

**Pilgrim Pipeline Advisory  
Committee- 2015 Annual  
Report**

The Pilgrim Pipeline Advisory Committee in 2015 consisted of the following members:

- Len Resto, Chair
- Richard “Dick” Plambeck, Vice-Chair
- Tony Britt
- Kate Murphy
- Bill Fuller
- Council Member John Holman, Council Liaison
- Council Member James J. Collander, Council Liaison
- Council Member Alida Kass, Council Liaison

Our meetings took on a disciplined approach. Various individuals studied the finances and financial backing for Pilgrim; others studied the backgrounds of the principals proposed for Pilgrim Pipeline, LLC, others studied the Environmental Studies to be conducted by Pilgrim, while others studied the actual plans and claims being made by Pilgrim.

Pilgrim is being financed by French Private Equity funds and they are willing to wait out the lull in gasoline and oil prices being experienced on the world market. The individuals who are to be principals with Pilgrim come from the Energy industry; but, have been involved in issues which bear further research. Some of them have been backed by Koch Brothers monies in the past. Some have been potentially tied to Enron. We continue to research the backgrounds. The Environmental Study is being conducted by Spectra. Spectra just concluded the Environmental Study for Pilgrim in NY State and concluded environmental impacts would be minimal. In researching past use of Spectra by the principals of Pilgrim, we find that Spectra comes up over and over again and Spectra’s conclusions are always the same- there is no negative environmental impact. We believe we need to engage our own Environmental Study; however, this is a very expensive proposition. Finally, the various claims made by Pilgrim such as they would have prevented the gasoline shortage post-Sandy have been debunked time and time again.

In the state of New York, the DEIS has been completed and submitted to the NY state DEP and the NY State Thruway Authority. The reason the DEIS was submitted to the NY State Thruway Authority is that the majority of the pipeline in New York state will run along the Thruway’s right-of-way; so, it was to be the NY State Thruway Authority as the lead agency for the project. After much public outcry and opposition from New York towns, the state has inserted itself and declared the NY state DEP and the NY State Thruway Authority as co-lead agencies. This has given NY State municipalities some “glimmer of hope”.

In New Jersey, Pilgrim’s DEIS was delayed in 2015 due to the severe cold weather which did not allow for Spectra to get out into the field until late April/early May. Pilgrim must file with the NJ DEP and the Army Corps of Engineers because the waters surrounding the Linden refineries are considered Federal waters and do not come under state jurisdiction. This can delay the project. In addition, New Jersey towns have taken much more legislative action in terms of opposing resolutions and bans on oil pipelines. Whether these will hold up in court is another matter. Also, the NJ State Legislature has voted against the project and several Congressmen have come out against it as well. New Jersey will be a heavier lift than expected.

The Committee did have two substantive conversations with Pilgrim representatives and hard, tough questions were asked. Pilgrim asked that many of the responses be kept confidential; however, suffice to say that what is being claimed in public does not square with what we were told privately.

We will be seeking additional Committee members as 2016 will be a busy year of maneuvering. Mayor Harris has led the way in trying to get other like-minded towns to engage legal help and share the cost.

Regards,

Leonard Resto  
Chair  
Pilgrim Pipeline Advisory Committee