RETURN TO SER AR INDEX

COMMONWEALTH OF MASSACHUSETTS

Transcript of Formal EPA Public Hearing in New Bedford, Massachusetts held at the Fort Taber Community Center, One South Rodney French Blvd, New Bedford, Massachusetts, on Tuesday, July 24, 2012.

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MR. DERGER: For the public record, my name is Carl Derger. I'm a regional counsel for the EPA in Boston. I will now open the public hearing on EPA's draft determination for the proposed South Terminal Project. The hearing will be recorded by the stenographer as I was indicating.

Before we start, I want to indicate again that there are two interpreters that we have in the room tonight for Spanish and Portuguese speaking visitors, and if anyone would like to use their services, could you please raise your hand. The interpreters, they're here somewhere. I saw them earlier, I thought, but maybe not. Well, we can find them if you need them. Kelsey can maybe help out with that. If someone needs interpreter services, Kelsey will help find them.

We've already had the public information meeting immediately preceding this meeting, so I'll just give you a brief overview of EPA's draft determination, and then we'll open the floor to anyone who would like to make a formal public comment. For those of you who are unfamiliar with the process, EPA is holding a public comment on its draft determination from July 16th through August 21st, and that's the public –- comment period is August 21st. I originally said August 16th.

It's August 21st. During this time, you can make a formal comment in one of two ways. You can come to the microphone tonight and make a comment orally or you can send your comments to EPA's mailbox at -- the website we'll have it -- get it posted on a piece of paper. It's southterminaldraftcomments@EPA.gov.

If you choose to make a written comment, it must be post marked no later than August 21st. These are the only two ways you can make a formal comment in which EPA will respond. Tonight is only for EPA to listen to your comments. We will not be responding as we did in the meeting sessions. After the public conference closes -- after the public conference closes, EPA will consider all comments received and issue a final determination about this project. That final determination will contain a transcript of all comments that are received tonight as well as a copy of any written comments we receive. EPA's responses to those comments will be contained in the response of the summary and will be attached to the final determination.

Some ground rules for tonight. After my brief introduction, we will take comments. When you came in tonight, there was a sign-in sheet on the table where you could indicate whether you wanted to comment on the

sign-in sheet. If you did not do so, please take a moment now to indicate on the sign-in if you would like to comment. We'll ask you to come up front to the microphone and so your comments can be heard clearly and recorded properly. Please state your name for the record and you may need to spell it for the stenographer. We can only have one person speaking at a time.

Again, I want to emphasis that we are only looking for comments at this point on the South Terminal Project Proposal. I know there are many projects and controversies in New Bedford and other places that EPA is involved in. This is not a hearing on the Superfund Dredging Project or the Superfund CAD shells. It's not a hearing for comments on the Parker Street Waste Site.

If someone would like some more information about those or any other EPA projects, your welcome to approach any of us from EPA and we can provide you with contacts tonight or take your name and have the appropriate person contact you. So, I guess, we will now proceed to the formal comment period, and Jim Murphy will call on the first speaker.

MR. MURPHY: Thanks, Carl. I think we have approximately 35 people who have indicated that they

would like to make a public comment, so we really ask people to keep it as brief as possible. If you're not able to complete your comments in a couple of minutes, you can submit something for the record. So I was first going to ask Mayor Mitchell to make the first comment by stepping up to the microphone, and then I'll see if there are any state senators or representatives present who are here to make a remark.

MR. MITCHELL: Good evening, everyone. My name is John Mitchell, and I am the mayor of the City of New Bedford. I thank EPA for giving us this opportunity to weigh in on a project that I think is unique and special in so many ways. I believe that the prospect of building the modern marine terminal, the proposed South Terminal Project is as we all like to refer to it, on our waterfront to support the America's new offshore wind industry and unlock the city’s potential as a hub of international trade is by far the single most important economic opportunity for New Bedford and the surrounding region in our lifetimes. This is no exaggeration that after years of uncertainty there is no longer any dispute that offshore wind energy is coming to the United States.

Offshore wind farms have been in operation in

Northern Europe for nearly 20 years and are projected to be the source of approximately one-third of the European Union’s electrical supply in the next 20 years. Over the last ten years, the federal government here has laid the groundwork for offshore wind farms in the United States which have been regarded by both the Bush and Obama Administrations, not only as a source of sustainable energy but also a means of weaning the nation off of its dependence on foreign oil. The lion’s share of America’s wind farms are slated to be established nearby.

A full 25 percent of America’s wind reserves are located in the area of ocean just south of Martha’s Vineyard, and the U.S. Department of the Interior has designated the area for thousands of wind turbines that will power large (indiscernible) of the northeast over the coming decades. Moreover, in the near term, the Cape Wind Project continues to make steady progress with the strong support of the Patrick Administration.

New Bedford is poised to become one of the four most beneficiaries of these developments. Positioned along the southern coast of New England, we are one of the few deep water ports with industrial space and capacity to stage wind turbines, each costing millions

of dollars and ship them to their ocean placement sites. We have strong highway and rail access.

Our residents have the sea ferry and manufacturing skills that the industry requires, and we have a receptive and very supportive political establishment. On multiple levels, New Bedford makes perfect sense. It’s not surprising then that the recognition of the city’s unique position has spread widely, broadly among key wind energy leaders, some of whom are joining us here tonight. And with the competitors elsewhere who are eager to capitalize on any misstep in this project, all eyes are turning to New Bedford with lynchpin of our success being the establishment of the South Terminal.

We are gathered here tonight as a community. With broad support from elected official, cities, and business leaders, labor leaders, engaged citizens and environmentalists to urge swift action on the final environmental permitting for the South Terminal Project so that the construction can commence. As the mayor of the City of New Bedford, I pledge my unqualified support for the project.

As for CAD cells, I want to respond to my friend Eddie Rivera’s question a few moments ago, and you’ll see, Eddie, that I actually –- the moments after I went

to the men's' room, I actually wrote in the answer. As for CAD cells, the question here tonight, Eddie and for everyone, is whether this project should go forward. The issue is not whether all CAD cells are good or all CAD cells are bad. The reality is that not all CAD cells are the same.

In my view, the infinitesimal risk, the leakage from the CAD cells contemplated by this project is greatly outweighed by the potential thousands of jobs that will be created as a result of this project, bringing in millions and perhaps billions of dollars of revenue into the pockets of New Bedford citizens and citizens of the surrounding region.

My view on CAD cells is in concert with many folks in the environmental area and significant and environmental stewards like the Coalition for Buzzards Bay which more than any other group protects our bay from contamination and has done so heroically over many years. Its leader Mark Rasmussen is here today and you'll hear directly from him that not all CAD cells are the same and that CAD cells that are contemplated by this project shouldn't be a concern for anyone here.

For many months, city and state staff have worked tirelessly to identify and address the great many other

procedural steps so that the project can be brought on the line in time to support offshore industry projects currently in development. The federal government, particularly the EPA and staff, have played an important partner in this effort, and we appreciate the diligence in which EPA has approached the work. Because of the EPA's effort to stand tonight with the finish line clearly in sight, but to reach the finish it is still very important that there not be any delays in the timetable the EPA has already established for its decision making. The construction timetable is tight. The weather can be fickle and there are thousands of variables that can undermine our efforts.

By acting swiftly and granting approval to proceed into the next phase, the EPA will be giving this project the very best chance of success and in so doing it will bring to New Bedford a future of which we can all be proud; a future with a cleaner harbor, a cleaner environment, and more good jobs for our citizens and the citizens of the entire region. Thank you.

MR. MURPHY: Are there any other state representatives who would like to speak?

MR. CABRAL: Good evening. For the record, I'm state representative Tony Carbal. I'm the state

representative for this part of the city where the South Terminal Project is located. I want you to know that I've been a strong supporter of this project from day one. We've been working very closely for a couple of years now to secure and move this project forward. We helped secure along with the administration the funding –- the initial funding which is not –- it's 35 million dollars that has been already set aside for this project, capital money, bond money for this project. Will it need more? Perhaps it will depending on the design and depending on what the project will eventually be used for.

If it is used for Cape Wind that we all hope it will be and for other wind project industries offshore probably that amount of money might not be enough because the structure has to be built to sustain different types of weight per square inch. So it will probably require additional funding, but we are ready. The state it ready. The legislator is ready. I'm ready and I'm sure the mayor's ready and the city's ready to move forward along with the city council to make sure that we have necessary funds. It's the state on this project, so we will –- I want you to know that. We take it very seriously. After I speak, my colleague, Chris

Michael, will speak as well and we take this project very seriously and we want it to be complete.

So I'm here to offer my support not only publicly here before this public hearing, but also to let you know that we're going to be working side by side with the city. We're going to make sure that this administration at the state level, the Deval Patrick Administration, keeps moving forward and they have the funds that are necessary for this project to continue. As you all know and you heard the mayor before I spoke, this project is really about the future of New Bedford. That's how important this project is. It's about diversifying the economy. It's about capitalizing on an industry that is fairly new to us in this area, but in Europe it's full bloom already and other parts of the world, and I think we need to capitalize in it in addition to the Cape Wind. As you know, the federal government and the state have been working to designate additional areas for the wind project offshore.

We are just a few days of steaming, if not, just a day or two steaming away from those locations. So I think we are at the right place at the right time, and I think we need to not waste any time or not waste any details on this.

As you know, just construction jobs alone on this project will potentially bring about 300 construction jobs to begin with. In terms of Cape Wind itself, in addition to the construction jobs, Cape Wind Project will bring in another additional 800 jobs. And we're not even talking about all those side effects of those projects in that construction on other businesses in this community and the additional jobs that it will bring. It is essential for us to really be supportive and I know the community will be supportive of this project. There are some environmental issues that I think we ought to be concerned, but I think this part of the harbor, as you know, is not really –- will now be clean.

This project in addition to that, this project will allow us to clean a substantial part of the harbor that really is not part of the Superfund and it was not part of the Superfund to be cleaned with, so that's the other positive offer of this project. It will allow us to create navigational channels into that area deep enough not only for those specific -- those specific boats or ships, if you will, that's the right term because they're big enough to be called ships; right, to come in and -- but also on the issue of CAB cells this one –-

there’s a CAD cell number three and this was -– and this project probably uses some space within the CAD cell number three, but a lot of the stuff that will be dredged would be put in location on what’s called the CDFs which is a confined disposal facility which would be to help create part of the bulk of that South Terminal Project to help build, so we don’t have to go out and buy all the filler that needs to be bought to fill that area.

So we have a number of savings both for obviously the city and state when we go forward in this project in terms of if we can use some of the dredging to fill. That’s less fill that we need to buy as well as fill that location. So I think that’s important to remember the savings on that particular side as well.

But I want to leave by saying that EPA has a responsibility here as well to minimize the impact, the environmental impact, and I certainly would hope that they will do better and it’s part of their job on both during the construction period and eventually during the operation period of this project, and I would urge EPA to continue to work with and listen to the nearby residents in the neighbor that are most impacted by this area. That’s important. The south is usually referred

to south central neighborhood. It's important for EPA to know that. That neighborhood has been impacted in the past by Route 18 and other projects.

Actually, many times before the construction of Route 18 used to be streets and houses and -- the neighborhoods used to go all the way down to the water and that area, so I think it's important. Those residents have particular concerns, and I think they ought to be listened to. They know the area very well and I hope EPA keeps an open ear to their concerns.

Also, to the other environmental groups in New Bedford they've been working for years with us and with the city and with the state and I think EPA -- I would hope EPA would also look to them and listen to their concerns and try to remediate whatever is a legitimate concern.

So having said all that, I am hopeful that you will be able to listen and hear throughout this evening the support that this project really has, the future that this project will bring to not only this part of the city, the south end, downtown south, but to the whole city –- the whole area because I think the future of New Bedford really determines the future of the greater New Bedford area.

You might not live in New Bedford, some of you, but without New Bedford being successful, you're not going to be very successful if you live in a town nearby. So that's the importance of us sticking together, working together regardless of where you live, be within the boundaries of the city or not, this is that important for us in this region. So I hope we can get all your support, and without forgetting the environmental concerns that I think ought to be addressed along the way.

I don't want to minimize those, but I think there are also positives here because this project will be a project about environment, about clean energy, about green jobs, so that will counteract as well as some of the issues and concerns that you might have around the dredging, around the CAD cells, and other issues, and we shouldn't think of those lightly. Those are important for us to remember because it will eventually -- if we don't do it right, eventually, it will catch up with us in the future. Thank you very much.

MR. MARKEY: For the record, my name is Chris Markey. I'm a representative of Dartmouth. I also have parts of New Bedford. For the record, it's M-A-R-K-E-Y. And I would just say to the general public and to the

EPA there are very few projects that can be total game changer for a city like New Bedford. There is very few opportunities, maybe once every 25 years there's that opportunity. This is one of those opportunities. It's the first real opportunity to look towards the future, not just two or three years, but 25 years down the road.

That this project will end up providing the basis for a lot of New Bedford's (indiscernible). It's going to have a great impact on making sure we have better education. That we have better jobs, that we have people who are paying taxes to our city, to our state, and allow us to continue to create jobs elsewhere. This is one of the most important things that we as a community will decide on in the next decade. It will have the biggest impact and what is amazing about that is the universal supports of this. You have UMass Dartmouth leading in marine renewable energy. You have their resources. You have the resources of the mayor, in as much as Tony will not talk about he's also a chairman of Capital Assets and Bonding. That's where the money will come from for this project. We have the political capital to do it. We have the people behind it to do it. We have incredible resources to do it, and it needs to get done. Thank you.

MR. MURPHY: I think there are a number of staff representatives from some of our congressional delegations. So if any of those folks have a statement to make, we can take you now, otherwise, we will move on to -– are there any staff members from -– sir.

MR. QUIGLEY: My name is James Quigley. I'm here on behalf of Congressman Bill Keating. But first I just would like to thank Mayor Mitchell, the EPA, the EEA and Governor Patrick's office for putting this together tonight and inviting us to attend. I bring remarks from the congressman and here are those remarks.

I regret that I am unable to be here in person, but I'm fighting for you in Washington this week. Along with my colleagues, Ed Markey and Barney Frank, I am proud to see that we are joined by such an array of stakeholders in today's hearing, and I look forward to learning all your thoughts and concerns as this process moves forward.

Today marks a milestone in the state and federal collaboration. The development of the New Bedford Marine Commerce Terminal will be the first facility in the country to support every phase of offshore wind development from construction to assembly to the deployment of the turbines and the supporting

structures. I have said it before and I will say it again, southeastern Massachusetts is a global leader in renewable energy, sustainable jobs, and new technologies.

Our ancient history is built on the work of fisherman, explorers, farms, and entrepreneurs that came from all across the globe and contributing to what soon became a bustling marine industry. We have always been a hub of innovation and now this region has potential to become the magnet for all aspects of renewable energy industry, from turbine manufacturers to designers and assemblers to engineers, ship builders, captains and their crews.

We are perfectly suited to cultivate these industries and benefit and multiply our fact of the jobs that will stem from the south coast to western Mass., the South Shore to the Cape and the Islands. Renewable energy provides Americans with high tech. manufacturing jobs, secure sources of energy, and critical economic development opportunities for the state.

This is an unmatched investment in both American workforce and our nation’s global competitiveness. I’m especially eager to witness the expansion of the economic opportunity for the port in New Bedford with

additional capacity for container and cargo shipping. The potential for economic development is endless and with unemployment in both New Bedford and Fall River surpassing the national average, we do not have much more time to lose. Entire communities are ready to work and we cannot deny anyone this right. They're counting on us.

Further, our country must take strides to remain a global leader of alternative energy sources and technologies. Job creating, renewable energy investments, like the New Bedford Marine Commerce Terminal will contribute to our nation's larger goal of reducing the dependence on foreign oil and fighting back against global warming and climate change.

This state, in my district in particular, has played an intricate role in leading our nation down this path. Massachusetts is already recognized along with California and Oregon as one of the top three states with clean energy. There are now six states that generate more than ten percent of their utilities scale electricity from wind, solar or geothermal installations.

As of 2011, we were home to nearly 5,000 individual clean energy companies which translated into nearly

65,000 direct jobs. That is to say that nearly two percent of all Massachusetts jobs are in the work related to clean energy sector and included an anticipated 15 percent growth rate from July 2011 until July 2012. Here we understand the urgency and the importance of investing in this critical industry. I'm very proud of the number of the delegations that understand the economic, commercial, and symbolic value that this terminal will bring to our region. William Keating, Member of Congress. Thank you.

MR. GALLAHER: Good evening. My name is Mark Gallagher. I'm the district director for Congress Ed Markey. I first want to thank Mayor Mitchell and the City of New Bedford for hosting this incredibly important public hearing tonight. I'm here to read a statement from Congressman Markey if you can bear with me. I'd like to thank the EPA for calling this important public hearing tonight, and I applaud my fellow citizens for appearing and offering comments on the proposed New Bedford Marine Commerce Terminal.

Twelve years ago, New England visionaries began laying plans to build the first offshore wind farm in the United States. There was no roadmap on how to do this. There was nobody to call for guidance. We

watched the Cape Wind project single handedly drive the creation of a regulatory process for wind projects off shore in federal waters. We watched other states like Delaware and Rhode Island adopt our vision for what is possible with offshore wind as they race ahead with plans of their own.

Today, offshore wind has finally arrived in America. The Cape Wind Project will go forward. Many offers of interest for additional offshore wind projects in New England have been submitted to the U.S. Interior Department, which I oversee as a ranking Democratic member of the House of Natural Resources Committee. But before we can begin to sinking (indiscernible) into the sea beds to anchor Cape Wind’s 400-foot turbines, we must establish a coastal facility to anchor this new offshore industry. As a protective harbor with access to land-based transportation and proximate to some of the best offshore wind resources in the world, New Bedford is the ideal location.

And with one of the most highly-skilled maritime workforces in the world, New Bedford has the community to ensure that the Marine Commerce Terminal will succeed. Over the centuries, New Bedford has been the launching point for generations of whalers, traders and

fishermen that have earned their livelihood at sea. The New Bedford Marine Commerce Terminal will continue that legacy. It will be the foundation for an offshore wind industry that will employ thousands of workers in good paying jobs.

This facility is a commitment from New Bedford and a commitment from all of Massachusetts to see New England become a world leader in the offshore wind industry and we need it because we don't have coal in New England. We don’t have oil or gas. We export millions of dollars out of our region to bring in these fuels. That is our weakness. Our strength is that the Bay State is the brain state. Our number one natural resource is our own resourcefulness. We are Saudi Arabia of technology and innovation and we have some of the best offshore wind resources in the world. Beginning with the voyage of the pilgrims in 1620, millions of people have ridden the strong winds of the North Atlantic in search of greater freedom and opportunity.

Today those same winds are attracting investors, driving technology development, and soon will be creating good paying jobs and clean energy for New England.

Massachusetts and is already home to several world leading wind energy companies. We're home to Wind Technology Testing Center in Charlestown. We're home to some of the best universities in the world that are producing the young minds to engage in our energy challenge. We have all the key ingredients to make Massachusetts the offshore wind energy hub of America and investing in the New Bedford Marine Commerce Terminal will come back to Massachusetts many times over in the form of new jobs and economic growth in the region. We are the land of the pilgrims. We are the fertile soil of democracy. We are the birthplace of the American Revolution. Now is a time when our nation's energy future is at the crossroads, New England can continue to drive the clean energy revolutions in our country through offshore wind development. I am proud to lend my support to the New Bedford Marine Commerce Terminal. Thank you, signed Congressman, Edward Markey.

MS. KERRIGAN: Hi. I'm Amy Kerrigan from Senator John Kerry's office. Thanks to Mayor Mitchell, the EPA, the EEA, and Governor Patrick's office for having me here tonight and I'm going to read the Senator's statement for the record.

At the height of the 19th Century whaling industry,

New Bedford was the city that lit the world. Its fleet of 300 ships produced a reservoir of whale oil that lanterns across the globe. But New Bedford past is also its future. With completion of the Marine Commerce Terminal, the first project of its kind in the country, New Bedford will once again help light the world. Not with whale oil but with clean renewable energy. The New Bedford Marine Commerce Terminal represents an important milestone for the offshore wind industry in Massachusetts and the nation. It will be the first U.S. port engineered to loads require for turbine assembly and deployment. The terminal is also an important step in America reclaiming its position as the world in innovative clean technologies.

Today, of the 30 top companies in the world involving solar wind and advance batteries, only six are based in the United States, but this project will help us get back in the game in a strong way. The terminal also accelerates the transitions to new energy pyridines that will reduce the threat of climate change. Wind power does not emit any climate change in inducing carbon dioxide no other air pollutants which are polluting the major cities in the world in costing billions in additional health cost and infrastructure

damage.

In here, once again, environmental protection and economic development go hand and hand. The Marine Commerce Terminal will also help create critically needed jobs in New Bedford where unemployment remains too high and it will bring new businesses that will help grow the economy in Southeastern Massachusetts.

According to the latest estimates, the terminal will generate 270 construction jobs and the subsequent offshore shore wind turbine development at the time will create another 844. This translates into 19 million dollars of new household income over the next two years. There’s even greater economic benefits to ports. They’re new capacity for cargo and container shipping in the years ahead, perhaps as much as 117 million dollars annually, but that’s just the beginning. Today’s energy economy is a 6 trillion dollar market with 4 billion users worldwide. Green energy is the fastest growing segment of that industry and as a result is likely to take a significant portion of that market in the years ahead.

Of course, the terminal must be developed in a way that protects the important ecosystems in Massachusetts as well as federal waters and the health of workers and

residents living near the port. But with these important safeguards, this is an opportunity not to be missed, an opportunity for New Bedford to once again be at the center of energy production. It's the ideal location. Inside the hurricane barrier near high wind areas and readily accessible by water and land-based modes of transportation and it's already host to a skilled maritime industrial workforce.

The 21st Century economy will be (indiscernible) green economy and Massachusetts is uniquely positioned to lead the way. Not only do we have the necessary innovated and entrepreneurial spirit, but our natural resources are an enormous advantage. We have the largest offshore wind planning area on the east coast, the Massachusetts wind energy area which has the potential to generate up to 4,000 megalots of energy, an amount equal to is what is currently being produced by Massachusetts coal fire power plants. The New Bedford Commerce Terminal represents the kind of investments we need to make to ensure America's future. The kind of investments we need to make in our communities and in our people if we want to keep going. This investment will harness the winds that once powered whaling ships to and from this port and put them to work meeting our

future energy needs and creating the jobs of the future. Senator John Kerry.

(UNKNOWN FEMALE): Hi, my name is (indiscernible), and I'm the deputy district director for congressman Barney Frank. He's in Washington, DC and asked that I come to this hearing to read this statement.

I am writing to express my strong support for the construction of the New Bedford Marine Commerce Terminal which will be the first facility the United States has built specifically to support the assembly, construction, and employment of offshore wind projects. The Commonwealth of Massachusetts is working with the City of New Bedford to develop and construct this project which has immeasurable economic benefits to the state in general and the city specifically.

As part of this project's permit review, the EPA and the Commonwealth's Executive Office and Environmental Affairs will be looking at the Commonwealth's proposal for the development of a confined disposal facility through a process known as the State's Enhanced Remedy. The City of New Bedford and the town of Fairhaven have already used this technology to bury material accumulated during

navigational; dredging and the draft determination issued by the Environmental Protection Agency, the agency stated that the Commonwealth’s proposal to construct the Marine Terminal was both protective of human health and the environment and meets the substance of requirement of applicable or relevant and appropriate federal environmental standards. Therefore, it is important to fully educate the public regarding this disposal method, and I commend the EPA and the Commonwealth for their continued outreach and commitment to making sure that the public’s concern are fully vetted in this type of forum. The benefits of this project cannot be understated.

The total size of this facility is expected to be 28.25 acres, which will make this the largest land area shipping facility in New Bedford and one of the largest in the Commonwealth. The facility is expected to be one of the primary staging points for future offshore renewable energy projects in New England as well as the nation's first purpose-built facility to support offshore wind development. No other terminal on the East Coast will be able to support the needs of large offshore wind projects and with many already being planned over the next ten years, this facility will be

the primary beneficiary of that need.

The public and private investment these projects generate will significantly increase employment and revenue throughout the region and provide the type of clean energy this country needs to reduce our dependency on fossil fuels. I have long been a supporter of this project and was proud to join Governor Patrick and former Mayor Scott Lang. When it was first announced back in 2010, Mayor Mitchell and the City of New Bedford Economic Development Council have worked diligently to ensure this important project has continued to reach this point, and I look forward to seeing the port of New Bedford expand its economic capabilities and continue to strive to be a leader of offshore wind development in conjunction with a significantly maritime industry. Congressman, Barney Frank. Thank you.

MR. MURPHY: Okay. I am just going to call folks who have signed in. If you could come up to the microphone and speak first, and these are not necessarily in -– we didn’t number the pages, so it’s a little bit random, so be patient.

The first person is Roy Collins.

MR. COLLINS: Good evening. I want to thank everybody for the leadership down here, the politicians,

the mayors, everybody who supports this. I'm with the ironworkers. I'm the business manager of Local 37. We've got quite a few members here who live in New Bedford and for years they've traveled out of the city to go to work everyday into Boston or, you know, into Rhode Island or wherever you have to go and it would be just great to get this going and get them to be able to work here in their neighborhoods again. And I'm sure they'll be very proud of that.

We plan on doing the best we can and make a commitment to bring apprentices in the program as we have been from New Bedford and Fairhaven and Dartmouth and it's going to be a great opportunity for young people. I just want to thank everybody and we look forward to this project. Thank you.

MR. MURPHY: Steve Rodney.

MR. RODNEY: My name is Steve Rodney. I'm vice president of Acorn Management Company. We've invested about 75 million dollars in New Bedford over the past decade. We developed a (indiscernible) and Victoria Riverside, the old Manomet number two and are presently working on Cliff Techs North. Two of the three properties are directly on the water, and I really do appreciate the fact that everyone in New Bedford has

welcomed us and supported us. The two properties that are finished are full. The property that we recently started will probably take about another year before we start thinking about moving people in. But I'll tell you one thing we picked up on right away when we started doing business down here is the fact that so many people are drastically underemployed, and there are still so many people that are unemployed.

This is a great project for the city. The is a great project for -- as I agree with Mayor Mitchell and I didn't know about that, that catch phrase until tonight –- this is a hundred year project. I don't think you can determine the fault of this project's ability to clean up the river of the PCB problem that took hundreds of years to create. But I also don't believe that the EPA and the Massachusetts DEP nor the local (indiscernible) dignitary coalition that's supporting this project would allow these PCBs be contained if they believed it was going to be more harmful for the people in this community. I think, at worst, it's a containment of a very long-term problem. And, I think at best, we can look at it as land bank. We can approach those containment areas in the future and completely remove them when we have the technology

and ability to do so. Maybe the ironworkers will build us a pipeline out of here out of that stuff. We'll (indiscernible) it on out. But it's an awesome project. We're happy to support it, and we will do anything that we can to help.

Right now, we are sponsoring a staging area on one of our properties for the pumping that's going on to support the dredging that is presently going on in the harbor now. It isn't a real popular thing with a few of the residents in the building, but we really felt obligated to put out or shut up. It is in our backyard and we are trying to help deal with it, and I hope all of you help as well.

MR. MURPHY: Steven Martins.

MR. MARTINS: Thank you. And thank you, EPA for this opportunity for this public hearing and giving all of us an opportunity to express our voice with this project. But for the people here who may not know me, my name is Steven Martins and I'm proud to represent the north end of the City of New Bedford as their Ward 2 City Councilor and this year as their City Council President. I take great pride in the City of New Bedford and I say this not just as an elected official but as a citizen who was born, raised, educated and has

worked in this city all my life.

I find that myself, the product of the generation that elected leaders before me and some currently, have often talked about keeping our city youth after graduation in New Bedford. How often it's said to bring your knowledge right back here in the city and the city needs you, and yes as an elected official in the city of New Bedford, I have often used that same quote. But the South Terminal Project which will benefit the City of New Bedford significantly and enhance the economic activity will be another reason for citizens to stay in our city and invest.

We will have a chance to be the first in the nation to have built a facility to support offshore wind development which will be backed by billions of dollars in investments and no other terminal facility on the East Coast can support the offshore wind projects that are planned in the coming decade as you heard here today.

We will have a chance to support the multiple port and shipping activities that will enhance the port capabilities of our city. We will have an opportunity upon creation of the Marine Terminal Facility capable of handling cargo types that adds significantly to the

(indiscernible) for New Bedford to host major shipping activities including bulk and containerized cargo in short sea shipping activities.

As we also here today cannot forget that this terminal will increase the likelihood that the port of New Bedford will be selected by the offshore wind developers such as Cape Wind and Deep Water Wind to host their shipping fabrication and other activities for their proposed offshore operations in the Atlantic. This also increases the likelihood for long-term maintenance activities for the operation. But most importantly, probably for the reason that we're here today in addition to the many other reasons, is that the New Bedford Commerce Marine Terminal will bring much needed jobs to our city.

In 2010, we have seen the city's unemployment rate as high as almost 18 percent. In 2011, we almost saw it at 16 percent, and in this year alone, as almost as high as 15 percent and we're only half way there through the year. It's unacceptable and we have an opportunity here today -- an economic opportunity to get people back to work. This project is tied to over 1100 jobs. Almost 300 jobs created for the terminal and 800 created for offshore wind turbine developments that are new and

high-waging jobs.

The City Council has worked collaboratively with Matt Morrissey and his team from the New Bedford Economic Development Office, the newly elected Mayor Mitchell, former Mayor Lang who is here today who helped spare this project. Our local and state delegation and also many other city employees that have helped us with the planning process, including EPA who have been always open with these public hearings and also open with the city council to come in and explain any other projects or any other additional concerns that we may have on the council. They have always had an open-door policy and we appreciate that.

In ending, while New Bedford is an easy sell to me and all of you, the city is so diverse and a culturally rich community that is home to the best restaurants, shops, and you can obtain a high-quality education right here in the city. This project will add on to our successes already and the citizens of our city will benefit from the economic opportunities that come along with the New Bedford Mariner Commerce Terminal for not just now, but most importantly for the future of our city. Thank you for this opportunity for letting me speak.

MR. MURPHY: City Councilor, Henry Bousquet.

MR. BOUSQUET: Good evening, everybody. My name is City Councilor, Henry Bousquet. I'm a Ward 3 representative and I'm here today to speak on behalf of this terminal and it's construction here in the city of New Bedford simply for the reasons that Councilor President Martins put forward and after having done the due diligence and sat in front of mounds and mounds of paperwork and looked at the EPA clean up of the harbor as it's going forward, this seems to me to be the most pivotal point in our city here to obtain another area, another industrial area which will open us to opportunities for employment and that's what this city needs more than anything.

As I go from neighborhood to neighborhood and I meet with citizens in the city, the biggest thing that I hear daily is we need jobs here and this is an opportunity for that. And I'm here simply today to support that, okay. And I appreciate the opportunity to do so. Thank you, very much everyone.

MR. MURPHY: City Councilor Oaks.

MR. OAKS: Like my two colleagues before me, I will agree with what both Councilor President Martins said and what Councilor Bousskay said. This is about

the future of New Bedford. This is about high-end quality jobs. This is about taking an area of the city, both the Ward 4 and Ward 6, cleaning them up, taking the old Dartmouth finishing site, rehabbing that site. Taking the old –- the Stephen Shuster site which I remember working with Matt Morrissey in (indiscernible) development six years ago when we were trying to do the test wind blade facility. This is about the future of New Bedford. This is about taking what we have and moving it forward. This is about giving to the kids that are going to be studying at SMAST down the street, that are studying at UMass engineering.

We currently have test CAD cells in this area. Am I in full support of what they're looking for the upper harbor, no. But in this case, in this situation and what they're looking at doing, this is the best possible thing for in New Bedford, for the continued future of New Bedford and to move New Bedford forward. So I do thank the EPA for the work that they have done. I do thank them for giving me the opportunity two weeks ago to personally meet with them to discuss my issues and what I thought were ideal situations and I do appreciate the work that you did and the time that you gave me. And I thank Mayor Lang for the work that he did in his

tenure, Mayor Mitchell for all the work that he has done and Matt Morrissey in Economic Development for continuously moving this project forward and John Miller the (indiscernible) for the work that he's done in this project as well. Thank you.

MR. MURPHY: City Councilor, Bruce Duarte.

MR. DUARTE: I'm here actually to support this project as noted by the Council President, my colleagues because to me it's about jobs. I see a lot of folks who in fact are looking for employment. The fact of the matter is this once again puts New Bedford on the map as far as renewable energy. Years ago, 100, 200 years ago we were on the map because of -– we did whaling. This is a different type of energy of renewable energy and I think this is something that is going to be good for the whole community. Again it puts us on the map.

I see folks in the room who support it and don't. The CAD cells that we are using are different than the one's as noted in the upper harbor as far as that's concerned. And I want to thank the leadership of Mayor Lang for getting this ball rolling. The Representative Cabral, the current mayor, you know, Matt Morrissey who's been very informative as far as the process and what's going on and how it's going on. So certainly

this being in Ward 4 and me being the Ward 4 councilor certainly support this and hope that this is something that can once again put New Bedford on the map as far as renewable energy is concerned. Thank you.

MR. MURPHY: Karen Falange.

MS. FALANGE: Karen Falange. I'm speaking as an individual apart from my affiliation as someone who's been born and raised in New Bedford on this side of the bridge. I'm now in Fairhaven, just on the other side of the bridge near the high school so I haven't moved very far away. Naturally, my property is very close to the river and I'm very concerned about a lot of things. What I want to say first is, I strongly support this project. I don't want anybody to be misunderstanding my intentions when I talk about the issues that are very important to me. I am someone who also has commercial fishermen in my family, very close relatives, and I've seen how the fishermen have been affected over the years by the regulations and whatnot.

We have the prime opportunity to match our number one fishing port with the number one international marine terminal in this country. Likewise, we also need to ensure that the project is done in a number one way. We want to make sure that we cannot have the EPA allow

the permitting in a contradictory way where by the DEP, the state will be burying the PCBs in the river. But oh, on the other hand, our terminal is going to allow these large bits of turbine to come in for renewable energy. You know, one seems to negate the other. We have to do things wisely. It's unfortunate that so many people don't understand the nature of how lethal PCB are, even one part per million. It’s a dioxin.

You know, it’s been noted that the PCBs were manufactured at the time of shipment, they became contaminated, creating a dioxin which, you know second to, you know, some type of radiation of course it’s the most toxic chemical known to mankind. So we cannot have this buried in our river. And, you know, I'm concerned too about the cumulative effects because of the DEP dredging, the army corps of engineers, the EPA. You add it all up together and now this project is going to add even more PCBs to our river making it a very tumorous lethal river where these PCBs are buried. And I don't want people to be misled either by the term CAD cell. It just means confined aquatic disposal which is just a hole in the bottom of the sea, not lined. Just dig a hole, throw it in and that’s it.

You know, I found it interesting tonight at the

slide presentation it was brought out that the old (indiscernible) Mill site has some contamination. It was not disclosed what the contamination was. However, that contamination is going to be brought and disposed of off site. I am certain that that contamination is not more lethal than PCBs but yet it’s going off site.

Please use common sense, you know, when it was brought out to us tonight that tens of millions of dollars and billions of dollars have been invested in this South Terminal Project. Certainly 90 mill can be squeezed out for off-site disposal of PCBs.

We need to protect our generations, ourselves, our children, our grandchildren and future years to come. We don’t want to worry about it later on and have to dig again. After we have more cancer facilities, after we have more kids being born with neurological disorders, after all the cancers that are reported, we do not want to be the number one most sick community in the country either. So again, it’s important that this be done right.

The PCBs contained sediment must be removed off site properly, keep this in mind, we already have a multi-million dollar (indiscernible) facility that handles the upper harbor contamination. Certainly we

can use that if we need to to process this properly, to have it removed off site. So, again, yeah for the project. This is going to be a phenomenal project for us here in the New Bedford area. And for those people involved that are, you know, contractor, dredging people, anybody that is in a position to hire, please make sure you hire the greater New Bedford residents because you know what, they are the number one people as well.

MR. MURPHY: Edward Rivera.

MR. RIVERA: As my colleague here has talked as a citizen, I'm going to talk as President of Hands Across the River. I've been doing this for a while. I've been doing this for a while and my view of this, I want these jobs. I want the terminal. I want the green. I want the wind energy. I want this for our people in this area because we have a high unemployment to get these jobs, but I will not sacrifice the health and well-being of the citizens of the City of New Bedford. Besides that, we have other methods of getting rid of this pollution problem we have.

We should learn from the past, (indiscernible) now recently that's been in the news Fairhaven Shipyard. That's been polluting our river. These are things that

have come up and the worst thing of it all is this is the number one fishing seaport on the Eastern seaboard. Everybody talks about oh, okay, we're going to do this for the flounders and that, what about the fish that go up river and spawn. They have to swim through this stuff. We have citizens that actually get in contact with this water.

My position is we have the technology right now sitting on our shoreline, which is called the Watering Plant to get rid of this stuff. We have these big companies that want to come in, invest in the City of New Bedford. Let them invest in the right way of doing this. We do not want to come 50, 60 years from now and say oops, we made a mistake. The technology at the time was sound, now we find it's not. I want the green jobs. I want the railroad to come here because I want the Spur line to come all the way down to the South Terminal. If we get that Spur line that means we don't have to ship by ship, we can also ship by rail. That's also green. That means cars off the roads, trucks off the road.

I'm an environmentalist. My main concern is to the citizen of the City of New Bedford, we do not want to revisit this again. What happens in this river, with the clean up operation of the federal clean up operation

is going to be standard for the rest of the country. So let’s do this right. We have a way of getting rid of this and the business community wants to settle down here and invest in our city, in our community which is three communities. It’s not just New Bedford. It’s Fairhaven, Acushnet. We have a shoreline that goes all the way up. It's not just New Bedford. Plus we have parts of Dartmouth that, you know, that have the shorelines. This is our place. We want to do this right. I’m with the South Terminal Project. I want this South Terminal Project because our grandchildren, most of us here aren’t going to be around pretty soon, but our grandchildren are going to be left with this legacy.

I want this project, but I want it cleaned up right. We have a place called Brayton Point which spews out so much stuff. This green technology, the windmill is going to take Brayton Point offline so we can breathe better. There are other issues, but I want this done right. We want Brayton Point closed down. We want the river cleaned up right. As President of Hands Across the River, I will fight anybody. I don’t care who it is to do this right. Let’s not sacrifice the environmental justice community for just a paying job. If you want

the paying job, let's team up and do this right. Thank you.

MR. MURPHY: Ken Lamar. And I apologize if I'm mispronouncing any of these names.

MR. LAMAR: You got that right. I'm with the AFC Cable Systems up in the industrial park up in New Bedford. We occupy two state-of-the-art facilities up there. We have had a long successful relationship with the community of New Bedford going way back to 1926. We currently employ about 450 people in the New Bedford area. Very proud of that. We manufacture an armor cable. Some of you may know that it's technology somewhat adjacent to the cables that are going to be needed out here in the Cape Wind Project. So we naturally have a very keen interest in pursuing this. We also are always looking for innovation naturally like a lot of companies. We've had several conversations with some of the leading wind turbine manufacturers in the world. So we see this as a job creator. We see this as opportunity for the area and for those reasons we wholeheartedly support the project. Thank you.

MR. MURPHY: Brendan Bowen.

MR. BOWEN: My name is Brendan Bowen. I'm one of the executive fellows at the New Bedford Economic

Development Council, but I'm certainly here to speak on my own accord.

I'd like again to thank everyone who made this possible, federal and state officials alike, EPA. Thank you guys for taking the consideration here. I've lived in New Bedford for all my life. I've lived in the downtown area. I've literally been able to look out my bedroom windows since I was a little kid and watch this whole area change and it's been pretty cool. It's certainly a new place than it was when I was a little kid. And I went away to school for five years, and like most, I moved back home to look for another position, look for a new job, new career. Unfortunately, that new job's probably not going to be in New Bedford. It's probably going to have to be in one of the major cities, Boston, New York, somewhere else.

I'm a double economics major and one of my economic majors is in research economics. So the instant I heard about this terminal and all the great jobs that I thought it could bring and all the environmental good it could do at the same time, I was very interested. I thought it could be great. Unfortunately, in New Bedford there are places, there aren't many jobs for people like me, but this could be a change, not just

necessarily at this terminal but what the terminal means for the whole area, bringing in new companies, bring, you know, new firms, new innovative firms, places that need engineers, places that need lawyers, places that need accountants, maybe an economist or two. That would be sweet.

So try to set an example. You know, don't hold this up for any longer that it needs to be. People like me, we can't wait anymore. And if there’s going to be jobs in this area for people like me, I’d like it to be soon. So I’d like to thank you all for being here tonight and again try to set an example for people like me. Saying that you want us to stay here and not lose some of the best and brightest minds right out of school. You raised us to be such good people early on when we were young kids, but then when we get to this point, there’s nothing for us to be here until we can maybe come back a lot later on, but I’d like to be here now. Thank you.

MR. MURPHY: Lauren Costello.

MS. COSTELLO: Hello, everyone. My name is Lauren Costello and I’m a student at –- well, actually a recent graduate from the University of Massachusetts, Amherst. I believe I’m only one of only a few here

tonight speaking on behalf of the student population here in the area and I'd like to express my adamant support for the new New Bedford Commerce Marine Commerce Terminal. Grant it, my major in college was economics, but I feel there are far more qualified individuals here tonight to express to you the clear economic benefits of this proposed plan, be it through job growth, real estate development, and an increased tax base for the city. I feel strongly about these benefits, but what I truly know is this area having grown up here. I grew up sailing in Buzzards Bay with family and I've been fortunate enough to watch New Bedford develop into a vibrant, creative, and truly fascinating city. I feel really passionate about this. I love New Bedford.

The approval of this project at its core is about offshore wind. It's about remaining economically competitive while pushing the envelope for alternative energy. From my albeit humble perspective, I can say with confidence that if New Bedford wants to attract the best and brightest amongst recent college graduates, we must work to create jobs in a market that we find both pertinent and progressive. I wholeheartedly support offshore wind and other sources for alternative energy. Let's put New Bedford in a position to be the hub, the

center for all of this to happen. Thank you very much.

MR. MURPHY: The next person is Tom K. I can't read the last name.

MR. KENNEDY: Thank you. My name is Tom Kennedy. I'm a resident of the City of New Bedford, former city councilor. I just want to do a quick story. Thirty years ago, I tried to put windmills on this very site. I got my head handed to me. In 1996, I handed then Senator Kerry a proposal for ocean zoning and I never got any reply. Timing is important on this one and the time is now, today, so we're grateful for the public hearing.

My interest in this particular project like everybody else is jobs. But also the mitigation and I know a year go I was handed a proposal that had 5 million seeds that was going to be disbursed in the area and tonight I look in this brochure and there's 24 million, 542 thousand 803 seeds being proposed. A substantial increase. I'm grateful for that and I'm grateful for the people that through a little bit of nudging maybe decided to change that number because I wasn't real happy with it (indiscernible) process. But like most things that do unfold, like my idea of putting wind systems down here back in the early 80s, like the

circular regulations that evolve over time, like the Department of Interior not doing a damage assessment in time and then proceeded a little bit further to put a lot of people in a dilemma around here regarding some of the things that happened in the harbor. What I noticed is the evolution of time that comes apex and today's the apex. So I'm here with total support and hope the project goes through and thank you for your time.

MR. MURPHY: Buddy Andrea.

MR. ANDREA: Good evening. My name is John G. Buddy Andrea with the New Bedford's Development Course, but I'm not talking about from an organization point today. I'm talking about the reality of the City of New Bedford and where we need to go from here.

I want to thank Mayor Mitchell for the statements that he made earlier and particularly the statements that were made by Representative Tony Cabral. When we talk about economic development here, we need to talk to economic development, how it's going to impact the neighborhoods that have lived around this harbor for its eternity, from the time many of our immigrant parents that came here and worked on that harbor, worked on that waterfront and lived there and sent their children, and fathers and husbands to the wars and all that stuff and

then talk about what do we get back in return. And this is an economic project, yes, for a hundred years further as we move forward. But what it is going to be is the benefit of those who have been here and challenge EPA -– I can’t challenge the state because they really don’t sit down with us to talk about what is the reality of what’s going on, but I challenge EPA with regards to something they talk about all the time which is community benefits and what is going to be the community benefit. What is going to be the benefit of our youngsters who –- and we have kids who are also in college.

I have a young man working for me right now who is a chemical –- he’s at Syracuse University. He’ll be starting his second year in chemical engineering at Syracuse. We have another young man that’s going to be doing civil engineering over at UMass Dartmouth. You know, so we have those same kids in our neighborhood, right across the street there at South First Street area, right there on Benrow’s Garden and Bay Village, all of those projects, Temple Landing. We have those kids and those projects -– this project is really for my kids and my grandkids.

I’ll be 62 on Monday, so I know it's not for me,

but I'm going to be here long enough to make sure that our kids benefit from this project. That you can rest assure of. Unemployment figures came out again today. New Bedford came in second behind Lawrence, Methuen. We have either been number one, number two or number three for the last 30 years in unemployment that I know of or I can remember and betcha if you go further, you'll be able to find that that's probably longer than that.

Community benefits has to be discussed in regards to real timetables and real numbers. We want to make sure that our brothers in the labors' union, the carpenters' union, the ironworkers or whatever are working with us to make sure that our kids who are coming out of the high school can have a job on that waterfront, whether it's in the union or out of the union. We have the local longshoreman's union here. We want to rebuild that union, bring in more members to that union. We can't do that if the big boys are going to come in here and try to run everything. And I can tell you, big boys, we're not going to allow you to do it. If you're coming in from New York or any of the big cities, you know, we will use whatever is in our power to make sure that the economic impact meets and fits into our communities. Right across the street, like

Representative Cabral was talking about, right from Ruth Street to South First Street, Acushnet Avenue. There are areas that have been inundated with high crime, drugs, gang violence and what is the solution to all the stuff, economic development. And we're no different from Philadelphia or New York or Compton or any other major cities across the country, but we do have an issue here where the field is not a level playing field. There are still a lot of issues of discrimination and exclusion, and EPA has played a big role in that and so has the state.

This is an open hearing. This is probably the first time they ever had an open hearing. Other people will say, "Oh, I've been to one." Well, yeah, you all have been to one, but when they talk about stakeholders, well, we're supposed to be stakeholders too, but we don't get invited to these kinds of public hearings. We'll have the dog and pony show that they'll put on but not the public hearing where it's really important that everybody's voice is heard, where everybody's position is listened to and dealt with and have a fair opportunity to work it out.

I can tell you that we (indiscernible) oil spill was here, our office trained 200 men and women to work

that oil spill. The BP oil spill, we sent two bus loads down there. Michigan oil spill just last year as well, we sent many people up to Michigan. So we have qualified men and women here to do the work. We’ve got women who are working on highway construction projects through our office. We’ve got young men and women that are working with the youth building other programs, the trainers prepare themselves for their future. But the field in not level, and I’m urging all the brothers here from the unions to work with us. We want apprenticeship programs. We want internship programs. We want business development for local contractors, minorities, and women contractors. But this can’t be happening if when you guys go meet tomorrow, we’re not at the table, and you guys will be meeting tomorrow. It maybe even tonight, but we won’t be there, and I can tell you that will be a big mistake, because I will be there sometime soon and we will deal with it. But we want to make sure this project goes forward.

I believe it was in 2004 the City of New Bedford -– I went to a Brownfield conference with EPA out in Portland, Oregon and the City of New Bedford was designated there as a ports field, one of three in country; Portland, Oregon, Tampa, Florida and New

Bedford. Three port field cities part of the Brownfield programs which helps to bring all kinds of economic development and other kinds of issues to assist with developing the city and cleaning it up.

Well, we have gone further than that now. Our office is dealing with and has been dealing with the weatherization programs. Our office has been dealing with it as part of the 150 million solar energy program going on in this city. We are big time supporters of the, yes, for the windmill project, but there was a bigger thing that happened I believe a week ago or so where the City of New Bedford and Tuxpan if I didn't say it right, Tuxpan, and I'm sure we'll know how to say it right in the near future. Tuxpan, Mexico signed an agreement with the City of New Bedford to bring goods, produce, coffee, fruit, all the way from Mexico to -- the gulf of Mexico right into New Bedford which will be distributed throughout New England and Canada. That's mega, mega, mega, mega stuff for us.

This is the new future for New Bedford. I want my living grandchildren to have an opportunity to have a career on that waterfront. I want them to be able to buy their homes in the neighborhoods that we live in right now and grow up with their children. This is what

we want. I don't see that in the horizon because even with all the work that Matt Morrissey and the mayor is presently doing, we're still not at the table and we need to be at that table so that we can help design, carve out and make this plan work so that everybody in New Bedford, not one section, not one area, and, of course, our neighbors in Dartmouth and New Haven and Acushnet to benefit from this project or Wareham.

You know, we used to be called the greater New Bedford area at one time. Now we're south coast and that has really determined what New Bedford can do with regards in being a real economic hub. Now, I always look at New Bedford as being the capital of this area and it is. And now with this new thing with the short sea shipping is very, very important. The windmill stuff, I'll tell you out of all four is really, really a big idea. It's been the catalyst to get this going on like with the (indiscernible), but the short sea shipping stuff it's mega. These are jobs for the next hundred years for all of our kids, all of our grandchildren and their children. But are we all going to work together? Are we going to make it a level playing field for all of us to be there or is it going to be just your guys or is it going to be just the big

business guys or the special interest or just the ones who vote? And I can tell you, ladies and gentlemen, that's the wrong way to go.

I think if we really, really -– are really serious about a real new New Bedford rail, we lit the world. We did all those other things. We have a multi, multi diverse community, many languages. We have a fine university. We got a good community college. Our school system is on its way of being fixed and going forward. We're going to be seeing our kids coming out of the high school to go where? Like the gentleman and the lady said in the back there, they don't want to leave again. Well, we want our kids to stay too. What are they going to stay for if they're not going to be part of the process?

If we don't do this, what I'm talking about, you know what's going to end up happening in this area? Back in the 60s, there was a program called Urban Renewal. If we, our communities, the environmental neighbors, the port neighbors who are situated and there's certain census tracks that are talking about and you can find those census tracks in the Census Bureau information, if we don't look at those census tracks and make sure that we're building those communities,

economically investing in those community, what's going to happen is that we'll have a second urban renewal which will demolish the rest of city, the south end to make way for what? A bigger port?

Housing for those who are going to be coming in on the train that will now be built, probably come down here and build a McDonald House versus the comfortable living houses that we have now. The wonderful neighborhoods that we have now. The real kind of village kind of living. That will be wiped out if you try to wipe out those communities and that's what I see happening with this economic plan. Because one, we're not at the table, so our voices are not heard. And, yes, we do have a city council. They do a lot of good work for us, but the politics is so deep here because now we're talking about mega money. Mega, mega, mega money. And I urge everybody here, particularly EPA, who has an economic innovation office and all that kind of stuff.

We're meeting with some people on Thursday to talk about some training programs here in Boston. We're meeting in Boston to talk about training programs here that will talk about cross-industry training, cross industry development. When you look at that waterfront,

it’s not just a ship coming in and who’s taking stuff off. It’s all the other stuff that goes with it. The warehouses. The refrigeration. The transportation. The shipping and the receiving. Those are all heavy paying jobs. And I’m not talking 10 and 12 bucks an hour. I’m talking these jobs are going to be 20, $30 an hour. So that means our kids will be able to buy homes in five years if they’re on the job there and now they’re going to be there for the rest of their lives.

More homes (indiscernible), more development will happen within the community. We have streets and roads here in New Bedford that are deplorable. We should be ashamed. But, of course, we’re not because they’re not in our neighborhoods and so this is a real, real economic program here -- a plan that we need to be part of, and I just can’t emphasize how important it.

The issue of CAD cells, we’ve never had a public hearing on CAD cells. We’ve only had dog and pony shows. Never had a public hearing and the state was going to try and tell you they did one, but they didn’t. It was a fluke. It wasn’t honest. There was no transparency or accountability to it. And without that kind of transparency, then again our communities are left out. For instance, this meeting here. I called

the Civil Rights Office at EPA this afternoon. This meeting should have been held in the community, downtown in the neighborhoods where more of us would have been there. The bus stops at six o'clock, so there's no public transportation. So where the community is, we're not. We're way down here in this beautiful area. This is a beautiful part. I'm a Vietnam veteran so I love, you know, I come down here because of the museums here. And when Karen was talking about dioxin, let me tell you what dioxin is. It's agent orange. Does anybody know what agent –- any Vietnam veterans here? Agent orange. That's what it is. The stuff they sprayed and that's what in the PCBs. That's what's in that harbor and we want to bury it there for our kids to come here 40, 60 years from now to have some accident that will bring that stuff back up. But, of course, EPA don't want to hear that. And it wasn't part of the original raw decision to have CAD cells. It was not part of the original raw decision.

MR. MURPHY: Pierre Bernya. If people would keep their remarks brief, but it's up to you. We could be here all night.

MR. BENYA: I'm (indiscernible) I would like to thank the EPA for this opportunity to speak here

tonight. My name is Pierre Bernya. I work with Maritime Terminal --

MR. MURPHY: Could I ask people to keep it down if you're not speaking. Thank you.

MR. BENYA: Again, my name is Pierre Bernya. I work with Maritime Terminal. I have been handling freighters in this port in many capacities as a (indiscernible) ship agent, cargo broker, import and export, freight (indiscernible) since 1981 so most of the vessels that are coming to New Bedford in one way or the other I got involved in the commercial level and only support the building of this South Terminal.

From my point of view, it's about time the cargo facility in New Bedford are upgraded. For years to come, this (indiscernible) that are talking about 50, 100 years will bring cargo to New Bedford. There's the windmill projects which may last ten years and there's other projects that are going to come about, containers, aggregates, (indiscernible) bulk, such as steel cargo, heavy-lift cargo. That's all going to develop with the new terminal and I'm just glad that we're proceeding with the building of a modern facility in New Bedford. That's a great thing. Thank you very much.

MR. MURPHY: Jeff Growbrowski.

MR. GROWBROWSKI: Good evening. My name is Jeff Growbrowski. I'm with Deep Water Wind. We're the developer of offshore wind farms. I want to first thank you for this opportunity to speak tonight. Also thank Mayor Mitchell and Mayor Lang for this leadership on this area as well as the leadership of Governor Patrick who we all know is a national leader in developing offshore wind in the Commonwealth.

Deep Water Wind has spent tens of millions of dollars developing offshore wind projects here on the east coast. We have chosen to invest those dollars here in the Northeast, in the Massachusetts, Rhode Island offshore areas in particular and we're very confident that this is the part of the country where offshore wind will be built in the United States first and it will be built at a large scale.

We've talked tonight about several projects and we are confident that there will be several projects at a very large scale built here in the northeast and it's for a very simple reason because New Bedford is extraordinarily close to the best wind resource offshore on the East Coast. This is the perfect place to build offshore wind farms and because of New Bedford's history as a marine commerce city, this is a perfect place for a

port that can serve the offshore wind industry.

Now, this is not a pipe dream. All we have to do is look to Northern Europe where hundreds of wind turbines have been installed in the last 20 years and tens of billions of dollars have been invested to build those wind farms. And in the countries and areas where those wind farms have been built, huge ports have been developed and many, many of thousands of people have been employed over the years to build and then service those wind farms. We at Deep Water Wind are very confident that that is going to happen right here in the northeast as well.

We are committed to building a large wind farm right off the coast of Massachusetts and Rhode Island, about 20 miles southwest of Martha’s Vineyard which makes New Bedford an ideal location for port facility to serve our project. We are committed to bringing jobs to Southeastern New England and we’re very likely to need more than one port. We are very likely to use a port in Rhode Island, but also very interested in what's going to happen here in New Bedford because we think that this terminal project will really put New Bedford on the map and will make a number of offshore wind developers look very hard here in New Bedford.

We have been here to New Bedford to look at the plans and we're very happy that the plans that have been developed will be suitable for our industry. So we really encourage the leadership to keep working on this plan. We think it really will put this city on the map with respect to offshore wind and we're happy to be here tonight. Thank you.

MR. MURPHY: Ed Latome. Jim Gordon.

MR. GORDAN: Good evening. My name is Jim Gordon, and I'm president of Cape Wind and I would like to thank you for coming to New Bedford tonight. I would like to thank you for coming to New Bedford tonight and listening to the thoughtful comments and heartfelt comments of everybody in this room. There are no perfect solutions. Let me give you an example. In the 80s and 90s, there were a number of coal fired power plants proposed for this area going through the permitting process right here in New Bedford, in Taunton, and East Providence ringing this area with coal fired power plants that would have created significant pollutant emissions health problems.

What our company did because we'd been thinking about environmental justice. We've been thinking about energy and the economy for the past 36 years. What our

company did is we joined with people in this room, my friends in the back of the room, and we decided to propose building natural gas fired power plants because we believed they were orders magnitude cleaner and more efficient than coal fired power plants.

I want you to know that in helping to fulfill your mission there isn't anybody in this room that doesn't want a cleaner, healthier environment, a better future for their children. You've heard that tonight. We're all foot soldiers in trying to uphold your mission. We got together and we built natural gas fired power plants in the next community in Dartmouth, Massachusetts, right over here in Tiverton, Rhode Island, in Dighton, Massachusetts, and Pawtucket, Rhode Island, and by providing that path and those solutions, we were able to defeat coal fired power plants that would have been raining down emissions in this area.

At the same time –- and not only improving the environment, we were able to create thousands of construction jobs and permanent high-paying jobs for the citizens in the greater New Bedford area, and that is fact and that is history. Now, it's only fitting that tonight I see so many pioneers in the offshore wind industry here in this room tonight supporting this

terminal project because as you've heard at one time New Bedford was the energy capital of the world. It did light the industrial lamps and lubricated machinery all throughout the world. And as I listen to the students tonight who have talked before you that are looking for jobs for the future, I can tell you that it was people from New Bedford, Cape Cod and the Islands that managed whaling fleets from here to as far as the Pacific Ocean. They honed their crafts. They had the courage and the determination to go out and build this industry. And do you know at one time this community was one of the most prosperous communities in the world. It was the banks of New Bedford that financed the expansion of the Transcontinental Railroad.

Today this region has an opportunity and this -- the approval of this offshore Marine Commerce Terminal can help catalyze and make this area the center of gravity for the offshore wind industry. There are companies already coming from Europe and setting shop up in Eastern Massachusetts to go after this industry to help cross pollinate the experience that they have to help teach us this industry so that we can emerge and become global leaders in this industry. I have to thank the foresighted leadership of not only the

Patrick Administration, our congressional delegation, but the incredible work that Matt Morrissey of the Economic Development Commission, Mayor Mitchell, and Former Mayor Lang have done in helping push this forward.

So I hope tonight that we all recognize that there aren't perfect solutions, but I believe that the approval of this terminal will really help catalyze the offshore wind industry whose contribution to reducing pollutant emissions will be far greater than what we accomplished in the 80s and 90s by building a number of natural gas fired power plants, because obviously with offshore wind -– because if we have -– there's no fuel cost, it will get dispatched before the more heavily polluting power plants in New England. That's how the NEPOOL dispatch system works, so we're talking about reducing arsenic and mercury. We're talking about reducing CO2 and SO2, the types of things that create harm to our health.

So, please, we hope you will approve this project. Thank you.

MR. MURPHY: We have Chuck from Neptune Wind. I can't read your last name, Chuck.

MR. DEGADI: My name is Chuck Degadi from Neptune

Wind. Neptune Wind is a Winchester, Massachusetts based offshore wind developer. I've been coming down here for the last three years back and forth and watching the offshore wind story unfold. I've spent a lot of time, yes, in public hearings with commercial fishermen, with task forces of (indiscernible) of different stakeholders from all over this state, and the islands and the cities, and watching the energy bill around turning New Bedford into a whole new city. And Mayor Mitchell, you might want to think about rebranding New Bedford as the offshore wind city from the Whaling City of New B from New Beige from Secret City, all the names your city has had over the centuries because it could very well be the capital of offshore wind, but to do that, this terminal has to go in.

We as an offshore wind developer much like Deep Water, much like Cape Wind and eight or ten other companies just like us have really high aspirations, would like to build 500 or 1000 megawatt utility scale offshore wind projects off the coast of Massachusetts and Rhode Island over the next 10 to 15 years. So it's not just Cape Wind with 800 jobs. It's 8 to 10 other companies with 8 to 10 to 12 additional projects over

the next 8 to 10 to 12 or 15 years. So it's accumulative effect. There's tons and tons of construction jobs, and then after that is permanent jobs for operations and maintenance along the south coast for real engineering job talent, for real management job. It's a big industry opportunity and then all the supply chain that will follow as Jim Gordon said.

So I will keep it brief. Please agree with this project. Thank you.

MR. MURPHY: Anthony Sapienza.

MR. SAPIENZA: My name is Anthony Sapienza. I am the chairperson of the New Bedford Economic Development Council and I'm a private sector employer, the CEO and president of Joseph Abboud Manufacturing Corporation here in New Bedford.

My New Bedford Economic Development Council hat is on right now. We, the council, and the board of directors of the council endorse this project. We have been party to the work that the mayors, our current mayor and the past mayor, and our director, Matt Morrissey, have done over the last six years to endorse this project. We have -– we have talked about it at the board level for a number of years and have vetted

all of the issues that we think are so important to the economic development strategy for this city, and so we wholeheartedly endorse this project.

As a private sector employer, I would just like to say to you that I have 500 employees in this city in an industry that once had in this area 20,000 employees. The apparel and textile sector no longer exists in New Bedford and in Fall River on the South Course –- on the South Coast. This opportunity is the future of New Bedford, and unlike the apparel industry and unlike the textile industry, this industry, offshore wind, a port and a marine terminal that will generate thousands of jobs and business activity are the -– is the cataclysmic kind of event that we need to make this city grow and to return to those days that others have referred to when we were the City of Light.

So having had the experience of being in an industry that has died, I will tell you that we need to support the industries that will grow. This is one. Please endorse and support this project. Thank you.

MR. MURPHY: Steven Lynch.

MR. LYNCH: It’s tough to follow those last couple of speakers. Steven Lynch, I’m representing Mass Tank Manufacturer -– Tank Manufactures, Middleboro, Mass.

We're an 80 year old manufacturing company that basically rolls, bends, and welds steel tank constructions. We're here for support of this terminal because we see this as an ability to expand into a new business. Just like everyone who preceded me is talking about and we'd like to be able to support the ten developers that are going to build the offshore wind.

We also really are looking at this terminal to help us into the land based or the (indiscernible) towers –- just starting to manufacturing those and one of the first things that we've run into is the difficulty here in New England of transporting these structures. We see this terminal to help us on that end of the business also.

So someone said earlier in the evening that this was a game changer. I absolutely see it as a game changer. It's –- it's being supported by the administration, by the congressional delegation, by the City of New Bedford, by everyone that we've run into. So Mass Tanks are looking for a supportive role in this industry. We think that this terminal will definitely help us. If it goes to another state, all those jobs and this whole industry goes with that because you're

talking about huge investments. We would be thinking about a 20 to 50 million dollar investment for a facility along the water to support the offshore wind, and if this type of terminal went to Rhode Island or New Jersey, you'd have to live there. You know, it's a huge investment and the opportunity is now.

I've heard a lot of people here tonight talk about growing up here in New Bedford and what has passed. I happen to have grown up in the City of Brockton, and at one time that was the Shoe Capital of the World, and I can tell you this, Brockton would love an opportunity for a game changing terminal or business or an industry, and so New Bedford should grab this opportunity and run with it. Thank you very much.

MR. MUPRHY: Ken Pruitt.

MR. PRUITT: Good evening. My name is Ken Pruitt. It's spelled P-R-U-I-T-T. I'm from the Environmental League of Massachusetts which has been around since 1898 before wind farms and green jobs were even a concept. I'm here to speak strongly in favor of this project. I hope that the EPA will make the draft determination final and approve this proposed project.

We're a strong supporter of Cape Wind and offshore wind in general. This project will obviously support

that creating thousands of -- hundreds of good jobs in addition to generating clean, carbon-free electricity. The project is obviously very important to New Bedford, as we've heard all evening, generating hundreds of jobs here.

But I want to just mention something about the PCB contamination. At the Environmental League, we take toxic pollutants very seriously. We work very hard on trying get bills passed and regulations enacted that will reduce toxic pollutants in the environment and that's one of the reasons that we support this exact project because the PCB levels in this sediment are too low to be required by the EPA for clean-up under a Superfund. This project, however, will get those sediments cleaned up. It's debated over whether it's the gold standard for clean up, but at least it's a clean-up. It's better than nothing. We should go ahead and do this. It's a win/win. We strongly support this and urge you to make this determination final. Thank you.

MR. MURPHY: John Miller.

MR. MILLER: Good evening. My name is John Miller. I'm the director of the New England Marine Renewable Energy Center. I'd like to thank you for the

opportunity to speak tonight. If we look at the estimates today of marine renewable energy, which is wave, wind, and tides, there's enough energy in the waters off our shores to meet all the electrical demands of New England, but we've got to develop it, and NEMREC is all about the sustainable development of those energy sources in a way that minimizes the impact on the environment and other uses of the ocean.

So we're very much in favor of this terminal because of what it will do in advancing these industries. As the only terminal in the U.S. that would be dedicated to offshore wind –- the only incomparable is the City of Cuxhaven in Germany, and if you go there you're struck by two things. One, the immense scale of what this is all about. These are huge devices. It takes great space to lay them out, to assemble them and deploy them and this terminal will provide that space. But the other thing is just incredible scale of jobs. In Cuxhaven and the surrounding area, they created 2400 direct manufacturing jobs in three years. They had to train 350 welders in three years. That doesn't include all the indirect jobs making steel and uniforms and all those kind of things, just the direct manufacturing

jobs. That's the kind of scale. That's the kind of impact this could have, and so we're very supportive of it. Thank you very much.

MR. MURPHY: Doug Nelson. Is there a Doug Nelson who wants to speak? I believe it's Doug. Mark Rasmussen.

MR. RASMUSSEN: Thank you for the opportunity to speak. Mark Rasmussen with the Buzzards Bay Coalition. I will be brief and do written comments as well (indiscernible). Just a quick summary, it's been said by so many people before tonight, I have never seen a project in a city that so well marries environmental benefit and economic development as this one. I can't imagine I ever will see one that does that job so well.

Regarding the project's environmental benefits, Ken Pruitt just mentioned it, this is sediment in the harbor that will not be touched by Superfund. We are getting the chance to clean up materials on the harbor bottom that would be sitting there were it not for this project. That's a very large environmental benefit, one. Two, Buddy Andrade mentioned the contaminated sediment -– the contaminated material that's sitting on the land on this site that's been there for years and years. This is a chance to get that material out of

here, get it out of that neighborhood and get that cleaned up. That's an amazing benefit.

As part of the mitigation, we're able to do some more capping on the outer harbor area of Superfund contamination that is still sitting there exposed to marine life outside the hurricane barrier. That would not be happening at this pace were it not for this project. I can go on and on. There are a number of environmental benefits that make this very, very well worth doing.

With regard to the CAD cells, the material that we're talking about in average concentrations that are going to be handled by this project are 20 times smaller than the CAD cells being talked about by the EPA for the middle part of the harbor and more than a 100 to 200 times smaller than what is north of (indiscernible) Street. We're talking about very dramatically different scales of levels of contamination. The Mayor said it, CAD cells are -– one CAD cell is not the same as others. For this use and this location, I think this can be done in an environmentally protective way to manage this material at this site for the South Terminal Project. For the bigger picture, you know, Buzzards Bay for the last

century has been the host to two billion gallons of oil transported every year. We move the region's oil. That is our -– what people know Buzzards Bay for because of the Cape Cod Canal. It means that we're also known for the frequency of oil spills we have in this region. Moving fossil fuels and oil through Buzzards Bay is not the future. Developing clean energy is the future for Buzzards Bay. I would love for the last century be known as the oil century for Buzzards Bay and this next century be known as New Bedford being the exporter of clean renewable energy throughout the entire region. I urge your very strong support of this project.

MR. MURPHY: Scott Lang.

MR. LANG: I'll be very brief. I am Scott Lang. You can put me on the last six years I had the privilege of serving as the Mayor. This was a project that began quite frankly as our attempt to work with the state to get test -- a test blade facility into New Bedford, and it had a tremendous amount of support from the congressional delegation. We worked very hard on it, and we were a finalist and we lost out.

At the time, I had asked Matt to look at other possible uses for this area of the city, and Pat -–

Matt rather and Kristin Decas worked very hard and came back with a number of different alternatives. One was to begin developing a commerce terminal, and a commerce terminal that is needed in New Bedford at the present time. We have State Pier, but State Pier quite frankly won't meet the needs of the 21st Century.

The interesting thing about this is New Bedford is not Newport. It's never going to be Newport. We love Newport, but we love New Bedford the way it is. It's a working waterfront and the area that we are talking about right now is an bulkheaded area in the working waterfront that qualifies in many square feet of it. It's a Brownfield site. The area continuous to it is a Brownfield site, and the area that is directly waterfront to this area happens to have a low level contamination and needs to be dredged. If we're going use that part of the harbor, we'd be working very hard on a water sheet program and planning for the city's waterfront. We know what makes us different from any other middle city is that we have this unbelievable harbor. So we needed a commercial waterfront where we can actually do marine commerce.

We're governed by DPAs. We're governed by Chapter 91. We also know we have the number one fishing port

in the country, and we wanted to do absolutely nothing to inhibit our ability to continue to maintain that status and have it grow. So at the same time we're looking at how we begin to expand marine opportunities. We also have the opportunity to become the staging area for offshore wind and other offshore energy-type projects, as John just mentioned.

So the answer to this was putting together a team and beginning the work to see if it could happen. I can tell you that this has been vetted out over a six year period. That the champion of this project was Matt and Kristin Decas. That every day they worked hard on their normal responsibilities, but every day something came up regarding this particular project, and I questioned it, and I'm sure the new Mayor, Mayor Mitchell, questions it every day as to how it's going to unfold. How we put the parcels together. What the use is going to be and about how it's going to be paid for.

I have heard -– I've been here now since Tony spoke. I have heard no one say that they don't want this project because we all understand how important it is to move forward into the 21st Century for a mixed use type of theme for this deep water port, and the

fact of the matter is that the EPA has worked at the first meetings of (indiscernible) on this was three years ago, and I know they've worked hard and I know DEP has worked hard on this. We're at the point now where we're almost at permitting. There have been some very interesting and important points made tonight.

Points have been made for people concerned about handling of contamination. I can assure you that everyone when you say you want the health and welfare of the people of this city protected, we've only moved forward on this project every day with that as the mantra and health. And welfare means everything from environmental justice to the jobs that you go throughout this community to the –- I'm no stranger talking to the unions about opening up apprenticeship programs and making sure people in New Bedford and people of all our communities are involved in these projects, and I'm sure that Mayor Mitchell won't be a stranger to it, and I know no one in this room will be. If it's not good for New Bedford, projects like this shouldn't go forward.

This is a very important project for our city. It's one of many very important projects, but this one changes the game as far as our ability to have

re-entered that waterfront highway that reaches around the world. This will allow us the service, whether it's Deep Water, whether it's Cape Wind or anyone else who comes down the pike or if it's Title or whatever it might be in the future, it will allow us to service the staging area, the assembly area and then the maintenance facility for these parts. That is an awful lot of jobs, an awful lot of revenue coming in to enhance the quality of life for the people in this city.

The other thing it allows us to do for the first time will be heavy lifts. We will get shore cranes. We will allow the Longshoremen's Union the Teamsters Union, all the different people who work on the waterfront the ability -- a pier -- I started working on the waterfront in 1978 representing the Longshoremen. I started working with the Teamsters on Fishermen in '79, the Lumberers back in '78.

I understand each and every job that takes place on the waterfront. You need a deep water facility if we're going to be a 21st Century port. And the fact of the matter is when we're not doing staging, assembling or maintenance we're going to be loading and unloading international cargo. We're going to be loading and

unloading short sea shipping, which is national cargo. We're going to be loading and unloading direct shipping which may mean everything from –- if we ever got it, which we've been talking about for 30 years, a banana contract. Back in 1980 –- '88 to '91, we had 50,000 man hours per year coming in and out of this port. That supported 25 families in the minority communities of New Bedford at full-wage jobs and full benefits. It also meant that another 50 families got benefits. We can easily get over 200,000 man hours or people hours now on these projects, and this is something that we will do, but we need this particular facility.

Every environmental issue will be addressed. I have no doubt. I've worked with the EPA now, its finest staff, and they hold your feet to the fire. I don't have any doubt that Buddy and many, many other people will be in every day saying we want the jobs to be distributed throughout the people in New Bedford. We want the education, the apprenticeship programs. We want our share. They will get it, but it's important –- this is the type of opportunity that comes, the timing is right, the stars are aligned, the city has to jump on this and then move forward.

This also brings rail. This brings rail, a

completely fully functional rail system that includes passenger and not for 1.8 billion dollars and not on the back of a casino industry or economy. This is a whole new notion on rail. This is high-speed freight rail which leads to high-speed passenger rail. So the answer to this is this unlocks the door. We need this project. We need this permitting to go forward.

We also need the financing, whether it comes from through the Seaport Council or is bonded out by the state in other forms. We need the financing to move this forward. Three hundred people start working almost immediately. That’s pretty darn good job to begin with. Eight hundred people will work in and out of this particular facility, but the fact is permitting is the key now. We all ought to unite, get together, support the Mayor, support the delegation, support the congressional delegation, support each other in resolving the issuing and move this forward.

If you heard Mark indicating that this is a great way to clean up low level PCBs and contamination and we have differences on CAD cells along the way, we’ll fight about CAD cells at another time at another place. Right now though the way to resolve contaminants that would not have been moved is through a CAD cell system

that everyone can agree on and then we'll worry about where we go from there.

Last thing I'll say to the EPA is here's what I realized when I studied up on EPA. They were supposed to be out of the city on the Superfund clean-up in June of 2011. That means they were 11 –- they were 13 months overdue. That would be acceptable, but my understanding is they also have another 16 years to go. We need to work closely with them to get them out. It's the equivalent of your uncle coming and saying he's going to stay in the living room on the couch and 14 years later he's still there. He's got to go. But we will work with them. This isn't the time to be fighting the CAD cell issue. That's next go around. There will be public hearings on it, and we'll all get together and look at CAD cells again.

I happen to have a tremendous amount of faith in science after doing the number one clean-up in the United States on an educational piece of property, so I have a pretty good understanding of it, but I have an open mind always if someone raises an issue regarding health and welfare on the environment.

So, please, we're all together on this. We all agree. You know, we're fighting right now with little

wooden swords. This is a project -– let’s let the EPA know let’s go. Everything can be resolved. This is the name of jobs, our kids, the environment, research and development, a whole new era for maritime commerce in the city. So that’s why I support it. I’m sure that’s why the Mayor supports it. That’s why everyone in this room supports it. Don’t take our family -– our family discussion here tonight as anything other than full support for the City of New Bedford for EPA permitting this and getting us going. So thank you very much.

MR. MURPHY: Jim Hannon.

MR. HANNON: Good evening. My name is Jim Hannon. I work for TPI Composites. We are a manufacturer of the wind blades for several turbine companies including offshore companies. We have two facilities in this area that represent about 100 employees. Most of our production activities is in the Midwest where we support land-based turbines. Most of the land-based turbine business is in the western part of our country. This port represents an opportunity for growth in the offshore wind, which is a New England business, and we would greatly support this port and the opportunity to grow –- grow our business in the

offshore wind industry. Thank you.

MR. MURPHY: Drew Granday.

MR. GRANDAY: Hello. My name is Drew Granday. I'm an organizer here with the Sierra Club here in Massachusetts. Thank you to the EPA and City of New Bedford for hosting this hearing here tonight. The Sierra Club is very supportive of clean energy and clean –- and the jobs that come along with the clean energy development. We're also supportive of the South Terminal Project, but we do have concerns along with some members of the community with some of the clean-up aspects of the PCB contamination of the river. Our concern is that we want to make sure that as this project moves forward we're also cleaning up the river to the extent that it is acceptable to the families and residents of New Bedford and is done in such a way that it doesn't put future generations at risk and it's also done in such a way that it complies with all aspects of the clean air and clean water act.

As we start moving forward with this process and the written deadline is coming up on August 21st, the Sierra Club will be taking a closer look at the South Terminal Project. We will be submitting some more detailed written comments that you can look forward to,

but thank you for giving us the opportunity to speak here tonight.

MR. MURPHY: Paul Vigeant.

MR. VIGEANT: My name is Paul Vigeant. I work as assistant chancellor for Economic Development at the University of Massachusetts and the letter –- I'll try to paraphrase the letter that I've just handed to you which is fundamentally a letter of support for the Commonwealth's proposal for the confinement area, and I'd also just like to offer some comments about the clarity and the (indiscernible) of the agency's review of the information submitted. You know, when I looked at the report and we're trying to go through it with a pretty fine tooth comb, it is impressive to me the depth of analysis included in a report. The conclusions were presented I thought fairly and clearly, and I think that they –- the draft report is certainly support the draft determination and we would also encourage the agency to move very rapidly forward.

In my judgment, I don't think there's a whole lot of more analysis that needs to be conducted. As a result of this input from the hearing and as a result of the conclusions presented in the draft report, so I too would like to support the project in general for

many reasons. It's evident what the economic benefits are. You need to walk that balance between environmental justice and economic development, and it's fortunate that you do have the authority to balance those things. It's clear in this project that you have plenty to hang your hat on in building an economic argument to justify any potential adverse mitigation facts, but it's clear to me, and I think your report was very good in pointing this out that this project is consistent with the harbor clean-up plan. It is consistent with the efforts to clean up the health and the environment of the harbor and the union, so I support the project. I think you guys did a good job on the draft. I would encourage you to proceed to final.

MR. MURPHY: John Fernandez.

MR. FERNANDEZ: Good evening, thank you. My name is John Fernandez. I'm a New Bedford resident. I live in the Butler's Flat area, so I'm directly impacted by some of the work that's being done here. I'm also the vice president –- the mutual vice president of the Greater Southeastern Mass Central Labor Council. So I'm here tonight with my labor hat on. I don't think you ever take your labor hat off. I

speak in support of this project.

In addition to the 800 jobs that have been mentioned earlier, sustained jobs, that's the key. These are not quick jobs, something someone will do for a little while. These are sustained jobs. We're looking at -- the former mayor brought it up, almost 40,000 hours a week. That's a lot of money coming into the area. What we really want to have here is that the construction jobs take place and the wages are paid fairly. They're good union jobs for good union people and for other individuals from the region. The maintenance and support jobs that this project will develop will be huge. The service jobs that will be taking place with this.

An element that was left out, our regional airport will benefit from this. One of the great advantages of New Bedford, now I'm speaking like a citizen, one of the great advantages of New Bedford is we have a deep water harbor. We have a rail system, and we have an airport, and you can ride your bicycle from one to the other very easily, so it's not a long ride. That is going to help a lot.

In addition to that, new training opportunities for our employed and our unemployed. You listened to the

person from the career center earlier talk about the unemployment rate in this region. One of the big –- big issues we face constantly is training people to go to work. We also face a major issue of retraining people who are working so that they can maintain a job and keep a job or move into a new job that affords them a living wage, a healthy wage.

Our apprenticeship programs, we're blessed in having an assortment of regional vo-tech schools in the region who all participate in apprenticeship training programs. Our trades people are very active. The state leader for apprenticeship training happens to be housed in New Bedford by the way. So I'm sure we'll be able to get some good healthy apprenticeship training programs here.

Educational enhancement for the region, our university -– Paul was speaking earlier, our university, our community colleges, our regional vo-techs. I hate to say this but now maybe we can get some regional
vo-tech kids who really want to play the trade, rather then be looking at other things as well. We need to advance our voc trades for this type of work. Our engineers. I'm in science and engineering at the

university. Our engineers need this kind of work for this region, so that we can keep young people believing in the future of this area. We hemorrhage young people. We hemorrhage young, trained young people in this region giving them skills, giving them the potential for a future to buy a home here, invest in their neighborhood, someday send their own kids to college is where I'm hoping this will go. And finally, I hope that this project will encourage others to invest in our workforce and invest in our region. Thank you for the opportunity.

MR. MURPHY: Rodney Aveva (phonetic).

Richard LaFrance

MR. LAFRANCE: Thank you. I'm here tonight -- I'd like to thank everybody that made this possible, this public hearing. I'm here tonight speaking as a commercial fisherman. I'm the fifth generation, and today I have one son, one son-in-law and three grandsons out in the ocean. I'm here in support of the New Bedford Maritime Commercial Terminal.

I have been a commercial fisherman and boat owner working out of New Bedford for 47 years, and I know how important jobs are to families who depend on the working waterfront as their livelihoods. I served 12

years as a voting member of the New England Fisheries Management Council protecting and crafting regulations that make New Bedford the number one fishing port on the East Coast, and hopefully it will be in the future.

I will do everything I can to preserve fishing jobs in this area for future generations, so that when you look at our great harbor, the fishing fleet and those who support it will be on the forefront. But the next thing of importance is protecting the working nature of our waterfront no matter what it may entail. I don't find that the offshore wind project would affect this in any negative way, as it presents opportunities for maritime families to work on the water, and that's what they want to do. There are a myriad of jobs that can be brought here when they are transfer -– transferable skills of our water men and women would be invaluable.

It takes generations to learn and past knowledge of working on the ocean. It would take much less time to teach these people working on our waterfront to adapt to working on this terminal. Their skills would be invaluable with this new technology and support roles associated with off shore wind.

This piece of land and bulkhead on the waterfront can be a productive engine that drives the working

waterfront for the next generation and transforms parts of our city into a clean manufacturing powerhouse that will not only generate new well-paying jobs, but an industry that the working waterfront community can take pride in.

Here again, I'm speaking as a commercial fisherman who have made my livelihood on the ocean, and I fully support this project. Thank you.

MR. MURPHY: Richard (Indiscernible).

SPEAKER: He's gone.

MR. MUPRHY: Ed Washburn.

MR. WASHBURN: Good evening, my name is Ed Anthony Washburn. I'm the acting executive director of Port New Bedford, and I want to talk a little bit about some of the other opportunities that this terminal can provide for the port of New Bedford.

First, is over the last six years the port of New Bedford has substantially grown its international import and export trade. During the 2011/2012 winter fruit season, the local sea (indiscernible) company, Maritime International, using local (indiscernible) labor had three international vessel calls with the economic impact of $250,000 per vessel.

Currently impeding the ports economic growth is a

lack of adequate infrastructure. The ongoing structural issues with the (indiscernible) port (indiscernible) State Pier means there is no facility or berth that is deep, long or strong enough to capture a significant quantity of new cargo.

Because of New Bedford's role as the nation's number one fishing port and the related cold storage industries we have here, fresh produce is an ideal cargo to import. Currently, most of the foreign grown produce that comes into New England and Eastern Canada arrives by truck from Wilmington or other ports on the Delaware River. If we can capture a portion of the produce that is consumed in New England, it would create hundreds of well paying jobs in the (indiscernible) trucking, distribution and service industries.

On July 11th, the port of New Bedford signed its first ever international sister port agreement with the port of Tuxpan in Mexico. Our ports and private companies like Maritime International are working to create a new refrigerated international coastal shipping service between the port of Tuxpan and the port of New Bedford. The initial focus will be on importing fresh produce. We know that the refrigerated

(indiscernible) cargo ships that (indiscernible) the route will maintain significant costs and environmental savings, and on a similar timeframe as trucking would.

The second big opportunity on the horizon is the expansion of the Panama Canal. That's currently underway. The Journal of Commerce predicts container vessels with capacities of up to 12,000 containers will be able to sail on all sea route from East Asia to the East Coast of the United States. While New Bedford will never be able to handle these huge larger vessels, the hub and spoke feeder system that is currently in use throughout the world will likely develop on the East Coast and it will certainly be beneficial to East -– to smaller ports. As they expand their network, New Bedford is poised to benefit from these containers if a suitable facility is built.

In closing, I'd like to remind everybody that while the opportunities of offshore wind staging at South Terminal are hugely -– are hugely positive, the future cargo opportunities for a terminal this size, depth and load capacity and upland area are also great. This terminal is perfect for a port like New Bedford because of its vast versatility. South Terminal will handle bulk –- break bulk containers and project cargo with

ease opening up new opportunities for local businesses and residents. Thank you very much for your time, and I urge your support of this –- EPA --

MR. MURPHY: Reverend David Lima.

REVEREND LIMA: Good evening. I'm Reverend David Lima. I'm the executive Minister of the Church Council of Greater New Bedford representing about 48 churches from Westport to Wareham, but more importantly here tonight I'm also a citizen of New Bedford for my entire life, and I have been here since the fifties days, although I don't remember them. But the fact of the matter is you have heard all the data of how much we need the jobs. How much this can affect and change lives. You have heard everything about how great a port this would be. What a great situation that we have here, one of the best areas to be able to do this, so I'm not going to reiterate a lot of that. Nobody wants to hear any more, but you do need to hear this. The one thing that you can do here tonight is help restore a spirit back to this community. A spirit that was here back in the 60s and 70s and 80s when we had prosperity. We had the jobs. We had manufacturing. We had the capability of doing so much together, and one of the things that has been lost with all that is hope.

We have not been able to even think that we had a future. That's one of the things that is always stated, what could possibly happen here in this community.

I want to thank Mayor Lang and Matt Morrissey and Kristin Decas for the foresight to even start putting a project like this together, which probably in many sectors they were being laughed at because that couldn't come here. Nobody sees New Bedford as that kind of success. But you've heard here tonight from so many sectors that it can happen here, that it should happen here and that it will happen here.

The concerns do need to be addressed about the contaminations and things like that, but I also want to point out the fact that we are talking about addressing contamination that if this project wasn't to go through is going to sit in that river, stay where it is or on the shore, and is not going to be taken care of, and we need to see that and be grateful for what we can get. That isn't going to happen without it. And I think that again when we look to the possibilities and the political will of Mayor Mitchell to keep this at the forefront, one of the highlights of his administration so far. We have a political will amongst here that we

have not seen working together in many years.

So I tell you that you have an opportunity here not to just acknowledge a project, not to just continue a process that's going to make change in life, you actually have the capability in permitting this to go through and continuing this process to bring a future and hope back to this city that it has not seen in a lot of years.

MR. MURPHY: Just folks, some information. We still have about 15 people left. Sally McNeeland.

MS. MCNEELAND: Thank you, Sally McNeeland. I work with Fugro, F-U-G-R-O. We're an international geotechnical engineering firm out of the Netherlands, and we have worked on better than 80 percent of the European offshore wind projects, and we're currently working on the Cape Wind Project. What you will see in Europe is where those ports that have supported the offshore wind industry have developed a lot of auxiliary businesses. The diagram up there shows blades, monopoles, those sorts of things. There is a tremendous amount of other business-related activity and just to let you know that currently there are discussions going forward between Fugro, Mr. Morrissey, and other business entities in the New Bedford Harbor

area regarding staging the G and G work that we're working on for Cape Wind right now, and I expect that those activities will begin taking place in the New Bedford area very shortly, and a port like this would make it –- or a facility like this would make it much easier for us to come in and proceed with these activities without having to kind of pull things together. But we want to use New Bedford, and if the offshore wind industry develops –- continues to develop off Massachusetts, Rhode Island area, Fugro and companies like us will be putting land base onshore support for our offshore activities, which will include business, our offices, as well as field operations. So we strongly encourage your support of this.

MR. MURPHY: Jason Lannigan. Is Jason Lannigan still here? Jim Pimental.

MR. PIMENTAL: For the record it's Jim Pimental. I'm a representative with the Bricklayers Union and I'm also with the Southeastern Massachusetts Building Trades Council. For us it's plain and simple it's all about jobs, good paying jobs with benefits. That's what we stand for. The same thing Buddy stands for. The same thing the Reverend was talking about. We want to bring spirit back into the community. The

best social program ever created was a good job. That's what we fight for on a daily basis. We as bricklayers, we know that we're not going to get much work out of this project or the offshore work. The work at South Terminal is going to be minimal for us at best, but we're supporting our brothers in the other trades who the work will be exclusive to and also the maritime building trades that will do work offshore.

We also have the foresight to understand that there are going to be tremendous amount of spin-off generated from the South Terminal, lots of construction jobs coming down the road. We hope to benefit from those. So we see this as a win on many levels. The construction jobs, the future jobs in many sectors. The boom to the local and regional economy and from a national standpoint if you ever want to move towards energy independence, we have to invest in these clean energies. Thank you.

MR. MURPHY: Frank Ramos. Jan Koish. Joseph Joe Joe Fortes.

MR. FORTES: Good evening. My name is Joseph Joe Joe Fortes, and I'm going to speak with two different hats. Right now, I'll speak from the hat of being a longshoreman. First of all, I want to thank

the Patrick Administration and Scott Lang and Barney Frank in their efforts in the foresight in having this pier developed. I had the opportunity of unloading a windmill vessel in Fall River. The windmill was placed in the Fall River Industrial Park. I'm here along with my president from the ILA, 14, 13 and I'm the vice president also Billy Mack from New England Dock Council. Again, I also want to thank Cape Cod Wind for looking to come to this area and supporting this initiative.

But as I say from the longshoreman, I've had the opportunity to see the rising of the tide at Davisville where is in Providence Port right now. There are three windmills currently placed there and they're getting ready to do some things. They just had full construction in the harbor area with shore cranes and also put in a rail. Sorry to see that maybe we couldn't put the rail all the way continuously running from where it currently ends in the downtown area all the way down to where we're looking to develop this pier, because that would have been something great.

Little familiar with the railroad because we work on the railroad currently, and this also brings a great opportunity to bring in other agents and other

industries to develop our waterfront area, and so as from the longshoreman end we are in support of this. I support this. I'm someone who holds at least four books from different locals. So when we talk about jobs, I feel as though jobs are very, very important for the economic engine for people to have gainful employment and the quality of life.

Now, I'm going to change my hat a little bit and speak from the community, because when I look here I can see about three people from the neighborhood where I come from. First of all, my opinion, this meeting should have been held in the community where it's being developed. As we heard earlier, again, the access and egress to have transportation or to get here, and this is some of the reason –- sometimes we're reluctant and sometimes, you know, we're upset at the process.

As being a former elected official, I give the respect to some of them to have their due and speak, but again this is a meeting. We want to hear from the people of the public who are looking to address some of these concerns because most of those people have an access and way to get in touch with the EPA and the state and so on and so forth, and they cut and run and they're not hearing some of the comments that are left

to be heard and those are the important comments.

So coming from the neighborhood, I want to thank Scott again because one of the concerns we have -– I know when I was in office we looked to have Standard Times Field developed, and we were being told it couldn’t be done, and he did that. As we heard tonight from Buzzards Bay, that some of the area that’s going to be cleaned up and some of the area that would normally not be addressed, we are proud to see that that area is being addressed because when those jobs and that area becomes developed there are some people here and some people elsewhere who are going to look to come and (indiscernible) in our neighborhood and come back into our neighborhood because we’ve seen that time and time again from the waterfront area all the way to the current community at this point in time.

My concern is in being in public office, is saying to EPA and the various other agencies that we look to protect us. I want you to come out of this and say, you know what, we raised the bar that much more that we’ve given, you know, the protection, the quality of life and the safeguards were put in place to have this development go forward, and I hope -– and I hope the next time when we have hearings and wherever they’re

impacted in, they're in those communities so those voices can be heard. You know, we're not out in -- you know dead tone is a silent tones, and my community is not a silent community. We don't have dead tones, and we're going to speak up, and we're going to look to make sure that these areas are being addressed properly. We want to make sure -- again, about the jobs, the safekeeping of jobs because we've seen this. We've seen sometimes how we're moved out of the phase, and we want to protect those jobs from not only for the ILA, we're going to protect some of the jobs of apprenticeships for the people that live in that community who deserve an opportunity, and that's how we create the rising of the tide. Thank you very much.

MR. MURPHY: I'm not sure how to say this. Sometime like Kate (indiscernible) at New England Carpenters.

MR. RHEAUME: Good evening. My name is Ron Rheaume, R-H-E-A-U-M-E, and I'm a representative for the New England Carpenters Union, as well as a member of the Southeastern Mass Building Trades and the labor council as well. I'm here tonight to speak about -- Councilor Martin spoke about unemployment -- spoke about the unemployment rates. I know nationally we're

probably eight percent unemployed. Statewide we're a little better with seven percent. But in the communities of Fall River and New Bedford, we're at 16, 17, and 18 percent.

In the building trades, in particular we, myself being a union carpenter for -– since 1971, we're at the worst time of employment right now. We're at least 30 percent unemployed in the Local, and there isn't a better time than now and these jobs are jobs that my guys will be doing. Pile drivers or an affiliate of the Carpenters Union, and we had the opportunity to -– I personally had the opportunity to work on the waterfront in New Bedford for the place that does the remediation of the PCBs. So I do realize that this could create jobs for my members, and at a time where bi-weekly hearing horror stories of people who are, you know, a week or two away from ending unemployment, who have been on unemployment for over a year. Many guys that I know have lost their homes. Others have, you know, just left the union period and gone on to do something so –- something else.

So if we're going to create opportunity, and I know my colleague here, Buddy, and some other people that talk about opportunity, I want to create an

opportunity. I want to create good jobs. I want to create futures for our kids, and if we're going to do that, then we should be doing this under a union agreement or some kind of guarantee that, you know, people are going to get paid what they're supposed to get paid. Too many times in our industry we see people getting cheated. Employers exploit, you know, people and that's not what we want to see.

So I'm all in favor of this project. I hope it happens very shortly. You know, that and the other issues that we have with the gaming industry, we hope to, you know, get something like that going on in Taunton too and create jobs for the town because we are desperately in need of jobs. Thank you.

MR. MURPHY: Eric Stevens. Chuck Dade.

MR. DADE: I'm Chuck Dade. I'm a citizen in the area for most of my life except for a couple of years in the Southwest and three years in the Army. In summary just –- anything with the wind power environment stuff I'm certainly behinds. People know -– that know me know I've been an advocate for that kind of stuff for quite some time. So I certainly -– I want whatever mechanisms that makes that happen happen, but I do think that perhaps there needs to be a little bit

tweaked on just a couple of things, and I think those are things are within the office of EPA anyway when they're the ones hosting the meeting.

It was mentioned that, you know, certain archeological considerations were pondered in this process. We often forget that we're part of history and hence we yield anthropological artifacts ourselves. Burying PCBs in submarine vessels where they can never be biologically remediated seems an extremely negative archeological vestige for the future to discover later on and will certainly say something about the society that left it. I find it very ironic, paradoxical, hypocritical even to be asked to accept permanent contamination on PCBs to foster a green future. The funding the EPA said they would not -– they said they weren't providing any funding for this project. The state doesn't know where the funding is coming from and ABX Corporation is the responsible party for everything that they did.

You know, so this is the state making a commitment without -– with unknown funding, and I assume –- I don't think the investors should be -– should have to pay the brunt of this. I'm sure that we could have some tax –- some tax things to figure out, but they

don’t seem to be involved with this until after it’s already built. So I wouldn’t ask Cape Wind or any wind development to have to foster this in any way. But I think the government should really step up here. You know, through deficit spending or whatever they need to do, pay for immediate and complete clean-up, you know, by hauling it away to a toxic approved site for less than the cost of just one week in Afghanistan which perpetuates an endless war on oil we could do it.

It’s two million dollars a week for Afghanistan and that’s less money than the short term plan, the original plan. So I think the government, U.S. Government ought to step up this project and want to make Cape Wind a –- it’s a federal interest. It’s a national interest. The government should say we’re going to clean it up right. We’re going to clean it up the way the community wants it and, you know, we’re just going to spend deficit. We’re going to pay everybody to get it done right, and we’re going to move forward from there. We’ll figure out who to bill later on, but let’s get it done right. Let’s not bury PCBs subterraneously where they could pop up at any time. Where they can’t bioremediated. PCBs can be remediated to various technologies that are constantly improving,

but if you bury them you're increasing the cost. You're going to have to pull it up later. So that's what I think you ought to do. I don't think you should hold up what needs to be done on the harbor side, you know, up against the dock. There are certain things that can be done. You can tweak what's going to get done on what's in front of what and to make it happen. But I think -– I think the CAD cell aspect of this will be abandoned and it should be all the way from Michigan or wherever the (indiscernible) facility is. Thank you.

MR. MURPHY: Mary O'Donald.

MS. O'DONALD: Well, I think everyone has plenty to say tonight. It was really a pleasure to be here. Thank you for being here. I think you only left out two things. One, is you have the most attractive mayors in the country, I have to say. It didn't go unnoticed. Number two, my –- the name of my company is No Fossil Fuel, so you certainly know where I'm coming from, and I just finished building six megawatts of wind in Kingston. That's enough to take care of 6,000 homes. So I'm certainly an environmentalist.

The gentleman from the Sierra Club I had to chase him outside to say listen you, when a baby is born

there is an extra carbon footprint. Does that mean we don't have any more babies? So the point is we have to put the PCBs there. It was really interesting to hear the people that are in the industry that are really environmentalists that the commission -– whatever his name was, who said how insignificant it was. And it's, I don't know, 10 or 15 years ago when the MBTA was going to come to my land for the commuter line for the train station and one of the big environmentalists, oh, I'm concerned, and when I hear that concern word, I know I'm in trouble. How about the eardrums of the squirrels from those trains coming. Okay, so it's kind of like the eardrums. Get the job done.

All these people, this town, this city is so beautiful, has so much to gain from this, get up and forget about the deficit spending. Would you please just get the job done. You study it. You study it. You over study it, and that's what's wrong with the economy. That's why nobody has any jobs, any work. Get to work. Stamp it. Thank you.

MR. MURPHY: James Toland.

MR. TOLAND: Thank you for the opportunity to speak this evening. My name is Jim Toland with SGURR Energy, and for the record that's S-G-U-R-R. SGURR for

a Scottish company, specialize in renewable energy. Our firm has been active in the offshore wind sector in Europe and we are engaged in offshore wind industry in North America and Asia. A substantial amount of our company's success has been as technical advisors in offshore wind. We are pleased to say that we opened our offices in the U.S. in 2009, and that's in anticipation of the offshore wind market. We've slowly been building staff, hiring U.S. engineers and our experts in Scotland have been training our U.S. people, so as these projects begin to ramp up, we'll have qualified people ready for the task.

I can speak to our firm's experience in Europe ports that have engaged in offshore wind industry have seen substantial economic development in heavy industries and the local supply chain. These offshore wind ports -– these offshore wind projects involve tremendous amount of capital and operational expenditures that fuel manufacturing, construction, marine trades and general support industries.

Offshore wind project lifetimes are generally considered to be approximately 30 years from project inception to commissioning, thus providing a long term stable base of employment for services in ports. The

early movers in Europe's regional markets have enjoyed success. Asperg in Denmark, and as mentioned earlier, Bermen then in Cuxhaven have captured market share and seen significant economic benefits. Location, port infrastructure, and lay down area are the key prerequisites to support the offshore wind market.

The proposed expansion of the New Bedford South Terminal addresses these key attributes. I would urge you to move quickly to approve the terminal to help jump start the offshore wind industry in Massachusetts and the U.S.A. and then be in a position to become a regional hub for future projects.

On a more personal note, I'm a graduate of the U.S. Merchant Marine Academy. I value the opportunities that ports provide. I see them as critical infrastructure to the region and the nation. Marine commerce has been a life blood in the New England region. I believe the vibrant offshore wind industry will provide opportunities both onshore and offshore to the maritime industry.

Just lastly, just to emphasis, I recommend you approve the construction of the New Bedford Marine Commerce Terminal expeditiously, to hold -– take hold of the opportunity of the regional hub and this would

also support the DOE's goals for offshore wind in our region. Thank you.

SPEAKER: Garston Jenson.

MR. JENSON: Good afternoon. My name is Garston Jenson. I'm heading the operations for K2 Management of North America over here in Massachusetts. I've been within the offshore wind industry for more than ten years, starting with (indiscernible) in the year 2000. Since then, the harbor and organization needed for the support for the offshore projects has grown with tremendous speed. I wanted to share a lesson learned with you here today. For Northeast (indiscernible) harbor (indiscernible) I believe they had sufficient area for the support of offshore wind. Therefore, they did not invest in their upgrade or infrastructure in the harbor for long term offshore wind support. This resulted –- this result was -– the result was that projects started moving to other harbors with the right set and sufficient set up. (indiscernible) were actually moving (indiscernible). Offshore wind projects they continue and they found (indiscernible) solutions. After X number of years, the harbor realized that an investment in an upgrade was necessary for them in order to secure future work.

Today Asperg Harbor among others, (indiscernible) projects which is the world's largest offshore project and it's quite similar to Cape Wind Project. (Indiscernible) is also a main port for presentation of components for the wind industry.

As extra benefits which nobody really foreseeable small businesses being local shops, fabricators, vessel owners and all the various supplies, they started supplying and became a part of the supply chain. As you can imagine, the city benefited from the rapid growth in the wind industry and all this helped retaining and sustaining business and workplaces. Offshore wind not only create jobs, it also retained jobs. This is not unique for (indiscernible). It goes for all harbor in Europe. So for instance, in UK we have (indiscernible). We have (indiscernible). We have (indiscernible). We talked about early about German harbors, (indiscernible), but the similarity with those harbors is they all have X number -- numerous projects going on at the same time. You can do the same here.

So based on what I told here tonight, it is needless to say, but I'll say it anyway, my and our recommendation is to move forward on the development

and the construction of New Bedford Harbor, not only for the Cape Wind Project, but also for the support of future offshore projects. Thank you very much.

MR. MURPHY: Kasper Vincent.

MR. VINCENT: I think I better spell that afterwards, but I'll help you with that. I'm representing Siemens Wind Power. We have a head office in Orlando, Florida. I'm a (indiscernible) of the regional and I moved my family to U.S. August last year because I believe in offshore wind in the U.S. I joined offshore wind back in 2008, and I've been executing projects, offshore projects, ever since.

Siemens Wind Power is number one in manufacturer of wind turbines offshore, and we have obviously done array and other big projects going on at the moment in U.K. and Northern European waters. When we evaluated harbors for whether they're suitable for offshore wind and all the sort of the preassembly work that we do within the harbors, we go for key access. We go for accessibility to the site either from the rail or road. We go for local employment, support from local businesses. We go for storage facilities, area's need and from what I know within acres around 28 acres of this one that would be suitable for project like Cape

Wind. We also know that from this (indiscernible) before we have at the moment, I believe, four, five project going on at those premises, and we could easily, I would say, fit two to three projects, depending on the size, from -– from a location like New Bedford.

On a personal side, I obviously brought my family here with great wisdom of believing that offshore wind will once blossom here in the U.S. I have yet to see the first turbine in the water, but I'm here to support it and I'm also sure that Siemens Wind Power be here for the years to come, but we will be supporting the project.

MR. MURPHY: Andrew Rocket. Okay, well, those were the last folks who signed up. Is there anyone else who is present who would like to make a public comment before we close down the hearing?

MR. WHITMAN: Good evening. My name is Joel Whitman. I'm a chief executive of a company called Global Marine Energy. It's the American subsidiary of a British company which is the largest installer of offshore cable in the world. We're about 160 years old, and we've been involved in offshore transmission installation for the last 15 years. Much of what I

might say has already been said, but I thought it might be useful at this point given the focus on jobs in this conversation to speak a little -– with specificity about the kind of jobs that result. You've heard a lot of my European colleagues mention the growth that they've seen over there.

In our industry, which is often not thought of, we think about turbines. We think about the things that you can see, when you think about things like cable, when you think about cable installation and offshore transmission -– for example, the British government has committed to building over 20 gigawatts, which is a massive amount of power. To that end, the projects in round one and round two have been going underway for the last 12 to 15 years. German government equivalent, 12 gigawatts of offshore wind. They have less than one in the water right now. The industry itself is struggling, but it's struggling to grow.

As a result, a company like ours it has been around for a significant period of time, has been able to accelerate our investment. The reason we've been able to accelerate our investment, for example, some of the facilities that were mentioned, other harbor facilities, just in the last month we opened up a new

facility in the Northeast of England. In that facility we employed literally overnight 50 people. From zero to 50 people just back office staff to handle the book of business that we already have for this year and the next two years. This year is the busiest year we have on date and next year it looks to be even a step forward.

This -– earlier this spring we launched a new vessel. That vessel cost us 50 million dollars to fit out. It was specifically designed to lay a certain type of cable into the water. A cable that’s in very high demand for these types of projects. That vessel is working 24 hours a day right now off the coast of Wales. The investment to do that was made not in China or not in Southeast Asia, but we actually used yards in Denmark and we used yards in the Northeast of England to do that work, localize that.

We spent a significant amount of money having equipment built in the back deck of that vessel. I just came back two weeks ago from a staff meeting, an executive staff meeting with my colleagues in which we did our four month forecast for our own growth planning, and we identified outside those 50 people we just mentioned we need 300 back deck and marine staff

just to fill, again, that book of business that we currently have. That's 300 new jobs.

I am –- you're looking at the token American in our business. So all of those jobs right now are being filled by people from other countries and other places. We have facilities in the Philippines. We have facilities in Japan. We have facilities in China. You get the picture. We do not have anything here except for our small project office is Boston and some guys located around the country because the projects have struggled to get off the ground.

So what has been –- and just this morning, I don't know if any of you saw it, but the Japanese government made a huge commitment to renewable energy, huge commitment to renewable energy. The Chinese government has already done that in their five year plan. Tomorrow morning, if you're interested, the British government is going to restate its commitment, hopefully, knock on wood, to its taxation policy relative to the next round of offshore wind. If that goes forward, as we all anticipate it will, that will launch the biggest investment to date in this industry. It should be –- God willing, it should be good news tomorrow.

What those things all have in common and what we have here at the state level and at the -– clearly the city level here in New Bedford, what we lack at the federal level is government support. We don't have government support. So for companies like ours -– my job is corporate strategy for our company beyond running North America, so when I go and make the pitch they ask me, well, this is a -– this energy business it requires government support just to get the permit done, just to get permissions. Forget even tax policy, just letting projects go forward, as our friends have seen in Cape Wind, that so much government can be used to -– government policy and methodology can be used to stop projects. And so I guess my I ask of you guys, and I really appreciate the opportunity to come here and wave a flag a bit, is to do whatever you can to get the federal government, your level, to say yes to things. To get out of the way, so to let us and companies like us come into a place like this. When all those jobs that I mentioned, those are all local jobs. When you look up -– look up Middlesboro, U.K. It's no different than New Bedford. It's an old –- it's an old –- in that case it was a ship building community and it basically went dry after the Second

World War and nothing has happened there ever since.

When we brought our vessel in, it was like -– it was like Christmas. The entire -– I had never been there before. The entire community came out and we put -– we had put our office right up on the key side and now we're going -– we're negotiating for marine facilities and there will be -- somewhere in that area will be our marine facilities in the northeast because they're in proximity, just like New Bedford, to the project.

So up here we've got the Holy Grail. You've got prototype project that's ready to roll. God Willing. You've got the five plus gigawatt zone south of Martha's Vineyard, which actually I think is a poster child for -- it's not exactly how they do it in Europe, but it's a great model of how two states can work together to get a project zoned to design. And then you have local proximity and a commitment from the governor and from the local leadership to build a port here, and this is actually good because I'm –- my guys are the ones that calculate fuel burn. So if our vessels need to go far, the project cost goes way up. If our vessels can't even come because there's no modern port facilities, which there are none today in

America on the East Coast to do this kind of work, then we're working at sea and all those jobs that everyone's been talking about, they don't come ashore. We don't want to do that. I've got –- we're already short over there. What I want to be able to do is have a port facility in proximity to projects, have big projects going forward and then take our chances. Us, our competitors, I think we're all come here to do business.

So I guess that's my appeal is do what you can and, yes, the political side of the federal government has its own issues, but certainly from a policy point of view the idea of supporting alternative energy in New England, a place -– Massachusetts or places -– billions of dollars out of state every single year to bring in fuel that doesn't do a thing for us as far as moving us off of that kind of Victorian age dependence, move us towards the future and the kind of benefits that you guys talk about tonight and the benefits that we have seen time and time again everywhere but in America actually could be right here. So anyway sorry for the late -– I appreciate your time.

MR. MURPHY: Anybody else present that cares to comment? I'm going to just turn it over to Carl

Derger so we can close out the hearing. Thanks for coming.

MR. DREGER: So, first of all, I want to thank you all for coming. You've been a very patient audience and stayed late. We wanted to get all the comments and we will respond to those comments in the response of comment document. Thank you all for staying focused on the project at hand and not getting sidetracked on many other projects that are going on in New Bedford that the EPA is involved with.

And, finally, I wanted to remind folks that the comment period does run until August 21st. So comments need to come in. For those of you who testified tonight, we have your comments. If you'd like to supplement them in writing, that's fine. If not, we've got those comments in transcript and for anybody else who wants to give comments you have until August 21st to get those in. Thank you, and with that I'll declare this hearing closed.

C E R T I F I C A T E

COMMONWEALTH OF MASSACHUSETTS

COUNTY OF NORFOLK, SS

I, Alanna K. Shiels, a Court Reporter and Notary Public in and for the Commonwealth of Massachusetts, do hereby certify that the foregoing volume is a true and accurate transcript, prepared to the best of my ability, of the Formal EPA Public Hearing which was held on Tuesday, July 24, 2012.

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Date Alanna K. Sheils, Notary Public
My Commission Expires: 2/14/2019