

**Block 21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards:**

Concrete 230.00 Cubic Yards

Rock (rip/rap) 80.00 Cubic Yards

Excavated & Placed on site 2,067.00 Cubic Yards

Excavated & Hauled off site 4,413.00 Cubic Yards

Articulated Block 67.00 Cubic Yards

**TEMPORARY FILL FOR BYPASS ROAD**

Rock (rip/rap) 272.20 Cubic Yards

Stabilized (in-place, native material) 1,166.70 Cubic Yards

**\*ALL TEMPORARY FILL FOR ROAD WILL BE COMPLETELY REMOVED UPON PROJECT COMPLETION AND NATURAL GRADE RESTORED AND NATURALLY REVEGETATE.**

## **Block 23. Description of Avoidance, Minimization, and Compensation**

### **Avoidance and Minimization**

Sabine Pass proposes construction techniques that employ acceptable and preferable construction methods and best management practices (BMP) such as the use of silt fencing and matting. These will be in place prior to commencement of construction and designed to avoid and minimize soil erosion and sedimentation in adjacent wetland and waterbody areas. All construction activities will take place in accordance with all NWP General Conditions, including the requirements related to aquatic life movements, soil erosion and sediment controls, proper maintenance, endangered species, water quality, etc. After construction, all temporarily impacted wetlands will be restored to pre-construction contours and conditions.

### **Mitigation and Compensation**

From a regulatory review and permitting perspective, impacts for the proposed project are uniquely located on the Louisiana side of the Sabine Lake watershed (HUC 12040201) within the USACE Galveston District area of responsibility for authorization of Department of the Army (DA) Permits. As a consequence, Louisiana state regulatory agencies, including the Louisiana Natural Resource Department - Office of Coastal Management (LDNR-OCM), Louisiana Department of Environmental Quality (LDEQ) and Louisiana Department of Wildlife and Fisheries (LDWF) are coordinating agencies for the authorization of the DA permits.

Sabine Pass understands from past permitting efforts at our Sabine Pass site that these Louisiana agencies require that impacts that occur within Louisiana must have compensatory mitigation located within Louisiana. There are no USACE-approved mitigation banks within the Louisiana side of HUC 12040201. Furthermore, LDNR-OCM requires impacts within the coastal zone to be mitigated either on the affected landowner's property, or at OCM-approved, in-kind, in hydrologic basin mitigation banks with the proposed project, or the department may accept payment to the Coastal Mitigation Account (in the Louisiana Wetlands Conservation and Restoration Fund) in lieu of compensatory mitigation when the permittee is unable to provide mitigation through an individual project or through a mitigation bank or area located in the Louisiana Coastal Zone and the proposed activity would directly impact 5.0 acres or less.

As there are no OCM-approved, in-kind, in hydrologic basin mitigation banks with the proposed project (according to OCM website update April 20, 2016), Sabine Pass proposes to make a monetary contribution to the LDNR Coastal Mitigation Account in-lieu of compensatory mitigation to offset the proposed 0.49 acre of emergent wetlands impacts. Sabine Pass proposes this as the environmentally preferable compensatory mitigation for the DA permit as well, because the State-managed in-lieu fee program involves consolidating compensatory mitigation projects, resources, and financial planning and scientific expertise, and reduces temporal losses of functions and uncertainty over project success for such a small project.

Sabine Pass understands that the fee amount will be determined during the permit review by the LDNR-OCM Permits and Mitigation Division, in coordination with the USACE Galveston District.

## Sabine Pass LNG Permit Timeline

The original permit to construct Phase I of the LNG facility was issued on February 11, 2005, and assigned file number 23426 (currently SWG-2004-00465). Permit 23426 expired on December 31, 2010.

Amendment 23426(01) (currently SWG-2004-02355) was issued on August 15, 2005 and authorized the addition of a dredge material placement area (DMPA) for the material dredged from the construction dock. Amendment 23426(01) expired on December 31, 2010.

Amendment 23426(02) (currently SWG-2004-02439) was issued on July 19, 2006 and authorized Phase II of the LNG facility. Amendment 23426(02) expired on December 31, 2010.

Amendment 23426(03) (currently SWG-2004-02492) was issued on December 4, 2006 and authorized changes to the previously permitted pipeline route and right of way. Amendment 23426(03) expired on December 31, 2010.

Amendment 23426(04) (currently SWG-2004-02523) was issued on January 18, 2007, and authorized a correction to the wetland delineation and mitigation and modified the facility layout. Amendment 23426(04) expired on December 31, 2010.

A Nationwide Permit (NWP) 12 was issued on July 17, 2007 and assigned file number SWG-2007-01083. This NWP 12 authorized construction of a pipeline under DMPA 6, and expired on July 17, 2009.

A NWP 12 was verified on 18 July 2007 and assigned file number SWG-2007-00501. This NWP 12 authorized construction of a meter station in Johnson's Bayou, and expired on July 18, 2009.

Amendment SWG-2007-01421 was issued on November 15, 2007 and authorized additional dredging at the LNG Terminal to extend the marine berth. Amendment SWG-2007-01421 expired on December 31, 2010.

A NWP 35 was verified on March 10, 2008 and assigned file number SWG-2004-00465. This NWP 35 authorized maintenance dredging of the marine berth, and expired on March 10, 2010.

A 'No Permit Required' determination was issued on December 17, 2008 and assigned file number SWG-2004-02523. This determination concerned performing modifications to the check valves on the marine terminal platform.

A NWP 35 was verified on July 21, 2010 and assigned file number SWG-2004-00465. This NWP 35 authorized maintenance dredging of the marine berth, and expires on July 21, 2012.

Amendment SWG-2007-01421 was issued on July 29, 2010 and authorized an extension of time to perform maintenance dredging previously authorized in the 15 November 2007 amendment, of the same number. Amendment SWG-2007-01421 expires on December 31, 2015.

A NWP 12 was verified on May 23, 2011 and assigned file number SWG-2007-00501. This NWP 12 authorized a change in the mitigation plans associated with the NWP to construct the meter station in Johnson's Bayou, and expires on May 23, 2013.

A NWP 12 was verified on May 23, 2011 and assigned file number SWG-2007-01083. This NWP 12 authorized relocation of the pipeline constructed under DMPA 6, and expires on May 23, 2013.

A NWP 12 was verified on October 17, 2011 and assigned file number SWG-2010-00361. This NWP 12 authorized placement of additional fill material to construct the Cheniere Creole Trail LNG Pipeline, which was authorized as part of the original permit, and expires on October 17, 2013.

A NWP 14 permit was verified on March 16, 2012, and assigned file number SWG-2011-00991. This NWP authorized placement of fill in wetlands to complete road segment along Duck Blind Road, east of the terminal site, as part of road improvement project. It expires on March 16, 2014.

Amendment SWG-2004-02523 was issued on March 16, 2012 and authorized construction of an LNG liquefaction facility west of, and adjacent to, the existing terminal facility. A potable water pipeline, extending across Sabine Lake, was also authorized. Amendment SWG-2004-02523 expires on December 31, 2017.

Amendment SWG-2004-00465 was issued on April 30, 2012, and authorized an extension of time to perform maintenance dredging of the Marine Terminal and Construction Basin, adjacent to the existing terminal facility. A new DMPA, at Louisiana Point (referred to as "ALT 2") was also authorized. Amendment SWG-2004-00465 expires on December 31, 2017.

A 'No Permit Required' determination was made on June 12, 2012, and assigned file number SWG-2012-00409. This determination involved installation of new fittings onto an existing segment of the Creole Trail Pipeline. All work was to be conducted in uplands.

A 'No Permit Required' determination was made on August 3, 2012, and assigned file number SWG-2004-02523. This determination involved construction of a road, through uplands, that connected from a proposed roll-on, roll-off (RORO) dock to another existing road within the LNG facility.

Amendment SWG-2004-02523 was issued on August 20, 2012, and authorized construction of a RORO dock in the existing construction dock basin. Amendment SWG-2004-02523 expires on December 31, 2017.

Two NWP 14 permits were verified on September 27, 2012, and assigned file number SWG- 2004-02523. These NWPs authorized placement of fill in wetlands to construct road deceleration lanes, along Duck Blind Road, of as part of road improvement project. They expire on March 18, 2017.

Amendment SWG-2004-02523 was issued on April 4, 2013, and authorized a change in diameter to a potable water line, previously authorized under the Liquefaction Facility Amendment. Amendment SWG-2004-02523 expires on December 31, 2017.

Amendment SWG-2004-02523 was issued on August 20, 2012, and authorized construction of a RORO dock in the existing construction dock basin. Amendment SWG-2004-02523 expires on December 31, 2017.

A 'No Permit Required' determination was made on April 4, 2013, and assigned file number SWG-2004-02523. This determination involved construction of an outfall under Duck Blind road. All work was to be conducted in uplands.

Amendment SWG-2004-02523 was issued on July 1, 2013, and authorized additional workspace for Phase II construction. Amendment SWG-2004-02523 expires on 31 December 2017.

A NWP 12 was verified on July 17, 2013, and assigned file number SWG-2004-02523. This NWP authorized two potable water pipelines across Sabine Pass.

NWP SWG-2013-00898 was issued on November 25, 2013 for installation of the Creole Trail pipeline Loop 1.

Amendment SWG-2004-02523 was issued on June 9, 2015, and authorized discharge of fill material into 153 acres of a previous DMPA area for the construct of Phase III-Liquefaction Trains 5 & 6.