

From: [ElaineT. Stanley](#)
To: [Dave Dickerson](#); [Kimberly White](#); [Kimberly Tisa](#); [Dave Lederer](#); [Larry Brill](#); cianciarulo.bob@epa.gov; [Cynthia Catri](#); [David Peterson](#); [Maximilian Boal](#); [ManChak Ng](#); [Kelsey O'Neil](#); [Ann Williams](#); [Jim Murphy](#); [Ann Williams](#); [Carl Dierker](#); [Jackie Leclair](#); [Carl Deloi](#); [James Owens](#); [Mike Marsh](#); [Phil Colarusso](#); [Ralph Abele](#); [Sneeringer](#); [Paul J NAE](#); [Audrey Zucker](#); [Joanna Jerison](#)
Subject: Article in Today's S-T RE: Proposed S-T EPA/DPE Meeting/Hearing Last Night
Date: Wednesday, July 25, 2012 8:47:00 AM

South Terminal plans detailed at public meeting

By ARIEL WITTENBERG
awittenberg@s-t.com
July 25, 2012 12:25 AM

NEW BEDFORD — Engineers detailed a sweeping proposal Tuesday night that could potentially transform the South Terminal into a hub for offshore energy staging.

Plans call for a 1,000-foot extension of the terminal bulkhead and the creation of canals, hundreds of feet wide, that would accommodate the large ships state and city officials say are key to the terminal's development.

Chet Myers, an engineer for Apex Engineering, gave community members a first look at the proposal for the 28-acre South Terminal at a public informational meeting held at the Fort Taber Community Center. At least 100 people turned out for the session and most were strongly supportive of the plan.

Mayor Jon Mitchell pledged his "unqualified support" for the project and said the modern marine terminal would "unlock the city's potential for institutional change."

"This is the best opportunity we will have in our lifetime," Mitchell said. "There is no dispute that offshore energy is here to stay and New Bedford makes perfect sense as a staging place for that."

Myers said navigational dredging will create a shipping channel that is 175 feet wide and a tug channel to the east that is 100 feet wide. A boat basin in front of the terminal will be dredged to a width of 350-375 feet. Overall, 170,000 cubic yards of sediment will be removed, some of which will be placed in an 8.76-acre Confined Aquatic Disposal (CAD) cell and 142,000 cubic yards of which will be used to fill in the bulkhead extension. That extension will be in the form of a 1,200-foot coffer dam and pier supported apron.

"All of this is in an effort to enhance the shipping capabilities of this port," Myers said.

Myers said the construction would displace an undetermined number of recreational boat moorings but that the channels are designed with a "buffer area" so the shipping lanes will not interfere with commercial fishing.

"With the dredging, the fishermen's lane will actually have 100 feet of wider space to move in than you currently have in that area," he said.

In addition to building the terminal itself, there are some environmental mitigation projects planned to compensate for the area that will be disturbed by construction. Those projects include creating almost 23 acres of winter flounder habitat, restoring two acres of marsh area, enhancing 4.4 acres of intertidal habitat, creating 15 acres of shallow subtidal habitat and reseeding more than 24 million shellfish over 10 years.

The proposal has already been submitted for review to the Environmental Protection Agency, which must approve of the project because it is being conducted on a federal Superfund site. The EPA issued a draft determination about the proposal that characterized it as "both protective of human health and

the environment and meets the substantive requirements."

That draft determination is now up for a 30-day public comment period that began at Tuesday night's meeting, where responses from those attending were overwhelmingly supportive of the South Terminal project.

Roy Coulombe of the Ironworkers Local 37 said he was excited by the promise that the project could bring more than 1,000 jobs to the region.

"For years we have traveled out of the city to go to work every day in Boston and other areas of the state," he said. "It's great that we'll be able to work where we live. It's a great opportunity for the young people."

Some present did voice concerns over the use of CAD cells to dispose of PCB-contaminated soil from the navigational dredging.

Karen Vilandry, vice president of the environmental group Hands Across the River, said increasing the number of cells would create "a river full of tumors."

But Rep. Antonio F.D. Cabral, D-New Bedford, urged the EPA to move forward anyway, saying the project would have to progress quickly in order to align itself with the time line for the Cape Wind offshore wind turbine project.

"We are the right place at the right time," he said. "There are some environmental issues, but we need to approve this, and we need to stick together and work together."