Deepwater Port Licensing Program

Meeting The Nation's Transportation, Security, and Energy Needs

Maritime Administration
Office of Deepwater Ports and Offshore Activities

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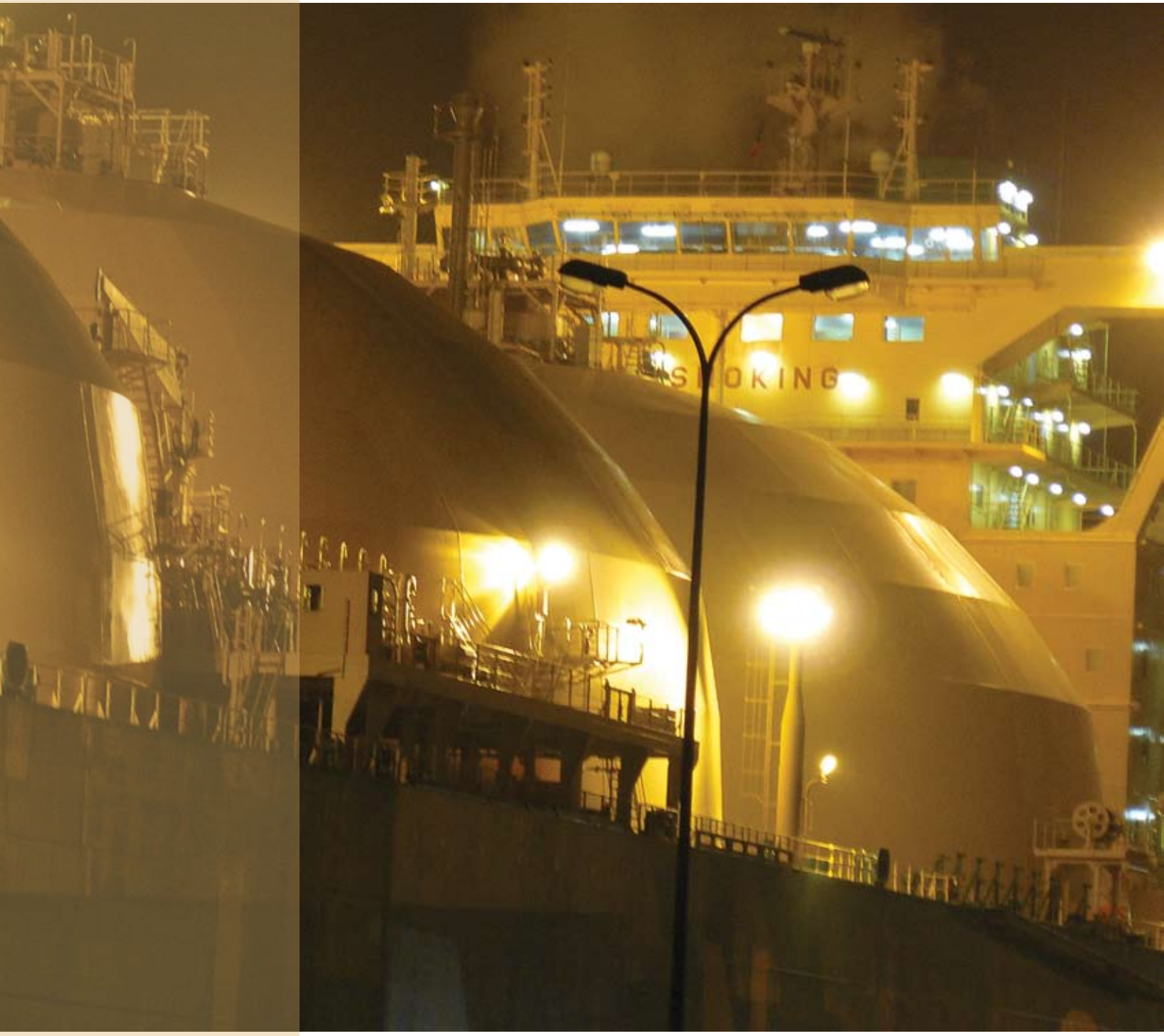

Maritime Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

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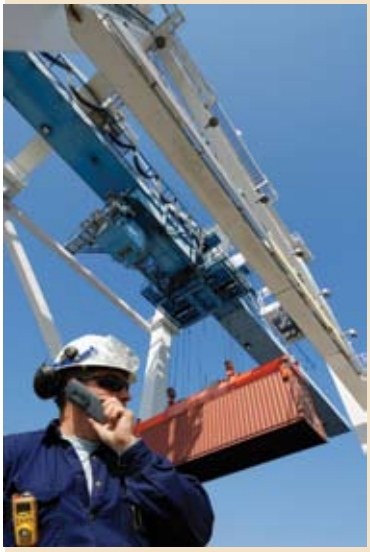
The Maritime Administration

LEADING THE WAY



The Maritime Administration has been in operation for over 70 years. The Agency's early focus was to promote the merchant marine and related U.S. marine industries. These included traditional programs that addressed issues of national security (sea lift capacity), shipbuilding and repair, cargo preference, and ship operations.

More recently, the Maritime Administration has recognized the intermodal nature of the overall transportation system, and has developed and administered policies and programs to facilitate safe, efficient, and cost effective national transportation. The Agency's prime strategic goals are to reduce congestion, enhance global transportation, uphold national security, and promote an environmentally friendly marine highway. The Deepwater Port Licensing Program addresses all these goals by reducing the need for LNG tankers to enter busy seaports, thereby maintaining a high level of security and providing a viable fuel source for the United States.

To help solve the problem of growing landside congestion, the Maritime Administration advocates expanding the use of the nation's marine highway, which is more fuel-efficient than land-based transportation, can move high volume and break bulk freight less expensively, and provides a vital alternative transportation mode in a natural disaster. A fully functioning marine highway leads to enhanced freight flow, expanded freight capacity, reduced congestion, and improved air quality.

The Maritime Administration works collaboratively with its stakeholders, the port community, other governmental entities, and the transportation industry as a whole, to ensure that the marine transportation industry can meet the nation's economic and security demands.

Meeting Energy, Transportation, and Security, Challenges

The Deepwater Port Act **streamlines** the federal review process.

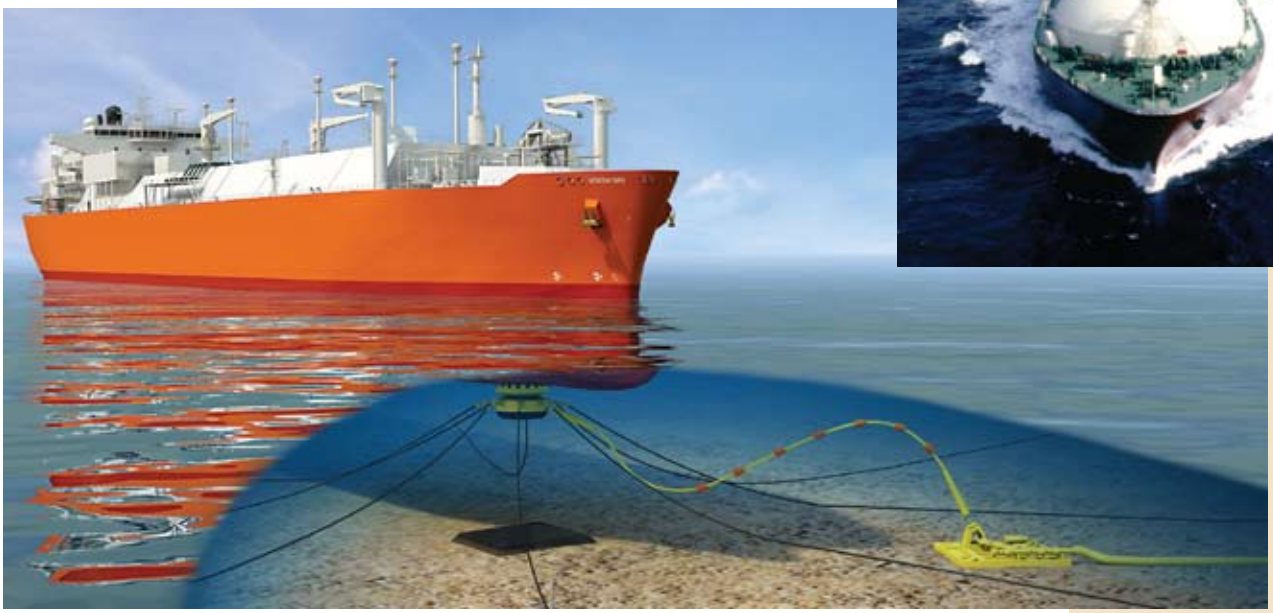
The Deepwater Port Act establishes an efficient licensing system for the ownership, construction, and operation of oil and natural gas deepwater port structures located seaward of U.S. territorial waters.[1] Deepwater ports are fixed or floating structures, used as ports or terminals to offload and transfer imported oil and natural gas from carrier vessels to shore, via undersea pipelines. The Maritime Administration uses the Deepwater Port Act to underscore its mission of improving and strengthening the U.S. marine transportation system, and of promoting economic and security needs of the nation. An important part of this mission is to regulate the location, construction, and operation of deepwater ports. The Deepwater Port Act considers the rights of states and communities to regulate growth, determine land use, and protect the natural resources of their coastal zones, during the approval process for deepwater ports.

The Deepwater Port Act provides a streamlined approval process of 356 days from the date an application is filed with the Maritime Administration and the U.S. Coast Guard, to the date a Record of Decision (ROD) is issued. The Deepwater Port Act establishes detailed program procedures and outlines specific criteria that applicants must meet before they are issued a license.

This streamlined process has made deepwater port re-gasification facilities more appealing to the offshore energy sector market. Congress has collaborated with the Maritime Administration in expanding the scope of the Deepwater Port Act, to address growing transportation efficiency and security issues.

1 The Deepwater Port Act (33 U.S.C. § 1501-1524) was amended on July 1, 2003 by Section 106 of the Maritime Transportation Security Act (MTSA) to include the storage, transportation, and handling of natural gas.

The Maritime Administration is developing a U.S. flag and crewing initiative to expand the mandate of Congress to grant priority processing for deepwater port license applicants.[2] A public-private partnership, including the U.S. Merchant Marine Academy, State maritime academies, and Labor-based training facilities, ensures that a reliable and consistent supply of qualified American mariners are available to serve on the vessels supplying our nation's energy receiving facilities, and the growing international LNG tanker fleet.



ABOUT LNG

Natural gas is an essential component of our nation's energy supply. LNG is simply natural gas in liquid form—the same natural gas that over 64 million American homeowners use daily.

To liquefy natural gas, it is super-cooled to -260° F. When natural gas is changed to a liquid, it is reduced to about 1/600th of its original volume, making it economical to be moved and stored around the globe. Unlike most gases that can only be transported via pipeline, LNG can be moved over long distances by vessel. This means that LNG can be imported from a variety of sources—the Pacific and Atlantic Basins—and can provide a significant source of energy to our nation. Specially designed vessels have been engineered to transport LNG, convert it back to its gaseous state (re-gasify), and send it into our pipeline systems for commercial, industrial, or residential use—all from a safe and accessible offshore port. This advanced technology provides a reliable, safe, and environmentally friendly source of energy for our country's needs.

LNG is odorless, colorless, non-corrosive, non-toxic, and is less than half of the weight of water. If spilled on water, it immediately evaporates and disperses, leaving no residue or slick, requiring no environmental cleanup. Neither LNG, nor its vapor, can explode in an unconfined environment.

2 On July 11, 2006, the President signed the Coast Guard and Maritime Transportation Act (CGMTA) to facilitate priority processing to deepwater port license applicants that utilize U.S.-flag vessels and crews in the operation of their deepwater port facilities.

"As our nation's economy continues to grow, so will our need for separate requirements for clean, efficient energy. The increased need for imported LNG is an inescapable reality. So, how we go about meeting this need is our collective responsibilty."

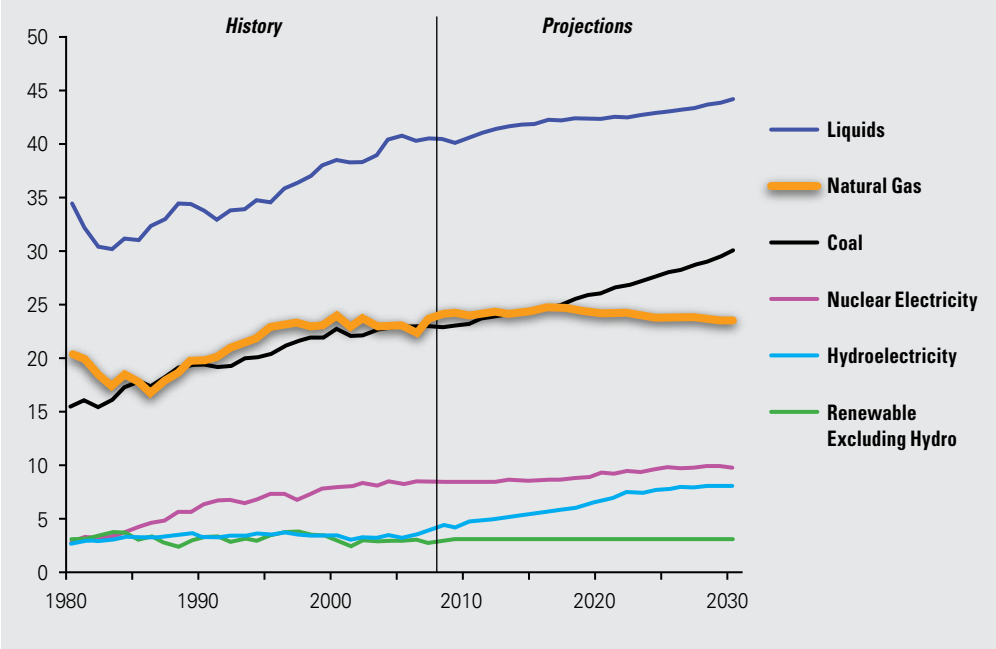
Sean T. Connaughton, Maritime Administrator, 'LNG and Economic Growth Opportunities,' 2007 Global LNG Summit, October 4, 2007

MARKET FORCES

Energy consumption fuels the economy of the United States, and a growing economy requires a mix of reliable energy sources—like natural gas.

The United States Energy Information Administration (EIA) projects that total primary energy consumption in the United States will increase 19 percent by 2030. Consumption of natural gas is expected to increase five percent over the next 25 years (EIA, AEO 2008) (Figure 1-1). The net import share of domestic energy consumption will be 27 percent in 2030, and net imports of LNG are projected to increase by 2.3 trillion cubic feet by 2030.

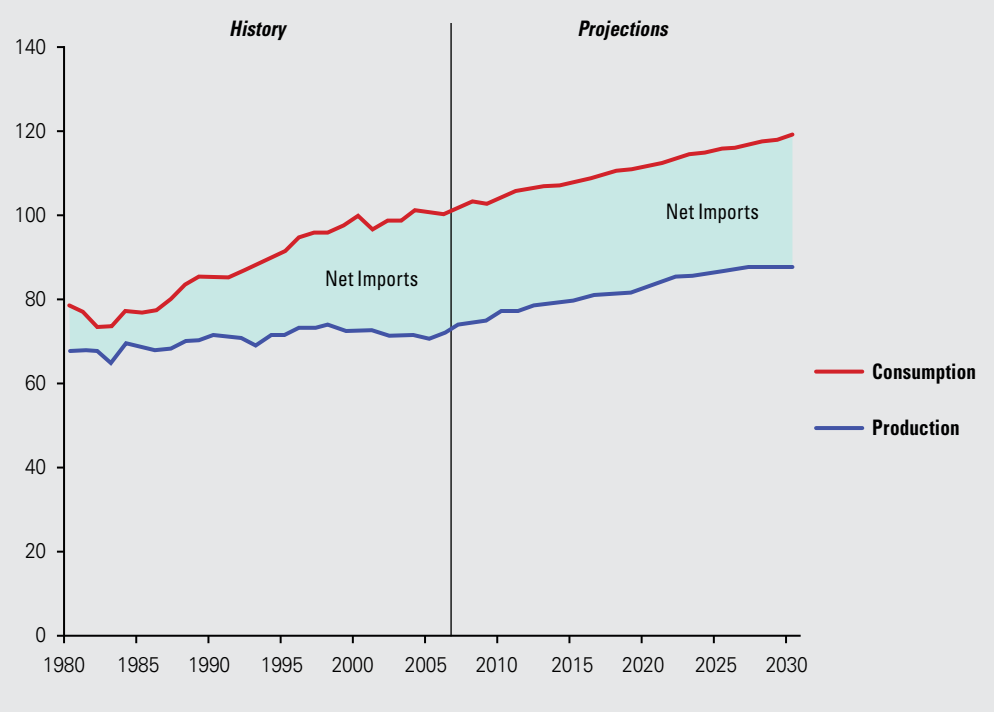
Figure 1-1 Energy Production by Fuel (quadrillion Btu/year)



Source: EIA, 2008

With a projected shortage of energy production in the U.S., imports must increase to meet consumer demands (Figure 1-2). Though the LNG importation terminals currently operating in the United States plan to expand their facilities, the nation needs more of these terminals to keep up with increasing energy demand.

Figure 1-2 Energy Production and Consumption (quadrillion Btu/year)



Source: EIA, 2008

Imports will play a critical role in meeting the nation's energy demands, and deepwater ports will provide a safe and reliable option for delivering energy supplies. Deepwater ports are a popular alternative to land-based import terminals, which are often subject to strong opposition. They provide:

- Greater transportation efficiencies;
- A safer LNG delivery and re-gasification system;
- A more efficient method of moving energy from source to consumer; and
- A way to quickly meet the growing and diverse needs of the U.S. energy market.

Deepwater ports are safe and efficient alternatives to land-based energy receiving terminals.

Energy companies are finding offshore terminals to be an increasingly attractive option. This is largely because the Deepwater Port Act's rapid review process allows these ports to be operational more quickly than ever before. The nation's current supply of LNG is roughly 2.5 billion cubic feet per day (bcfd). This is projected to increase by over 500% in the next 20 years, accounting for almost 8% of total U.S. demand for natural gas (EIA, 2008).

Figure 1-3 Projected LNG Imports to the United States

Name	Location	Status	Capacity (bcfd)	% of Total LNG Imports*	% of Total Natural Gas Consumption^
Northeast Gateway	Gloucester, MA	Existing	0.4	16%	0.2%
Neptune LNG	Gloucester, MA	Approved	0.4	16%	0.2%
Safe Harbor Energy	Long Island, NY	Proposed	2.0	80%	0.9%
Calypso LNG	Port Everglades, FL	Proposed	1.9	76%	0.8%
Gulf Landing	Pascagoula, MS	Approved	1.5	60%	0.7%
Port Pelican	Fresh Water City, LA	Approved	1.6	64%	0.7%
Main Pass**	Gulf of Mexico, LA	Approved	1.0	40%	0.4%
Port Dolphin	Tampa, FL	Proposed	1.2	48%	0.5%
Bienville Offshore Energy Terminal	Mobile, AL	Proposed	1.4	56%	0.6%
Clearwater Port	Oxnard, CA	Proposed	1.4	56%	0.6%
Oceanway Secure Energy	Los Angeles, CA	Proposed	1.2	48%	0.5%
Gulf Gateway Energy Bridge	Gulf of Mexico, LA	Existing	0.5	20%	0.2%
TOTAL			14.50	580%	6.3%

*Total LNG imports is derived from second quarter totals 2008 (Source: EIA, 2008)

^ Total natural gas consumption based on Annual Energy Outlook 2008 estimate for 2030 (Source: EIA, 2008)

** Approved but not licensed

The expedited license review process fast tracks the construction of deepwater ports.

The Deepwater Port Act licensing process requires applicants to guarantee that they are financially capable of covering all of the construction, operation, and decommissioning expenses associated with the proposed deepwater port. The Deepwater Port Act also requires governors of adjacent states to approve a proposed facility before it can be licensed. The Maritime Administration's offshore licensing process encourages U.S. officers, mariners, and cadets to work aboard the LNG vessels serving the nation's deepwater port facilities. It also grants priority processing to deepwater port license applicants who commit to formal U.S. flag and crewing agreements in the operation of their proposed facilities.

Figure 1-4 Offshore vs. Onshore Facility Licensing Process

OFFSHORE – Maritime Adminstration Process	ONSHORE – FERC Process (Federal Energy Regulatory Commission)
Requires all deepwater port license applicants to guarantee the financial capabilty to fully fund all construction, operation, and decommissioning costs.	Does not require finacial capability, construction, operation, or decommissioning guarantees.
Mandates full decommissioning of all deepwater port facilities.	Does not mandate facility decommissioning.
Requires the governors' approval of all deepwater port facilities.	Does not require the governors' approval.
Encourages the use of U.S. officers, mariners, and cadets aboard LNG vessels serving the Nation's deepwater ports.	Does not support the U.S. manning initiatives for LNG carrier vessels.
Grants priority processing to applicants that commit to utilizing U.S. crews.	Does not grant priority processing to applicants that commit to train and utilize U.S. crews.
Establishes formal U.S. manning agreements with deepwater port license applicants.	Does not establish manning agreements with onshore applicants.

The Deepwater Port Licensing Process

In response to both the nation's growing energy and security needs, Congress accelerated the deepwater port licensing process to promote the importation of natural gas to offshore energy receiving facilities. The rigid timeline of the Deepwater Port Act requires significant pre-application development on the part of an applicant to meet license requirements and avoid a suspended review that can significantly delay processing activities. The Maritime Administration and Coast Guard work with applicants to meet rigorous review requirements and the expectations of state regulators and the general public in the licensing process.

THE PRE-APPLICATION STAGE

The pre-application stage gives potential applicants the opportunity to confer with the Maritime Administration and the U.S. Coast Guard to provide an overview of their proposed project, discuss the intricate details of the federal and state application and licensing process, introduce key personnel, and discuss specific financial requirements mandated by the Deepwater Port Act. Applicants are encouraged to conduct similar meetings with state and local agencies to review state requirements and interests.

For a more complete discussion of the pre-application stage, and important recommendations on the review process, go to http://www.marad.dot.gov/DWP/LNG/.

RESPONSIBILITIES

The White House Task Force for Streamlining Energy Projects developed the ***Interagency Memorandum of Understanding for Processing Deepwater Port Applications*** to streamline the many federal jurisdictions responsible for the deepwater port licensing process. This Memorandum outlines the roles and responsibilities for each federal agency involved in the application process.

The Maritime Administration and the Coast Guard are the **lead federal agencies** responsible for the Deepwater Port application process.

LEAD AGENCIES

The United States Secretary of Transportation delegated the Maritime Administration and the United States Coast Guard with joint responsibility to process deepwater port applications. The Maritime Administration has the ultimate authority to issue, transfer, amend, or reinstate a license for constructing or maintaining a Deepwater Port, and the Coast Guard oversees the environmental review of each project.

As lead agencies, the Maritime Administration and the Coast Guard work together to share information with other participating federal and state agencies necessary to the licensing process.

Maritime Administration

The Maritime Administration, as the license issuing authority, must determine that an applicant's financial and U.S. citizenship requirements have been met before a final license can be issued. The Maritime Administration, with the assistance of the Coast Guard, issues a Record of Decision, which outlines the Secretary of Transportation's decision on a deepwater port license application and defines the legal scope of the final license document as defined by the provisions of the Deepwater Port Act.

United States Coast Guard

The United States Coast Guard considers the environmental, marine navigation, safety, and security aspects of the license, and confirms that all National Environmental Policy Act (NEPA) regulations have been met.

The United States Coast Guard is responsible for security regulations on Outer Continental Shelf (OCS) facilities, and approves the operations manual for the deepwater port, including the security plan. The United States Coast Guard also administers the financial responsibility provision of the Oil Pollution Act of 1990.

PARTICIPATING AGENCIES

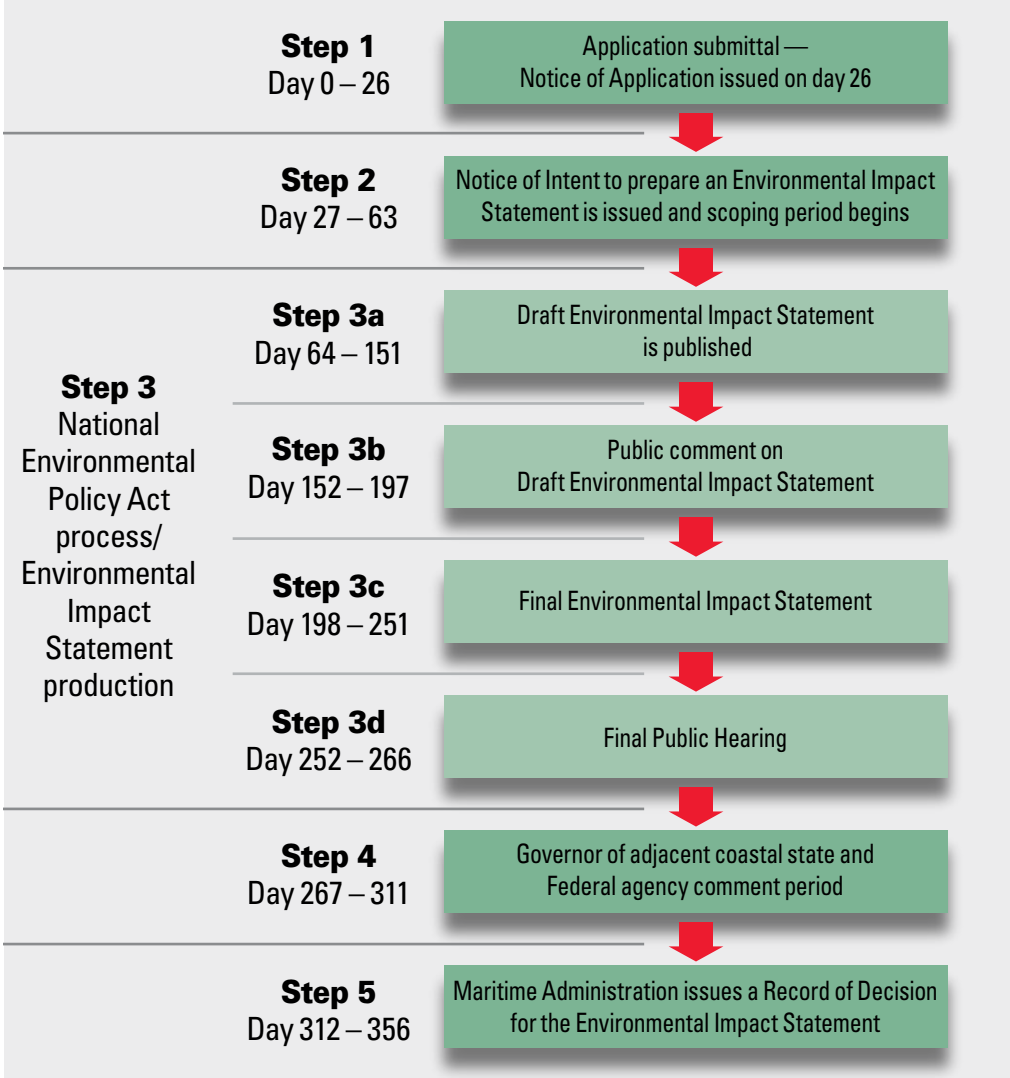
The Maritime Administration is required to consult and coordinate with numerous federal and state agencies and the general public throughout the license review process. Governors of adjacent coastal states must approve the application before a license can be issued, and that authority allows adjacent coastal states to request significant "conditions of the license" to meet local environmental, economic, and security concerns.

Participating agencies work with the lead agencies to make timely decisions and meet statutory obligations. Those agencies include Federal Energy Regulatory Commission (FERC), Environmental Protection Agency (USEPA), National Oceanic and Atmospheric Administration/National Marine Fisheries Service (NOAA Fisheries), U.S. Fish and Wildlife Service (USFWS), and U.S. Army Corps of Engineers (USACE). For more details about participating agencies and their roles and responsibilities, see the full applicant guide online at http://www.marad.dot.gov/DWP/LNG/.

TIMELINE

The project milestones of the application process have mandatory deadlines (see Figure 2-1) and operate on a 356-day 'clock' that begins when the applicant submits an application, and ends when the Maritime Administration issues a Record of Decision. The Maritime Administration, the Coast Guard, and other federal and state agencies evaluate a newly submitted application for completeness. This process takes 26 days, and results in either a Notice of Application or a formal rejection by the Maritime Administrator. The table below represents a typical timeline assuming no stoppage to get additional information.

Figure 2-1 Deepwater Port Application Process Milestones



The application process operates on an **accelerated review timeline** — 356 days.

The National Environmental Policy Act process takes up approximately two-thirds (240 days) of the application review timeline, beginning when the Notice of Application is issued. During this time, the Maritime Administration and the U.S. Coast Guard, in collaboration with other agencies, ensure that a thorough Environmental Impact

Statement is developed. Without complete information, meeting this onerous timeline is impossible. Any gaps in information may require a suspension of the timeline. The Maritime Administration and the Coast Guard will suspend an application review because of a lack of adequate information necessary to the licensing process. Issues that have triggered "stop clocks," or suspended reviews, include:

- Inadequate information regarding project financing;
- Re-gasification technologies;
- Fisheries analysis;
- Air quality review;
- Endangered species; and
- Marine habitats.

Along with the National Environmental Protection Act review process, the Maritime Administration has its own approval criteria that must be met before a license may be issued. Once the application has made it through the federal and state review process and has reached the Record of Decision stage, the Maritime Administrator considers nine criteria, which are detailed below. The Record of Decision describes the Agency's decision to grant, grant with conditions, or deny the application. For example, if a license is revoked or terminated, all components of the deepwater port must be removed. Licensees must guarantee, through a license condition, that the facility will be decommissioned.

LICENSE CRITERIA

Financial responsibility — Applicants must be financially able to construct, own, and operate the deepwater port, and must provide a financial guarantee or bond sufficient to meet all costs for complete removal of all components of the deepwater port upon revocation or termination of the license and/or facility. Applicants must be able to meet the requirements of the Oil Pollution Act of 1990 (33 U.S.C. §§2701 et seq.; 104 Stat 484).

Compliance with relevant laws, regulations, and license conditions — Applicants must comply with relevant laws, regulations, and license conditions, and must state their intention to do so in writing.

National interest — The construction and operation of the deepwater port must be in the national interest and consistent with national security, energy sufficiency, environmental quality, and other national policy goals and objectives.

International navigation — The deepwater port should not interfere with international navigation or other reasonable uses of the high seas, as defined by treaty, convention, or customary international law.

Impact on the marine environment — The deepwater port will be constructed and operated using the best available technology to prevent or minimize adverse environmental impact, in accordance with environmental review criteria.

National environmental laws — The deepwater port will comply with national environmental laws. The application must properly address all relevant provisions of the Clean Air Act, as amended, the Federal Water Pollution Control Act, and the Marine Protection, Research and Sanctuaries Act.

Consultation with the Secretaries of the Army, State, and Defense — The Secretary of the Army, the Secretary of State, and the Secretary of Defense must be consulted and must express their views on the adequacy of the application and its effect on programs within their respective jurisdictions.

Governor of the adjacent coastal state — Pursuant to 33 U.S.C. § 1508 of the DWPA, the governor of the adjacent coastal state(s) must approve the issuance of a deepwater port license. Silence on this issue denotes approval.

Consistency with Coastal Zone Management Program — An applicant for a deepwater port license must demonstrate consistency with the Coastal Zone Management Plan of the adjacent Coastal States (per the Coastal Zone Management Act of 1972).

Issues that Impact the Approval Process

Section 1505 of the Deepwater Port Act establishes review criteria for applicants. The Secretary of Transportation must develop specific criteria that are consistent with the National Environmental Policy Act, and which apply to all aspects and phases of the project, including its cumulative effects. These criteria are listed in Table 3-1.

Table 3-1 National Environmental Policy Act (NEPA) Review Criteria

NEPA Review	Consideration
Marine Environment	Impacts on the marine environment, including endangered species; Essential Fish Habitats; marine sanctuaries; archaeological, cultural and historic sites; water and air; coastal zone management; coastal barrier resources; and wetlands and flood plains.
Oceanographic Current and Wave Patterns	Oceanographic conditions in the area of the proposed port.
Competing Ocean Uses	Other interests, including maritime trade, navigation, public and private transportation, commercial fishing operations, and recreational use.
Risk, Safety, and Security	Potential risks to a deepwater port from waves, winds, weather, geological conditions, shipping hazards, and/or acts of terror, and ways to avoid or minimize these dangers.
Land-based Development	Impacts of shore-based projects that are proposed to maintain the port (i.e., the manufacture or transportation of machinery, equipment, or port components), or of those that might develop as a result of the port (i.e.; terrestrial pipelines).
Human Health and Welfare	Potential hazards to human safety and well-being. These may relate to other review criteria, particularly numbers (2), (3), and (4) above.

Certain states have their own environmental review process. In such cases, the lead state agency has jurisdiction and management control of its state's specific review requirements. The agency responsible for managing the state process cooperates with the Maritime Administration and the Coast Guard to ensure that timelines are synchronized, and that the state develops an adequate Environmental Impact Statement/Environmental Report that conforms to the National Environmental Policy Act review process.

Table 3-2 lists additional administrative requirements for deepwater port applicants, including application and NEPA document distribution, the application fee, and payment of third-party contractors to assist in the NEPA process.

Table 3-2 Additional Administrative Requirements

Additional Administrative Requirements	Description
Application Distribution	The Coast Guard and Maritime Administration require applicants to submit hard copies and/or compact disk (CD) copies of all application materials to agencies participating in the review process.
Application Fee	The deepwater port program requires applicants to pay a fee of $350,000. Applicants must present a check in this amount to the Coast Guard, made payable to the US Treasury.
Third-Party Contractors	In developing the Environmental Impact Statement, the Coast Guard contracts with a third party consultant to assist in the environmental process. The applicant will pay all third party contractors.
NEPA Document Distribution	The Coast Guard and Maritime Administration require the environmental contractors to submit all interim and draft environmental documents in hard copy form and on CDs, to both the headquarters and field offices of the lead and cooperating federal and state agencies.
Document Repository	The Coast Guard and Maritime Administration will require prospective applicants to establish and maintain an electronic web-based repository where all filings for authorizations are made available to all participating agencies. This repository should include orders, requests and other pertinent documents.
Fair Market Rental Value	Licensees shall pay the fair market rental value of the U.S. outer continental shelf used for the proposed deepwater port. This amount will be determined by the Secretary of the Interior, and will be paid in advance (33 U.S.C. §1504(h) (3) by the licensee directly to the Maritime Administration.
State Requirements	Some states require separate environmental review, but every effort is made to ensure that the federal/state environmental review is a joint, concurrent process.

Building Better Solutions

The Maritime Administration's Deepwater Port Licensing Program fosters public-private partnerships dedicated to finding innovative and effective solutions that meet the urgent energy, transportation, and security needs of our nation.

U.S. FLAG AND CREW INITIATIVE

A recent Government Accountability Report stated that the federal government is working to revise security standards. This applies to vessels carrying hazardous liquids and liquefied gases, including LNG. The Maritime Administration is working to reach agreements with applicants to both utilize U.S.-flag vessels and crews in the operation of their deepwater ports. For example, Woodside Natural Gas and Suez Energy have agreed to U.S. flag and crew at least one LNG re-gasification vessel to supply their proposed deepwater ports. These voluntary flag and crew agreements, secured by the Maritime Administration, represent sound public policy—increasing safety and security, and improving transportation efficiency. They also open up vital training and employment opportunities for U.S. citizens in the expanding international LNG industry.

Competent mariners are critical to the safe and secure energy supply chain. The dramatic expansion of the international LNG tanker fleet coincides with a decline in the worldwide pool of experienced mariners. Qualified LNG officers must be trained and educated to meet the demands of the expanded fleet. It is projected that the international LNG fleet will require an additional 3,000 officers and 10,000 crew members by the year 2010. This growing demand for qualified mariners is creating lucrative employment opportunities for U.S. citizen mariners. The Maritime Administration's flag and crew initiative ensures that a consistent source of American mariners is trained to serve on LNG vessels.

The Maritime Administration is committed to the safe and secure transportation of oil and natural gas. United States crewing agreements are an integral part of this effort.

The Maritime Administration promotes the use of U.S.-flag vessels and citizen mariners in the operation of the Worldwide LNG tanker fleet.

ENVIRONMENTAL STEWARDSHIP

The Maritime Administration builds **public-private partnerships** that help meet our nation's energy needs in an environmentally responsible manner.

Deepwater Port applicants, the maritime industry, and local governments have begun collaborations to build environmentally responsible public-private partnerships that expand the uses for natural gas and improve air quality. For example, the adjacent ports of Los Angeles and Long Beach, the busiest container seaports in the United States, have taken the lead in fostering Green Port initiatives that reward the use of natural gas to power port equipment and the trucks that move containers to their final destination. The Maritime Administration is working with applicants to dedicate a portion of their imported LNG to this initiative and will continue to seek ways to aid local communities in their efforts to reduce air emissions. The Environmental Protection Agency, the California Air Resources Board, and the South Coast Air Quality Management District all participate in this strategy.

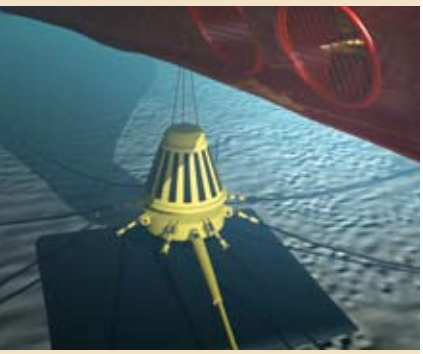
Partnerships were also established in offshore areas in Massachusetts Bay, where two deepwater port applications have been permitted. The Maritime Administration has taken the initiative to join with the Northeast Gateway and Neptune deepwater port projects in building relationships with the Stellwagen Bank National Marine Sanctuary, National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries) and Cornell University's Bioacoustics Research Program. The Maritime Administration's licensing conditions established this partnership to develop a monitoring system to alert vessels of nearby Atlantic Right Whale populations. The Northern Right Whale Buoy Project is in its pilot stage. When fully operational, these buoys will be anchored off the Massachusetts coast in Cape Cod Bay, the Stellwagen Bank National Marine Sanctuary, and the Great South Channel. Each buoy is designed for automatic real-time detection of right whales, and this detection is automatically forwarded to ship captains in the vicinity of the port.

Safety and Security

LNG does not pose greater risks than other transported fuels that move, on a daily basis, through every state in the nation. Both the Maritime Administration and the U.S. Coast Guard work to ensure that offshore LNG facilities, and vessels that serve them, are safe and secure.

The LNG industry has an enviable safety record, with more than 100 million miles traveled during the past 40 plus years without major accidents or safety problems.

At present, all of the Maritime Administration's licensed and proposed offshore LNG facilities are, or will be, located in federal waters away from population areas—anywhere from 12 to 116 miles from the shore—safely removed from populations centers and crowded landside port facilities.



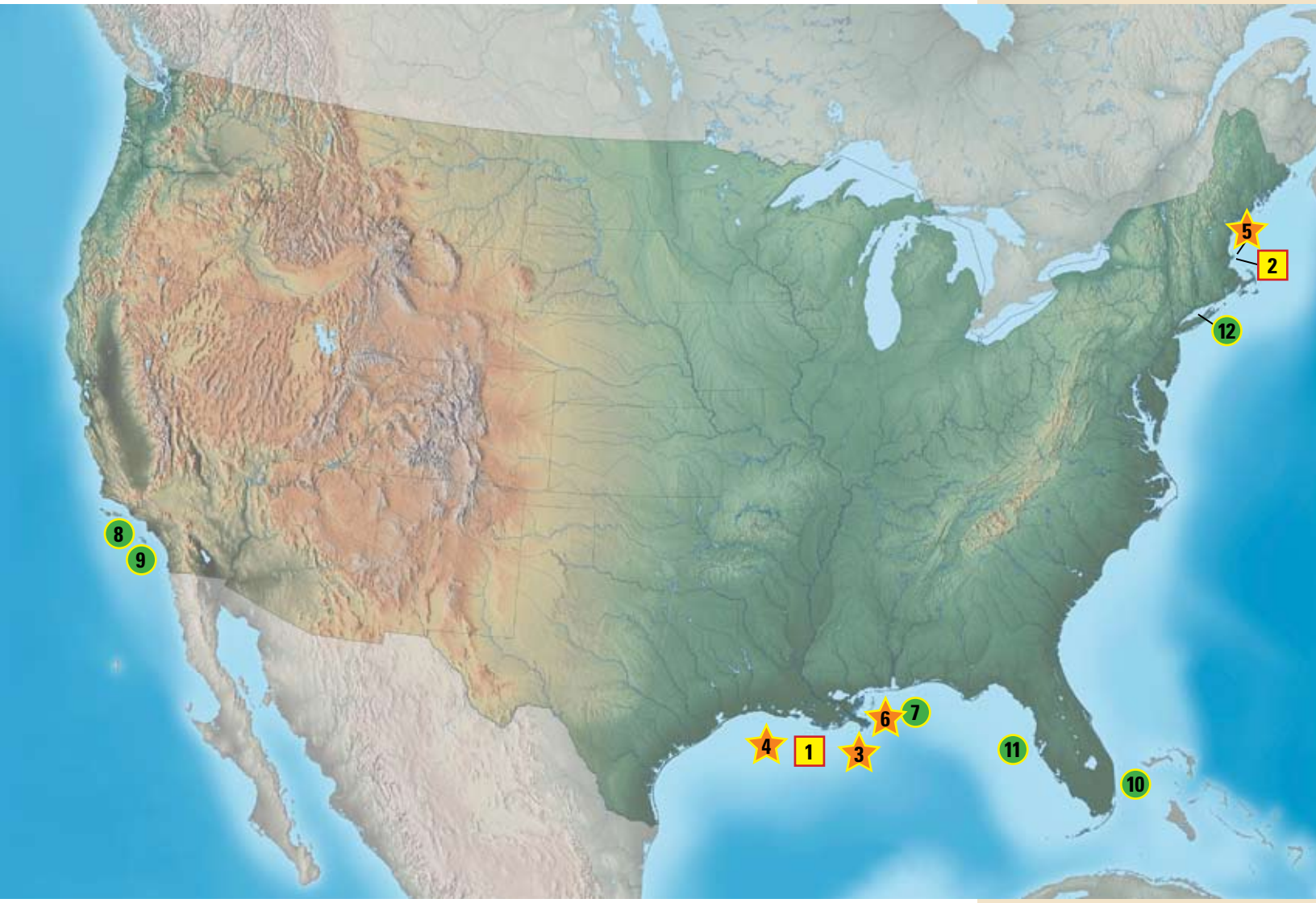
Building for the Future

The Maritime Administration is continually seeking ways to leverage the Deepwater Port Licensing Program to expand the range and efficiency of our marine highway system, and also address international competitiveness issues.

The Program contributes to the Department of Transportation's strategic goals of improved mobility and reduced congestion by limiting the number of mega LNG tankers entering our nation's already crowded port terminal system. We consider the safe, secure, and efficient transportation of an environmentally friendly source of energy to be vital to our nation's security and economic growth interests.

The Maritime Administration intends to build the offshore LNG supply chain, under strict environmental guidelines, to open access to energy markets and enhance our international competitiveness. We have combined our extensive maritime experience and technical skill with a new understanding of the gas industry to forge alliances that will help us meet our mission.

Deepwater ports for importing LNG are a vital part of our nation's energy future.



	Name	Location	Status
1	Gulf Gateway Energy Bridge	Gulf of Mexico, LA	Existing
2	Northeast Gateway	Gloucester, MA	Existing
3	Port Pelican	Fresh Water City, LA	Approved
4	Main Pass**	Gulf of Mexico, LA	Approved
5	Neptune LNG	Gloucester, MA	Approved
6	Gulf Landing	Pascagoula, MS	Approved
7	Bienville Offshore Energy Terminal	Mobile, AL	Proposed
8	Clearwater Port	Oxnard, CA	Proposed
9	Oceanway Secure Energy	Los Angeles, CA	Proposed
10	Calypso LNG	Port Everglades, FL	Proposed
11	Port Dolphin	Tampa, FL	Proposed
12	Safe Harbor Energy	Long Island, NY	Proposed

**License is pending

Existing

Approved

Proposed

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