi-part "data gap" questions. On August 28, 2015, Delfin LNG provided a response to 86 of the questions. Along with the amended DPLA, Delfin LNG has now submitted the remaining responses. A table identifying Delfin LNG's responses to all data-gap questions issued to date has been submitted to USCG under separate cover.¹ To facilitate review and processing of the application, the data gap responses also are incorporated into the relevant sections of the amended DPLA. Notably, a significant amount, if not most, of the changes made to the Port Delfin application relate to the integration of the data gap responses into the application. Moreover, where appropriate, Delfin LNG has modified its application to accommodate comments made by coordinating agencies during the scoping period.²
- 3) **Reflect the HIOS Agreement and Contemporaneous HIOS FERC Application:** Delfin LNG has entered into a Pipeline Services Agreement with HIOS LLC, a subsidiary of Genesis Energy LP, for the exclusive right to utilize the HIOS pipeline, from West

¹ We understand that USCG will make Delfin LNG's data gap responses available to the public on the USCG docket (USCG-2015-0472) at www.regulations.gov.

² Specifically, minor changes were made to the FERC application, related diagrams, and supporting Resource Reports 2, 3, and 8, in part to respond to the Louisiana Department of Wildlife and Fisheries (LDWF) request to reduce the width of the proposed pipeline permanent right of way. See LDWF Scoping Comments submitted Aug. 27, 2015, available at USCG-2015-0472-0017 at www.regulations.gov. The amended DPLA reflects these changes to the onshore components.



Cameron 167 to High Island A264, as part of the Port Delfin LNG Project. Contemporaneously with Port Delfin's amended DPLA, HIOS is filing an application with FERC pursuant to NGA Section 7(b) to abandon existing services to allow for this new use of the HIOS pipeline as part of the Port Delfin LNG Project. Port Delfin's amended application materials reflect the HIOS Pipeline Service Agreement and related HIOS application to FERC.

- 4) **Cosmetic and Consistency Edits:** Several amendments to the Port Delfin application are cosmetic in nature, including updates to the project description terminology in the front of each DPLA section to be consistent with the changes described above.

We understand that USCG and MARAD will reinstate public notice and comment on the amended Port Delfin application and will re-engage the statutory timeline (and lift the "stop clock") following close of that public comment period. We also understand that USCG and MARAD will continue to work with the third party contractor (Tetra Tech) and coordinating Federal and State agencies on Delfin LNG's application during the stop clock period.

We appreciate your continuing efforts to review and process Delfin LNG's application, and look forward to continuing to work with MARAD and USCG. If you have any questions or require additional information about the Port Delfin LNG Project, please contact the undersigned or Delfin LNG's outside counsel, Patrick Nevins of Hogan Lovells at (202) 637-6441.

Sincerely,

/s/ Dan Werner _____

Dan Werner
Chief Operating Officer
Delfin LNG LLC
1100 Louisiana Street, Suite 3550
Houston, TX 77002
(346) 240-2574
(281) 536-8927

Attachment: Table 1 – Summary of Changes to the Amended Application

Enclosures: Delfin LNG Deepwater Port License Application (DPLA) (Volumes I-IV):
Volume I: General (Public), including DPLA and Appendices
Volume II: Environmental Evaluation (Public)
Volume III: Technical Attachments (Confidential)
Volume IV: Company and Financial Attachments (Confidential)

cc: Roddy Bachman, USCG
Melissa Perera, USCG
Tetra Tech

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
Volume I Main Text	
Questions from USCG to the DPLA dated June 19, 2015 were received on July 16, 2015	Integrated responses to the questions received from USCG on July 16, 2015 into the appropriate sections of Volume I. See data gap response table.
Enterprise Products Partners L.P. and affiliates Enterprise Products Partners L.P. was shown as the owner and operator of the HIOS pipeline	Genesis Energy LLP and affiliates Genesis Energy LLP recently acquired Enterprise Product Partners’ offshore pipelines and services in the Gulf of Mexico, including the HIOS pipeline and HIOS, LLC
HIOS agreement and FERC abandonment application for HIOS to come	HIOS agreement executed and FERC abandonment application for HIOS being contemporaneously filed
Delfin LNG Project	<u>Port</u> Delfin LNG Project
Each FLNGV would process 330 MMscfd/d of LNG in the base design	Each FLNGV would process <u>500</u> MMscfd/d of LNG in the base design
All four FLNGVs combined process 8.0 MMtpa in the base design	All four FLNGVs combined process <u>12.0</u> MMtpa in the base design
In the optimized design case, the proposed facilities would enable Delfin LNG to export 9.2 MMtpa of LNG	In the optimized design case, the proposed facilities would enable Delfin LNG to export <u>13.2</u> MMtpa of LNG

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
<p>Components of Compressor station proposed in FERC application:</p> <ul style="list-style-type: none"> • <u>Two</u> 21,000 hp Solar Titan 130 gas turbine-driven compressors • <u>One</u> 32,000 hp Solar Titan 250 gas turbine-driven compressor unit • <u>Two</u> 600 kilowatt (kW) Waukesha VHP 3604 generators with a Waukesha F3524GSI engine • <u>No</u> control buildings 	<p>Components of Updated Compressor station proposed in FERC application:</p> <ul style="list-style-type: none"> • <u>Four 30,000</u> International Standards Organization (ISO)-rated horsepower (hp) Solar Titan 250 gas turbine-driven compressors • <u>Four gas coolers</u> • <u>Three</u> 600 kilowatt (kW) Waukesha VHP 3604 generators with a Waukesha F3524GSI engine • <u>Two</u> control buildings
<p>Delfin LNG will enter into a lease agreement for the use of the portion of HIOS pipeline system from the new bypass at WC 167 to HI A264.</p>	<p>Delfin LNG has entered into <u>Pipeline Services Agreement</u> for the exclusive use of the portion of the HIOS pipeline system from the new bypass at WC 167 to HI A264.</p>
<p>Converted Capesize bulk carrier was initially proposed for FLNGV hull.</p>	<p><u>New-build</u> FLNGV hulls are now proposed.</p>
<p>Typical offloading operating time of <u>24 hours</u>.</p>	<p>Typical offloading operating time now <u>36 hours</u>. Added details regarding offloading sequence and ancillary activities.</p>
<p>Moorings for four Support vessels – <u>not included</u></p>	<p>Moorings for four Support vessels – <u>details provided</u></p>
<p>Exporting LNG trading carrier size: up to 170,000 m³</p>	<p>Exporting trading carrier size: <u>125,000–177,000</u> m³</p>
<p>Nominal storage capacity of each FLNGV: 165,000 m³</p>	<p>Nominal storage capacity of each FLNGV: <u>210,000</u> m³</p>

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
LNG cargo hold space for each FLNGV: 5 tanks in single row configuration	LNG cargo hold space for each FLNGV: <u>8 LNG tanks in double row configuration</u>
Liquid discharges	Liquid discharges
<ul style="list-style-type: none"> No water curtain information 	<ul style="list-style-type: none"> <u>Includes</u> water curtain information
<ul style="list-style-type: none"> Information included for generator non-contact cooling water discharge continuous for 29 days 	<ul style="list-style-type: none"> Generator non-contact cooling water discharge reduced to testing only
<ul style="list-style-type: none"> Temperature provided as a single point in degrees Celsius 	<ul style="list-style-type: none"> Temperature provided as a <u>range in degrees Fahrenheit to provide effect to ambient summer/winter conditions</u>
Volume I Appendices	
Appendix A “Figures”	Appendix A “Figures” – Updated
Appendix B “CUP/USACE Permit”	Appendix B “CUP/USACE Permit” - Updated
Appendix C “NPDES Permit”	Appendix C “NPDES Permit” - Updated
Appendix D “Coastal Consistency”	Appendix D “Coastal Consistency” - Updated
Appendix E – “Summarized Basis of Design” (Höegh Document No. DFL-HLN-F00003, rev 02)	Appendix E – “ <u>Design Basis Summary</u> ” Delfin LNG Document No. PDFLNGV-BD-0003
Appendix F – “Press Releases”	Appendix F – “Press Releases” – Updated
Appendix H – “USEPA PSD Air Permit Application”	Appendix H – “USEPA PSD Air Permit Application” - Updated

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
Volume II Main Text	
Questions from USCG to the DPLA dated June 19, 2015 were received on July 16, 2015	Integrated responses to the questions received from USCG on July 16, 2015 into the appropriate sections of Volume II. See data gap response table.
Enterprise Products Partners L.P. and affiliates	Genesis Energy LLP and affiliates Genesis Energy LLP recently acquired Enterprise Product Partners’ offshore pipelines and services in the Gulf of Mexico, including the HIOS pipeline and HIOS, LLC.
FERC abandonment application for HIOS to come	FERC abandonment application for HIOS contemporaneously filed by HIOS
Delfin LNG Project	<u>Port</u> Delfin LNG Project
Each FLNGV processes 330 MMscfd/d of LNG in the base design	Each FLNGV processes <u>500</u> MMscfd/d of LNG in the base design
All four FLNGVs combined process 8.0 MMtpa in the base design	All four FLNGVs combined process <u>12.0</u> MMtpa in the base design
In the optimized design case, the proposed facilities would enable Delfin LNG to export 9.2 MMtpa of LNG	In the optimized design case, the proposed facilities would enable Delfin LNG to export <u>13.2</u> MMtpa of LNG

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
Components of Compressor station proposed in FERC application:	Components of Updated Compressor station proposed in FERC application as follows:
<ul style="list-style-type: none"> • <u>Two</u> 21,000 hp Solar Titan 130 gas turbine-driven compressors • <u>One</u> 32,000 hp Solar Titan 250 gas turbine-driven compressor unit • <u>Two</u> 600-kilowatt (kW) Waukesha VHP 3604 generators with a Waukesha F3524GSI engine • <u>No</u> control buildings 	<ul style="list-style-type: none"> • <u>Four</u> 30,000 International Standards Organization (ISO)-rated horsepower (hp) Solar Titan 250 gas turbine-driven compressors • <u>Four</u> gas coolers • <u>Three</u> 600 kilowatt (kW) Waukesha VHP 3604 generators with a Waukesha F3524GSI engine • <u>Two</u> control buildings
Converted Capesize bulk carrier was initially proposed for FLNGV hull.	<u>New-build</u> FLNGV hull are now proposed.
Typical offloading operating time: <u>24 hours</u>	Typical offloading operating time: <u>36 hours</u> . Added details regarding offloading sequence and ancillary activities.
Support vessel mooring system – <u>not included</u>	Support vessel mooring system is <u>included</u> – <u>details provided</u>
Document number references to attachments in Vol III - old	Document number references to attachments in Vol III – majority updated to reflect revised documents
LNG trading carrier size: <u>Up to 170,000 m³</u>	LNG trading carrier size: <u>125,000–177,000 m³</u>
Nominal storage capacity of each FLNGV: 165,000 m ³	Nominal storage capacity of each FLNGV: <u>210,000 m³</u>
LNG cargo hold space for each FLNGV: 5 tanks in single row configuration	LNG cargo hold space for each FLNGV: <u>8 LNG tanks in double row configuration</u>

Table 1 - Delfin LNG LCC Deepwater Port License Application – Major Changes from June 19, 2015 Submittal to November 19, 2015 Submittal

Information in the DPLA dated June 19, 2015	Amended DPLA dated November 19, 2015
<u>Liquid discharges</u>	<u>Liquid discharges</u>
<ul style="list-style-type: none"> No water curtain information 	<ul style="list-style-type: none"> <u>Includes</u> water curtain information
<ul style="list-style-type: none"> Information included for generator non-contact cooling water discharge continuous for 29 days 	<ul style="list-style-type: none"> Generator non-contact cooling water discharge reduced to testing only
<ul style="list-style-type: none"> Temperature provided as a single point in degrees Celsius 	<ul style="list-style-type: none"> Temperature provided as a <u>range in degrees Fahrenheit to provide effect to ambient summer/winter conditions</u>
<ul style="list-style-type: none"> Questions from USCG to the DPLA dated June 19, 2015 were received on July 16, 2015 	<ul style="list-style-type: none"> Integrated responses to the questions received from USCG on July 16, 2015 into the appropriate sections of Volume II. See data gap response table.
Volume II Appendices	
<i>[Appendix A–B: No Changes]</i>	
Appendix C “DOE Quarterly Updates”	Appendix C “DOE Quarterly Updates” – <u>updated</u>
Appendix D “Agency Outreach Effort”	Appendix D “Agency Outreach Effort” – <u>updated</u>
<i>[Appendix E: No Changes]</i>	
Appendix F “Other Stakeholder Outreach”	Appendix F “Other Stakeholder Outreach” – <u>updated</u>
Appendix G “Essential Fish Habitat Assessment”	Appendix G “Essential Fish Habitat Assessment” – <u>updated</u>
<i>[Appendix H–J: No Changes]</i>	
Appendix K “Operational Emission Calculations”	Appendix K “Operational Emission Calculations” - <u>updated</u>
Appendix L “LNG Trading Carrier, Support Vessel, Tug Boats, and Helicopter Emissions”	Appendix L “LNG Trading Carrier, Support Vessel, Tug Boats, and Helicopter Emissions” - <u>updated</u>
<i>[Appendix M: No changes]</i>	

Pages 7-9 of this submittal letter attachment are not included here as they address the changes to Volumes III and IV of the application which contain technical and business information that is privileged and confidential and not for public release.

Roddy Bachman
Deepwater Port Project Manager, USCG

**Delfin LNG Deepwater Port Application Amended Application Mailing List
as of 2 Dec 2015**

AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
	Federal												
Bureau of Ocean Energy Management													
BOEM	Regional	Mr.	Joe Christopher		Regional Supervisor, Office of Environment	Bureau of Ocean Energy Management; Gulf of Mexico Region	1201 Elmwood Park Boulevard	New Orleans	LA	70123	(504) 736-2631	Joseph.Christopher@boem.gov	2-C
BOEM	Regional	Ms.	Terri L. Thomas		Section Chief, Environmental Operations, Gulf of Mexico Region	Bureau of Ocean Energy Management Office of the Environment	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-2963	terri.thomas@boem.gov	2-C
BOEM	Regional		Casey Rowe		NEPA Coordinator, Senior Environmental Scientist	Bureau of Ocean Energy Management Office of the Environment	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-2781	casey.rowe@boem.gov	2-C
Bureau of Safety and Environmental Enforcement													
BSEE	Regional	Mr.	Lars Herbst		Regional Director	Bureau of Safety and Environmental Enforcement; Gulf of Mexico Region	1201 Elmwood Park Boulevard	New Orleans	LA	70123	504-736-0557	Lars.herbst@bsee.gov	5-C
BSEE	National	Mr.	Jarvis Abbott		Petroleum Engineer	Bureau of Safety and Environmental Enforcement	45600 Woodland Road, Sterling, Virginia 20166	Sterling	VA	20166	(703) 787-1866	Jarvis.Abbott@bsee.gov	5-C
U.S. Department of Defense													
DOD	National	Mr.	Randy Wagner			Deputy Under Secretary of Defense for Installations and Environment	3000 Defense Pentagon	Washington	DC	20301-3000	703 571-9081	Randall.Wagner@osd.mil	2-P
DOD	National	Mr.	John Pearson			Office of the Deputy Assistant Secretary of the Navy (Environment)	2000 Navy Pentagon	Washington	DC	20350	703-693-1785	john.c.pearson@navy.mil	2-P
DOD	National	Mr.	Frederick Engle		Associate Director for Energy and Mission Compatibility	Office of the Deputy Assistant Secretary of Defense for Readiness	4000 Defense Pentagon, Rm 1E532	Washington	DC	20301-4000	703-693-3478	frederick.c.enge.civ@mail.mil	2-P
DOD	National	Mr.	Jack Bush		Air Force, MPA	Strategic Plans and Programs Division DCS/Logistics, Installations, and Mission Support (HQ AF/A4CI)	1260 Air Force Pentagon RM# 4C-1057	Washington	DC	20330-1	703-614-0237	jack.c.bush.civ@mail.mil	2-P

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DOD	National	Mr.	Terry	Bowers		Deputy Under Secretary of Defense (Installations and Environment), Environment, Safety and Occupational Health Directorate	3400 Defense Pentagon, Room 3B856A	Washington	DC	20301-3	703-693-9447	terry.l.bowers14.civ@mail.mil	2-P
U.S. Department of Energy													
DOE	National	Mr.	Edward	Le Duc	Attorney-Adviser	Office of Assistant General Counsel for Environment (CG-51)	1000 Independence Ave. SW	Washington	DC	20585	202-586-4007	edward.leduc@hq.doe.gov	2-C
DOE	National	Ms.	Jessica	Hernandez	Attorney Advisor	Office of the General Counsel (CG-51) U.S. Department of Energy	1000 Independence Ave. SW	Washington	DC	20585	202-586-6758	Jessica.Hernandez@hq.doe.gov	2-C
DOE	National	Mr.	Kyle	Moorman	Natural Gas Analyst	U.S. Department of Energy Office of Fossil Energy Office of Oil and Gas Global Security and Supply	1000 Independence Ave. SW Office 3E-042	Washington	DC	20585	202-586-7970	Kyle.Moorman@hq.doe.gov	2-C
DOE	National	Mr.	Ben	Nussdorf	Senior Regulatory Advisor	Division of Natural Gas Regulatory Activities (FE-34)	1000 Independence Ave. SW	Washington	DC	20585	202-586-7893	benjamin.nussdorf@hq.doe.gov	2-C
U.S. Department of Interior													
DOI	National	Mr.	Willie R.	Taylor	Director	U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-7565	Willie_Taylor@ios.doi.gov	2-P
DOI	National	Mr.	Shan	Alam		U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-5465	Shawn_alam@ios.doi.gov	2-P
DOI	National	Ms.	Loretta Bolden	Sutton	Program Analyst/Environmental Justice Coordinator, Natural Resources Management Team	U.S. Department of the Interior Office of Environmental Policy and Compliance (MS-2462)	1849 C Street NW	Washington	DC	20240	202-208-7565	Loretta_Sutton@ios.doi.gov	2-P
U.S. Department of State													

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DOS	National	LCDR	John	Burby	USCG Liasson	Office of Oceans and Polar Affairs	HSST Room 2665, 2201 C Street NW	Washington	DC	20520	202-647-3946	BurbyJW@state.gov	2-P
U.S. Environmental Protection Agency													
EPA	National	Ms.	Candi	Schaedle		US EPA HQ (7241B) Office of Federal Activities	Ariel Rios Building 1200 Pennsylvania Avenue, N.W	Washington	DC	20004	202-546-6121	Schaedle.candi@Epa.gov	2-P
EPA	Regional	Mr.	Rob	Lawrence	Senior Policy Advisor, Energy	EPA Region 6	1445 Ross Avenue, (6PD)	Dallas	TX	75202	214 665-6580	lawrence.rob@epa.gov	5-P
EPA	Regional	Mr.	Jeff	Robinson	Chief, Air Permits Section	EPA Region 6	1445 Ross Avenue, (6PD)	Dallas	TX	75202	(214) 665-6435	robinson.jeffrey@epa.gov	2-P
EPA	Regional	Mr.	Raul	Gutierrez	Section 404 Permit Review	Region 6 Wetlands Section	Suite 1200 1445 Ross Avenue,	Dallas	TX	75202	(254) 774-7135	gutierrez.raul@epa.gov	2-P
Federal Aviation Administration													
FAA	National	Mr.	POSITION	VACANT	Manager	FAA Planning and Environmental Division	800 Independence Aveue SW	Washington	DC	20591	202-267-8772	<u>TBD</u>	
FAA	National	Ms.	Danielle	Rinsler	Assitant Manager	Airport Planning and Environmental Division (APP-400), FAA	800 Independence Avenue SW	Washington	DC	20591	(202) 267-3263	Danielle.Rinsler@faa.gov	2-P
FAA	National	Mr.	Elliott	Black	Deputy Director	Office of Airport Planning and Programming (APP-2), FederalAviation Administration	800 Independence Avenue SW Room 619	Washington	DC	20591	202-267-8775	Elliott.Black@faa.gov	2-P
Federal Energy Regulatory Commission													
FERC	National	Ms.	Janine	Cefalu	Environmental Protection Specialist	Federal Energy regulaotry Commission	888 1st Street, N.E. Office 62-12	Washington	DC	20426	202-502-8271	Janine.Cefalu@ferc.gov	5-C
Maritime Administration													
MARAD	National	Mr.	Wade	Moorefield	Project Manager	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue, SE, W21-233	Washington	DC	20590	202-366-7026	wade.morefield@dot.gov	Done
MARAD	National	Mr.	Linden	Houston	Project Manager	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue, SE, W21-233	Washington	DC	20590	(202) 366-4839	Linden.Houston@dot.gov	Done

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MARAD	National	Ms.	Yvette	Fields	Director	Department of Transportation, Maritime Administration, Office of Deepwater Ports & Offshore Activities	1200 New Jersey Avenue SE, W21-309 (MAR-530)	Washington	DC	20590	202-366-7026	Yvette.Fields@dot.gov	Done
National Oceanic and Atmospheric Administration													
NOAA	National	Ms.	Jackie	Rolleri	Natural Resource Management Specialist	Coastal Services Center (CSC), Management and Budget Division, NOAA	1305 East West Highway, SSMC4 Room 11207	Silver Spring	MD	20910	301-563-1179	jackie.rolleri@noaa.gov	2-P
NOAA	National	Mr.	Steven	Kokkinakis	Senior Advisor on NEPA Coordination and Compliance	Office of Program Planning and Integration, NOAA	1315 East-West Highway, SSMC III, Room 15723	Silver Spring	MD	20910	240-533-9021	steve.kokkinakis@noaa.gov	2-P
NOAA	National	Mr.	Jay	Nunenkamp		NOAA Office of Program Planning and Integration, Commerce	1315 East West Hwy, Rm 15723	Silver Spring	MD	20910	301-713-1622 x207	jay.nunenkamp@noaa.gov	2-P
NOAA	National		N/A	N/A	N/A	NOAA Office of Program Planning and Integration, Commerce---E-MAIL NOTIFICATION ADDRESS	1315 East West Hwy, Rm 15723	Silver Spring	MD	20910		PPI.NEPA@noaa.gov	0
NOAA	National	Mr.	Kerry	Kehoe	Federal Consistency Specialist	National Oceanic and Atmospheric Administration Stewardship Division Office for Coastal Management	1305 East West Hwy. 10TH Floor (Room 10414)	Silver Spring	MD	20910	(301) 563-1151	kerry.kehoe@noaa.gov	2-P
NOAA	National	Mr.	David	Kaiser	Senior Policy Analyst & Federal Consistency Coordinator	Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration Coastal Response Research Center, University of New Hampshire	246 Gregg Hall, 35 Colovos Road	Durham	NH	03824-3534	(603) 862-2719	David.Kaiser@noaa.gov	2-P
NOAA	Regional	Mr.	Richard	Hartman	Branch Chief, Habitat and Conservation Division	National Marine Fisheries Service	Room 266 Military Science Building, South Stadium Drive, c/o Louisiana State University	Baton Rouge	LA	70803-7535	225 389-0508 ext 203	richard.hartman@noaa.gov	2-P

**Delfin LNG Deepwater Port Application Amended Application Mailing List
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AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
NOAA	Regional	Mr.	David	Bernhart	Assistant Regional Administrator for Protected Species	Protected Resources Division, National Marine Fisheries Service	Southeast Regional Office 263 13th Avenue South	St. Petersburg	FL	33701-5505	727-824-5312	david.bernhart@noaa.gov	2-P
NOAA	Regional	Ms.	Rachel	Sweeney	Biologist	National Marine Fisheries Service	Room 266 Military Science Building, South Stadium Drive, c/o Louisiana State University	Baton Rouge	LA	70803-7535	225 389-0508	rachel.sweeney@noaa.gov	2-P
NOAA	Regional	Ms.	Kelly	Shotts	Fisheries Biologist	Protected Resources Division, National Marine Fisheries Service	Southeast Regional Office 263 13th Avenue South	St. Petersburg	FL	33701-5505	(727) 824-5312	kelly.shotts@noaa.gov	2-P
NOAA	Regional		N/A	N/A	General e-mail for NOAA Southeast Region Section 7 ESA Consultations	National Marine Fisheries Service; Southeast Regional Office; Protected Resources Division	263 13th Avenue South	St. Petersburg	FL	33701-5505	(727) 824-5312	nmfs.ser.esa.consultations@noaa.gov	2-P
Pipeline and Hazardous Materials Safety Administration													
PHMSA	National	Mr.	Joseph	Sieve	Engineer	Southeast Regional Office	U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration East Building, 2nd Floor 1200 New Jersey Ave, SE E22-15	Washington	DC	20590	(202) 366-5064	joseph.sieve@dot.gov	Done
PHMSA	National	Mr.	Kenneth	Lee	Director	Protected Resources Division	U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration East Building, 2nd Floor 1200 New Jersey Ave, SE E22-334	Washington	DC	20590	202-366-2694	kenneth.lee@dot.gov	Done

**Delfin LNG Deepwater Port Application Amended Application Mailing List
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AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
PHMSA	Regional	Mr.	Roderick M. Seeley		Director	PHMSA Pipeline Safety Southwest Region Office	8701 S. Gessner Road, Suite 1110	Houston	TX	77074	713-272-2859	Roderick.M.Seeley@dot.gov	2-P
U.S. Army Corps of Engineers													
USACE	Regional	Mr.	Darrell Barbara		Chief, Western Evaluation Section, Regulatory Branch	New Orleans District	CEMVN-OD-SW 7400 Leake Avenue	New Orleans	LA	70118	504 862-2261	darrell.barbara@usace.army.mil	2-P
USACE	Regional	Mr.	James Little		Environmental Resources Specialist/	New Orleans District	P.O Box 44487	Baton Rouge	LA	70804-4487	(225) 342-3099	james.little@usace.army.mil	2-P
U.S. Department of Agriculture													
USDA	Regional	Mr.	Frank Chapman		Natural Resources Conservation Services	USDA	5417 Gerstner Memorial Dr.	Lake Charles	LA	70607	337-474-1583 ext 3	frank.chapman@la.usda.gov	2-P
U.S. Fish and Wildlife Service													
USFWS	Regional	Mr.	Jeff Weller		Field Supervisor	Louisiana Ecological Services Field Office	Suite 400 646 Cajundome Blvd,	Lafayette	LA	70506	(337) 291-3115	jeff_weller@fws.gov	2-P
USFWS	Regional	Mr.	Brad S. Rieck		Deputy Field Supervisor	Louisiana Ecological Services Office	646 Cajundome Blvd, Suite 400	Lafayette	LA		337 774-5923	brad_rieck@fws.gov	2-P
USFWS	Regional	Ms.	Christine Willis		Energy Coordinator	Division of Environmental Review, Ecological Services SE Regional Office	1875 Century Blvd. Ste. 200	Atlanta	GA	30345	404-679-7310	Christine_willis@fws.gov	2-P
USFWS	Regional	Mr.	Joshua Marceaux		Fish and Wildlife Biologist	Southwest Louisiana National Wildlife Refuge Complex Lacassine National Wildlife Refuge	209 Nature Road	Lake Arthur	LA	70549	337/774-5923	joshua_marceaux@fws.gov	2-P
U.S. Coast Guard													
USCG	National	Mr.	Roddy Bachman		DWP Project Manager	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 US Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave.	Washington	DC	20593-7509	202-372-1451	Roddy.C.Bachman@uscg.mil	Done

**Delfin LNG Deepwater Port Application Amended Application Mailing List
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AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public	
USCG	National	Ms.	Melissa	Perera	Environmental Protection Specialist	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave.	US	Washington	DC	20593-7509	202-372-1446	Melissa.E.Perera@uscg.mil	Done
USCG	National	Mr.	Curtis	Borland	Attorney Advisor	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave. SE	US	Washington	DC	20593-7509	202-372-1444	Curtis.E.Borland@uscg.mil	Done
USCG	National	Ms.	Melissa	Perera	Environmental Protection Specialist	USCG Headquarters	Attn: Vessel and Facility Operating Standards Division CG-OES-2 Coast Guard STOP 7509 2703 Martin Luther King Jr. Ave. SE	US	Washington	DC	20593-7509	202-372-1446	Melissa.E.Perera@uscg.mil	Done
USCG	Regional	Mr.	Rusty	Wright	District 8 DPW	USCG District 8 DPW	DPW 1230, 500 Poydras St.		New Orleans	LA	70130-3319	504-671-2138	Rusty.H.Wright@uscg.mil	5-P
USCG	Regional	Ms.	Shelley	Miller	Waterways Management	USCG District 8 Waterways Management	500 Poydras St.		New Orleans	LA	70130-3319	504-671-2139	Shelley.R.Miller@uscg.mil	see Rusty
USCG	Regional	LTJG	Lauren	Stewart	Chief of Facilities	MSU Port Arthur	2901 Turtle Creek Drive, STE 200		Port Arthur	TX	77642-8067	409-723-6570	Lauren.M.Stewart@uscg.mil	5-P
USCG	Regional	MST C	Jamie	Merriman	Facility Inspection	MSU Port Arthur	2901 Turtle Creek Drive, STE 200		Port Arthur	TX	77642-8067	409-719-5033	Jamie.L.Merriman@uscg.mil	see LTJG Lauren
USCG	Regional	CDR	Loan	O'Brien	Prevention	MSU Port Arthur	2901 Turtle Creek Drive, STE 200		Port Arthur	TX	77642-8067	409-723-6564	Loan.T.O'Brien@uscg.mil	see LTJG Lauren
USCG	Regional	Mr.	Jeremy	Hanson	Security Specialist	MSU Port Arthur	2901 Turtle Creek Drive, STE 200		Port Arthur	TX	77642-8067	409-723-6525	Jeremy.D.Hansen@uscg.mil	see LTJG Lauren

**Delfin LNG Deepwater Port Application Amended Application Mailing List
as of 2 Dec 2015**

AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
USCG	Regional	LT	Dimitrios	Wiener	Prevention-Domestics	MSU Lake Charles	127 West Broad Street	Lake Charles	LA	70601	(337) 491-7810	Dimitrios.N.Wiener@uscg.mil	5-P
USCG	Regional	LT	Peter	Bizzaro	Prevention	MSU Lake Charles	127 West Broad Street STE 200	Lake Charles	LA	70601	(770) 851-2189	Peter.A.Bizzaro@uscg.mil	See LT Wiener
USCG	National	CDR	Jason	Smith	Detachment Chief	USCG Liquefied Gas Carrier national center of Expertise	2901 Turtle Creek Drive	Port Arthur	TX	77642-8067	(409) 723-6507	jason.e.smith2@uscg.mil	2-P
Advisory Council on Historic Preservation													
Advisory Council on Historic Preservation	National	Mr.	Brian	Lusher	Program Analyst	Federal Property Management Section, Advisory Council on Historic Preservation	401 F Street NW, Suite 308	Washington	DC	20001	202-517-0221	blusher@achp.gov	2-P
Louisiana Governor													
Governor of LA	Louisiana	Ms.	Melissa	Mann	Chief of Staff	Office of Governor Bobby Jindal	P.O. Box 94004	Baton Rouge	LA	70802	225-342-7015	melissa.mann@la.gov	2-P
Louisiana Department of Transportation and Development													
Louisiana Department of Transportation and Development	Louisiana	Mr.	Christopher	Knotts	Chief, Public Works & Water Resources	Public Works and Water Resources Division	1201 Capital Access Rd.	Baton Rouge	LA	70802	225-379-3010	chris.knotts@la.gov	2-P
Louisiana Department of Wildlife and Fisheries (LDWF)													
Louisiana Department of Wildlife and Fisheries	Louisiana	Ms.	Carolyn	Michon	Biologist	Louisiana Natural Heritage Program	2000 Quail Dr	Baton Rouge	LA	70898	225 765-2357	cmichon@wlf.la.gov	2-P
Louisiana Department of Wildlife and Fisheries	Louisiana	Mr.	Dave	Butler	Permits Coordinator	Louisiana Department of Wildlife and Fisheries	2000 Quail Drive	Baton Rouge	LA	70898	(225) 763-3595	dbutler@wlf.louisiana.gov	2-P
Louisiana Department of Environmental Quality (LDEQ)													
Louisiana Department of Environmental Quality	Louisiana	Ms.	Cheryl Sonnier	Nolan	Administrator, Air Permits	Air Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	(225) 219-3417	Cheryl.Nolan@la.gov	2-P
Louisiana Department of Environmental Quality	Louisiana	Mr.	Bryan	Johnston	Senior Environmental Scientist	Air Permit Division	602 N. Fifth Street	Baton Rouge	LA	70802	(225) 219-3450	Bryan.Johnston@la.gov	2-P

**Delfin LNG Deepwater Port Application Amended Application Mailing List
as of 2 Dec 2015**

AGENCY			NAME		POSITION	OFFICE	ADDRESS				PHONE	EMAIL	#CD's C=Complete P=Public
Louisiana Department of Environmental Quality	Louisiana	Mr.	Billy Eakin		Regional Manager	Southwest Regional Office	1301 Gadwall Street	Lake Charles	LA	70615	(337) 491-2756	billy.eakin@la.gov	2-P
Louisiana Department of Environmental Quality	Louisiana	Ms.	Elizabeth Johnson		Water Quality Certification	Water Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	<u>225 219-3225</u>	elizabeth.johnson@la.gov	2-P
Louisiana Department of Environmental Quality	Louisiana	Mr.	Scott Gulliams		Administrator, Water Permits Division	Water Permits Division	602 N. Fifth Street	Baton Rouge	LA	70802	<u>(225) 219 - 3070</u>	Scott.Guilliams@LA.GOV	2-P
Louisiana Department of Natural Resources (LDNR)													
Louisiana Department of Natural Resources	Louisiana	Mr.	James Mergist		Director, Pipeline Safety	Office of Conservation; Pipeline Division	617 North Third Street, 11th Floor	Baton Rouge	LA	70821-4487	<u>225-342-9137</u>	James.Mergist@la.gov	2-P
Louisiana Department of Natural Resources	Louisiana	Mr.	Karl Morgan		Administrator	Office of Coastal Management, Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	<u>225-342-6470</u>	Karl.Morgan@la.gov	2-P
Louisiana Department of Natural Resources	Louisiana	Ms.	Christine Charrier		Coastal Resources Scientist Manager	Office of Coastal Management; Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	<u>225-342-7953</u>	Christine.Charrier@la.gov	2-P
Louisiana Department of Natural Resources	Louisiana	Mr.	Ontario James		Coastal Resources Scientist	Office of Coastal Management, Permits and Mitigation Division	617 North Third Street	Baton Rouge	LA	70821	<u>(225) 342-7358</u>	OntarioJ@dnr.state.la.us	2-P
Louisiana Department of Natural Resources, Office of Conservation	Louisiana	Mr.	Richard Hudson		District Manager	LDNR Office of Conservation; Engineering Regulatory Division	825 Kaliste Saloom Road, Brandywine III, Suite 220	Lafayette	LA	70508	<u>(337) 262-5777</u>	richard.hudson@la.gov	2-P
Louisiana Department of Health and Hospitals													



January 6, 2016

Roddy C. Bachman
Project Manager, Deepwater Ports
Vessel and Facility Operating Standards CG-OES-2 U.S
2703 Martin Luther King Jr. Avenue SE
Washington, DC 20593-7509

RE: Delfin LNG Project – Cameron Parish Louisiana – Amended DWP Project

Dear Mr. Bachman,

I have reviewed the above referenced amended project for potential requirements of the Farmland Protection Policy Act (FPPA) and potential impact to Natural Resource Conservation Service projects in the immediate vicinity.

Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements can be forest land, pastureland, cropland, or other land, but not water or urban built-up land.

The amended project does not extend the boundary of the project area, which is within previously developed industrial areas and therefore is exempt from the rules and regulations of the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. Furthermore, we do not predict impacts to NRCS work in the vicinity.

For specific information about the soils found in the project area, please visit our Web Soil Survey at the following location: <http://websoilsurvey.nrcs.usda.gov/>

Please direct all future correspondence to me at the address shown above.

Respectfully,

ACTING FOR

Kevin D. Norton
State Conservationist

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request 12/28/15			
Name Of Project Delfin LNG Project		Federal Agency Involved			
Proposed Land Use Industrial Facility		County And State Cameron Parish, Louisiana			
PART II (To be completed by NRCS)		Date Request Received By NRCS 12/31/15			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply – do not complete additional parts of this form).</i>		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %	Amount Of Farmland As Defined in FPPA Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS 1/6/16			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		0.0	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.001			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)					
		0	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria <i>(These criteria are explained in 7 CFR 658.5(b))</i>		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland <i>(From Part V)</i>		100	0	0	0
Total Site Assessment <i>(From Part VI above or a local site assessment)</i>		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	0	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 – Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 – Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 – NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 – In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 – NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 – The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 – The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will, be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = $\frac{180}{200} \times 160 = 144$ points for Site "A."

Maximum points possible 200

Site Assessment Scoring for the Twelve Factors Used in FPPA

The Site Assessment criteria used in the Farmland Protection Policy Act (FPPA) rule are designed to assess important factors other than the agricultural value of the land when determining which alternative sites should receive the highest level of protection from conversion to non agricultural uses.

Twelve factors are used for Site Assessment and ten factors for corridor-type sites. Each factor is listed in an outline form, without detailed definitions or guidelines to follow in the rating process. The purpose of this document is to expand the definitions of use of each of the twelve Site Assessment factors so that all persons can have a clear understanding as to what each factor is intended to evaluate and how points are assigned for given conditions.

In each of the 12 factors a number rating system is used to determine which sites deserve the most protection from conversion to non-farm uses. The higher the number value given to a proposed site, the more protection it will receive. The maximum scores are 10, 15 and 20 points, depending upon the relative importance of each particular question. If a question significantly relates to why a parcel of land should not be converted, the question has a maximum possible protection value of 20, whereas a question which does not have such a significant impact upon whether a site would be converted, would have fewer maximum points possible, for example 10.

The following guidelines should be used in rating the twelve Site Assessment criteria:

1. How much land is in non-urban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent:	15 points
90-20 percent:	14 to 1 points
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the area within one mile of the proposed site is non-urban area. For purposes of this rule, "non-urban" should include:

- Agricultural land (crop-fruit trees, nuts, oilseed)
- Range land
- Forest land
- Golf Courses
- Non paved parks and recreational areas
- Mining sites
- Farm Storage
- Lakes, ponds and other water bodies
- Rural roads, and through roads without houses or buildings
- Open space
- Wetlands
- Fish production
- Pasture or hayland

Urban uses include:

- Houses (other than farm houses)
- Apartment buildings
- Commercial buildings
- Industrial buildings
- Paved recreational areas (i.e. tennis courts)
- Streets in areas with 30 structures per 40 acres
- Gas stations

- Equipment, supply stores
- Off-farm storage
- Processing plants
- Shopping malls
- Utilities/Services
- Medical buildings

In rating this factor, an area one-mile from the outer edge of the proposed site should be outlined on a current photo; the areas that are urban should be outlined. For rural houses and other buildings with unknown sizes, use 1 and 1/3 acres per structure. For roads with houses on only one side, use one half of road for urban and one half for non-urban.

The purpose of this rating process is to insure that the most valuable and viable farmlands are protected from development projects sponsored by the Federal Government. With this goal in mind, factor S1 suggests that the more agricultural lands surrounding the parcel boundary in question, the more protection from development this site should receive. Accordingly, a site with a large quantity of non-urban land surrounding it will receive a greater number of points for protection from development. Thus, where more than 90 percent of the area around the proposed site (do not include the proposed site in this assessment) is non-urban, assign 15 points. Where 20 percent or less is non-urban, assign 0 points. Where the area lies between 20 and 90 percent non-urban, assign appropriate points from 14 to 1, as noted below.

Percent Non-Urban Land within 1 mile	Points
90 percent or greater	15
85 to 89 percent	14
80 to 84 percent	13
75 to 79 percent	12
70 to 74 percent	11
65 to 69 percent	10
60 to 64 percent	9
55 to 59 percent	8
50 to 54 percent	7
45 to 49 percent	6
40 to 44 percent	5
35 to 39 percent	4
30 to 24 percent	3
25 to 29 percent	2
21 to 24 percent	1
20 percent or less	0

2. How much of the perimeter of the site borders on land in non-urban use?

More than 90 percent:	10 points
90 to 20 percent:	9 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the land adjacent to the proposed site is non-urban use. Where factor #1 evaluates the general location of the proposed site, this factor evaluates the immediate perimeter of the site. The definition of urban and non-urban uses in factor #1 should be used for this factor.

In rating the second factor, measure the perimeter of the site that is in non-urban and urban use. Where more than 90 percent of the perimeter is in non-urban use, score this factor 10 points. Where less than 20 percent, assign 0 points. If a road is next to the perimeter, class the area according to the

use on the other side of the road for that area. Use 1 and 1/3 acre per structure if not otherwise known. Where 20 to 90 percent of the perimeter is non-urban, assign points as noted below:

Percentage of Perimeter Bordering Land	Points
90 percent or greater	10
82 to 89 percent	9
74 to 81 percent	8
65 to 73 percent	7
58 to 65 percent	6
50 to 57 percent	5
42 to 49 percent	4
34 to 41 percent	3
27 to 33 percent	2
21 to 26 percent	1
20 percent or Less	0

3. How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last ten years?

More than 90 percent:	20 points
90 to 20 percent:	19 to 1 point(s)
Less than 20 percent:	0 points

This factor is designed to evaluate the extent to which the proposed conversion site has been used or managed for agricultural purposes in the past 10 years.

Land is being farmed when it is used or managed for food or fiber, to include timber products, fruit, nuts, grapes, grain, forage, oil seed, fish and meat, poultry and dairy products.

Land that has been left to grow up to native vegetation without management or harvest will be considered as abandoned and therefore not farmed. The proposed conversion site should be evaluated and rated according to the percent, of the site farmed.

If more than 90 percent of the site has been farmed 5 of the last 10 years score the site as follows:

Percentage of Site Farmed	Points
90 percent or greater	20
86 to 89 percent	19
82 to 85 percent	18
78 to 81 percent	17
74 to 77 percent	16
70 to 73 percent	15
66 to 69 percent	14
62 to 65 percent	13
58 to 61 percent	12
54 to 57 percent	11
50 to 53 percent	10
46 to 49 percent	9
42 to 45 percent	8
38 to 41 percent	7
35 to 37 percent	6
32 to 34 percent	5
29 to 31 percent	4
26 to 28 percent	3

23 to 25 percent	2
20 to 22 percent percent or Less	1
Less than 20 percent	0

4. Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected:	20 points
Site is not protected:	0 points

This factor is designed to evaluate the extent to which state and local government and private programs have made efforts to protect this site from conversion.

State and local policies and programs to protect farmland include:

State Policies and Programs to Protect Farmland

1. Tax Relief:

A. Differential Assessment: Agricultural lands are taxed on their agricultural use value, rather than at market value. As a result, farmers pay fewer taxes on their land, which helps keep them in business, and therefore helps to insure that the farmland will not be converted to nonagricultural uses.

1. Preferential Assessment for Property Tax: Landowners with parcels of land used for agriculture are given the privilege of differential assessment.
2. Deferred Taxation for Property Tax: Landowners are deterred from converting their land to nonfarm uses, because if they do so, they must pay back taxes at market value.
3. Restrictive Agreement for Property Tax: Landowners who want to receive Differential Assessment must agree to keep their land in - eligible use.

B. Income Tax Credits

Circuit Breaker Tax Credits: Authorize an eligible owner of farmland to apply some or all of the property taxes on his or her farmland and farm structures as a tax credit against the owner's state income tax.

C. Estate and Inheritance Tax Benefits

Farm Use Valuation for Death Tax: Exemption of state tax liability to eligible farm estates.

2. "Right to farm" laws:

Prohibits local governments from enacting laws which will place restrictions upon normally accepted farming practices, for example, the generation of noise, odor or dust.

3. Agricultural Districting:

Wherein farmers voluntarily organize districts of agricultural land to be legally recognized geographic areas. These farmers receive benefits, such as protection from annexation, in exchange for keeping land within the district for a given number of years.

4. Land Use Controls: Agricultural Zoning.

Types of Agricultural Zoning Ordinances include:

- A. Exclusive: In which the agricultural zone is restricted to only farm-related dwellings, with, for example, a minimum of 40 acres per dwelling unit.
- B. Non-Exclusive: In which non-farm dwellings are allowed, but the density remains low, such as 20 acres per dwelling unit.

Additional Zoning techniques include:

- A. Sliding Scale: This method looks at zoning according to the total size of the parcel owned. For example, the number of dwelling units per a given number of acres may change from county to county according to the existing land acreage to dwelling unit ratio of surrounding parcels of land within the specific area.
- B. Point System or Numerical Approach: Approaches land use permits on a case by case basis.

LESA: The LESA system (Land Evaluation-Site Assessment) is used as a tool to help assess options for land use on an evaluation of productivity weighed against commitment to urban development.
- C. Conditional Use: Based upon the evaluation on a case by case basis by the Board of Zoning Adjustment. Also may include the method of using special land use permits.

5. Development Rights:

- A. Purchase of Development Rights (PDR): Where development rights are purchased by Government action.

Buffer Zoning Districts: Buffer Zoning Districts are an example of land purchased by Government action. This land is included in zoning ordinances in order to preserve and protect agricultural lands from non-farm land uses encroaching upon them.

- B. Transfer of Development Rights (TDR): Development rights are transferable for use in other locations designated as receiving areas. TDR is considered a locally based action (not state), because it requires a voluntary decision on the part of the individual landowners.

6. Governor's Executive Order: Policy made by the Governor, stating the importance of agriculture, and the preservation of agricultural lands. The Governor orders the state agencies to avoid the unnecessary conversion of important farmland to nonagricultural uses.

7. Voluntary State Programs:

- A. California's Program of Restrictive Agreements and Differential Assessments: The California Land Conservation Act of 1965, commonly known as the Williamson Act, allows cities, counties and individual landowners to form agricultural preserves and enter into contracts for 10 or more years to insure that these parcels of land remain strictly for agricultural use. Since 1972 the Act has extended eligibility to recreational and open space lands such as scenic highway corridors, salt ponds and wildlife preserves. These contractually restricted lands may be taxed differentially for their real value. One hundred-acre districts constitute the minimum land size eligible.

Suggestion: An improved version of the Act would state that if the land is converted after the contract expires, the landowner must pay the difference in the taxes between market value for the land and the agricultural tax value which he or she had been

paying under the Act. This measure would help to insure that farmland would not be converted after the 10 year period ends.

- B. Maryland Agricultural Land Preservation Program: Agricultural landowners within agricultural districts have the opportunity to sell their development rights to the Maryland Land Preservation Foundation under the agreement that these landowners will not subdivide or develop their land for an initial period of five years. After five years the landowner may terminate the agreement with one year notice.

As is stated above under the California Williamson Act, the landowner should pay the back taxes on the property if he or she decides to convert the land after the contract expires, in order to discourage such conversions.

- C. Wisconsin Income Tax Incentive Program: The Wisconsin Farmland Preservation Program of December 1977 encourages local jurisdictions in Wisconsin to adopt agricultural preservation plans or exclusive agricultural district zoning ordinances in exchange for credit against state income tax and exemption from special utility assessment. Eligible candidates include local governments and landowners with at least 35 acres of land per dwelling unit in agricultural use and gross farm profits of at least \$6,000 per year, or \$18,000 over three years.

8. Mandatory State Programs:

- A. The Environmental Control Act in the state of Vermont was adopted in 1970 by the Vermont State Legislature. The Act established an environmental board with 9 members (appointed by the Governor) to implement a planning process and a permit system to screen most subdivisions and development proposals according to specific criteria stated in the law. The planning process consists of an interim and a final Land Capability and Development Plan, the latter of which acts as a policy plan to control development. The policies are written in order to:
- prevent air and water pollution;
 - protect scenic or natural beauty, historic sites and rare and irreplaceable natural areas; and
 - consider the impacts of growth and reduction of development on areas of primary agricultural soils.
- B. The California State Coastal Commission: In 1976 the Coastal Act was passed to establish a permanent Coastal Commission with permit and planning authority. The purpose of the Coastal Commission was and is to protect the sensitive coastal zone environment and its resources, while accommodating the social and economic needs of the state. The Commission has the power to regulate development in the coastal zones by issuing permits on a case by case basis until local agencies can develop their own coastal plans, which must be certified by the Coastal Commission.
- C. Hawaii's Program of State Zoning: In 1961, the Hawaii State Legislature established Act 187, the Land Use Law, to protect the farmland and the welfare of the local people of Hawaii by planning to avoid "unnecessary urbanization". The Law made all state lands into four districts: agricultural, conservation, rural and urban. The Governor appointed members to a State Land Use Commission, whose duties were to uphold the Law and form the boundaries of the four districts. In addition to state zoning, the Land Use Law introduced a program of Differential Assessment, wherein agricultural landowners paid taxes on their land for its agricultural use value, rather than its market value.
- D. The Oregon Land Use Act of 1973: This act established the Land Conservation and Development Commission (LCDC) to provide statewide planning goals and guidelines.

Under this Act, Oregon cities and counties are each required to draw up a comprehensive plan, consistent with statewide planning goals. Agricultural land preservation is high on the list of state goals to be followed locally.

If the proposed site is subject to or has used one or more of the above farmland protection programs or policies, score the site 20 points. If none of the above policies or programs apply to this site, score 0 points.

5. How close is the site to an urban built-up area?

The site is 2 miles or more from an urban built-up area	15 points
The site is more than 1 mile but less than 2 miles from an urban built-up area	10 points
The site is less than 1 mile from, but is not adjacent to an urban built-up area	5 points
The site is adjacent to an urban built-up area	0 points

This factor is designed to evaluate the extent to which the proposed site is located next to an existing urban area. The urban built-up area must be 2500 population. The measurement from the built-up area should be made from the point at which the density is 30 structures per 40 acres and with no open or non-urban land existing between the major built-up areas and this point. Suburbs adjacent to cities or urban built-up areas should be considered as part of that urban area.

For greater accuracy, use the following chart to determine how much protection the site should receive according to its distance from an urban area. See chart below:

Distance From Perimeter of Site to Urban Area	Points
More than 10,560 feet	15
9,860 to 10,559 feet	14
9,160 to 9,859 feet	13
8,460 to 9,159 feet	12
7,760 to 8,459 feet	11
7,060 to 7,759 feet	10
6,360 to 7,059 feet	9
5,660 to 6,359 feet	8
4,960 to 5,659 feet	7
4,260 to 4,959 feet	6
3,560 to 4,259 feet	5
2,860 to 3,559 feet	4
2,160 to 2,859 feet	3
1,460 to 2,159 feet	2
760 to 1,459 feet	1
Less than 760 feet (adjacent)	0

6. How close is the site to water lines, sewer lines and/or other local facilities and services whose capacities and design would promote nonagricultural use?

None of the services exist nearer than 3 miles from the site	15 points
Some of the services exist more than one but less than 3 miles from the site	10 points
All of the services exist within 1/2 mile of the site	0 points

This question determines how much infrastructure (water, sewer, etc.) is in place which could facilitate nonagricultural development. The fewer facilities in place, the more difficult it is to develop an area. Thus, if a proposed site is further away from these services (more than 3 miles distance away), the site should be awarded the highest number of points (15). As the distance of the parcel of land to services decreases, the number of points awarded declines as well. So, when the site is equal to or further than 1 mile but less than 3 miles away from services, it should be given 10 points. Accordingly, if this distance is 1/2 mile to less than 1 mile, award 5 points; and if the distance from land to services is less than 1/2 mile, award 0 points.

Distance to public facilities should be measured from the perimeter of the parcel in question to the nearest site(s) where necessary facilities are located. If there is more than one distance (i.e. from site to water and from site to sewer), use the average distance (add all distances and then divide by the number of different distances to get the average).

Facilities which could promote nonagricultural use include:

- Water lines
- Sewer lines
- Power lines
- Gas lines
- Circulation (roads)
- Fire and police protection
- Schools

7. Is the farm unit(s) containing the site (before the project) as large as the average-size farming unit in the county? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

As large or larger:	10 points
Below average: Deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more is below average	9 to 0 points

This factor is designed to determine how much protection the site should receive, according to its size in relation to the average size of farming units within the county. The larger the parcel of land, the more agricultural use value the land possesses, and vice versa. Thus, if the farm unit is as large or larger than the county average, it receives the maximum number of points (10). The smaller the parcel of land compared to the county average, the fewer number of points given. Please see below:

Parcel Size in Relation to Average County Size	Points
Same size or larger than average (100 percent)	10
95 percent of average	9
90 percent of average	8
85 percent of average	7
80 percent of average	6
75 percent of average	5
70 percent of average	4
65 percent of average	3
60 percent of average	2
55 percent of average	1
50 percent or below county average	0

State and local Natural Resources Conservation Service offices will have the average farm size information, provided by the latest available Census of Agriculture data

8. If this site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project	10 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project	9 to 1 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project	0 points

This factor tackles the question of how the proposed development will affect the rest of the land on the farm. The site which deserves the most protection from conversion will receive the greatest number of points, and vice versa. For example, if the project is small, such as an extension on a house, the rest of the agricultural land would remain farmable, and thus a lower number of points is given to the site. Whereas if a large-scale highway is planned, a greater portion of the land (not including the site) will become non-farmable, since access to the farmland will be blocked; and thus, the site should receive the highest number of points (10) as protection from conversion.

Conversion uses of the Site Which Would Make the Rest of the Land Non-Farmable by Interfering with Land Patterns

Conversions which make the rest of the property nonfarmable include any development which blocks accessibility to the rest of the site. Examples are highways, railroads, dams or development along the front of a site restricting access to the rest of the property.

The point scoring is as follows:

Amount of Land Not Including the Site Which Will Become Non-Farmable	Points
25 percent or greater	10
23 - 24 percent	9
21 - 22 percent	8
19 - 20 percent	7
17 - 18 percent	6
15 - 16 percent	5
13 - 14 percent	4
11 - 12 percent	3
9 - 11 percent	2
6 - 8 percent	1
5 percent or less	0

9. Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available	5 points
Some required services are available	4 to 1 point(s)
No required services are available	0 points

This factor is used to assess whether there are adequate support facilities, activities and industry to keep the farming business in business. The more support facilities available to the agricultural

landowner, the more feasible it is for him or her to stay in production. In addition, agricultural support facilities are compatible with farmland. This fact is important, because some land uses are not compatible; for example, development next to farmland can be dangerous to the welfare of the agricultural land, as a result of pressure from the neighbors who often do not appreciate the noise, smells and dust intrinsic to farmland. Thus, when all required agricultural support services are available, the maximum number of points (5) are awarded. When some services are available, 4 to 1 point(s) are awarded; and consequently, when no services are available, no points are given. See below:

Percent of Services Available	Points
100 percent	5
75 to 99 percent	4
50 to 74 percent	3
25 to 49 percent	2
1 to 24 percent	1
No services	0

10. Does the site have substantial and well-maintained on farm investments such as barns, other storage buildings, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment	20 points
Moderate amount of non-farm investment	19 to 1 point(s)
No on-farm investments	0 points

This factor assesses the quantity of agricultural facilities in place on the proposed site. If a significant agricultural infrastructure exists, the site should continue to be used for farming, and thus the parcel will receive the highest amount of points towards protection from conversion or development. If there is little on farm investment, the site will receive comparatively less protection. See-below:

Amount of On-farm Investment	Points
As much or more than necessary to maintain production (100 percent)	20
95 to 99 percent	19
90 to 94 percent	18
85 to 89 percent	17
80 to 84 percent	16
75 to 79 percent	15
70 to 74 percent	14
65 to 69 percent	13
60 to 64 percent	12
55 to 59 percent	11
50 to 54 percent	10
45 to 49 percent	9
40 to 44 percent	8
35 to 39 percent	7
30 to 34 percent	6
25 to 29 percent	5
20 to 24 percent	4
15 to 19 percent	3
10 to 14 percent	2
5 to 9 percent	1
0 to 4 percent	0

11. Would the project at this site, by converting farmland to nonagricultural use, reduce the support for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted	10 points
Some reduction in demand for support services if the site is converted	9 to 1 point(s)
No significant reduction in demand for support services if the site is converted	0 points

This factor determines whether there are other agriculturally related activities, businesses or jobs dependent upon the working of the pre-converted site in order for the others to remain in production. The more people and farming activities relying upon this land, the more protection it should receive from conversion. Thus, if a substantial reduction in demand for support services were to occur as a result of conversions, the proposed site would receive a high score of 10; some reduction in demand would receive 9 to 1 point(s), and no significant reduction in demand would receive no points.

Specific points are outlined as follows:

Amount of Reduction in Support Services if Site is Converted to Nonagricultural Use	Points
Substantial reduction (100 percent)	10
90 to 99 percent	9
80 to 89 percent	8
70 to 79 percent	7
60 to 69 percent	6
50 to 59 percent	5
40 to 49 percent	4
30 to 39 percent	3
20 to 29 percent	2
10 to 19 percent	1
No significant reduction (0 to 9 percent)	0

12. Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of the surrounding farmland to nonagricultural use?

Proposed project is incompatible with existing agricultural use of surrounding farmland	10 points
Proposed project is tolerable of existing agricultural use of surrounding farmland	9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland	0 points

Factor 12 determines whether conversion of the proposed agricultural site will eventually cause the conversion of neighboring farmland as a result of incompatibility of use of the first with the latter. The more incompatible the proposed conversion is with agriculture, the more protection this site receives from conversion. Therefore, if the proposed conversion is incompatible with agriculture, the site receives 10 points. If the project is tolerable with agriculture, it receives 9 to 1 points; and if the proposed conversion is compatible with agriculture, it receives 0 points.

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor-type site or design alternative for protection as farmland along with the land evaluation information.

For Water and Waste Programs, corridor analyses are not applicable for distribution or collection networks. Analyses are applicable for transmission or trunk lines where placement of the lines are flexible.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

- | | |
|--------------------------|-----------------------|
| (2) More than 90 percent | (3) 15 points |
| (4) 90 to 20 percent | (5) 14 to 1 point(s). |
| (6) Less than 20 percent | (7) 0 points |

(2) How much of the perimeter of the site borders on land in nonurban use?

- | | |
|--------------------------|-------------------|
| (3) More than 90 percent | (4) 10 point(s) |
| (5) 90 to 20 percent | (6) 9 to 1 points |
| (7) less than 20 percent | (8) 0 points |

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

- | | |
|--------------------------|----------------------|
| (4) More than 90 percent | (5) 20 points |
| (6) 90 to 20 percent | (7) 19 to 1 point(s) |
| (8) Less than 20 percent | (9) 0 points |

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

- | | |
|-----------------------|-----------|
| Site is protected | 20 points |
| Site is not protected | 0 points |

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County? (Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage of Farm Units in Operation with \$1,000 or more in sales.)

- | | |
|---|---------------|
| As large or larger | 10 points |
| Below average deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average | 9 to 0 points |

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

- | | |
|--|------------------|
| Acreage equal to more than 25 percent of acres directly converted by the project | 25 points |
| Acreage equal to between 25 and 5 percent of the acres directly converted by the project | 1 to 24 point(s) |
| Acreage equal to less than 5 percent of the acres directly converted by the project | 0 points |

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

- | | |
|--------------------------------------|-----------------|
| All required services are available | 5 points |
| Some required services are available | 4 to 1 point(s) |
| No required services are available | 0 points |

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

- | | |
|---------------------------------------|------------------|
| High amount of on-farm investment | 20 points |
| Moderate amount of on-farm investment | 19 to 1 point(s) |
| No on-farm investment | 0 points |

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

- | | |
|--|------------------|
| Substantial reduction in demand for support services if the site is converted | 25 points |
| Some reduction in demand for support services if the site is converted | 1 to 24 point(s) |
| No significant reduction in demand for support services if the site is converted | 0 points |

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

- | | |
|---|-----------------|
| Proposed project is incompatible to existing agricultural use of surrounding farmland | 10 points |
| Proposed project is tolerable to existing agricultural use of surrounding farmland | 9 to 1 point(s) |
| Proposed project is fully compatible with existing agricultural use of surrounding farmland | 0 points |

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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16613

JAN - 8 2016

Ms. Karla Reece, Section 7 Team Lead
National Marine Fisheries Service
Southeast Regional Office
Protected Resources
263 13th Ave. S.
St. Petersburg, FL 33701

Subj: REQUEST FOR INFORMAL CONSULTATION AND TECHNICAL ASSISTANCE – DELFIN
LNG LLC DEEPWATER PORT (USCG-2015-0472)

Dear Ms. Reece,

On May 8, 2015, Delfin LNG LLC (Delfin LNG) submitted an application to own, construct, operate and eventually decommission a deepwater port (DWP) for the export of liquefied natural gas (LNG). The application was supplemented on June 19, 2015 to provide information regarding areas of the application that were deemed incomplete by the U.S. Coast Guard (USCG) and Maritime Administration (MARAD). On November 18, 2015, Delfin LNG amended its application to increase LNG throughput capacity at the DWP.

In accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended, we seek technical assistance and to initiate informal consultation with your office regarding the presence of Federally-listed threatened and endangered species (including proposed and candidate species) and designated critical habitat (including habitat proposed for designation) within the project area and the extent to which the listed species and designated critical habitat may be affected by the Proposed Action. To fully analyze the impacts associated with the Proposed Action, we request you provide us with a list of proposed and listed threatened and endangered species and proposed and designated critical habitat within the Project Area to confirm what the Applicant has provided, as well as any specific concerns you may have with respect to the Proposed Action and interactions with species and habitat under the National Marine Fisheries Service's jurisdiction. Please note we have made a similar request for technical assistance and initiation of informal consultation with the United States Fish and Wildlife Service regarding species and habitat under its jurisdiction.

The Delfin LNG deepwater port amended application was noticed in the Federal Register on Thursday, December 24, 2015 and is available for viewing and downloading from the Federal Docket Management Facility site at <http://www.regulations.gov>, Docket Number USCG-2015-0472. Concurrent with the submittal of the amended application to the USCG and MARAD, Delfin LNG submitted an amended application to the Federal Energy Regulatory Commission (FERC) for a license to operate an onshore pipeline and compression facility, which would receive natural gas from the interstate pipeline grid and send it via existing pipeline infrastructure to the DWP where the natural gas would be liquefied, stored, and transferred to arriving cargo carriers. The FERC Docket and associated application for the onshore project may be accessed at: <http://www.ferc.gov/docs-filing/elibrary.asp> and viewing Docket No. CP15-490.

The proposed DWP would be located in Federal waters of the Outer Continental Shelf (OCS) West Cameron (WC) Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). Figure 1 (enclosed) depicts an overview of the entire project.

The proposed DWP would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline, to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore DWP. At the port, four semi-permanently moored floating liquefied natural gas vessels (FLNGVs) would be used to receive the natural gas, and liquefy, store, and offload it to arriving LNG trading carriers. New pipeline construction would include four new 30-inch diameter pipeline laterals, each approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs; and, a 700-foot 42-inch diameter bypass around existing offshore platform WC 167 to connect the HIOS and UTOS pipelines to each other. Finally, the project includes construction of four new tower yoke mooring systems to which the FLNGVs would be connected.

The onshore components of the proposed DWP would be located in Cameron Parish, Louisiana and would be licensed by FERC under a separate licensing process. The onshore facility would consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline; the addition of 120,000 horsepower of new compression and associated metering and regulation facilities; and the installation of new supply header pipelines, which will consist of: 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station; and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

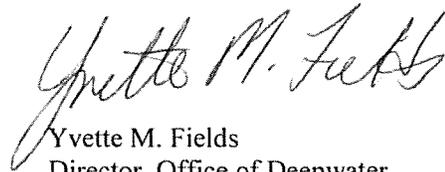
As stated in MARAD's Notice of Intent to Prepare an Environmental Impact Statement, dated July 29, 2015 (enclosed), the USCG and MARAD are preparing an Environmental Impact Statement (EIS) as part of the processing of Delfin's license application. As part of the EIS, we will fully analyze potential impacts on listed and proposed threatened and endangered species and designated and proposed critical habitat.

If you have any questions about this request or the preparation of the Delfin LNG EIS, please contact Ms. Melissa Perera, USCG Environmental Protection Specialist, at (202) 372-1446 or Melissa.E.Perera@uscg.mil. Thank you for your assistance. We look forward to working with you on the Delfin LNG project.

Sincerely,



Curtis E. Borland
Deepwater Ports Standards Division
U.S. Coast Guard



Yvette M. Fields
Director, Office of Deepwater
Ports and Offshore Activities
Maritime Administration

Enclosures: 1) Figure 1: General Location Map, Port Delfin LNG Project
2) Notice of Intent to Prepare an Environmental Impact Statement, dated July 29, 2015

Cc: David Bernhart, NMFS
Rachel Sweeney, NMFS
Kelly Shotts, NMFS
General Sec 7 e-mail, NMFS
Janine Cefalu, FERC



UNITED STATES DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office

263 13th Avenue South

St. Petersburg, Florida 33701-5505

<http://sero.nmfs.noaa.gov>

January 27, 2016

F/SER46:RH:jk

225/389-0508

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E., Room 1A
Washington, D.C. 20426

Dear Secretary Bose:

NOAA's National Marine Fisheries Service (NMFS) has received the Notice of Scoping for the proposed Delfin LNG project (Docket Nos. CP15-490-000, CP15-490-001) dated December 29, 2015. Delfin LNG LLC has amended their permit application with the Federal Energy Regulatory Commission to include new 30-inch and 42-inch pipelines within the existing Port Delfin onshore facility.

Based on our review of the scoping public notice and knowledge of the project area, NMFS believes the proposed new pipelines to be located within an area which is not tidally influenced, is not designated as essential fish habitat under provisions of the Magnuson-Stevens Fishery Conservation and Management Act and does not provide habitat supportive of marine fishery resources. As such, NMFS has no comments to provide on the addition of the two new pipelines to the Delfin LNG project.

We appreciate the opportunity to provide input on this project. If you wish to discuss this project further, please contact Richard Hartman at (225) 389-0508, extension 203.

Sincerely,

Virginia M. Fay
Assistant Regional Administrator
Habitat Conservation Division

c:
F/SER46, Swafford
Files



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

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Email: Curtis.E.Borland@uscg.mil

16613

JAN - 8 2016

Mr. Joshua Marceaux, Fish and Wildlife Biologist
Southwest Louisiana National Wildlife Refuge Complex Lacassine National Wildlife Refuge
209 Nature Road
Lake Arthur, LA 70549

Subj: REQUEST FOR INFORMAL CONSULTATION AND TECHNICAL ASSISTANCE – DELFIN
LNG LLC DEEPWATER PORT (USCG-2015-0472)

Dear Mr. Marceaux,

On May 8, 2015, Delfin LNG LLC (Delfin LNG) submitted an application to own, construct, operate and eventually decommission a deepwater port (DWP) for the export of liquefied natural gas (LNG). The application was supplemented on June 19, 2015 to provide information regarding areas of the application that were deemed incomplete by the U.S. Coast Guard (USCG) and Maritime Administration (MARAD). On November 18, 2015, Delfin LNG amended its application to increase LNG throughput capacity at the DWP.

In accordance with Section 7 of the Endangered Species Act of 1973 (ESA), as amended, we seek technical assistance and to initiate informal consultation with your office regarding the presence of Federally-listed threatened and endangered species (including proposed and candidate species) and designated critical habitat (including habitat proposed for designation) within the project area and the extent to which the listed species and designated critical habitat may be affected by the Proposed Action. To fully analyze the impacts associated with the Proposed Action, we request you provide us with a list of proposed and listed threatened and endangered species and proposed and designated critical habitat within the Project Area to confirm what the Applicant has provided, as well as any specific concerns you have with respect to the Proposed Action and interactions with species and habitat under U.S. Fish and Wildlife Service jurisdiction. Please note we have made a similar request for technical assistance and initiation of informal consultation with the National Marine Fisheries Service regarding species and habitat under its jurisdiction.

The Delfin LNG deepwater port amended application was noticed in the Federal Register on Thursday, December 24, 2015 and is available for viewing and downloading from the Federal Docket Management Facility site at <http://www.regulations.gov>, Docket Number USCG-2015-0472. Concurrent with the submittal of the amended application to the USCG and MARAD, Delfin LNG submitted an amended application to the Federal Energy Regulatory Commission (FERC) for a license to operate an onshore pipeline and compression facility, which would receive natural gas from the interstate pipeline grid and send it via existing pipeline infrastructure to the DWP where the natural gas would be liquefied, stored, and transferred to arriving cargo carriers. The FERC Docket and associated application for the onshore project may be accessed at: <http://www.ferc.gov/docs-filing/elibrary.asp> and viewing Docket No. CP15-490.

The proposed DWP would be located in Federal waters of the Outer Continental Shelf (OCS) West Cameron (WC) Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). Figure 1 (enclosed) depicts an overview of the entire project.

The proposed DWP would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline, to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore DWP. At the port, four semi-permanently moored floating liquefied natural gas vessels (FLNGVs) would be used to receive the natural gas, and liquefy, store, and offload it to arriving LNG trading carriers. New pipeline construction would include four new 30-inch diameter pipeline laterals, each approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs; and, a 700-foot 42-inch diameter bypass around existing offshore platform WC 167 to connect the HIOS and UTOS pipelines to each other.. Finally, the project includes construction of four new tower yoke mooring systems to which the FLNGVs would be connected.

The onshore components of the proposed DWP would be located in Cameron Parish, Louisiana and would be licensed by FERC under a separate licensing process. The onshore facility would consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline; the addition of 120,000 horsepower of new compression and associated metering and regulation facilities; and the installation of new supply header pipelines, which will consist of: 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station; and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

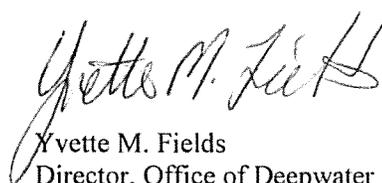
As stated in MARAD's Notice of Intent to Prepare an Environmental Impact Statement, dated July 29, 2015 (enclosed), the USCG and MARAD are preparing an Environmental Impact Statement (EIS) as part of the processing of Delfin's license application. As part of the EIS, we will fully analyze potential impacts on listed and proposed threatened and endangered species and designated and proposed critical habitat.

If you have any questions about this request or the preparation of the Delfin LNG EIS, please contact Ms. Melissa Perera, USCG Environmental Protection Specialist, at (202) 372-1446 or Melissa.E.Perera@uscg.mil. Thank you for your assistance. We look forward to working with you on the Delfin LNG project.

Sincerely,



Curtis E. Borland
Deepwater Ports Standards Division
U.S. Coast Guard



Yvette M. Fields
Director, Office of Deepwater
Ports and Offshore Activities
Maritime Administration

Enclosures: 1) Figure 1: General Location Map, Port Delfin LNG Project
2) Notice of Intent to Prepare an Environmental Impact Statement, dated July 29, 2015

Cc: Brad S. Rieck, USFWS
Jeff Weller, USFWS
Janine Cefalu, FERC



United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506



ORIGINAL

January 15, 2016

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street NE
Washington, DC 20426

FILED
SECRETARY OF THE
COMMISSION
2016 FEB - 1 A 3:31
FEDERAL ENERGY
REGULATORY COMMISSION

Subject: Comments regarding the Notice of Scoping for the Proposed Delfin LNG, LLC Project (Delfin LNG); Federal Energy Regulatory Commission (FERC) No. CP15-490-000 and CP-15-490-001; Cameron Parish, Louisiana (Department of Interior Reference No. ER 15/0718).

Dear Ms. Bose:

The Fish and Wildlife Service's Louisiana Ecological Services Office (Service) has received the FERC's Notice of Scoping for the proposed construction of the Delfin LNG Project in Cameron Parish, Louisiana. That proposed project would consist of both onshore and offshore facilities. The proposed onshore location would impact approximately 19.4 acres and would be comprised of activating the formerly abandoned U-T offshore system (UTOS) pipeline, constructing new connecting pipelines, a compressor station, and appurtenant facilities. The majority of those proposed activities would be within the PSI Midstream Partners L.P. (PSI) Cameron Meadows Gas Plant and adjacent Transcontinental Gas Pipeline, LLC (Transco) Station 44 areas. The new connecting pipelines would consist of a 0.25-mile, 42-inch-diameter pipeline to connect the UTOS line to the new meter station and twin 0.6-mile, 30-inch diameter pipelines. The proposed offshore location activities would include constructing four new floating liquefied natural gas vessels (FLNGV) hulls, and four, 30-inch, 1.5 mile subsea pipelines that would connect to four FLNGV. The Service has reviewed the information provided and offers the following comments for the project area and species within our jurisdiction. Those comments are in accordance with provisions of the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852; 42 U.S.C. 4321 *et seq.*), the Endangered Species Act (ESA) of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*), the Migratory Bird Treaty Act (MBTA) (40 Stat. 755, as amended; 16 U.S.C. 703 *et seq.*), and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 *et seq.*).

Threatened and Endangered Species

Piping Plover

The piping plover (*Charadrius melodus*), federally listed as a threatened species, is a small (7 inches long), pale, sand-colored shorebird that winters in coastal Louisiana and may be present for 8 to 10 months annually. Piping plovers arrive from their northern breeding grounds as early as late July and remain until late March or April. They feed on polychaete marine worms, various crustaceans, insects and their larvae, and bivalve mollusks that they peck from the top of or just beneath the sand. Piping plovers forage on intertidal beaches, mudflats, sand flats, algal flats, and wash-over passes with no or very sparse emergent vegetation. They roost in unvegetated or sparsely vegetated areas, which may have debris, detritus, or micro-topographic relief offering refuge to plovers from high winds and cold weather. They also forage and roost in wrack (i.e., seaweed or other marine vegetation) deposited on beaches. In most areas, wintering piping plovers are dependent on a mosaic of sites distributed throughout the landscape, because the suitability of a particular site for foraging or roosting is dependent on local weather and tidal conditions. Plovers move among sites as environmental conditions change, and studies have indicated that they generally remain within a 2-mile area. Major threats to this species include the loss and degradation of habitat due to development, disturbance by humans and pets, and predation.

On July 10, 2001, the Service designated critical habitat for wintering piping plovers (Federal Register Volume 66, No. 132); a map of the seven critical habitat units in Louisiana can be found at <http://criticalhabitat.fws.gov/crithab>. Their designated critical habitat identifies specific areas that are essential to the conservation of the species. The primary constituent elements for piping plover wintering habitat are those habitat components that support foraging, roosting, and sheltering and the physical features necessary for maintaining the natural processes that support those habitat components. Constituent elements are found in geologically dynamic coastal areas that contain intertidal beaches and flats (between annual low tide and annual high tide), and associated dune systems and flats above annual high tide. Important components (or primary constituent elements) of intertidal flats include sand and/or mud flats with no or very sparse emergent vegetation. Adjacent unvegetated or sparsely vegetated sand, mud, or algal flats above high tide are also important, especially for roosting plovers

Further consultation with this office will be necessary if the proposed action may directly or indirectly affect the piping plover. In addition, should the proposed action involve federal implementation, funding, or a federal permit and directly or indirectly affect designated critical habitat, further consultation with this office will be necessary.

Red Knot

The threatened red knot (*Calidris canutus rufa*) is a medium-sized shorebird about 9 to 11 inches (23 to 28 centimeters) in length with a proportionately small head, small eyes, short neck, and short legs. The black bill tapers steadily from a relatively thick base to a relatively fine tip; bill length is not much longer than head length. Legs are typically dark gray to black, but sometimes greenish in juveniles or older birds in non-breeding plumage. Non-breeding plumage

is dusky gray above and whitish below. The red knot breeds in the central Canadian arctic but is found in Louisiana during spring and fall migrations and the winter months (generally September through March).

During migration and on their wintering grounds, red knots forage along sandy beaches, tidal mudflats, salt marshes, and peat banks. Observations along the Texas coast indicate that red knots forage on beaches, oyster reefs, and exposed bay bottoms, and they roost on high sand flats, reefs, and other sites protected from high tides. In wintering and migration habitats, red knots commonly forage on bivalves, gastropods, and crustaceans. Coquina clams (*Donax variabilis*), a frequent and often important food resource for red knots, are common along many gulf beaches. Major threats to this species along the Gulf of Mexico include the loss and degradation of habitat due to erosion, shoreline stabilization, and development; disturbance by humans and pets; and predation.

If implementation of the proposed action has the potential to directly or indirectly affect the red knot or its habitat, further consultation with this office will be necessary.

West Indian Manatee

The endangered West Indian manatee (*Trichechus manatus*) is known to regularly occur in Lakes Pontchartrain and Maurepas and their associated coastal waters and streams. It also can be found less regularly in other Louisiana coastal areas, most likely while the average water temperature is warm. Based on data maintained by the Louisiana Natural Heritage Program (LNHP), over 80 percent of reported manatee sightings (1999-2011) in Louisiana have occurred from the months of June through December. Manatee occurrences in Louisiana appear to be increasing and they have been regularly reported in the Amite, Blind, Tchefuncte, and Tickfaw Rivers, and in canals within the adjacent coastal marshes of southeastern Louisiana. Manatees may also infrequently be observed in the Mississippi River and coastal areas of southwestern Louisiana. Cold weather and outbreaks of red tide may adversely affect these animals. However, human activity is the primary cause for declines in species number due to collisions with boats and barges, entrapment in flood control structures, poaching, habitat loss, and pollution.

During in-water work in areas that potentially support manatees all personnel associated with the project should be instructed about the potential presence of manatees, manatee speed zones, and the need to avoid collisions with and injury to manatees. All personnel should be advised that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act of 1972 and the Endangered Species Act of 1973. Additionally, personnel should be instructed not to attempt to feed or otherwise interact with the animal, although passively taking pictures or video would be acceptable.

- All on-site personnel are responsible for observing water-related activities for the presence of manatee(s). We recommend the following to minimize potential impacts to manatees in areas of their potential presence:
- All work, equipment, and vessel operation should cease if a manatee is spotted within a 50-foot radius (buffer zone) of the active work area. Once the manatee has left the buffer zone

on its own accord (manatees must not be herded or harassed into leaving), or after 30 minutes have passed without additional sightings of manatee(s) in the buffer zone, in-water work can resume under careful observation for manatee(s).

- If a manatee(s) is sighted in or near the project area, all vessels associated with the project should operate at “no wake/idle” speeds within the construction area and at all times while in waters where the draft of the vessel provides less than a four-foot clearance from the bottom. Vessels should follow routes of deep water whenever possible.
- If used, siltation or turbidity barriers should be properly secured, made of material in which manatees cannot become entangled, and be monitored to avoid manatee entrapment or impeding their movement.
- Temporary signs concerning manatees should be posted prior to and during all in-water project activities and removed upon completion. Each vessel involved in construction activities should display at the vessel control station or in a prominent location, visible to all employees operating the vessel, a temporary sign at least 8½ " X 11" reading language similar to the following: “CAUTION BOATERS: MANATEE AREA/ IDLE SPEED IS REQUIRED IN CONSRUCTION AREA AND WHERE THERE IS LESS THAN FOUR FOOT BOTTOM CLEARANCE WHEN MANATEE IS PRESENT”. A second temporary sign measuring 8½ " X 11" should be posted at a location prominently visible to all personnel engaged in water-related activities and should read language similar to the following: “CAUTION: MANATEE AREA/ EQUIPMENT MUST BE SHUTDOWN IMMEDIATELY IF A MANATEE COMES WITHIN 50 FEET OF OPERATION”.
- Collisions with, injury to, or sightings of manatees should be immediately reported to the Service’s Louisiana Ecological Services Office (337/291-3100) and the Louisiana Department of Wildlife and Fisheries, Natural Heritage Program (225/765-2821). Please provide the nature of the call (i.e., report of an incident, manatee sighting, etc.); time of incident/sighting; and the approximate location, including the latitude and longitude coordinates, if possible.

If implementation of the proposed action has the potential to directly or indirectly affect the West Indian manatee, further consultation with this office will be necessary.

Sea Turtles

There are five species of federally listed threatened or endangered sea turtles that forage in the near shore waters, bays, and estuaries of Louisiana. The National Marine Fisheries Service (NMFS) is responsible for aquatic marine threatened or endangered species that occur in the marine environment. Please contact Eric Hawk (727/824-5312) at the NMFS Regional Office in St. Petersburg, Florida, for information concerning those species in the marine environment.

When sea turtles leave the marine environment and come onshore to nest, the Service is responsible for those species. Two species, the threatened loggerhead sea turtle (*Caretta caretta*) and the endangered Kemp’s ridley sea turtle (*Lepidochelys kempii*) could potentially nest in Louisiana during the summer months (i.e., May through November). Historical records indicate

that loggerheads nested on the Chandeleur Islands and recent data indicate rare nesting attempts along Fourchon Beach in Lafourche Parish. The Kemp's ridley is known to nest in coastal Texas and Alabama; thus, nesting attempts could possibly occur in Louisiana as that species achieves recovery. The primary threats to nesting beaches include coastal development and construction, placement of erosion control structures and other barriers to nesting, beachfront lighting, vehicular and pedestrian traffic, sand extraction, beach erosion, beach nourishment, beach pollution, removal of native vegetation, and planting of non-native vegetation (USFWS 2007).

To avoid potential direct or indirect affects to the loggerhead sea turtle and/or the Kemp's ridley sea turtle, we recommend that you contact this office if your activities would occur on coastal beaches during the summer months (i.e., May through November).

Candidate Species

Sprague's Pipit

The Sprague's pipit (*Anthus spragueii*), is a candidate species for federal listing as a threatened or endangered species. Candidate species are those taxa for which the Service has on file sufficient information regarding biological vulnerability and threat(s) to support issuance of a proposal to list, but issuance of a proposed rule is currently precluded by higher priority listing actions. Sprague's pipit is a small (4 to 6 inches in length) passerine bird with a plain buffy face, a large eye-ring, and buff and blackish streaking on the crown, nape, and under parts. It winters in Louisiana, arriving from its northern breeding grounds in September and remaining until April. Migration and wintering ecology of this species is poorly known, but Sprague's pipit exhibits a strong preference for open grassland (i.e., native prairie) with native grasses of intermediate height and thickness, and it avoids areas with too much shrub encroachment. Its use of an area is dependent upon habitat conditions. This species is a ground feeder and forages mainly on insects but will occasionally eat seeds.

There is currently no requirement under the Endangered Species Act for consultation regarding project impacts on candidate species. In the interest of conserving the Sprague's pipit, we encourage you to avoid project activities that would adversely affect this species or its habitat. Should it be federally listed as threatened or endangered in the future, however, further consultation on project impacts to this species could then be necessary.

Migratory Birds

The proposed onshore location may contain back dune scrub-shrub areas and coastal chenier ridges. Those areas are considered to be the most important habitat for many neotropical migratory birds during fall and spring seasons. Of the 160 species of neotropical migrant songbirds in the Western Hemisphere, more than half utilize Louisiana cheniers at some point during the year (Barrow and Fontenot 2006). During migration, millions of migrating birds use these habitats as vital resting and foraging habitat. In the spring, many trans-gulf migrants use these habitats as their first landfall. As the nearest sheltered stopover habitats encountered by trans-gulf-migrating neotropical songbirds, these thin bands of maritime habitat serve a crucial role in providing food, water, and resting-shelter for the bulk of eastern North America's

migratory flycatchers, vireos, thrushes, warblers, tanagers, orioles, buntings, and sparrows (Fontenot 2012). This is particularly important during the frequent periods of inclement weather that occur during the spring. In the fall, these ridges are uniquely situated to provide a final feeding site for those species beginning a trans-gulf migratory flight (Barrow and Fontenot 2006). Many species of neotropical migrant songbirds have experienced a dramatic decline over the past few decades (Sauer et al 2008). This is in part due to the fact that this key migration habitat is extremely imperiled. Because of their proximity to the Gulf of Mexico, these maritime forested ridges and scrub-shrub habitats incur severe impacts from tropical storm tidal surges, and because they represent the highest land from the shoreline, they incur considerable development pressure.

Because of the high importance attributed to maritime ridge/dune habitat for avian species of conservation concern, and because this habitat type is considered to be in high decline, the Service recommends the habitat types and acreage within all areas affected by the proposed onshore action (both temporary and permanent impacts) be disclosed and assessed for impacts to migratory birds. That information is necessary in order to determine if the impact of this project warrants migratory bird mitigation.

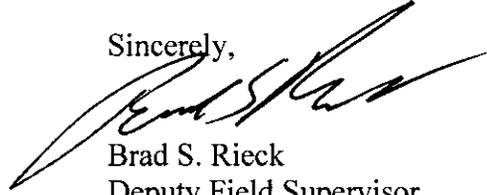
The Service defines the term “mitigation” to include: (1) avoiding the impact altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (3) rectifying the impact by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the lifetime of the action; and, (5) compensating for the impact by replacing or providing substitute resources or environments (Federal Register, Volume 46, No. 15, 1981).

Jurisdictional Wetlands

The onshore project area appears to contain jurisdictional wetlands, which provide valuable habitat for fish and wildlife within Federal trusteeship, including resident and migratory waterfowl, wading birds, and songbirds. In addition to their habitat values, the project area wetlands provide floodwater storage and perform important water quality functions by reducing dissolved nutrient levels and removing suspended sediments. Therefore, all unavoidable jurisdictional wetland impacts and compensatory mitigation for such impacts would be assessed through the U.S. Army Corps of Engineers permitting process. In accordance with Service Mitigation Policy and Section 404 of the Clean Water Act, there should be no net loss of wetlands resulting from project implementation. The Service will provide official comments on jurisdictional wetland impacts and any compensatory mitigation proposal through the U.S. Army Corps of Engineers permitting process.

If you require further assistance, please contact Joshua Marceaux (337/774-5923).

Sincerely,



Brad S. Rieck
Deputy Field Supervisor
Louisiana Ecological Services Office

cc: EPA, Dallas, TX
NMFS, Baton Rouge, LA
FWS, Atlanta, GA (Attn: Christine Willis)
USACE, Regulatory Functions Branch, New Orleans, LA
LDWF, Baton Rouge, LA (Attn: Kyle Balkum)
LDWF, Natural Heritage Program, Baton Rouge, LA
LADNR, CMD, Baton Rouge, LA

Literature Cited

- Barrow, Jr., W.C. and B. Fontenot. 2006. Vanishing before our eyes: Louisiana cheniere woods and the birds that depend on them. The Barataria-Terrebonne National Estuary Program. Thibodeaux, Louisiana.
- Sauer, J.R., J.E. Hines, and J. Fallon. 2008. The North American Breeding Bird Survey, Results and Analysis 1966 - 2007. Version 5. 15.2008. USGS Patuxent Wildlife Research Center. Laurel, Maryland.
- Fontenot, B. 2012. Birding Louisiana: Habitats and Ecology -Understanding Coastal Zone Bird Habitats and Ecology. birdwatchersdigest.com
- USFWS. 2007. Loggerhead sea turtle (*Caretta caretta*) 5 year review: summary and evaluation. Jacksonville, FL.

From: Little, James MVN [mailto:James.Little@usace.army.mil]
Sent: Friday, January 15, 2016 5:14 PM
To: Bachman, Roddy C CIV
Cc: Barbara, Darrell MVN
Subject: RE: UPDATE Delfin LNG: AMENDED Deepwater Port License Application of NOVEMBER 19, 2015 - Request for Comments

Roddy,

We have received the amended Deepwater Port Application dated November 19, 2015 and have reviewed it. At this time, the New Orleans District, Regulatory Branch still considers the Department of the Army Section 404 permit application incomplete, as we do not have an approved Jurisdictional Wetland Determination yet. The jurisdictional determination is being processed at this time and once it is approved we should be able to move forward with permit processing. If you have any questions or need anything else, please call or email us. Thank you.

James W. Little, Jr.
Senior Project Manager
U.S. Army Corps of Engineers
New Orleans District (OD-S)
P. O. Box 44487
Baton Rouge, LA 70804-4487
(225)342-3099 Office
(225)342-9439 FAX
(504)432-3735 Cell

BOEM Comment & Response Matrix
Deepwater Port License Application for Delfin LNG Project

#	Location			Comment	Type*		Reviewer	Response or Resolution
	Page	Line	Section		M	NM		
16.								
17.								
18.								
19.								
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22.								
23.								
24.								
25.								
26.								
27.								

Indicate reviewer initials, name, phone number, and e-mail address for each reviewer here

*** Comment Type**

- **M = Mandatory comment:** A comment that points out factual error, policy misstatement, or misleading or erroneous interpretation(s). Mandatory comments require the document preparer to respond how the comment is acted upon.
- **NM = Non-Mandatory comment:** A comment that makes recommendations for syntax changes, grammatical style, paragraph restructuring or reformatting, rewording. Non-mandatory comments require no response and are acted upon at the discretion of the document preparer.

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

Commandant (CG-OES-2)
Attn: Vessel and Facility Operating
Standards Division
U.S. Coast Guard STOP 7509
2703 Martin Luther King Jr. Ave. SE
Washington, DC 20593-7509
Phone: (202) 372-1444
Fax: (202) 372-8382
Email: Curtis.E.Borland@uscg.mil

16113

Mr. Daniel P. Werner
Chief Operating Officer
Delfin LNG, LLC
1100 Louisiana Street, Suite 3550
Houston, TX 77002
Docket#: USCG-2015-0472

MAR - 7 2016

Dear Mr. Werner:

By notice provided in this letter, the Coast Guard (USCG) and Maritime Administration (MARAD) have determined that in order to complete the Environmental Impact Statement (EIS) for the Delfin LNG deepwater port license application, we must suspend the timeline ("stop clock") for processing this application.

An applicant for a license under the Deepwater Port Act of 1974, as amended (DWPA) may be required to provide "any analysis" deemed necessary for the processing of its application (33 Code of Federal Regulations (C.F.R.) § 148.107(a)). In order to complete development of the Delfin project's EIS, we request you provide responses to the following information requests that have been sent to Delfin separately:

- A. Air quality modeling information for the proposed offshore and onshore construction and operation components (information request sent 2/18/2016 from USCG to follow-up on Delfin's response to a prior information request; see also Federal Energy Regulatory Commission information request sent on 2/12/2016);
- B. Thermal plume modeling results (information request sent from USCG on 3/3/2016 to follow-up on Delfin's response to a prior information request); and,
- C. Reverse osmosis generator discharge plume modeling results (information request sent from USCG on 3/3/2016 to follow-up on Delfin's response to a prior information request).

This "stop clock" is effective from the date of this letter until such time as the USCG and MARAD: 1) receive the required information; and 2) make a determination the required information is sufficient to fulfill the requirements of the National Environmental Policy Act and complete preparation of the Delfin project EIS.

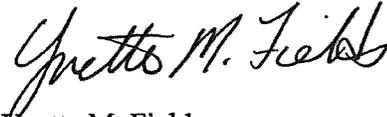
The period of the "stop clock" does not count against the time limits set forth in 33 C.F.R. § 148.276. During the period of "stop clock," we will continue to work with our third party contractor, other Federal and State cooperating agencies, and your project team on development of the EIS in resource areas not related to the requested information.

If you have any questions, please contact Mr. Roddy Bachman, Coast Guard, at (202) 372-1451; Roddy.C.Bachman@uscg.mil; or Mr. Linden Houston, MARAD, at (202) 366-4839; Linden.Houston@dot.gov.

Sincerely,



C. E. Borland
Attorney/Advisor
Vessel and Facility Operating Standards
U.S. Coast Guard



Yvette M. Fields
Director, Office of Deepwater
Ports and Offshore Activities
Maritime Administration

cc: Docket # USCG-2015-0472
Ms. Janine Cefalu, FERC
Mr. Kyle Moorman, DOE
Mr. Joseph Sieve, PHMSA
Mr. William Daughdrill, Delfin
Ms. Joanne Rotondi, Hogan Lovells US LLP
Mr. Patrick Nevins, Hogan Lovells US LLP
Mr. Antonino Riccobono, E&E
Federal, State, Local Agency Distribution

State Agency Correspondence



U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

July 24, 2015

The Honorable Greg Abbott
Governor of Texas
Austin, Texas 78711-2428

Re: Delfin Deepwater Port License Application and Adjacent Coastal State Determination

Dear Governor Abbott:

On May 8, 2015, as supplemented on June 19, 2015, Delfin LNG LLC submitted an application to the Maritime Administration (MARAD) for a license to own, construct, and operate a natural gas deepwater port known as Delfin LNG (Delfin LNG). The proposed deepwater port, if approved, would be the first of its kind offshore terminal operated for the purpose of exporting liquefied natural gas (LNG) to the global market. Pursuant to criteria set forth in the Deepwater Port Act of 1974, as amended (DWPA) (33 United States Code §§ 1501 – 1524), I hereby notify you that both the States of Texas and Louisiana are designated as Adjacent Coastal States for the Delfin LNG deepwater port license application.

The proposed Delfin LNG deepwater port will have both onshore and offshore components. The proposed deepwater port will be located in Federal waters within the Outer Continental Shelf approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana in water depths ranging from approximately 64 to 72 feet. The proposed Delfin LNG deepwater port will reuse and repurpose the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore deepwater port.

If approved, Delfin LNG will use four semi-permanently moored floating liquefied natural gas vessels (FLNGVs) for receiving the natural gas at the deepwater port, in addition to liquefying, storing and transferring the gas to arriving LNG trading carriers. Additionally, Delfin LNG will include four new 30-inch diameter pipeline laterals, each extending approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs. Delfin LNG will also involve construction of a new 700-foot 42-inch diameter pipeline bypass around the existing WC 167 platform to connect the HIOS and UTOS pipelines to each other. Finally, the proposed deepwater port will include construction of four new tower yoke mooring systems to which the FLNGVs will be connected. A conceptual image of the proposed deepwater port is included for your reference.

The onshore components of Delfin LNG will be located in Cameron Parish, Louisiana and will be licensed by the Federal Energy Regulatory Commission (FERC) under a separate licensing process (see FERC Docket No. CP15-490-000; 80 FR 30226 (May 27, 2015)). The onshore facility will consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline, the addition of 74,000 horsepower of new compression, associated metering and regulation facilities and the installation of new supply header pipelines. The supply header pipelines will consist of 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

The DWPA grants the Secretary of Transportation the authority to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to MARAD. The U.S. Coast Guard (USCG) is the co-lead Federal agency for processing the Delfin LNG deepwater port license application. Together, MARAD and USCG will consult with other Federal agencies, your designated State representative and other appropriate Texas and Louisiana State agencies to ensure a complete review under the National Environmental Policy Act and other applicable environmental protection laws are satisfied.

Further, section 1503(c)(8) of the DWPA provides that the Secretary may issue a license if the Governor of the Adjacent Coastal State(s) approves or is presumed to approve issuance of the license. MARAD and USCG will hold public hearings on the application to allow interested parties to receive information on the proposed Delfin LNG deepwater port and provide comments verbally and in writing. Within 45 days after the final hearing, you may notify MARAD in writing, of your approval, approval with conditions or disapproval of the application. MARAD will not consider written approvals or disapprovals of the application from Texas or Louisiana until the start of the 45-day period after the final public hearing.

Along with the copy provided to you, a copy of the Delfin LNG deepwater port license application is being sent to the Texas General Land Office. We will work with the Texas General Land Office to identify other key State agencies and public stakeholders and will provide them with application information and an invitation to participate in the public comment process.

If you have any questions, please feel free to contact Ms. Yvette M. Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,

A handwritten signature in black ink that reads "Paul N. Jaenichen". The signature is written in a cursive style with a large, prominent initial "P".

Paul N. Jaenichen
Maritime Administrator

Enclosures: Delfin LNG Deepwater Port License Application
Picture: Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

Copy: Curtis Borland, U.S. Coast Guard
Roddy Bachman, U.S. Coast Guard
Janine Cefalu, Federal Energy Regulatory Commission
Texas General Land Office (with application attachments)



Figure 4 Artist's Rendering of Delfin Deepwater Port Layout



Figure 8 Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

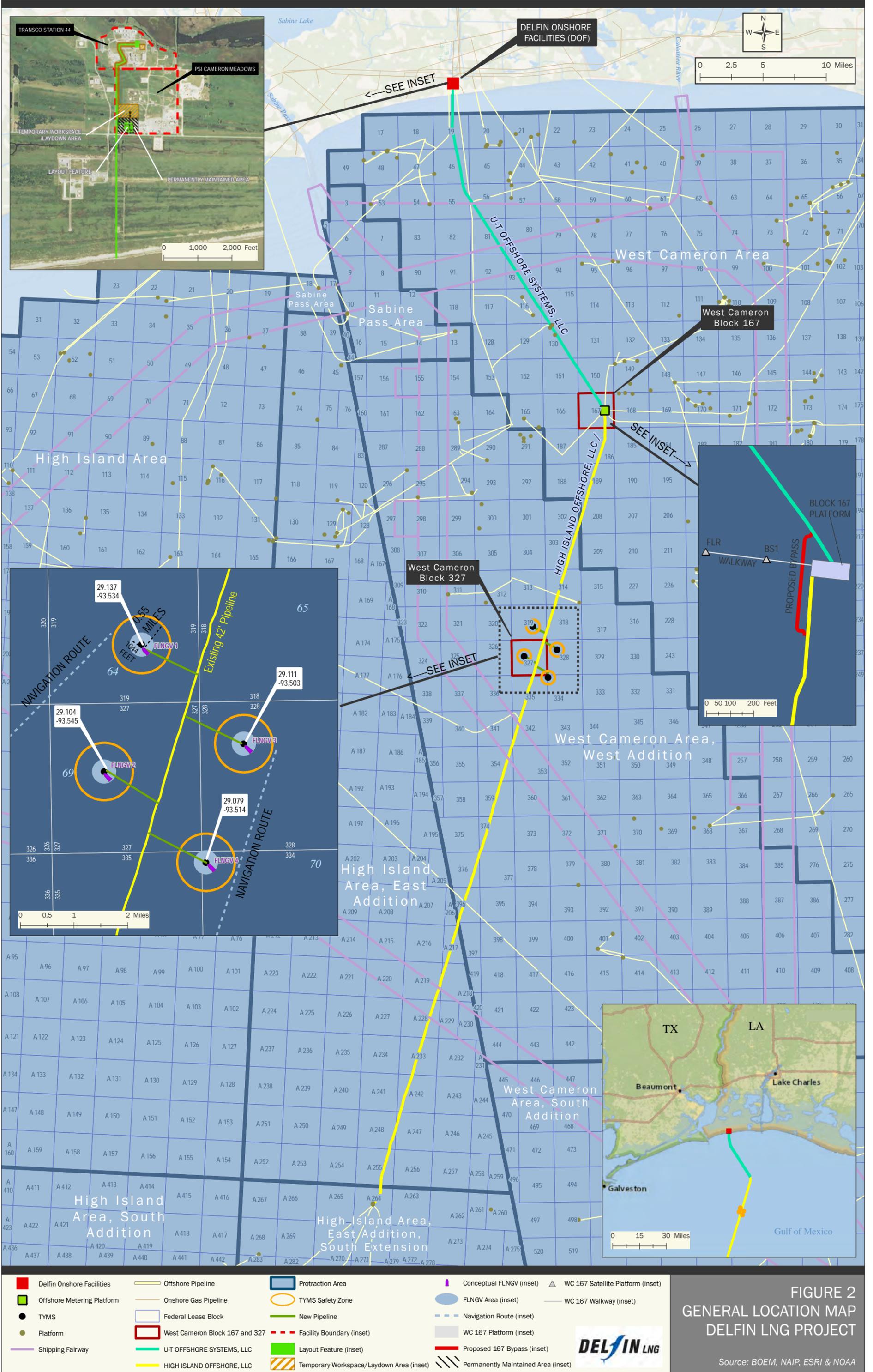


FIGURE 2
GENERAL LOCATION MAP
DELFIN LNG PROJECT

Source: BOEM, NAIP, ESRI & NOAA





U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

July 24, 2015

The Honorable Bobby Jindal
Governor of Louisiana
Baton Rouge, LA 70804-9004

Re: Delfin Deepwater Port License Application and Adjacent Coastal State Determination

Dear Governor Jindal:

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The proposed Delfin LNG deepwater port will have both onshore and offshore components. The proposed deepwater port will be located in Federal waters within the Outer Continental Shelf approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana in water depths ranging from approximately 64 to 72 feet. The proposed Delfin LNG deepwater port will reuse and repurpose the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore deepwater port.

If approved, Delfin LNG will use four semi-permanently moored floating liquefied natural gas vessels (FLNGVs) for receiving the natural gas at the deepwater port, in addition to liquefying, storing and transferring the gas to arriving LNG trading carriers. Additionally, Delfin LNG will include four new 30-inch diameter pipeline laterals, each extending approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs. Delfin LNG will also involve construction of a new 700-foot 42-inch diameter pipeline bypass around the existing WC 167 platform to connect the HIOS and UTOS pipelines to each other. Finally, the proposed deepwater port will include construction of four new tower yoke mooring systems to which the FLNGVs will be connected. A conceptual image of the proposed deepwater port is included for your reference.

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The DWPA grants the Secretary of Transportation the authority to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to MARAD. The U.S. Coast Guard (USCG) is the co-lead Federal agency for processing the Delfin LNG deepwater port license application. Together, MARAD and USCG will consult with other Federal agencies, your designated State representative and other appropriate Louisiana and Texas State agencies to ensure a complete review under the National Environmental Policy Act and other applicable environmental protection laws are satisfied.

Further, section 1503(c)(8) of the DWPA provides that the Secretary may issue a license if the Governor of the Adjacent Coastal State(s) approves or is presumed to approve issuance of the license. MARAD and USCG will hold public hearings on the application to allow interested parties to receive information on the proposed Delfin LNG deepwater port and provide comments verbally and in writing. Within 45 days after the final hearing, you may notify MARAD in writing, of your approval, approval with conditions or disapproval of the application. MARAD will not consider written approvals or disapprovals of the application from Louisiana or Texas until the start of the 45-day period after the final public hearing.

Along with the copy provided to you, a copy of the Delfin LNG deepwater port license application is being sent to the Office of the Secretary, Louisiana Department of Environmental Quality. We will work with the Louisiana Department of Environmental Quality to identify other key State agencies and public stakeholders and will provide them with application information and an invitation to participate in the public comment process.

If you have any questions, please feel free to contact Ms. Yvette M. Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,



Paul N. Jaenicke
Maritime Administrator

Enclosures: Delfin LNG Deepwater Port License Application
Picture: Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

Copy: Curtis Borland, U.S. Coast Guard
Roddy Bachman, U.S. Coast Guard
Janine Cefalu, Federal Energy Regulatory Commission
Louisiana Department of Environmental Quality (with application attachments)



Figure 4 Artist's Rendering of Delfin Deepwater Port Layout



Figure 8 Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

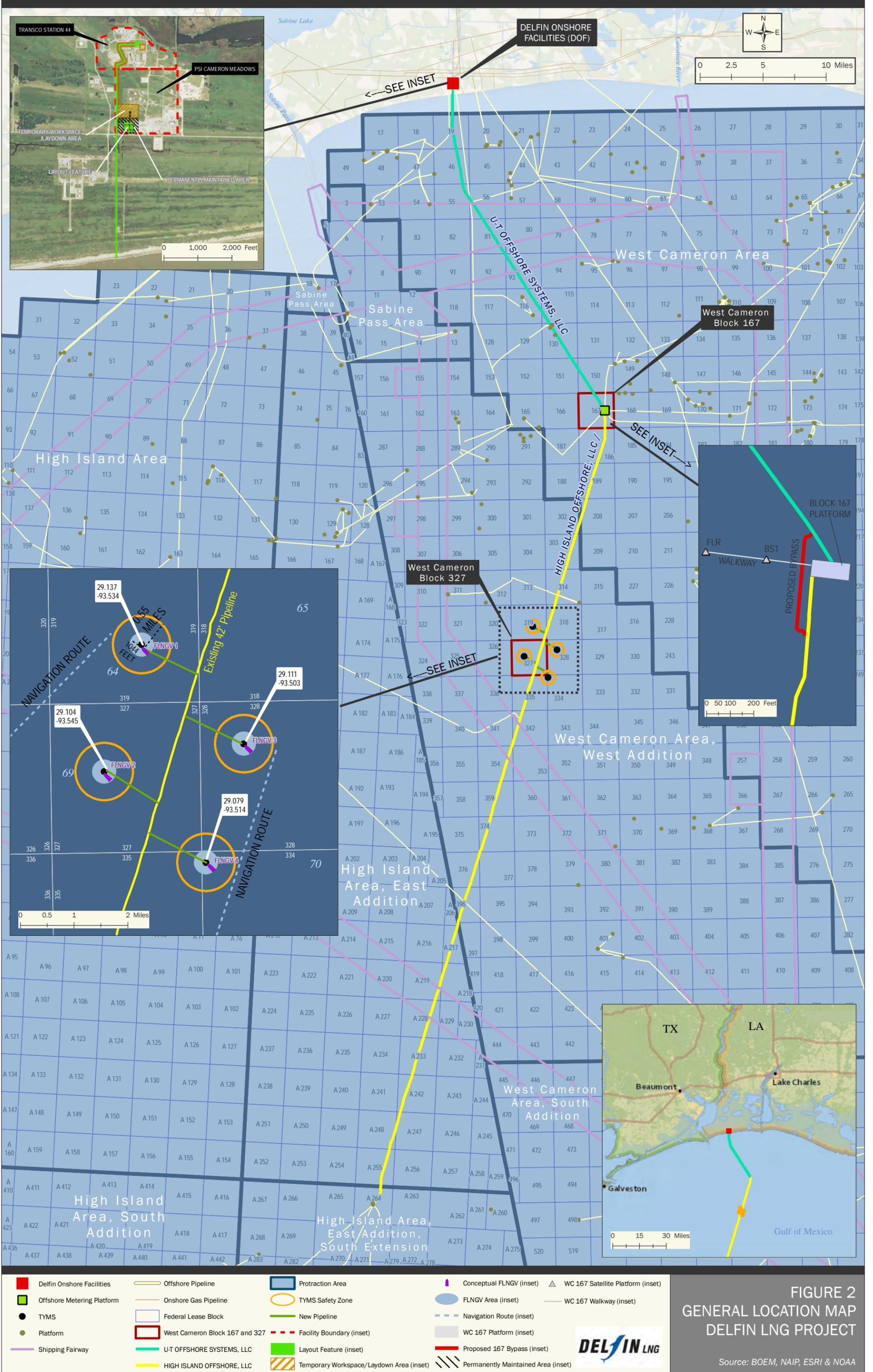


FIGURE 2
GENERAL LOCATION MAP
DELFIN LNG PROJECT

Source: BOEM, NAIP, ESRI & NOAA



U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave SE Stop 7509
Washington, DC 20593-7509
Staff Symbol: CG-OES-2
Phone: (202) 372-1451
Fax: (202) 372-8382
Email: Roddy.C.Bachman@uscg.mil

16613
July 31, 2015

To: Debbie Johnson-Houston, Library Director
McNeese State University Lether Frazar Memorial Library
Box 91445, Lake Charles, LA 70609

Circulation Department
Lamar University Mary and John Gray Library
PO Box 10021, Beaumont, TX 77710

Clare Coleman,
Calcasieu Parish Public Library
310 West Claude Street, Lake Charles, LA 70605

Steven Williams
Port Arthur Public Library
4615 9th Avenue, Port Arthur, TX 77642

Delia Sanders
Cameron Parish Public Library
501 Marshall St, Cameron, LA 70631

Subj: DELFIN LNG LLC DEEPWATER PORT
DEEPWATER PORT APPLICATION FOR LIBRARY PUBLIC ACCESS

Ref: Docket# USCG-2015-0472

Dear Sir or Madam

Enclosed is the *Deepwater Port License Application for the Delfin LNG Project May 8, 2015 – Supplemented June 19, 2015* (www.regulations.gov Docket Number USCG-2015-0472) submitted to the Coast Guard and Maritime Administration and the related FERC Application *Delfin LLC Abbreviated Application for a Certificate of Public Convenience and Necessity* (FERC Docket No. CP15-490-000). The enclosed applications are for public access, allowing the public to participate in the environmental review process by providing comments or suggestions during the scoping period. ***Please help us involve the public by placing the Applications along with this cover letter in an accessible location within the library.***

The USCG and the MARAD invite public comments relating to the scope of the EIS and the application. ***Comments and related information must reach the Docket Management Facility on or before August 28, 2015.*** Information regarding the upcoming open houses and public meetings, providing comments, the application review process and application summary are included in the enclosed Dear Interested Party Letter and enclosed Federal Register Notice of Intent. The license application, and other associated documentation are also available for viewing at the Federal Docket Management System website: <http://www.regulations.gov> under docket number USCG-2015-0472.

We thank you for your assistance in this public outreach. Please contact me with any questions.

A handwritten signature in black ink that reads "RC Bachman".

Roddy C. Bachman
Project Manager, Deepwater Ports
Vessel and Facility Operating Standards Division, CG-OES-2
U.S. Coast Guard Headquarters
2703 Martin Luther King Jr. Ave. SE Stop 7509
Washington, DC 20593-7509 202-372-1451 or Roddy.C.Bachman@uscg.mil

Enclosures: 1. Delfin deepwater Port Application
2. FERC Application
3. Dear Interested Party Letter w/ enclosures

U.S. Department of
Homeland Security

United States
Coast Guard



Commandant
United States Coast Guard

2703 Martin Luther King Jr. Ave. SE
Washington, DC 20592-7509
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Phone: (202) 372-1451
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16613

July 31, 2015

Subject: Delfin LNG Deepwater Port Application Interested Party Letter

Docket#: USCG-2015-0472

Dear Interested Party:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) announce their intent to prepare an Environmental Impact Statement (EIS) to assist in the evaluation of a deepwater port license application *Deepwater Port License Application for the Delfin LNG Project May 8, 2015 – Supplemented June 19, 2015* submitted by Delfin LNG LLC (Delfin LNG). The application proposes the construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles (43 to 47 statute miles) off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The DWP would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs) and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline, and the High Island Operating System (HIOS) pipeline. Onshore compression, metering and pipeline facilities would be located in Cameron Parish and included in a FERC application.

An EIS will be prepared in accordance within the provisions of the Deepwater Port Act (DWPA) of 1974, as amended (33 United States Code [U.S.C.] 1501 *et seq.*); the National Environmental Policy Act (NEPA) (Section 102(2)(c)), as implemented by the Council on Environmental Quality (CEQ) regulations (40 Code of Federal Regulations [CFR] Parts 1500–1508); Department of Transportation (DOT) 5610.1C (*Procedures for Considering Environmental Impacts*); USCG Commandant Instruction M16475.1D (*National Environmental Policy Act Implementing Procedures and Policy for Considering Environmental Impacts*); and other appropriate and applicable regulations.

Louisiana and Texas are both adjacent coastal states as defined in the DWPA. Governors of adjacent coastal states may approve, approve with conditions, or deny the application within 45 days following the final public hearings which follow the publication of the Final EIS. Following this, the Maritime Administrator will use the EIS and other information to 1) to approve the application, 2) approve the application with conditions, or 3) deny the application.

The Coast Guard and the Maritime Administration are now in the scoping period that precedes preparation of the Draft EIS and we invite the public to submit comments relating to the scope of the EIS. As part of the scoping process, we will hold informational open houses and public meetings at the locations listed below. The open houses and public meetings are open to the public and all interested parties are encouraged to attend. Written and oral comments will be accepted at the open houses and public meetings and comments may be made throughout the scoping process.

- The open house and public meeting in Louisiana will be held on Tuesday, August 18, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Lake Charles Civic Center (Houston Room), 900 Lakeshore Drive, Lake Charles, Louisiana 70601. Phone: 337-491-1256. Free parking is available at the civic center.
- The open house and public meeting in Texas will be held on Wednesday, August 19, 2015. Open House: 4:30 PM to 5:30 PM; Public Meeting 6 pm to 8 pm. These events will be held at: the Holiday Inn Hotel & Suites Beaumont-Plaza (Jean Lafitte Room), 3950 I-10 South & Walden Road, Beaumont, Texas 77705. Phone: 409-842-5995. Free parking is available at the hotel.

Notices for the open houses/public meetings will also be published in the following newspapers:

- The Daily News (Galveston County, Texas) – publish August 10th and 17th
- The Examiner (Southeast Texas) - on Thursdays – publish August 6th and 13th
- Beaumont Enterprise (Southeast Texas) – publish August 10th and 17th
- Houston Chronicle (Houston, TX; South/Central Texas) – publish August 10th and 17th
- American Press (Lake Charles, LA) – publish August 10th and 17th
- Vermillion Today (Vermillion Parish, LA) – Gueydan Journal – publish August 6th and 13th

The enclosed Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) published in the Federal Register on July 29, 2015 initiating the **30 day scoping period ending on August 28, 2015**. The NOI includes a detailed description of the proposed project, additional scoping meeting logistics, detailed instructions on submitting comments to the Federal Docket throughout the scoping period, and it addresses the relationship between the deepwater port application and the FERC application for the onshore components.

The Application and supporting materials, including comments, notices and communications and eventually the Draft and Final EIS may be viewed at the Federal Docket Management Facility website: <http://www.regulations.gov> under docket number USCG-2015-0472. Comments submitted to the Coast Guard docket receive the same consideration as those made or delivered at the public meetings.

Another set of public meetings and opportunity to comment on the proposed project and the EIS will be available when a Draft EIS is published. Those meetings and the availability of the Draft EIS will be announced in the future correspondence and federal register notice. Final public hearings will be conducted following publication of the Final EIS.

Finally, Tetra Tech, Inc. is our environmental consultant assisting the Coast Guard and MARAD in the application NEPA review process and EIS preparation.

If you have questions about the proposed Delfin deepwater port license application, you may contact Mr. Roddy Bachman, U.S. Coast Guard at 202-372-1451 or Roddy.C.Bachman@uscg.mil or Ms. Yvette Fields, Maritime Administration, at (202) 366-0926 or Yvette.Fields@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "R.C. Bachman". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Roddy C. Bachman
Project Manager, Deepwater Ports
Vessel and Facility Operating Standards Division
U.S. Coast Guard
By direction

Enclosures: 1. Project Area Map
2. Notice of Intent

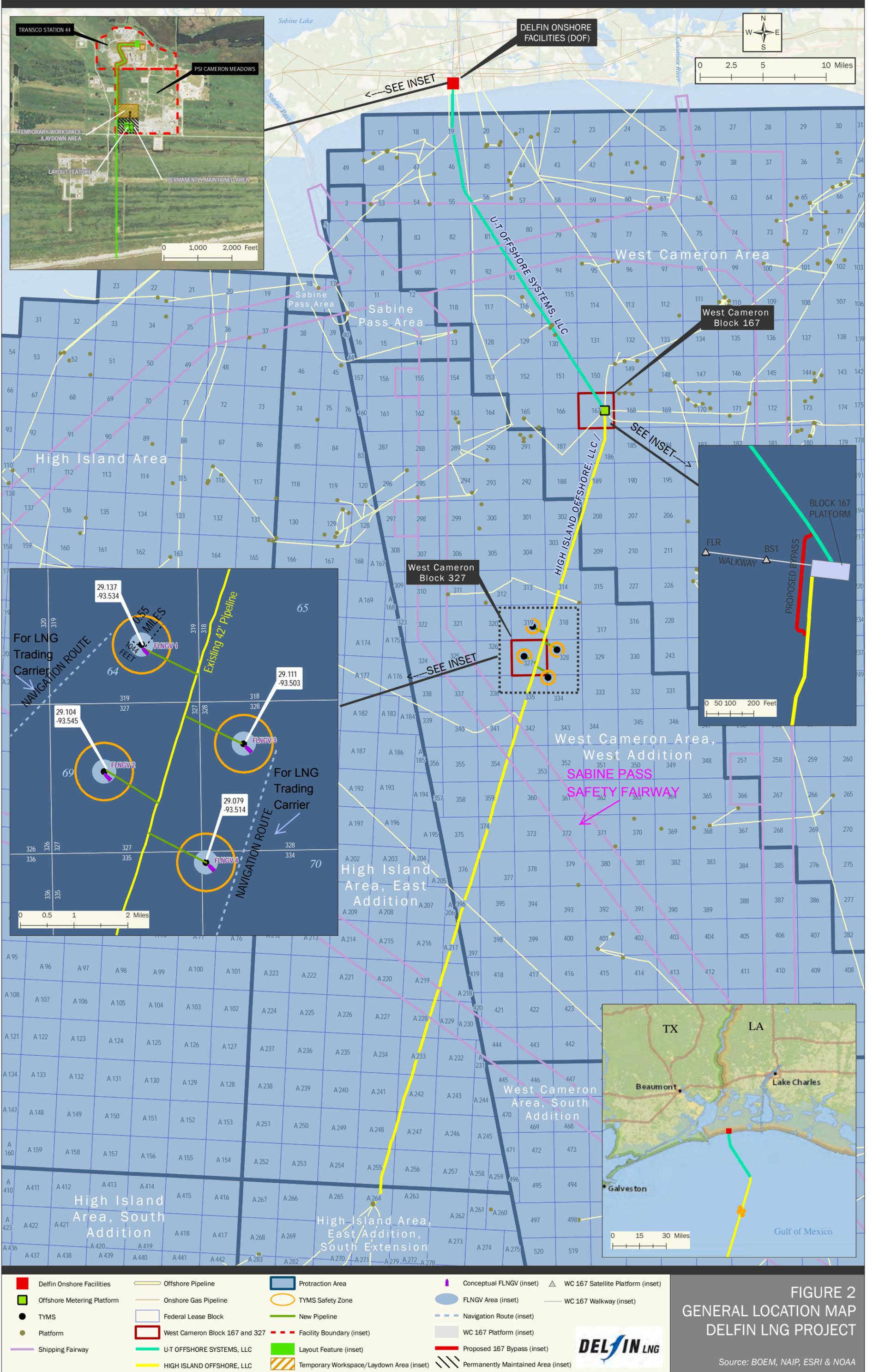


FIGURE 2
GENERAL LOCATION MAP
DELFIN LNG PROJECT

Source: BOEM, NAIP, ESRI & NOAA



- County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
69. EOG Resources, Inc., Pad ID: COP Pad B, ABR-20100645.R1, Lawrence Township, Clearfield County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
70. EOG Resources, Inc., Pad ID: PHC Pad T, ABR-201009039.R1, Lawrence Township, Clearfield County, Pa.; Consumptive Use of Up to 4.999 mgd; Approval Date: June 25, 2015.
71. EXCO Resources (PA), LLC, Pad ID: Falk Unit #1H, ABR-20090920.R1, Penn Township, Lycoming County, Pa.; Consumptive Use of Up to 5.000 mgd; Approval Date: June 25, 2015.

Authority: Pub. L. 91-575, 84 Stat. 1509 *et seq.*, 18 CFR parts 806, 807, and 808.

Dated: July 23, 2015.

Stephanie L. Richardson,
Secretary to the Commission.

[FR Doc. 2015-18521 Filed 7-28-15; 8:45 am]

BILLING CODE 7040-01-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. MARAD-2015 0091]

Requested Administrative Waiver of the Coastwise Trade Laws: Vessel BLUEWATER; Invitation for Public Comments

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice.

SUMMARY: As authorized by 46 U.S.C. 12121, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a brief description of the proposed service, is listed below.

DATES: Submit comments on or before August 28, 2015.

ADDRESSES: Comments should refer to docket number MARAD-2015-0091. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590. You may also send comments electronically via the

Internet at <http://www.regulations.gov>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://www.regulations.gov>.

FOR FURTHER INFORMATION CONTACT:

Linda Williams, U.S. Department of Transportation, Maritime Administration, 1200 New Jersey Avenue SE., Room W23-453, Washington, DC 20590. Telephone 202-366-0903, Email Linda.Williams@dot.gov.

SUPPLEMENTARY INFORMATION: As described by the applicant the intended service of the vessel BLUEWATER is:

Intended Commercial Use of Vessel: "Vessel will be used to carry passengers for diving trips."

Geographic Region: "Michigan."

The complete application is given in DOT docket MARAD-2015-0091 at <http://www.regulations.gov>. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines, in accordance with 46 U.S.C. 12121 and MARAD's regulations at 46 CFR part 388, that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels in that business, a waiver will not be granted. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD's regulations at 46 CFR part 388.

Privacy Act

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477-78).

By Order of the Maritime Administrator.

Date: July 21, 2015.

T. Mitchell Hudson, Jr.,
Secretary, Maritime Administration.

[FR Doc. 2015-18504 Filed 7-28-15; 8:45 am]

BILLING CODE 4910-81-P

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket No. USCG-2015-0472]

Deepwater Port License Application: Delfin LNG LLC, Delfin LNG Deepwater Port

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Notice of intent; notice of public meeting; request for comments.

SUMMARY: The Maritime Administration (MARAD), in coordination with the U.S. Coast Guard (USCG), will prepare an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: The former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (see Summary of the Application for additional project specifics).

The onshore components of the proposed deepwater port would be located in Cameron Parish, Louisiana and would be reviewed by the Federal Energy Regulatory Commission (FERC) under a separate authorization process (see FERC Docket No. CP15-490-000; 80 FR 30226 (May 27, 2015)). The onshore facility would consist of reactivating approximately 1.1 miles of the existing UTOS pipeline; the addition of 74,000 horsepower of new compression and associated metering and regulation facilities; the installation of new supply header pipelines (which would consist of 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station); and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site. Publication of this Notice of Intent (NOI) begins a 30 day scoping process that will help identify and determine

the scope of environmental issues to be addressed in the EIS. MARAD and the USCG will consider both the Delfin LNG deepwater port license application and the FERC application to be included in this review. For your convenience, we have included the Delfin LNG application to FERC under docket number USCG–2015–0472. This NOI requests public participation in the scoping process, provides information on how to participate and announces informational open houses and public meetings in Louisiana and Texas. Pursuant to the criteria provided in the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.* (the Act), both Louisiana and Texas are the Adjacent Coastal States for this application.

DATES: There will be two public scoping meetings held in connection with the application. The first public meeting will be held in Lake Charles, Louisiana on August 18, 2015, from 6 p.m. to 8 p.m. The second public meeting will be held in Beaumont, Texas on August 19, 2015, from 6 p.m. to 8 p.m. Both public meetings will be preceded by an informational open house from 4 p.m. to 5:30 p.m.

Each of the public meetings may end later than the stated time, depending on the number of persons wishing to speak. Additionally, materials submitted in response to this request for comments on the Delfin LNG deepwater port license application must reach the Federal Docket Management Facility as detailed below by August 28, 2015.

ADDRESSES: The open house and public meeting in Lake Charles, Louisiana will be held at the Lake Charles Civic Center, 900 Lakeshore Drive, Lake Charles, Louisiana 70601, telephone: 337–491–1256. The open house and public meeting in Beaumont, Texas will be held at the Holiday Inn Beaumont Plaza, 3950 Walden Road, Beaumont, Texas 77705, telephone: 409–842–5995. Free parking is available at both the Lake Charles Civic Center and the Holiday Inn Beaumont Plaza locations.

The public docket for USCG–2015–0472 is maintained by the U.S. Department of Transportation, Docket Management Facility, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.

The Federal Docket Management Facility accepts hand-delivered submissions, and makes docket contents available for public inspection and copying at this address between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The Federal Docket Management Facility's telephone

number is 202–366–9329, the fax number is 202–493–2251 and the Web site for electronic submissions or for electronic access to docket contents is <http://www.regulations.gov>. keyword search “USCG–2015–0472”.

FOR FURTHER INFORMATION CONTACT: Mr. Roddy Bachman, USCG, telephone: 202–372–1451, email: Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields, MARAD, telephone: 202–366–0926, email: Yvette.Fields@dot.gov. For questions regarding viewing the Docket, call Docket Operations, telephone 202–366–9826.

SUPPLEMENTARY INFORMATION:

Public Meeting and Open House

We invite you to learn about the proposed deepwater port at any of the above informational open houses and to comment at any of the above public meetings on environmental issues related to the proposed deepwater port. Your comments will help us identify and refine the scope of the environmental issues to be addressed in the EIS.

Speaker registrations will be available at the door. Speakers at the public scoping meetings will be recognized in the following order: Elected officials, public agencies, individuals or groups in the sign-up order and then anyone else who wishes to speak.

In order to allow everyone a chance to speak at a public meeting, we may limit speaker time, extend the meeting hours or both. You must identify yourself, and any organization you represent, by name. Your remarks will be recorded or transcribed for inclusion in the public docket.

You may submit written material at a public meeting, either in place of or in addition to speaking. Written material must include your name and address and will be included in the public docket.

Public docket materials will be made available to the public on the Federal Docket Management Facility Web site (see Request for Comments).

Our public meeting locations are wheelchair-accessible. If you plan to attend an open house or public meeting and need special assistance such as sign language interpretation, non-English language translator services or other reasonable accommodation, please notify the USCG (see **FOR FURTHER INFORMATION CONTACT**) at least 5 business days in advance. Include your contact information as well as information about your specific needs.

Request for Comments

We request public comments or other relevant information on environmental

issues related to the proposed deepwater port. The public meeting is not the only opportunity you have to comment on the Delfin LNG deepwater port license application. In addition to or in place of attending a meeting, you can submit comments directly to the Federal Docket Management Facility during the public comment period (see **DATES**). We will consider all comments and material received during the 30-day scoping period. The license application, comments and associated documentation as well as the draft and final EISs (when published) are available for viewing at the Federal Docket Management System (FDMS) Web site: <http://www.regulations.gov> under docket number USCG–2015–0472.

Public comment submissions should include:

- Docket number USCG–2015–0472.
- Your name and address.

Submit comments or material using only one of the following methods:

- Electronically (preferred for processing) to the Federal Docket Management System (FDMS) Web site: <http://www.regulations.gov> under docket number USCG–2015–0472.
- By mail to the Federal Docket Management Facility (USCG–2015–0472), U.S. Department of Transportation, West Building, Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590–0001

- By personal delivery to the room and address listed above between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

- By fax to the Federal Docket Management Facility at 202–493–2251.

Faxed, mailed or hand delivered submissions must be unbound, no larger than 8½ by 11 inches and suitable for copying and electronic scanning. The format of electronic submissions should also be no larger than 8½ by 11 inches. If you mail your submission and want to know when it reaches the Federal Docket Management Facility, please include a stamped, self-addressed postcard or envelope.

Regardless of the method used for submitting comments or material, all submissions will be posted, without change, to the FDMS Web site (<http://www.regulations.gov>) and will include any personal information you provide. Therefore, submitting this information to the docket makes it public. You may wish to read the Privacy and Use Notice that is available on the FDMS Web site and the Department of Transportation Privacy Act Notice that appeared in the **Federal Register** on April 11, 2000 (65 FR 19477), see Privacy Act. You may

view docket submissions at the Federal Docket Management Facility or electronically on the FDMS Web site.

Background

Information about deepwater ports, the statutes, and regulations governing their licensing, including the application review process, and the receipt of the current application for the proposed Delfin LNG deepwater port appears in the July 16, 2015 edition of the **Federal Register**. The "Summary of the Application" from that publication is reprinted below for your convenience.

Consideration of a deepwater port license application includes review of the proposed deepwater port's impact on the natural and human environment. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for determining the scope of this review, and in this case, it has been determined that review must include preparation of an EIS. This NOI is required by 40 CFR 1501.7. It briefly describes the proposed action, possible alternatives and our proposed scoping process. You can address any questions about the proposed action, the scoping process or the EIS to the USCG project manager identified in this notice (see **FOR FURTHER INFORMATION CONTACT**).

Proposed Action and Alternatives

The proposed action requiring environmental review is the Federal licensing of the proposed deepwater port described in "Summary of the Application" below. The alternatives to licensing the proposed port are: (1) Licensing with conditions (including conditions designed to mitigate environmental impact), (2) proposed deepwater port site alternatives or (3) denying the application, which for purposes of environmental review is the "no-action" alternative.

Scoping Process

Public scoping is an early and open process for identifying and determining the scope of issues to be addressed in the EIS. Scoping begins with this notice, continues through the public comment period (see **DATES**), and ends when USCG and MARAD have completed the following actions:

- Invites the participation of Federal, state, and local agencies, any affected Indian tribe, the applicant, in this case Delfin LNG, and other interested persons;
- Determines the actions, alternatives and impacts described in 40 CFR 1508.25;
- Identifies and eliminates from detailed study, those issues that are not

significant or that have been covered elsewhere;

- Identifies other relevant permitting, environmental review and consultation requirements;
- Indicates the relationship between timing of the environmental review and other aspects of the application process; and
- At its discretion, exercises the options provided in 40 CFR 1501.7(b).

Once the scoping process is complete, USCG will prepare a draft EIS in conjunction with MARAD. Also, MARAD will publish a **Federal Register** notice announcing public availability of the draft EIS. (If you want that notice to be sent to you, please contact the USCG project manager identified in **FOR FURTHER INFORMATION CONTACT**). You will have an opportunity to review and comment on the draft EIS. USCG will consider those comments and then prepare the final EIS. As with the draft EIS, we will announce the availability of the final EIS and once again, give you an opportunity for review and comment and include final public hearings as required by the Act.

Summary of the Application

Delfin LNG is proposing to construct, own, operate, and eventually decommission a deepwater port (referred to hereafter as the Delfin deepwater port) in the Gulf of Mexico to liquefy domestically-sourced natural gas for export to nations with which the United States has a Free Trade Agreement (FTA) and with non-FTA nations.

The proposed Delfin deepwater port has both onshore and offshore components. As previously described, the proposed Delfin deepwater port would be located in Federal waters within the OCS West Cameron Area, West Addition Protraction Area (Gulf of Mexico) approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The Delfin deepwater port would consist of four semi-permanently moored FLNGVs located as follows: #1 (29°8'13.1" N./93°32'2.2" W.), #2 (29°6'13.6" N./93°32'42.4" W.), #3 (29°6'40.7" N./93°30'10.1" W.), and #4 (29°4'40.9" N./93°30'51.8" W.) located in West Cameron (WC) lease blocks 319, 327, 328, and 334, respectively. Delfin LNG would reuse and repurpose two existing offshore natural gas pipelines, the former UTOS pipeline and the HIOS pipeline. Four new 30-inch diameter pipeline laterals, each approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs,

would be constructed. In addition, a 700-foot 42-inch diameter new pipeline would be constructed to bypass a platform at WC lease block 167 (WC 167) and connect the UTOS and HIOS pipelines. Feed gas would be supplied through the new pipeline laterals to each of the FLNGVs where it would be super cooled to produce LNG. The LNG would be stored onboard the FLNGVs and transferred via ship-to-ship transfer to properly certified LNG trading carriers. Each of the FLNGVs would be semi-permanently moored to four new weathering tower yoke mooring systems (TYMS).

The onshore components in Cameron Parish, Louisiana are described specifically in an application submitted to FERC. The onshore components of the Delfin deepwater port will consist of constructing and operating a new natural gas compressor station, gas supply header and a metering station at an existing gas facility (see the FERC Application referenced below). The proposal would require: (1) Reactivation of approximately 1.1 miles of existing 42-inch pipeline, formerly owned by UTOS, which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean highwater mark along the Cameron Parish Coast; (2) installation of 74,000 horsepower of new compression; (3) construction of 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construction of 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station.

Onshore pipeline quality natural gas from the interstate grid would be sent to the existing, but currently idle, 42-inch UTOS pipeline. The gas transported through the UTOS pipeline would then bypass the existing manifold platform located at WC 167 via a newly installed pipeline segment, 700 feet in length, connecting to the existing 42-inch HIOS pipeline.

The bypass of the WC 167 platform would be trenched so that the top of the pipe is a minimum of 3 feet below the seafloor. From the bypass, the feed gas would then be transported further offshore using the HIOS pipeline portion leased by Delfin LNG between WC 167 and High Island A264. The existing UTOS and HIOS pipelines transect OCS Lease Blocks WC 314, 318, 319, 327, and 335, and would transport feed gas from onshore to offshore (one-directional flow). Delfin LNG proposes to install four new lateral pipelines along the HIOS pipeline, starting approximately 16.0 nautical miles south of the WC 167 platform. Each subsea lateral pipeline would be 30 inches in

diameter and approximately 6,400 feet in length, extending from the HIOS pipeline to the Delfin deepwater port. The maximum allowable operating pressure of the pipeline system (UTOS, bypass, HIOS and laterals) would be 1,250 pounds per square inch gauge (psig).

The FLNGVs would receive pipeline quality natural gas via the laterals and TYMS where it would be cooled sufficiently to completely condense the gas and produce LNG. The produced LNG would be stored in International Maritime Organization (IMO) type B, prismatic, independent LNG storage tanks aboard each of the FLNGVs. Each vessel would have a total LNG storage capacity of 165,000 cubic meters (m³).

An offloading mooring system would be provided on each FLNGV to moor an LNG trading carrier side-by-side for cargo transfer of LNG through loading arms or cryogenic hoses using ship-to-ship transfer procedures. LNG carriers would be moored with pilot and tug assist. The FLNGVs would be equipped with fenders and quick-release hooks to facilitate mooring operations. The offloading system would be capable of accommodating standard LNG trading carriers with nominal cargo capacities up to 170,000 m³. Delfin LNG estimates that the typical LNG cargo transfer operation would be carried out within 24 hours, including LNG trading carrier berthing, cargo transfer and sail-away. Approximately 31 LNG trading carriers are expected to visit each of the four FLNGVs per year for a total of up to 124 cargo transfer operations per year. Each LNG trading carrier would be assisted by up to three tugs during approach and mooring and up to two tugs while departing the Delfin deepwater port.

The FLNGVs would be self-propelled vessels and have the ability to disconnect from the TYMS and set sail to avoid hurricanes or to facilitate required inspections, maintenance and repairs.

In the nominal design case, each of the four FLNGVs would process approximately 330 million standard cubic feet per day (MMscfd), which would total 1.32 billion standard cubic feet per day (Bscf/d) of input feed gas for all four of the FLNGVs. Based on an estimated availability of 92 percent and allowance for consumption of feed gas during the liquefaction process, each FLNGV would produce approximately 97.5 billion standard cubic feet per year (Bscf/y) of gas (or approximately 2.0 million metric tonnes per annum [MMtpa]) for export in the form of LNG. Together, the four FLNGVs are designed to have the capability to export 390.1

Bscf/y of gas (or approximately 8.0 MMtpa) in the form of LNG.

As detailed engineering and equipment specification advances during the design process and operating efficiencies are gained post-commissioning, the liquefaction process could perform better than this nominal design case. It is therefore anticipated that LNG output, based on the high-side design case of 375 MMscfd of input feed gas, would be as much as approximately 110.8 Bscf/y of gas (or approximately 2.3 MMtpa) for each FLNGV. Taken together, the four FLNGVs would be capable of exporting the equivalent of 443.3 Bscf/y of natural gas in the form of LNG. Therefore, Delfin LNG is requesting authorization to construct and operate facilities capable of exporting up to 443.3 Bscf/y of natural gas in the form of LNG (which equates to approximately 9.2 MMtpa).

The proposed Delfin deepwater port would take a modular implementation approach to allow for early market entry and accommodate market shifts. Offshore construction activities are proposed to begin at the end of first quarter of 2018 and would be completed in four stages, with each stage corresponding to the commissioning and operation of an FLNGV. The anticipated commissioning of FLNGV 1 is the third quarter of 2019 with start-up of commercial operation of FLNGV 1 by the end of 2019. It is anticipated that FLNGVs 2 through 4 would be commissioned 12 months apart. Following this schedule and barring unforeseen events, the Delfin deepwater port would be completed and all four FLNGVs would be fully operational by the summer of 2022.

FERC Application

The onshore component and nearshore pipeline component of the proposed Delfin deepwater port falls under the jurisdiction of and is processed under a separate authorization by FERC. On May 8, 2015, Delfin LNG filed an application with FERC to construct and operate the onshore/nearshore components of the proposed deepwater port. This application was noticed on FERC's Docket: No. CP15-490-000 on May 20, 2015, and in the **Federal Register** Vol. 80, No. 101/Wednesday, May 27, 2015/Notices. The following is an excerpt from FERC's **Federal Register** Notice:

Take notice that on May 8, 2015 Delfin LNG LLC (Delfin LNG), 1100 Louisiana Street, Houston, Texas 77002, filed in Docket No. CP15-490-000, an Application pursuant to section 7(c) of the Commission's Regulations under the Natural Gas Act and Parts 157 of the Federal Energy Regulatory

Commission's (Commission) regulations requesting authorization to (1) reactivate approximately 1.1 miles of existing 42-inch pipeline formerly owned by U-T Offshore System (UTOS), which runs from Transcontinental Gas Pipeline Company Station No. 44 (Transco Station 44) to the mean highwater mark along the Cameron Parish Coast; (2) install 74,000 horsepower of new compression; (3) construct 0.25 miles of 42-inch pipeline to connect the former UTOS line to the new meter station; and (4) construct 0.6 miles of twin 30-inch pipelines between Transco Station 44 and the new compressor station in Cameron Parish, Louisiana that comprise the onshore portion of Delfin LNG's proposed deepwater port (DWP), an offshore liquefied natural gas facility located off the coast of Louisiana in the Gulf of Mexico, all as more fully set forth in the application, which is on file with the Commission and open to public inspection. Additionally, Delfin LNG requests a blanket construction certificate under Part 17, Subpart F of the Commission's regulations. This filing may be viewed on the Web at <http://www.ferc.gov> using the "eLibrary" link. Enter the docket number (excluding the last three digits) in the docket number field to access the document. For assistance, please contact FERC at FERCOnlineSupport@ferc.gov or call toll-free (866) 208-3676 or TTY, (202) 502-8659.

It is important to note that the onshore facilities will connect with the offshore deepwater port facilities which are subject to the jurisdiction of MARAD and USCG. As previously discussed, Delfin LNG proposes to lease a segment of pipeline from HIOS that extends from the terminus of the UTOS pipeline offshore. Delfin LNG states in its application that HIOS will submit a separate application with FERC seeking authorization to abandon by lease its facilities to Delfin LNG. Because the review of the deepwater port proposal is the jurisdiction of MARAD and USCG, FERC has acknowledged receipt of the Delfin LNG application, provided under Docket No. CP15-490-000 on May 8, 2015; however, FERC will not begin processing the Delfin LNG application until such time that HIOS submits an abandonment application to FERC for review and processing. Accordingly, although the USCG and MARAD will commence review and processing of the Delfin deepwater port license application, upon the publication of this Notice of Intent, MARAD and USCG will not publish the draft EIS until FERC has received an application for abandonment of the HIOS pipeline and has begun to process Delfin's application for the construction and operation of the onshore components of the proposed deepwater port.

Privacy Act

The electronic form of all comments received into the FDMS can be searched

by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). The Department of Transportation Privacy Act Statement can be viewed in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70, pages 19477–78) or by visiting <http://www.regulations.gov>.

(Authority: 33 U.S.C. 1501, *et seq.*, 49 CFR 1.93(h)).

Dated: July 24, 2015.

By Order of the Maritime Administrator.

T. Mitchell Hudson, Jr.,

Secretary, Maritime Administration.

[FR Doc. 2015–18594 Filed 7–28–15; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Proposed Agency Information Collection Activities; Comment Request

AGENCIES: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Joint notice and request for comment.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. chapter 35), the OCC, the Board, and the FDIC (collectively, the agencies) may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has approved the agencies' publication for public comment of a proposal to extend, with revision, the Foreign Branch Report of Condition (FFIEC 030 and FFIEC 030S), which is a currently approved information collection for each agency. The proposed changes would be effective for the FFIEC 030 and FFIEC 030S reports as of the December 31, 2015, report date. At the end of the comment period, the comments and recommendations received will be analyzed to determine

the extent to which the FFIEC and the agencies should modify the proposed revisions prior to giving final approval. The agencies will then submit the revisions to OMB for review and approval.

DATES: Comments must be submitted on or before September 28, 2015.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the OMB control number, will be shared among the agencies.

OCC: Because paper mail in the Washington, DC, area and at the OCC is subject to delay, commenters are encouraged to submit comments by email, if possible. Comments may be sent to: Legislative and Regulatory Activities Division, Office of the Comptroller of the Currency, Attention: 1557–0099, 400 7th Street SW., Suite 3E–218, Mail Stop 9W–11, Washington, DC 20219. In addition, comments may be sent by fax to (571) 465–4326 or by electronic mail to prainfo@occ.treas.gov. You may personally inspect and photocopy comments at the OCC, 400 7th Street SW., Washington, DC 20219. For security reasons, the OCC requires that visitors make an appointment to inspect comments. You may do so by calling (202) 649–6700. Upon arrival, visitors will be required to present valid government-issued photo identification and submit to security screening in order to inspect and photocopy comments.

All comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Board: You may submit comments, identified by FFIEC 030 or FFIEC 030S, by any of the following methods:

- **Agency Web site:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Email:** regs.comments@federalreserve.gov. Include reporting form number in the subject line of the message.

- **FAX:** (202) 452–3819 or (202) 452–3102.

- **Mail:** Robert DeV. Frierson, Secretary, Board of Governors of the Federal Reserve System, 20th Street and

Constitution Avenue NW., Washington, DC 20551.

All public comments are available from the Board's Web site at www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm as submitted, unless modified for technical reasons. Accordingly, your comments will not be edited to remove any identifying or contact information. Public comments may also be viewed electronically or in paper in Room MP–500 of the Board's Martin Building (20th and C Streets NW.) between 9:00 a.m. and 5:00 p.m. on weekdays.

FDIC: You may submit comments, which should refer to "Foreign Branch Report of Condition, 3064–0011," by any of the following methods:

- **Agency Web site:** <http://www.fdic.gov/regulations/laws/federal/propose.html>. Follow the instructions for submitting comments on the FDIC's Web site.

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the instructions for submitting comments.

- **Email:** comments@FDIC.gov. Include "FFIEC 030 and FFIEC 030S" in the subject line of the message.

- **Mail:** Gary A. Kuiper, Counsel, Attn: Comments, Room MB–3074, Federal Deposit Insurance Corporation, 550 17th Street NW., Washington, DC 20429.

- **Hand Delivery:** Comments may be hand delivered to the guard station at the rear of the 550 17th Street Building (located on F Street) on business days between 7:00 a.m. and 5:00 p.m.

Public Inspection: All comments received will be posted without change to <http://www.fdic.gov/regulations/laws/federal/propose.html> including any personal information provided.

Comments may be inspected at the FDIC Public Information Center, Room E–1002, 3501 Fairfax Drive, Arlington, VA 22226, between 9:00 a.m. and 5:00 p.m. on business days.

Additionally, commenters may send a copy of their comments to the OMB desk officer for the agencies by mail to the Office of Information and Regulatory Affairs, U.S. Office of Management and Budget, New Executive Office Building, Room 10235, 725 17th Street NW., Washington, DC 20503; by fax to (202) 395–6974; or by email to oira_submission@omb.eop.gov.

FOR FURTHER INFORMATION CONTACT: For further information about the revisions discussed in this notice, please contact any of the agency clearance officers whose names appear below. In addition, copies of the report forms can be obtained at the FFIEC's Web site (http://www.ffiec.gov/ffiec_report_forms.htm).



U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

December 17, 2015

The Honorable Greg Abbott
Governor of Texas
Austin, TX 78711-2428

Re: Delfin LNG LLC Deepwater Port Amended License Application

Dear Governor Abbott:

On July 24, 2015, I wrote notifying you that Delfin LNG LLC (Delfin) submitted an application to the Maritime Administration (MARAD) for a license to own, construct and operate a natural gas deepwater port (DWP) known as Delfin LNG. I have enclosed my original letter, which provides a description of both the offshore and onshore components of the Delfin LNG project. Delfin also submitted an application to the Federal Energy Regulatory Commission (FERC) for a license to operate an onshore pipeline and compression facility proposed to be located in Cameron Parish, LA. The onshore facility would receive natural gas from the interstate pipeline grid and send it through existing pipeline infrastructure to the DWP where the natural gas would be liquefied, stored and transferred to arriving cargo carriers. As advised in my July 24 letter, both the States of Texas and Louisiana are designated as adjacent coastal states for the Delfin LNG deepwater port license application.

On November 19, 2015, Delfin submitted an amended DWP application to MARAD and an amended application for the onshore facilities to FERC. The amended application incorporates changes Delfin has made to its project proposal, which include an increase in the liquefaction capacity of each of the four proposed floating liquefied natural gas vessels (FLNGVs) and an associated increase in natural gas compression horsepower at its proposed onshore facility. The amended application for the Delfin LNG DWP is currently available for public review online at the Federal docket website at www.regulations.gov (docket number USCG-2015-0472). The FERC Docket and associated application for the onshore project is available at: <http://www.ferc.gov/docs-filing/elibrary.asp> (docket number CP15-490).

Informational open houses and public scoping meetings for the original Delfin application were conducted in Lake Charles, Louisiana and Beaumont, Texas on August 18 and 19, 2015, respectively. The scoping comment period opened on July 29, 2015 and closed on August 28, 2015. At this time, MARAD and the U.S. Coast Guard do not

not intend to hold additional public scoping meetings on the amended application; however, a Notice of Amended Application will be published in the Federal Register soliciting comments from the public and other interested parties.

Along with the copy of the Delfin amended application provided to you, a copy has also been sent to the Texas General Land Office (TGLO). We will work with the TGLO to identify other key State agencies and public stakeholders, and will involve them in future application processing activities, including serving as a State agency representative at upcoming public meetings and hearings for the Delfin LNG project.

If you have any questions related to the amended application, please contact Ms. Yvette Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,

A handwritten signature in black ink, reading "Paul N. Jaenichen". The signature is written in a cursive style with a long horizontal stroke at the end.

Paul N. Jaenichen
Maritime Administrator

Enclosures: Letter to Governor Greg Abbott from Paul N. Jaenichen, dated July 24, 2015
Deepwater Port License Application Port Delfin LNG Project May 8, 2015 –
Amended November 19, 2015 CD(s)

Copy: Mr. Curtis Borland, U.S. Coast Guard
Mr. Roddy Bachman, U.S. Coast Guard
Ms. Janine Cefalu, Federal Energy Regulatory Commission
Texas General Land Office (with application attachments)



U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

July 24, 2015

The Honorable Greg Abbott
Governor of Texas
Austin, Texas 78711-2428

Re: Delfin Deepwater Port License Application and Adjacent Coastal State Determination

Dear Governor Abbott:

On May 8, 2015, as supplemented on June 19, 2015, Delfin LNG LLC submitted an application to the Maritime Administration (MARAD) for a license to own, construct, and operate a natural gas deepwater port known as Delfin LNG (Delfin LNG). The proposed deepwater port, if approved, would be the first of its kind offshore terminal operated for the purpose of exporting liquefied natural gas (LNG) to the global market. Pursuant to criteria set forth in the Deepwater Port Act of 1974, as amended (DWPA) (33 United States Code §§ 1501 – 1524), I hereby notify you that both the States of Texas and Louisiana are designated as Adjacent Coastal States for the Delfin LNG deepwater port license application.

The proposed Delfin LNG deepwater port will have both onshore and offshore components. The proposed deepwater port will be located in Federal waters within the Outer Continental Shelf approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana in water depths ranging from approximately 64 to 72 feet. The proposed Delfin LNG deepwater port will reuse and repurpose the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore deepwater port.

If approved, Delfin LNG will use four semi-permanently moored floating liquefied natural gas vessels (FLNGVs) for receiving the natural gas at the deepwater port, in addition to liquefying, storing and transferring the gas to arriving LNG trading carriers. Additionally, Delfin LNG will include four new 30-inch diameter pipeline laterals, each extending approximately 6,400 feet in length, connecting the HIOS pipeline to each of the FLNGVs. Delfin LNG will also involve construction of a new 700-foot 42-inch diameter pipeline bypass around the existing WC 167 platform to connect the HIOS and UTOS pipelines to each other. Finally, the proposed deepwater port will include construction of four new tower yoke mooring systems to which the FLNGVs will be connected. A conceptual image of the proposed deepwater port is included for your reference.

The onshore components of Delfin LNG will be located in Cameron Parish, Louisiana and will be licensed by the Federal Energy Regulatory Commission (FERC) under a separate licensing process (see FERC Docket No. CP15-490-000; 80 FR 30226 (May 27, 2015)). The onshore facility will consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline, the addition of 74,000 horsepower of new compression, associated metering and regulation facilities and the installation of new supply header pipelines. The supply header pipelines will consist of 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

The DWPA grants the Secretary of Transportation the authority to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to MARAD. The U.S. Coast Guard (USCG) is the co-lead Federal agency for processing the Delfin LNG deepwater port license application. Together, MARAD and USCG will consult with other Federal agencies, your designated State representative and other appropriate Texas and Louisiana State agencies to ensure a complete review under the National Environmental Policy Act and other applicable environmental protection laws are satisfied.

Further, section 1503(c)(8) of the DWPA provides that the Secretary may issue a license if the Governor of the Adjacent Coastal State(s) approves or is presumed to approve issuance of the license. MARAD and USCG will hold public hearings on the application to allow interested parties to receive information on the proposed Delfin LNG deepwater port and provide comments verbally and in writing. Within 45 days after the final hearing, you may notify MARAD in writing, of your approval, approval with conditions or disapproval of the application. MARAD will not consider written approvals or disapprovals of the application from Texas or Louisiana until the start of the 45-day period after the final public hearing.

Along with the copy provided to you, a copy of the Delfin LNG deepwater port license application is being sent to the Texas General Land Office. We will work with the Texas General Land Office to identify other key State agencies and public stakeholders and will provide them with application information and an invitation to participate in the public comment process.

If you have any questions, please feel free to contact Ms. Yvette M. Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul N. Jaenichen". The signature is fluid and cursive, with the first name "Paul" being the most prominent.

Paul N. Jaenichen
Maritime Administrator

Enclosures: Delfin LNG Deepwater Port License Application
Picture: Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

Copy: Curtis Borland, U.S. Coast Guard
Roddy Bachman, U.S. Coast Guard
Janine Cefalu, Federal Energy Regulatory Commission
Texas General Land Office (with application attachments)



Figure 8 Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System



U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

December 17, 2015

The Honorable Bobby Jindal
Governor of Louisiana
Baton Rouge, LA 70804-9004

Re: Delfin LNG LLC, Deepwater Port Amended License Application

Dear Governor Jindal:

On July 24, 2015, I wrote notifying you that Delfin LNG LLC (Delfin) submitted an application to the Maritime Administration (MARAD) for a license to own, construct and operate a natural gas deepwater port (DWP) known as Delfin LNG. I have enclosed my original letter, which provides a description of both the offshore and onshore components of the Delfin LNG project. Delfin also submitted an application to the Federal Energy Regulatory Commission (FERC) for a license to operate an onshore pipeline and compression facility proposed to be located in Cameron Parish, LA. The onshore facility would receive natural gas from the interstate pipeline grid and send it through existing pipeline infrastructure to the DWP where the natural gas would be liquefied, stored and transferred to arriving cargo carriers. As advised in my July 24 letter, both the States of Louisiana and Texas are designated as adjacent coastal states for the Delfin LNG deepwater port license application.

On November 19, 2015, Delfin submitted an amended DWP application to MARAD and an amended application for the onshore facilities to FERC. The amended application incorporates changes Delfin has made to its project proposal, which include an increase in the liquefaction capacity of each of the four proposed floating liquefied natural gas vessels (FLNGVs) and an associated increase in natural gas compression horsepower at its proposed onshore facility. The amended application for the Delfin LNG DWP is currently available for public review at the Federal Docket website at: www.regulations.gov (docket number USCG-2015-0472). The FERC Docket and associated application for the onshore project is available at: <http://www.ferc.gov/docs-filing/elibrary.asp> (docket number CP15-490).

Informational open houses and public scoping meetings for the original Delfin application were conducted in Lake Charles, Louisiana and Beaumont, Texas on August 18 and 19, 2015, respectively. The scoping comment period opened on July 29, 2015 and closed on August 28, 2015. At this time, MARAD and the U.S. Coast Guard do not

intend to hold additional public scoping meetings on the amended application; however, a Notice of Amended Application will be published in the Federal Register soliciting comments from the public and other interested parties.

Along with the copy of the Delfin amended application provided to you, a copy has also been sent to the Office of the Secretary of the Louisiana Department of Environmental Quality (LADEQ). We will work with LADEQ to identify other key State agencies and public stakeholders, and will involve them in future application processing activities, including serving as a State agency representative at upcoming public meetings and hearings for the Delfin LNG project.

If you have any questions related to the amended application, please contact Ms. Yvette Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,

A handwritten signature in black ink that reads "Paul N. Jaenichen". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul N. Jaenichen
Maritime Administrator

Enclosures: Letter to Governor Bobby Jindal from Paul N. Jaenichen, dated July 24, 2015
Deepwater Port License Application Port Delfin LNG Project May 8, 2015 –
Amended November 19, 2015 CD(s)

Copy: Mr. Curtis Borland, U.S. Coast Guard
Mr. Roddy Bachman, U.S. Coast Guard
Ms. Janine Cefalu, Federal Energy Regulatory Commission
Louisiana Department of Environmental Quality (with application
attachments)



U.S. Department
of Transportation
**Maritime
Administration**

Administrator

Southeast Federal Center
1200 New Jersey Avenue, SE
Washington, DC 20590

July 24, 2015

The Honorable Bobby Jindal
Governor of Louisiana
Baton Rouge, LA 70804-9004

**Re: Delfin Deepwater Port License Application and Adjacent Coastal State
Determination**

Dear Governor Jindal:

On May 8, 2015, as supplemented on June 19, 2015, Delfin LNG LLC submitted an application to the Maritime Administration (MARAD) for a license to own, construct, and operate a natural gas deepwater port known as Delfin LNG (Delfin LNG). The proposed deepwater port, if approved, would be the first of its kind offshore terminal operated for the purpose of exporting liquefied natural gas (LNG) to the global market. Pursuant to criteria set forth in the Deepwater Port Act of 1974, as amended (DWPA) (33 United States Code §§ 1501 – 1524), I hereby notify you that both the States of Louisiana and Texas are designated as Adjacent Coastal States for the Delfin LNG deepwater port license application.

The proposed Delfin LNG deepwater port will have both onshore and offshore components. The proposed deepwater port will be located in Federal waters within the Outer Continental Shelf approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana in water depths ranging from approximately 64 to 72 feet. The proposed Delfin LNG deepwater port will reuse and repurpose the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline to transmit natural gas sourced from the onshore interstate pipeline grid to the offshore deepwater port.

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The onshore components of Delfin LNG will be located in Cameron Parish, Louisiana and will be licensed by the Federal Energy Regulatory Commission (FERC) under a separate licensing process (see FERC Docket No. CP15-490-000; 80 FR 30226 (May 27, 2015)). The onshore facility will consist of the return to FERC-jurisdictional service of approximately 1.1 miles of the existing UTOS pipeline, the addition of 74,000 horsepower of new compression, associated metering and regulation facilities and the installation of new supply header pipelines. The supply header pipelines will consist of 0.25 miles of new 42-inch pipeline to connect the former UTOS line to the new meter station and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

The DWPA grants the Secretary of Transportation the authority to issue a license to own, construct, and operate a deepwater port. The Secretary has delegated this licensing authority to MARAD. The U.S. Coast Guard (USCG) is the co-lead Federal agency for processing the Delfin LNG deepwater port license application. Together, MARAD and USCG will consult with other Federal agencies, your designated State representative and other appropriate Louisiana and Texas State agencies to ensure a complete review under the National Environmental Policy Act and other applicable environmental protection laws are satisfied.

Further, section 1503(c)(8) of the DWPA provides that the Secretary may issue a license if the Governor of the Adjacent Coastal State(s) approves or is presumed to approve issuance of the license. MARAD and USCG will hold public hearings on the application to allow interested parties to receive information on the proposed Delfin LNG deepwater port and provide comments verbally and in writing. Within 45 days after the final hearing, you may notify MARAD in writing, of your approval, approval with conditions or disapproval of the application. MARAD will not consider written approvals or disapprovals of the application from Louisiana or Texas until the start of the 45-day period after the final public hearing.

Along with the copy provided to you, a copy of the Delfin LNG deepwater port license application is being sent to the Office of the Secretary, Louisiana Department of Environmental Quality. We will work with the Louisiana Department of Environmental Quality to identify other key State agencies and public stakeholders and will provide them with application information and an invitation to participate in the public comment process.

If you have any questions, please feel free to contact Ms. Yvette M. Fields, Director of the Office of Deepwater Ports and Offshore Activities, Maritime Administration at (202) 366-0926 or by email at Yvette.Fields@dot.gov. We look forward to working with you and your staff on this important endeavor.

Sincerely,



Paul N. Jaenichen
Maritime Administrator

Enclosures: Delfin LNG Deepwater Port License Application
Picture: Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System

Copy: Curtis Borland, U.S. Coast Guard
Roddy Bachman, U.S. Coast Guard
Janine Cefalu, Federal Energy Regulatory Commission
Louisiana Department of Environmental Quality (with application attachments)

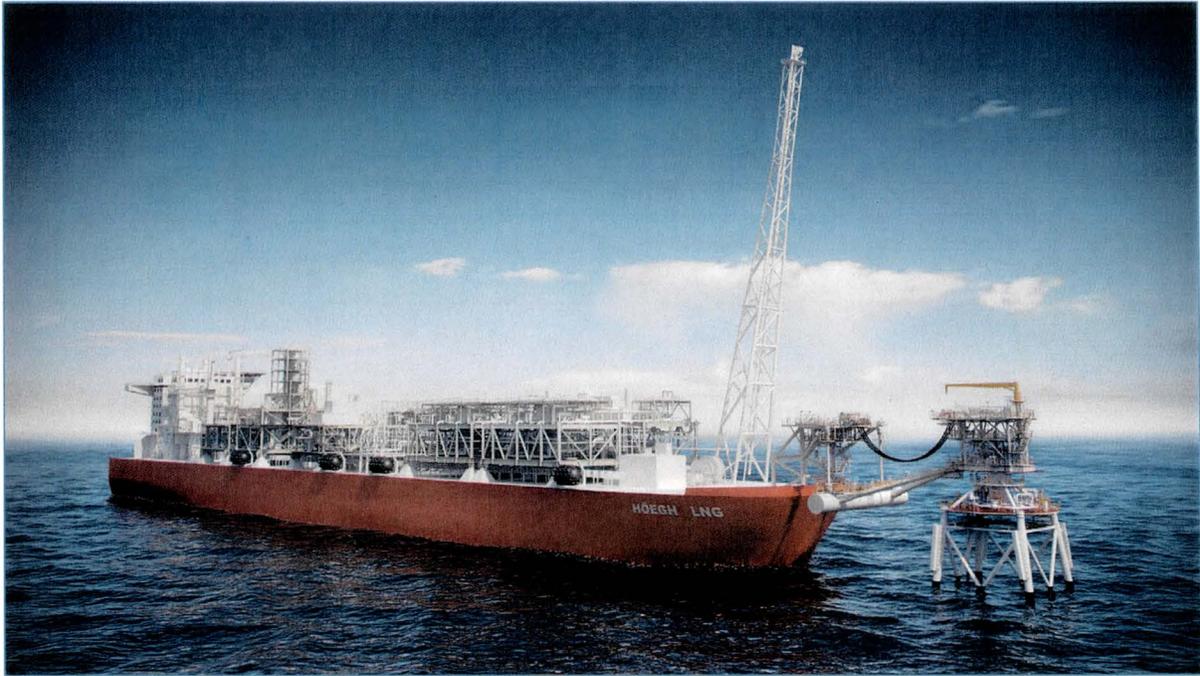


Figure 8 Floating Liquefied Natural Gas Vessel on a Tower Yoke Mooring System



BOBBY JINDAL
GOVERNOR

State of Louisiana

DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

ROBERT J. BARHAM
SECRETARY

JIMMY L. ANTHONY
ASSISTANT SECRETARY

August 27, 2015

Commandant Curtis Borland
United States Coast Guard
2703 Martin Luther King, Jr. Ave. SE
Washington, D.C. 20592-7509

RE: *Application Number: USCG-2015-0472*
Applicant: Delfin LNG, LLC
Notice Date: July 31, 2015

Dear Commandant Borland:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the above referenced notice of intent to prepare an Environmental Impact Statement (EIS) for the proposed Delfin LNG Deepwater Port Project, impacting approximately 3.38 acres of wetlands, on the coast of Cameron Parish, Louisiana. Based upon this review, the following has been determined:

EIS Specific Comments:

LDWF has no objection to the preparation of an EIS for the proposed Delfin LNG Deepwater Port Project.

General Comments:

In an effort to reduce impacts, LDWF recommends that temporary pipeline right-of-ways not exceed 75-feet in width and that permanent pipeline right-of-ways not exceed 30-feet in width within wetlands.

The applicant shall implement adequate erosion/sediment control measures to insure that no sediments or other activity related debris are allowed to enter any adjacent wetlands. Accepted measures include the proper use of silt fences, straw bales, seeding or sodding of exposed soils or other Environmental Protection Agency construction site storm water runoff control best management practices. These measures shall be installed prior to the commencement of construction activities and maintained until the project is complete.

Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.

August 27, 2015

Louisiana Natural Heritage Program:

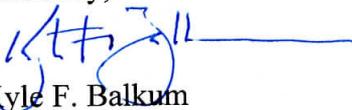
The piping plover (*Charadrius melodus*) may occur within one mile of the project area. This species is federally listed as threatened with its critical habitat designated along the Louisiana coast. Piping plovers winter in Louisiana feeding at intertidal beaches, mudflats, and sand flats with sparse emergent vegetation. Primary threats to this species are destruction and degradation of winter habitat, habitat alteration through shoreline erosion, woody species encroachment of lake shorelines and riverbanks, and human disturbance of foraging birds. For more information on piping plover critical habitat, visit the U.S. Fish and Wildlife website: <http://endangered.fws.gov>.

Our database also indicates the occurrence of Snowy Plover (*Charadrius alexandrinus*) in your project area. This species holds a state rank of S1B, S2N and is considered critically imperiled in Louisiana. The Snowy Plover winters along the Gulf Coast and can be found year round in southwest Louisiana. This species occurs on beaches, dry mud or salt flats, and the sandy shores of rivers, lakes, and ponds, and nests where vegetation is sparse or absent. A major threat to the Snowy Plover is the alteration of coastal habitat. We recommend that you take the necessary precautions to protect the critical habitat of this species. If you have any questions or need additional information, please call Michael Seymour at 225-763-3554.

The database indicates a Coastal Live Oak-Hackberry Forest is located adjacent to the project area. This community is considered critically imperiled in Louisiana with an S1 state rank. This community type formed on ancient abandoned beach ridges in Southwest Louisiana. These ridges are composed primarily of sand and shell, and are approximately 4 to 5 feet above sea level. This community, also known as a cheniere, is an important storm barrier, limiting salt water intrusion, and acts as a migratory staging/stopover site for Neo-tropical migratory birds. We advise you to take the necessary measures to avoid any impacts to this ecological community. If you have any questions or need additional information, please contact Chris Reid at 225-765-2820.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact Habitat Section biologist Zachary Chain at 225-763-3587 should you need further assistance.

Sincerely,


Kyle F. Balkum
Biologist Director

zc/cm

c: EPA Marine & Wetlands Section
USFWS Ecological Services



JOHN BEL EDWARDS
GOVERNOR

State of Louisiana

CHARLIE MELANCON
SECRETARY

DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

JIMMY L. ANTHONY
ASSISTANT SECRETARY

January 12, 2016

Commander
Eighth Coast Guard District
Hale Boggs Federal Building
500 Poydras Street, Room 1313
New Orleans, LA 70130-3310

RE: *Application Number: USCG-2015-0472*
Applicant: Delfin LNG, LLC
Notice Date: December 21, 2015

Dear Commander:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the above referenced notice for the proposed Delfin LNG Deepwater Port Project, impacting approximately 3.21 acres of wetlands, on the coast of Cameron Parish, Louisiana. Based upon this review, the following has been determined:

The applicant shall implement adequate erosion/sediment control measures to insure that no sediments or other activity related debris are allowed to enter any adjacent wetlands. Accepted measures include the proper use of silt fences, straw bales, seeding or sodding of exposed soils or other Environmental Protection Agency construction site storm water runoff control best management practices. These measures shall be installed prior to the commencement of construction activities and maintained until the project is complete.

Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.

The piping plover (*Charadrius melodus*) may occur within one mile of the project area. This species is federally listed as threatened with its critical habitat designated along the Louisiana coast. Piping plovers winter in Louisiana feeding at intertidal beaches, mudflats, and sand flats with sparse emergent vegetation. Primary threats to this species are destruction and degradation of winter habitat, habitat alteration through shoreline erosion, woody species encroachment of lake shorelines and riverbanks, and human disturbance of foraging birds. For more information on piping plover critical habitat, visit the U.S. Fish and Wildlife website: <http://endangered.fws.gov>.

Our database also indicates the occurrence of Snowy Plover (*Charadrius alexandrinus*) in your project area. This species holds a state rank of S1B, S2N and is considered critically imperiled in Louisiana. The Snowy Plover winters along the Gulf Coast and can be found year round in

January 12, 2016

southwest Louisiana. This species occurs on beaches, dry mud or salt flats, and the sandy shores of rivers, lakes, and ponds, and nests where vegetation is sparse or absent. A major threat to the Snowy Plover is the alteration of coastal habitat. We recommend that you take the necessary precautions to protect the critical habitat of this species. If you have any questions or need additional information, please call Michael Seymour at 225-763-3554.

The database indicates a Coastal Live Oak-Hackberry Forest is located adjacent to the project area. This community is considered critically imperiled in Louisiana with an S1 state rank. This community type formed on ancient abandoned beach ridges in Southwest Louisiana. These ridges are composed primarily of sand and shell, and are approximately 4 to 5 feet above sea level. This community, also known as a cheniere, is an important storm barrier, limiting salt water intrusion, and acts as a migratory staging/stopover site for Neo-tropical migratory birds. We advise you to take the necessary measures to avoid any impacts to this ecological community. If you have any questions or need additional information, please contact Chris Reid at 225-765-2820.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact Habitat Section biologist Zachary Chain at 225-763-3587 should you need further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Kyle F. Balkum" with a small flourish at the end.

Kyle F. Balkum
Biologist Director

zc/cm



JOHN BEL EDWARDS
GOVERNOR

State of Louisiana

CHARLES J. MELANCON
SECRETARY

DEPARTMENT OF WILDLIFE AND FISHERIES
OFFICE OF WILDLIFE

JIMMY L. ANTHONY
ASSISTANT SECRETARY

January 19, 2016

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St., N.E., Room 1A
Washington, DC 20426

RE: *Docket Number: CP15-490-000 and CP15-490-001*
Applicant: Delfin LNG, LLC
Notice Date: January 5, 2016

Dear Ms. Bose:

The professional staff of the Louisiana Department of Wildlife and Fisheries has reviewed the above referenced notice for the proposed Delfin LNG Deepwater Port Project, impacting approximately 3.38 acres of wetlands, on the coast of Cameron Parish, Louisiana. Based upon this review, the following has been determined:

The applicant shall implement adequate erosion/sediment control measures to insure that no sediments or other activity related debris are allowed to enter any adjacent wetlands. Accepted measures include the proper use of silt fences, straw bales, seeding or sodding of exposed soils or other Environmental Protection Agency construction site storm water runoff control best management practices. These measures shall be installed prior to the commencement of construction activities and maintained until the project is complete.

Ensure that the applicant provides adequate and appropriate mitigation for impacts to wetland functions.

The Louisiana Department of Wildlife and Fisheries appreciates the opportunity to review and provide recommendations to you regarding this proposed activity. Please do not hesitate to contact Habitat Section biologist Zachary Chain at 225-763-3587 should you need further assistance.

Sincerely,

Kyle F. Balkum
Biologist Director

zc

c: EPA Marine & Wetlands Section
USFWS Ecological Services



January 4th, 2016

Mr. Mike Varnado
Section 106 /Standing Structures
Division of Historic Preservation
P.O. Box 44247
Baton Rouge, Louisiana 70804

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry about Cultural Resources Concerns Related to Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Varnado:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6,400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

Onshore components of the proposed deepwater port would be located in Cameron Parish, Louisiana. The onshore deepwater port components are being reviewed by the Federal Energy Regulatory Commission (FERC) under a separate authorization process (FERC Docket No. CP15-490-000). The onshore facility would consist of reactivating approximately 1.1 miles of the existing UTOS pipeline; the addition of 120,000 horsepower of new compression and associated metering and regulation facilities; the installation of new supply header pipelines (which would consist of 0.25 miles of new 42-inch pipeline onshore to connect the former UTOS line to the new meter station); and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

Page 2 of 2
Mr. Mike Varnado
January 4th, 2016

Pursuant to the criteria provided by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.*(the Act), both Louisiana and Texas are the Adjacent Coastal States for this application. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for the review of the deepwater port's impacts to the natural and human environment.

Under contract to the USCG, Tetra Tech is Third Party EIS consultant for the Delfin LNG Deepwater Project. Tetra Tech is assisting USCG in its compliance with Section 106 of the National Historic Preservation Act, as amended. On behalf of USCG, I am inquiring about any concerns you may have regarding potential effects to National Register of Historic Places listed or eligible cultural resources as a result of the construction and operation of this project.

If you have any questions, please contact me at (973) 630-8104 or sydne.marshall@tetratech.com You may also contact the USCG Environmental Protection Specialist Ms. Melissa Perera at (202) 372-1446, Melissa.E.Perera@uscg.mil; or the USCG Project Manager Mr. Roddy Bachman at (202) 372-, Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields (MARAD) at (202) 366-0926, Yvette.Fields@dot.gov.

Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Mr. Mark Denton
Program Coordinator
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry about Cultural Resources Concerns Related to Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Denton:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Mr. Mark Denton
January 4th, 2016

Pursuant to the criteria provided by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.*(the Act), both Louisiana and Texas are the Adjacent Coastal States for this application. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for the review of the deepwater port's impacts to the natural and human environment.

Under contract to the USCG, Tetra Tech is Third Party EIS consultant for the Delfin LNG Deepwater Project. Tetra Tech is assisting USCG in its compliance with Section 106 of the National Historic Preservation Act, as amended. On behalf of USCG, I am inquiring about any concerns you may have regarding potential effects to National Register of Historic Places –listed or –eligible cultural resources as a result of the construction and operation of this project.

If you have any questions, please contact me at (973) 630-8104 or sydne.marshall.@tetratech.com. You may also contact the USCG Environmental Protection Specialist Ms. Melissa Perera at (202) 372-1446, Melissa.E.Perera@uscg.mil; or the USCG Project Manager Mr. Roddy Bachman at (202) 372-1451, Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields (MARAD) at (202) 366-0926, Yvette.Fields@dot.gov.

Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)

Native American Tribe Correspondence

From: Bachman, Roddy C CIV
To: "[Lindsey Bilyeu](#)"
Subject: RE: USCG-2015-0472 Delfin LNG Deepwater Port Application
Date: Monday, September 14, 2015 8:01:00 AM

Will do Mr. Bilyeu.

Thanks for the interest

Roddy

Roddy C. Bachman
Project Manager, Deepwater Ports
Vessel and Facility Operating Standards CG-OES-2
U.S. Coast Guard Headquarters
Office: 202-372-1451 Cell: 540-850-2228
Email: Roddy.C.Bachman@uscg.mil

COMMANDANT (CG-OES-2)
ATTN: VESSEL AND FACILITY OPERATING STANDARDS DIVISION
US COAST GUARD STOP 7509
2703 MARTIN LUTHER KING JR AVE SE
WASHINGTON, DC 20593-7509

-----Original Message-----

From: Lindsey Bilyeu [<mailto:lbilyeu@choctawnation.com>]
Sent: Friday, September 11, 2015 10:33 AM
To: Bachman, Roddy C CIV
Subject: RE: USCG-2015-0472 Delfin LNG Deepwater Port Application

Mr. Bachman,

The Choctaw Nation of Oklahoma thanks USCG for the correspondence regarding the above referenced project. Cameron Parish, LA lies in the Choctaw Nation's area of historic interest. The Choctaw Nation requests to be a consulting party on this project. The Choctaw Nation's interest in this area would lie in ground disturbing activities onshore rather than offshore. Please forward a copy of the EIS to our office once it becomes available.

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu

NHPA Senior Section 106 Reviewer

Historic Preservation Department

Choctaw Nation of Oklahoma

P.O. Box 1210

Durant, OK 74701

580-924-8280 ext. 2631

lbilyeu@choctawnation.com

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From: Lindsey Bilyeu [<mailto:lbilyeu@choctawnation.com>]

Sent: Monday, February 22, 2016 4:22 PM

To: Marshall, Sydne <Sydne.Marshall@tetrattech.com>

Subject: RE: Docket No. USCG-2015-0472, Delfin LNG Deepwater Port License Application, Cameron Parish, LA

Ms. Marshall,

The Choctaw Nation of Oklahoma thanks you for the correspondence regarding the above referenced project. Cameron Parish, LA lies in the Choctaw Nation's area of historic interest. Please provide our office with the GPS coordinates or GIS shapefiles of the project area. This will help us to determine if any Choctaw sites lie within the APE. Also, what cultural resources investigations are planned for the project?

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu
Senior Compliance Review Officer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
580-924-8280 ext. 2631



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From: Lindsey Bilyeu [<mailto:lbilyeu@choctawnation.com>]

Sent: Wednesday, April 06, 2016 2:09 PM

To: Marshall, Sydne <Sydne.Marshall@tetrattech.com>

Subject: RE: Docket No. USCG-2015-0472, Delfin LNG Deepwater Port License Application, Cameron Parish, LA

Ms. Marshall,

Thank you for providing the GIS shapefiles for the above referenced project. Please forward copies of the archaeological survey reports to our office so that we may complete our review of the project.

If you have any questions, please contact me.

Thank you,

Lindsey D. Bilyeu
Senior Compliance Review Officer
Historic Preservation Department
Choctaw Nation of Oklahoma
P.O. Box 1210
Durant, OK 74702
580-924-8280 ext. 2631



From: Marshall, Sydne

Sent: Tuesday, February 23, 2016 5:15 PM

To: lbilyeu@choctawnation.com

Cc: Schils, Nathalie <Nathalie.Schils@tetrattech.com>; Feehan, Timothy <Timothy.Feehan@tetrattech.com>;
Melissa.E.Perera@uscg.mil

Subject: RE: Docket No. USCG-2015-0472, Delfin LNG Deepwater Port License Application, Cameron Parish, LA

Attachments: 20160223_DelfinProjectFeatures.zip

Dear Lindsey Bilyeu,

On behalf of the USCG and MARAD, I thank you for informing us of your interest in the Delfin LNG Deepwater Port (DWP) License Application Project. USCG and MARAD oversee review of the deepwater port license application and compliance with Section 106 of the National Historic Preservation Act, 1966, as amended (NHPA) for the DWP. As requested, attached you will find the GIS shapefiles of the DWP project area.

Detailed archaeological and hazard surveys for the DWP were performed in December 2014 and in January and February 2015 to identify submerged former land surfaces that may contain early prehistoric cultural resources that may be eligible to the National Register of Historic Places (NRHP) and to identify submerged shipwrecks that may also have potential to be eligible to the NRHP. No submerged landforms with the potential to contain historic properties were identified. Some sonar contacts and magnetic anomalies were discovered that may relate to historic shipwrecks that could be eligible to the NRHP. Zones of avoidance have been defined around these so that the project will not result in potential effects to these potential historic properties.

Delfin LNG has also submitted an application to the Federal Energy Regulatory Commission (FERC) for a FERC Certificate of Public Convenience and Necessity under Section 7(c) of the Natural Gas Act to site, construct and operate the Delfin onshore facilities (DOF). FERC has assigned Docket No. CP15-490-000 to the onshore project and FERC's compliance with Section 106 of the NHPA is described in Resource Report 4 (Cultural Resources), available through FERC's e-library.

USCG and MARAD look forward to ongoing consultation with the Choctaw Nation of Oklahoma. Please do not hesitate to let us know if you have further concerns, comments, or questions about the DWP.

Best regards,
Sydne Marshall

Sydne B. Marshall, Ph.D., RPA | Cultural Resources Discipline Lead/Community Outreach

Direct: 973-630-8104

sydne.marshall@tetrattech.com

Tetra Tech | Sciences

1000 The American Road | Morris Plains, NJ 07950 | www.tteci.com

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January 4th, 2016

Mr. Gary Brown
Chief
Choctaw Nation of Oklahoma
P.O. Drawer 1210
Durant, Oklahoma 74702

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Brown:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Mr. Gary Brown
January 4th, 2016

Pursuant to the criteria provided by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.*(the Act), both Louisiana and Texas are the Adjacent Coastal States for this application. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for the review of the deepwater port's impacts to the natural and human environment.

Under contract to the USCG, Tetra Tech is Third Party EIS consultant for the Delfin LNG Deepwater Project. Tetra Tech is assisting USCG in its compliance with Section 106 of the National Historic Preservation Act, as amended. On behalf of USCG, I am inquiring about any concerns you may have regarding potential effects to National Register of Historic Places –listed or –eligible cultural resources as a result of the construction and operation of this project.

If you have any questions, please contact me at (973) 630-8104 or sydne.marshall.@tetrattech.com. You may also contact the USCG Environmental Protection Specialist Ms. Melissa Perera at (202) 372-1446, Melissa.E.Perera@uscg.mil; or the USCG Project Manager Mr. Roddy Bachman at (202) 372-1451, Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields (MARAD) at (202) 366-0926, Yvette.Fields@dot.gov.

Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Mr. Ian Thompson
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma
P.O. Drawer 1210
Durant, Oklahoma 74702

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Thompson:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Mr. Ian Thompson
January 4th, 2016

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Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
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Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Mr. Bryant Celestine
Historic Preservation Officer
Alabama Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Celestine:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

Onshore components of the proposed deepwater port would be located in Cameron Parish, Louisiana. The onshore deepwater port components are being reviewed by the Federal Energy Regulatory Commission (FERC) under a separate authorization process (FERC Docket No. CP15-490-000). The onshore facility would consist of reactivating approximately 1.1 miles of the existing UTOS pipeline; the addition of 120,000 horsepower of new compression and associated metering and regulation facilities; the installation of new supply header pipelines (which would consist of 0.25 miles of new 42-inch pipeline onshore to connect the former UTOS line to the new meter station); and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

Page 2 of 2
Mr. Bryant Celestine
January 4th, 2016

Pursuant to the criteria provided by the Deepwater Port Act of 1974, as amended, 33 U.S.C. 1501 *et seq.*(the Act), both Louisiana and Texas are the Adjacent Coastal States for this application. For the proposed deepwater port, USCG and MARAD are the co-lead Federal agencies for the review of the deepwater port's impacts to the natural and human environment.

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If you have any questions, please contact me at (973) 630-8104 or sydne.marshall.@tetrattech.com. You may also contact the USCG Environmental Protection Specialist Ms. Melissa Perera at (202) 372-1446, Melissa.E.Perera@uscg.mil; or the USCG Project Manager Mr. Roddy Bachman at (202) 372-1451, Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields (MARAD) at (202) 366-0926, Yvette.Fields@dot.gov.

Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Mr. Ronnie Thomas
Chairman
Alabama Coushatta Tribe of Texas
571 State Park Road 56
Livingston, Texas 77351

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Thomas:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Mr. Ronnie Thompson
January 4th, 2016

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Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

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Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Dr. Linda Langley
Tribal Historic Preservation Officer
Heritage Department
Coushatta Tribe of Louisiana
P.O. Box 10
Elton, Louisiana 70532

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Dr. Langley:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Dr. Linda Langley
January 4th, 2016

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Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Mr. Lovelin Poncho
Chairman
Coushatta Tribe of Louisiana
P.O. Box 818
Elton, Louisiana 70532

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Poncho:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Mr. Lovelin Poncho
January 4th, 2016

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Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Ms. B. Cheryl Smith
Chief
Jena Band of Choctaw Indians
P.O. Box 14
Jena, Louisiana 71342

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Ms. Smith:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

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Page 2 of 2
Ms. B. Cheryl Smith
January 4th, 2016

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Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Ms. Dana Masters
Tribal Historic Preservation Officer
Jena Band of Choctaw Indians
P.O. Box 14
Jena, Louisiana 71342

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Ms. Masters:

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Page 2 of 2
Ms. Dana Masters
January 4th, 2016

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Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

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Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)

-----Original Message-----

From: Alina Shively [<mailto:ashively@jenachoctaw.org>]

Sent: Wednesday, February 17, 2016 10:25 AM

To: Bachman, Roddy C CIV

Subject: [Non-DoD Source] Delfin LNG Deepwater Port License Application, Cameron Parish, LA-USCG-2015-0472

Dear Sir:

Regarding the above-mentioned license and project, the Jena Band of Choctaw Indians' THPO hereby concurs with a determination of No Effect to Historic Properties. This does not preclude the determinations of other Tribes with interest in this area. Should any inadvertent discoveries of Cultural Resources or unanticipated impacts, of any type, occur, please contact all Tribes with interest in this area. Thank you.

Sincerely,

Alina J. Shively

Jena Band of Choctaw Indians

Tribal Historic Preservation Officer

P.O. Box 14

Jena, LA 71342

(318) 992-1205

ashively@jenachoctaw.org



January 4th, 2016

Kenneth Carleton
Tribal Archaeologist and Tribal Historic Preservation Officer
Mississippi Band of Choctaw Indians
P.O. Box 6257
Philadelphia, Mississippi 39350

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Carlton:

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Page 2 of 2
Mr. Kenneth Carlton
January 4th, 2016

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Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
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Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Ms. Phyllis Anderson
Chief
Mississippi Band of Choctaw Indians
P.O. Box 6257
Philadelphia, Mississippi 39350

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Ms. Anderson:

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Page 2 of 2
Ms. Phyllis Anderson
January 4th, 2016

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Under contract to the USCG, Tetra Tech is Third Party EIS consultant for the Delfin LNG Deepwater Project. Tetra Tech is assisting USCG in its compliance with Section 106 of the National Historic Preservation Act, as amended. On behalf of USCG, I am inquiring about any concerns you may have regarding potential effects to National Register of Historic Places –listed or –eligible cultural resources as a result of the construction and operation of this project.

If you have any questions, please contact me at (973) 630-8104 or sydne.marshall.@tetratech.com. You may also contact the USCG Environmental Protection Specialist Ms. Melissa Perera at (202) 372-1446, Melissa.E.Perera@uscg.mil; or the USCG Project Manager Mr. Roddy Bachman at (202) 372-1451, Roddy.C.Bachman@uscg.mil, or Ms. Yvette M. Fields (MARAD) at (202) 366-0926, Yvette.Fields@dot.gov.

Thank you for considering this request. We look forward to your response.

Very respectfully,



Sydne B. Marshall, Ph.D., RPA
Cultural Resources Lead

Enclosure: Figure 1

cc: Roddy Bachman (USCG)
Curtis Borland (USCG)
Melissa Perera (USCG)
Yvette Fields (MARAD)
Colleen Vaughn (MARAD)
Janine Cefalu (FERC)
Tim Feehan (Tetra Tech)
Sean Sparks (Tetra Tech)



January 4th, 2016

Earl J. Barbry, Jr.
Tribal Historic Preservation Officer
Museum Division Offices
Tunica-Biloxi Tribe of Louisiana
P.O. Box 1589
Marksville, Louisiana 71351

**Subject: Delfin LNG Deepwater Port License Application
Federal Waters off of Cameron Parish, Louisiana
Inquiry of Tribal Concerns About Proposed Project
Docket Number USCG-2015-0472**

Dear Mr. Barbry:

The U.S. Coast Guard (USCG) and the Maritime Administration (MARAD) are preparing an environmental impact statement (EIS) as part of the environmental review of the Delfin LNG LLC (Delfin LNG) deepwater port license application. The application proposes the ownership, construction, operation and eventual decommissioning of an offshore liquefied natural gas (LNG) deepwater port export facility that would be located in Federal waters within the Outer Continental Shelf (OCS) West Cameron Area, West Addition Protraction Area (Gulf of Mexico), approximately 37.4 to 40.8 nautical miles off the coast of Cameron Parish, Louisiana, in water depths ranging from approximately 64 to 72 feet (19.5 to 21.9 meters). The deepwater port would consist of four semi-permanently moored floating liquefaction natural gas vessels (FLNGVs), and would reuse and repurpose two existing offshore natural gas pipelines: the former U-T Operating System (UTOS) pipeline and the High Island Operating System (HIOS) pipeline (Figure 1). Approximately 4.98 miles of new pipeline would be installed offshore, including a 700-foot, 42-inch-diameter bypass around an existing platform at WC 167, and four 6400-foot, 30-inch-diameter laterals to transport natural gas to each of the four FLNGVs.

Onshore components of the proposed deepwater port would be located in Cameron Parish, Louisiana. The onshore deepwater port components are being reviewed by the Federal Energy Regulatory Commission (FERC) under a separate authorization process (FERC Docket No. CP15-490-000). The onshore facility would consist of reactivating approximately 1.1 miles of the existing UTOS pipeline; the addition of 120,000 horsepower of new compression and associated metering and regulation facilities; the installation of new supply header pipelines (which would consist of 0.25 miles of new 42-inch pipeline onshore to connect the former UTOS line to the new meter station); and 0.6 miles of new twin 30-inch pipelines between Transco Station 44 and the new compressor station site.

Page 2 of 2
Mr. Earl J. Barbry Jr.
January 4th, 2016

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Sean Sparks (Tetra Tech)



January 4th, 2016

Joey Barbry
Chairman
Tunica-Biloxi Tribe of Louisiana
P.O. Box 1589
Marksville, Louisiana 71351

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Page 2 of 2
Mr. Joey Barbry
January 4th, 2016

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Sydne B. Marshall, Ph.D., RPA
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QUAPAW TRIBE OF OKLAHOMA

P.O. Box 765
Quapaw, OK 74363-0765

(918) 542-1853
FAX (918) 542-4694

 ORIGINAL

January 12, 2016

Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, N.E., Room 1A
Washington, D.C. 20426

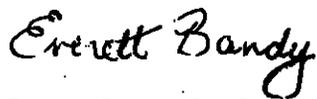
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SECRETARY OF THE
COMMISSION
2016 FEB -1 A 3:36
FEDERAL ENERGY
REGULATORY COMMISSION

Re: Proposed DELFIN LNG Project; Docket No. CP15-490

Dear Kimberly,

This project is outside of the current area of interest for the Quapaw Tribe; therefore, the Quapaw Tribe does not desire to comment on this project at this time. Thank you for your efforts to consult with us on this matter.

Sincerely,



Everett Bandy, THPO
Quapaw Tribe of Oklahoma
P.O. Box 765
Quapaw, OK 74363
(p) 918-238-3100