

EXHIBIT 2

Index of Public Comments on proposed Seventh Modification of Consent Decree

- 1.Comment submitted by Mary Barr and Brad Flynn
- 2.Comment submitted by Ken Pierce
- 3.Comment submitted by Matthew Borke
- 4.Comment submitted by James Hagan
- 5.Comment submitted by Benedette Palazzola
- 6.Comment submitted by Bay Mills Indian Community
- 7.Comment submitted by Little Traverse Bay Band of Odawa Indians
- 8.Comment submitted by Marilyn Dreyer
- 9.Comment submitted by Richard Klein
- 10.Comment submitted by Robert Allen
- 11.Comment submitted by Larry Pliska
- 12.Comment submitted by Mary LeCompte Bowler
- 13.Comment submitted by Steven Myszka
- 14.Comment submitted by Marcie Terwilliger
- 15.Comment submitted by Mille Lacs Band of Ojibwe
16. Comment submitted by Straits of Mackinac Alliance

COMMENT 1

From: Mary and Brad <mbarr.bflynn@gmail.com>

Sent: Wednesday, October 19, 2022 4:32 PM

To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>

Subject: [EXTERNAL] United States v. Enbridge Energy Limited Partnership, et al, D.J. Ref. No. 90-5-1-1-10099.

I strongly object to any reduction in the safety inspections required by Enbridge on Line 5 through the Straits of Mackinac. The proposed modified consent decree between the Justice Department and Enbridge contributes to the disaster waiting to happen that is Line 5.

Reducing the level of scrutiny by allowing the requirement of inline inspections to lapse and allowing Enbridge to determine they are not subject to the requirement to assess axially-aligned crack features makes no sense. These decisions appear to be based solely on a 2017 hydrostatic test where one engineer decided the test results somehow showed that potential axial cracking on the pipelines would allow them to operate safely for another 40 years. Aside from any controversy as to the reliability of hydrostatic tests, a 2018 test and study published by the American Association for Science and Technology (Hydrostatic Pressure Testing on the Microstructure of Carbon Steel Pipeline Material. AASCIT Journal of Materials. Vol. 4, No. 3, 2018, pp. 58-65.) concluded there is evidence that "The results obtained proved that hydro-test is a destructive test in the sense that there was a significant change in the internal structure of the pipeline materials subjected to this test." The 2017 test may have, in fact, further damaged the integrity of the pipelines.

According to the Journal of Natural Gas Science and Engineering (Volume 102, June 2022, 104569) despite mitigation approaches: "Nonetheless, in order to comprehend the pipeline's status, constant monitoring is essential. In-line inspection (ILI), often known as intelligent pigging (IP), is one of the most routinely performed inspection operations, the results of which are valuable in reporting the conditions of the pipeline metal losses (Mustaffa et al., 2018). IP is capable to report the magnitude of wall loss at both internal and external pipeline diameter, information on location of the corrosion defect along the pipeline length and the o'clock position as shown in Fig. 2(b). Furthermore, the IP embedded sensors can distinguish between several forms of corrosion, such as uniform, pitting, pinhole among others (Vanaei et al., 2017). Following the extensive reports produced by the IP inspection, pipeline operators are then able to conduct assessment of the pipeline for future maintenance purpose through different stages."

Enbridge has repeatedly shown themselves to be unreliable when it comes to assessing, reporting, and reacting to safety and integrity issues with their pipelines. The chart below contains a partial list of Enbridge oil spills in the last 26 years. Enbridge has already caused a tremendous amount of damage in Michigan when the supposedly safe pipeline in Marshall, MI ruptured and spilled over 1 million gallons of oil into the Kalamazoo River. It took over 17 hours for Enbridge to even realize there had been a rupture; the damage was initially discovered and reported by a Michigan utility worker. This remains one of the largest inland oil spills to ever occur in the United States.

Enbridge Liquids Spills in Canada and United States

Year	Number of Spills	Quantity in Barrels	Quantity in US Gallons
1996	49	13,698	575,316
1997	47	19,853	833,826

1998	39	9,830	412,860
1999	54	28,760	1,207,920
2000	48	7,513	315,546
2001	33	25,980	1,091,160
2002	48	14,683	616,686
2003	62	6,410	269,220
2004	69	3,252	136,584
2005	70	9,825	412,650
2006	61	5,663	237,846
2007	65	13,777	578,634
2008	80	2,682	112,644
2009	103	8,441	354,522
2010	91	34,258	1,438,836
2011	58	2,284	95,928
2012	85	10,224	429,408
2013	114	4,298	180,516
2014	100	2,943	123,606
Total	1,276	224,374	9,423,708

Data compiled from Enbridge websites

Archived data available on request

Mary Barr
Brad Flynn
Plymouth, MI

COMMENT 2

From: Ken Peirce <ken.peirce@gmail.com>

Sent: Thursday, October 20, 2022 12:00 PM

To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>

Subject: [EXTERNAL] United States v. Enbridge Energy Limited Partnership, et al, D.J. Ref. No. 90-5-1-1-10099

Dear Assistant Attorney General,

The importance of the Great Lakes as a source of clean water is growing, not declining. This is a cost savings move for a foreign company. If a spill happens the greater Detroit area may have to make a massive investment to clean oil out of the water. The money is not there. We should be shutting this pipeline down, nevermind letting Enbridge skip inspections. Please protect the Great Lakes. The costs of a spill are far beyond Enbridge's financial resources.

Sincerely,
Ken Peirce
236 McKinley Ave
Grosse Pointe Farms, MI 48236

COMMENT 3

In this modified Consent Decree it speaks of requesting less ILI and testing to test for fractures in the Duel Pipelines/Line 5 through the Straights of Mackinaw. That is a very bad idea. Where some may believe that it is presently safe, it was rated during installment with a safety lifespan of 50 years. It is almost 70 years in service now, 20 years past its life expectancy. The Line 6B spills could have been avoided if these tests were done on a regular schedule. Not running In Line Inspections leaves us to fully trust Enbridge with safety and protection of the great lakes in which Enbridge has proven themselves not trustworthy which is why this case exists. Where Enbridge may promote that they care deeply about the environment they are a corporation that is 100% profit based. Because of this, I would request that inspections on Line 5 are done yearly until it is removed.

Some examples of consistent showing of erroneous behavior in recent times.

- They have been trespassing with Line 5 in Wisconsin since roughly 2012 on the Bad River Reservation. It has been confirmed as a matter of fact but took years in court to come to a decision yet they are still operating there . Case 3:19-cv-00602-wmc . Enbridge could have worked on a resolution years ago and not bothered to take advantage of the judicial system as a way to both hinder the Bad River Band of the Lake Superior Tribe of Chippewa Indians of the Bad River Reservation and continue to operate in a situation where they were clearly trespassing. Enbridge furthered to file a countersuit to further abuse our judicial benefit.

- Line 3 was originally called a replacement project. Replacement assumes that the old Line 3 would be removed. As it points out even in this decree that it was a completely new pipeline called Line 93. Line 3 should be completely removed to assure it is never returned into service.

- It is claimed that it is environmentally friendly to install a pipeline while removal of a pipeline is considered to be harmful to the environment. When a pipeline is decommissioned it should then be removed. It is against the law to knowledgeably leave trash but somehow a pipeline company is not expected to clean up their trash unless forced to do so.

- Enbridge does not carry insurance on their pipelines, even more reason to continue frequent inspections on them.

- Enbridge workers breached an aquifer during the construction of Line 93 but avoided telling anyone.

- Bay Mills Indian community who's reservation is also located at the Straight's of Mackinaw has formally banished Enbridge from the territory making Enbridge Line 5 officially trespassing in Michigan as well.

- 2 court cases exist filed by the Michigan Governor and Michigan Attorney General also concluding that Enbridge Line 5 through the Straight is working in an expired easement. Active Case No. 1:21-cv-1057

Enbridge only inspects when forced to inspect and are self monitored. This means that it is the oversite's obligation to demand continuous safety inspection studies.

Thank you,
Sincerely,
Matthew Borke
45140 Patrick Dr.
Canton Mi. 48187

COMMENT 4

From: James Hagen <james.hagen2020@icloud.com>
Sent: Friday, October 21, 2022 7:33 AM
To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>
Subject: [EXTERNAL] Comment Civil Action No. 1:16-cv-914

Comment regarding:
proposed Seventh Modification of Consent Decree (“Seventh Modification”) in the lawsuit entitled *United States v. Enbridge Energy, Limited Partnership, et al.*, Civil Action No. 1:16-cv-914.

Smart pig technology includes the capability to check for axial cracking. Enbridge should be required to check for axial cracks at the same interval as longitudinal cracks.

Regards,
Jim Hagen

Sent from my iPad

COMMENT 5

-----Original Message-----

From: Benedette Palazzola <palaz@umich.edu>

Sent: Thursday, October 20, 2022 11:53 AM

To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>

Subject: [EXTERNAL] US v Enbridge

Assistant Attorney General, Environment and Natural Resources Division:

I'm writing in regards to United States v Enbridge Energy Limited Partnership, DJ ref # 90-5-1-1-10099.

Removing safety inspections from Line 5 is unacceptable and, in fact, a terrible idea given Enbridge's track record of failing to report damage, etc.

Line 5 is itself unacceptable to people who value the Great Lakes. Please protect the Great Lakes. Thank you.

Sincerely,
Benedette Palazzola
Ann Arbor, MI

Sent from my iPhone

COMMENT 6

BAY MILLS INDIAN COMMUNITY
"GNOOZHEKAANING" PLACE OF THE PIKE

BAY MILLS TRIBAL ADMINISTRATION
12140 West Lakeshore Drive
Brimley, Michigan 49715



WEBSITE: BAYMILLS.ORG

PHONE: (906) 248-3241
FAX: (906) 248-3283

November 17, 2022

Assistant Attorney General
U.S. DOJ—ENRD
P.O. Box 7611
Washington, DC 20044-7611
pubcomment-ees.enrd@usdoj.gov

Re: United States v. Enbridge Energy, Limited Partnership, et al., D.J. Ref. No. 90-5-1-1-10099

Dear Assistant Attorney General Kim,

Gnoozhekaaning, "Place of the Pike," or Bay Mills Indian Community ("Bay Mills"), is a federally recognized Indian Tribe and signatory to the Treaty of March 28, 1836 (7 Stat. 491) by which the right to hunt, fish and gather in the ceded lands and waters of the State of Michigan was expressly reserved for all time. The Dual Pipelines ("Line 5") pose serious risks to the exercise of our reserved treaty rights, our ability to preserve cultural resources near Lake Michigan and Lake Huron, our cultural and religious interest in the Great Lakes, our economy, and the health and welfare of our tribal members. Bay Mills submits these concerns related to the underlying procedure leading to the decision to proceed with relaxing standards on Line 5 and prioritization of what appears to be a costs savings measure for the largest private energy company in Canada.

The Environmental Protection Agency's ("EPA's") and the Department of Justice's ("DOJ's") stance on modifications to this decree, which excludes any tribal consultation and relegates Tribal Nations with treaty reserved rights to members of the public in these proceedings, does not live up to the federal government's treaty trust responsibility. Bay Mills' engagement on matters related to this Consent Decree and larger concerns related to the placement and continuing operation of Line 5 is well-documented. Not only is Line 5 the subject of several lawsuits as Enbridge continues to operate without a valid easement¹ and in trespass on tribal land², but review of the operation and safety of Line 5 continue at the state level in Michigan in several contested permitting applications. Further, analysis of the safety of Line 5 operations is a necessary component of the review of viable alternatives to the EIS for Enbridge's proposed tunnel project that the U.S. Army Corps of Engineers is undertaking. Bay Mills is in turn, a participating amici curiae, an intervening party, and a cooperating agency across these many proceedings.

As our trustees, DOJ and the EPA have a responsibility to ensure the continued protection and exercise of Bay Mills' treaty rights. In this particular matter, our trustee has a duty to ensure that the Proposed Seventh Modification cannot be used by Enbridge to suggest future safe

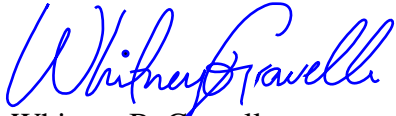
¹

https://content.govdelivery.com/attachments/MIEOG/2020/11/13/file_attachments/1600920/Notice%20of%2020Revocation%20and%20Termination%20of%2020Easement%202811.13.20%29.pdf

² <https://turtletalk.files.wordpress.com/2022/09/order-and-opinion.pdf>

operations. Moreover, Bay Mills fails to see the value of relaxing standards on a company that has failed to demonstrate compliance in the short history of this decree. Meaningful consultation may have provided better insight into the 2017 report and affirmative statements by the EPA and DOJ as it relates to the reduction of risks or enhancement of safety of Line 5. We note that this report providing foundational analysis for the proposed amendment came before highly publicized anchor strikes on the segments of Line 5 in the Straits of Mackinac.³ Given the incredible cost a potential failure in Line 5 could visit upon the Tribal Nations and the citizens of the State of Michigan, previous testing requirements are appropriate and no modification to Line 5 portions of the Consent Decree are warranted.

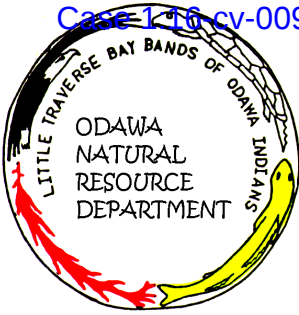
Miigwetch,



Whitney B. Gravelle
President, Executive Council
Bay Mills Indian Community

³ <https://www.freep.com/story/news/local/michigan/2019/05/15/mackinac-enbridge-oil-pipeline-anchor-damage/3679013002/>
<https://www.mlive.com/news/2020/06/enbridge-reports-significant-damage-on-line-5-pipeline-to-state.html>

COMMENT 7



Little Traverse Bay Bands of Odawa Indians
 Natural Resource Department
 7500 Odawa Circle
 Harbor Springs, MI 49740
 Phone: (231)242-1670
 Fax: (231)242-1690



November 22nd, 2022

Assistant Attorney General
 U.S. DOJ—ENRD
 P.O. Box 7611
 Washington, DC 20044-7611

Re: *United States v. Enbridge Energy, Limited Partnership, et al.*, D.J. Ref. No. 90-5-1-1-10099

Dear Assistant Attorney General,

On behalf of the Little Traverse Bay Bands of Odawa Indians (“LTBB”), please accept these comments regarding the proposed modification of the 2017 U.S.- Enbridge Energy, Limited Partnership (“Enbridge”) Consent Decree (“the Decree”). LTBB appreciates the opportunity to provide feedback on this important proposal.

LTBB’s traditional way of life and rights to hunt, fish, and gather in the 1836 Ceded Territory were reserved in the 1836 Treaty of Washington and reaffirmed by Federal Court in the case of *United States v. Michigan* (WD MI Case 2: 73 CV 26). LTBB is party to the 2000 Great Lakes and 2007 Inland Consent Decrees entered in that case.

LTBB is concerned with the proposed modifications to the Decree as Enbridge has a disturbing track record for oil spills,¹ explosions,² and easement violations.³ It is LTBB’s understanding that the Decree was put in place to provide the necessary oversight with the intention to prevent the aforementioned disasters including the 2010 Marshall, MI spill into Talmadge Creek. Yet, five years after the Decree was put into place, the U.S. Department of Justice (“DOJ”) is proposing the termination of numerous stipulations found in the Decree. LTBB acknowledges the additional oversight the Decree provided throughout much of the Lakehead Pipeline System. LTBB will specifically address proposed modifications regarding In-line Inspections (“ILI”) for axial aligned cracks in the dual pipelines crossing the Straits of Mackinac (“the Straits”). If the DOJ is unaware, LTBB would like to provide the DOJ with some background regarding the

¹ Oil and Water Don’t Mix has compiled oil spills from Enbridge pipelines.

https://www.oilandwaterdontmix.org/enbridge_safety_record

² Prince George explosion, October 9, 2018. <https://globalnews.ca/news/6630113/2018-enbridge-pipeline-explosion-caused-by-undetected-cracking-says-regulator/>. Danville, KY explosion, August 1, 2019.

<https://globalnews.ca/news/6630113/2018-enbridge-pipeline-explosion-caused-by-undetected-cracking-says-regulator/>. Hillsboro, KY explosion. May 4, 2020.

<https://www.nts.gov/investigations/AccidentReports/Reports/PIR2201.pdf>.

³ Line 5 easement violations. <https://www.bridgemi.com/michigan-environment-watch/whitmer-orders-enbridge-line-5-shutdown-citing-easement-violations>.

significance of the Straits to LTBB and other federally recognized and un-recognized tribes in the Great Lakes region.

For many Indigenous communities in the Great Lakes region, the Straits are the backdrop for the Creation Story of the Anishinaabek. The Straits are the place where Skywoman fell to a world made of water and she came upon some of the Creator's early animal beings who kept Skywoman from drowning. Knowing that Skywoman needed land to survive, one by one, these animal beings attempted to dive to the bottom of the lake and retrieve some earth for Skywoman to create land. Only Zhaashkoonh (Muskrat) was able to retrieve some earth while losing his own life in the process. Skywoman spread this earth on Mishiikenh's (Turtle) back and that created what we call Mishiikenh Minisi or Turtle Island. Many know this as North America. The Straits also has a long, well documented history of settlement, conflict, and ceremony on the shores of the upper and lower peninsulas as well as the islands found within the Straits. Numerous repatriations have been documented from the shores of the Straits in the event of disturbance to these ancestral graves from developmental activities. There are countless ancestors still resting on the shores of the Straits and the area remains as a place of ceremony today. The fishery within the Straits also has a historical legacy and maintains to be a hugely significant area for tribal subsistence and commercial fishing which is both culturally and economically critical for our community and other Indigenous communities. The Straits are eligible for listing on the National Register of Historic Places and LTBB anticipates that in the relatively near future, the Straits will be nominated and approved as a Traditional Cultural Landscape.⁴

LTBB wants to ensure the DOJ is aware of the significance of the Straits to sovereign tribes, albeit, comments submitted here would never be able to capture the entirety of the historical and cultural significance that rests with the Straits. Nonetheless, LTBB requests that the DOJ acknowledge the tremendous importance of preserving the Straits and let that acknowledgement be reflected in policymaking. Furthermore, due to the significance of the Straits, LTBB believes it would be prudent to go above and beyond the minimal requirements to ensure the Straits and Great Lakes waters remain protected. Beyond the historical and cultural significance of the Straits, the Great Lakes are the greatest source of surface freshwater in the world and justifiably deserve to be protected with utmost vigilance.

LTBB acknowledges the rationale behind the proposed changes in the Decree regarding the elimination of ILIs to evaluate axial aligned cracks until one half of the remaining life of the worst surviving potential axial feature has expired. However, the hydrostatic test performed in 2017 on the dual pipelines is a "blanket test" of the entire length of the dual pipelines and not a test that evaluates each individual potential axial flaw. LTBB understands that by calculating the pressure exerted in the hydrostatic test that any flaw that survived the test must have, by third party calculations, at least 40 years of life remaining at the time of the test before failure. However, testing the entire length of the pipeline is one step removed from addressing each potential flaw individually and as LTBB iterated above, the Straits area and the Great Lakes justifiably deserve utmost vigilance in efforts of protection. Again, LTBB understands how pipeline engineers can extrapolate a blanket test, like a hydrostatic test, to determine any potential flaw that survives the test must have "X" amount of life left. However, LTBB contends that due to technology being available which can more closely examine any potential axial flaw, there is not a good reason to not utilize that available methodology. The magnitude of devastation due to an unforeseen oil release is too great. LTBB contends that taking the proposed

⁴ 87 FR 50074. <https://www.federalregister.gov/documents/2022/08/15/2022-17444/notice-of-intent-to-prepare-a-draft-environmental-impact-statement-for-the-line-5-tunnel-project>.

shortcut is exactly the type of pipeline management that results in spills and explosions. The DOJ and Enbridge must go beyond the minimum requirements to protect the Straits and Great Lakes waters.

Additionally, the 2017 hydrostatic test was done previous to the 2018 anchor strike which damaged both legs of the dual pipelines.⁵ LTBB acknowledges the series of surveys Enbridge completed subsequent to the anchor strike to evaluate damage to the dual pipelines. However, an event as significant as this anchor strike warrants an additional hydrostatic test or an ILI for axial aligned cracks. There is no doubt damage has been done to the dual pipelines,⁶ LTBB contends the 2017 hydrostatic test is now questionable regarding the integrity of the dual pipelines because the dual pipelines are simply not in the same condition as they were in 2017. The proposed changes to the Decree reflect the condition the dual pipelines in 2017, not the condition as they are now, post-anchor strike. The damage is significant enough that the integrity of the dual pipelines must be re-assessed with consistent methodology required by the Decree's stipulations for an initial evaluation, i.e., the hydrostatic test or ILI for axial aligned cracks.

Lastly, LTBB questions the decision-making process for the proposed change to the Decree. The proposed modification states that because potential axial aligned features identified by an ILI could include features that do not pose a material threat to the integrity of the pipeline and that could cause an unnecessary reduction in pipeline pressure, then the test should not be done at all. If the DOJ or independent third party ("ITP") can distinguish which axial aligned features are potentially threatening to the integrity of the pipeline and which are not, then why not perform the test and then evaluate the features before automatically reducing pressure on the pipeline? LTBB acknowledges that DOJ may have identified a potential issue in the protocol regarding the detection of potential axial aligned features. LTBB contends that DOJ is proposing to modify the incorrect stipulations within the Decree. The ILIs for axial aligned features should be performed at least every 5 years as the current Decree stipulates. LTBB would actually prefer these inspections occur annually due to the extremely sensitive placement of the dual pipelines. What would be an acceptable modification to the Decree is the threshold of the "threatening character" of an axial aligned feature that calls for the reduction of pipeline pressure.

Again, LTBB requests that ILIs for axial aligned features be completed as the Decree has laid out. Then, with the data obtained through the inspection, have the ITP evaluate those features and determine which features, if any, are a threat to the integrity of the pipeline and which are not without automatically reducing the pressure on the pipeline, since the automatic pressure reduction is being cited as the issue. If the ITP were to identify an axial aligned feature that poses a potential threat to the pipeline, then take the necessary steps to address the potentially threatening feature. LTBB concurs that an automatic reduction in pressure of the pipeline due to identification of non-threatening features may be potentially unnecessary. However, forgoing the ILIs for axial aligned features which would identify features that could potentially render a pipeline burst like the one on Line 6B is rescinding too much oversight, especially since the dual pipelines have been damaged by an anchor strike subsequent to the 2017 hydrostatic test.

LTBB appreciates the opportunity to comment on the proposed modifications to the Decree. LTBB requests that the DOJ institute policies that go beyond the minimum requirements to safely manage the dual pipelines within the Straits of Mackinac. The Straits of Mackinac retain

⁵ Enbridge Consent Decree Semi-Annual Report. November 23, 2017 to May 22, 2018.

https://www.epa.gov/sites/default/files/2018-08/documents/enbridge_semi-annual_report_may_22_2018.pdf.

⁶ *Id.* at 5.

historical and cultural significance that cannot be mitigated for in the event of a catastrophic oil spill and the invaluable Great Lakes ecological system should be protected with utmost vigilance. LTBB looks forward to working with DOJ and the rest of the United States government for generations to come.

Sincerely,

Douglas Craven
Natural Resources Department, Director
Little Traverse Bay Bands of Odawa Indians

COMMENT 8

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENT AND NATURAL
RESOURCES DIVISION

NOV 28 2022

EXECUTIVE OFFICE

21710 SUSSEX

OAK PARK, MI. 48237

13 NOVEMBER 2022

U.S. ASSISTANT ATTORNEY GENERAL
ENVIRONMENT AND NATURAL RESOURCES DIVISION
D.O.J. ENR00, POST OFFICE BOX 7611
WASHINGTON, DC 20044

DEAR SIR OR MADAM,

REGARDING U.S. V. ENBRIDGE ENERGY LIMITED PARTNERSHIP, ET AL
DJ REF. NUMBER 90-5-1-1-10099:

FOR THE RECORD, I AM ADAMANTLY OPPOSED TO THE U.S. JUSTICE
DEPARTMENT'S PROPOSAL TO REMOVE PORTIONS OF THE ENBRIDGE LINE 5
PIPELINE REQUIREMENTS

I AGREE WITH WHAT WAS SAID BY MS. BETH WALLACE, OF THE
NON-PROFIT NATIONAL WILDLIFE FEDERATION, "WE 100% NEED
ADDITIONAL SCRUTINY ON BOTH ENBRIDGE'S CULTURE AND OPERATIONS,
AS WELL AS ON THE INTEGRITY OF THESE PIPELINES... IT'S ALARMING TO
SEE THE LEVEL OF SCRUTINY BEING SCALED BACK ON ANY LEVEL."

ENBRIDGE CANNOT BE TRUSTED. IT IS CLEAR THAT ITS PRIORITY
IS PROFITS, NOT ENVIRONMENTAL SAFETY, AS EVIDENCED BY ITS
PITIFUL RESPONSE TO NUMEROUS PIPELINE BREAKDOWNS. AND THIS
INCLUDES THE SERIOUS PROBLEMS AFFECTING THE 70 YEAR OLD LINE 5.

LINE 5 IS A CATASTROPHE WAITING TO HAPPEN AT ANY TIME.
IT SHOULD BE SHUT DOWN IMMEDIATELY, AS ORDERED LAST YEAR BY
MICHIGAN GOVERNOR GUSTAFSON WHITMER.

WE NEED YOUR HELP. PLEASE DON'T MAKE IT ANY EASIER FOR
ENBRIDGE TO DESTROY THE GREAT LAKES.

SINCERELY,
MARILYN DRESLER,
A CONCERNED MICHIGAN CITIZEN,



Marilyn Dreyer
21710 Sussex St
Oak Park MI 48237-3505

METROPLEX MI 480

11 NOV 2022 PM 1 L



U.S. ASSISTANT ATTORNEY GENERAL
ENVIRONMENT AND NATURAL RESOURCES DIVISION
DOJ ENR00, POST OFFICE BOX 7611
WASHINGTON, DC 20044

X-RAYED

NOV 23 2022
DOJ MAILROOM

EXECUTIVE OFFICE

NOV 28 2022

U.S. DEPT. OF JUSTICE
ENVIRONMENT AND NATURAL RESOURCES DIVISION

RE: US V. ENBRIDGE ENERGY
DJ REF. # 90-5-1-1-10099

20044-761111



COMMENT 9

From: Klein, Richard <Richard.Klein@TENNANTCO.com>
Sent: Thursday, October 20, 2022 12:30 PM
To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>
Subject: [EXTERNAL] Michigan & Enbridge's Line 5

Assistant Attorney General, U.S. DOJ—ENRD,
As a life long resident of Michigan I see zero reason to shut down Enbridge's Line 5 running through Michigan. Based on what I've seen from Enbridge and the State of Michigan there clearly is no immediate threat of a leak and with Enbridge's plan of tunneling under Lake Michigan (parallel to the Mackinaw bridge) this would forever eliminate a spill that could possibly result from what the now healthy Line 5 is transporting.

So let's leave the current pipeline alone and let Enbridge construct the tunnel that will ensure a positive future our energy and environment.

Thank you,

Rich Klein | Senior Test Technician
T: +1.616.994.4456
www.TennantCo.com



COMMENT 10

Willby Steven

Assistant Attorney General

NOV 15 2022

Environmental and Natural Resources Division

EXECUTIVE OFFICE

What is happening to the United States of America when a private oil company can dictate common law to a Governor of the State of Michigan? Governor Whitmer campaigned on the premise that "once the permit allowing Enbridge's oil pipeline running underneath the Straights of Mackinaw expires, she would not renew that permit."

Whose State is this? The people of the state of Michigan elected Gretchin Whitmer to stop the oil flowing under the Straights and now she has denied that permit! The populace has spoken! Who is Enbridge to override the decision of the Governor acting in the best interests of the people and the conservation of our natural water resources?

Oil is an energy resource of the past which is currently destroying the conditions of life on our planet which, at the current rate of atmospheric pollution and biological extinction, will catastrophically tip the planet into an unrecoverable escalation of mass destruction aligned with the prehistoric volcanoes, meteorites, and glaciers within the next 8 years, by 2030! This is the science!

Respectfully,

Robert Allen



Box 181

Ferrysburg, Mi

49409

Corr
90-5-1-1-10099

Allen
Box 181
49409

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENTAL AND NATURAL
RESOURCES DIVISION

NOV 15 2022

EXECUTIVE OFFICE

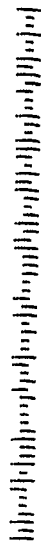
GRAND RAPIDS MI 493
7 NOV 2022 PM 1 L

Assistant Attorney General
U.S. DOJ-ENRD
P.O. Box 7611
Washington, DC

20044

X-RAYED
NOV 14 2022
DOJ MAIL ROOM

20044-761111



COMMENT 11

OCT 27 2022

EXECUTIVE OFFICE

UNITED STATES V. ENBRIDGE
ENERGY LIMITED PARTNERSHIP
ET AL, D.J. REF. 90-5-1-1-10099

I AM REQUESTING THAT ENBRIDGE
LINE 5 BE SHUT DOWN.

THE RISK IS TOO GREAT WITH WATER
SHORTAGES HAPPENING
THROUGHOUT THE UNITED STATES.

THE GREAT LAKES WATER
COULD BE USED DURING
EMERGENCY'S.

MOST OF THE PRODUCT RUNNING
THRU LINE 5 IS EXPORTED.

ENBRIDGE IS USING THE
PRECIOUS STRAIGHTS OF
MACKINAW AS A SHORTCUT.

ENBRIDGE HAS A POOR
TRACT HISTORY OF LEAKS
AND ENVIRONMENTAL DAMAGES.

THE GREAT LAKES IS CALLED
GREAT LAKES FOR A REASON,
THERE IS NO OTHER ON
PLANET EARTH.

LARRY PLISKA
25750 MEADOWDALE
FRANKLIN MICHIGAN 48025

90-5-1-1-10049 corr



METROPLEX MI 480
21 OCT 2022 PM 6 L

X-RAYED

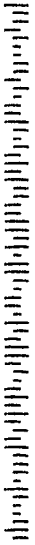
OCT 26 2022

DOJ MAIL ROOM VERAC
ATTORNEY GENERAL

U.S. DEPT. OF JUSTICE
P.O. Box 7611

WASHINGTON DC 20044

20044-761111



LMPLSKA
25750 MEADOWDALE
FRANKLIN MI 48025

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENT AND NATURAL
RESOURCES DIVISION
OCT 27 2022
EXECUTIVE OFFICE

COMMENT 12

Wiley, Steven

Mary LeComte Bowler
15624 Mt. Vernon
Southfield, MI 48075

November 9, 2022

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENT AND NATURAL
RESOURCES DIVISION

The Assistant Attorney General
Environment and Natural Resources Division
United States Department of Justice – ENRD
P.O. Box 7611
Washington, DC 20044

NOV 16 2022

EXECUTIVE OFFICE

Re: United States v. Enbridge Energy Limited Partnership, et al,
D.J. Ref. No. 90-5-1-1-10099

Dear Assistant Attorney General:

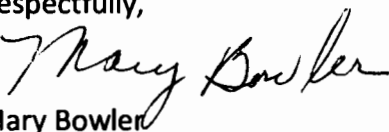
I write to express some of my concerns about the proposed Enbridge Line 5 tunnel. Enbridge has consistently proven careless to the extreme in all things relating to Line 5. I am a Michigander, enormously proud of and honored to live among our Great Lakes.

This pipeline is almost 70 years old, well past its time as indicated when it came into use. It crosses over 400 Great Lakes tributaries, each crossing creating an environmental risk. And approving the proposed tunnel would allow this very old pipeline to continue threatening our water, several states, our livelihoods, our tourist industry to name a few.

I quote from scoping comments provided by Oil and Water Don't Mix to the U.S. Army Corps submitted on October 14, 2022: *"On July 15, 2010, an Enbridge executive testified in Congress that the Enbridge control center could detect leaks and respond almost instantaneously. On the same day, Enbridge asked PHMSA to allow Line 6B to operate for another 2 ½ years, despite knowing of over 300 defects in the pipeline. Ten days later, Line 6B ruptured and far from an instantaneous response, Enbridge misread its own safety equipment, increased pressure in the pipeline, and pumped it for 17 hours, spilling 1.1 million gallons of diluted bitumen into Talmadge Creek and the Kalamazoo River. A National Transportation Safety Board investigation into the spill concluded that "[t]he rupture and prolonged release were made possible by pervasive organizational failures at Enbridge"*

There are other transport options available to Enbridge. Crossing our water is just the easiest and cheaper than using their resources to find alternatives. Enbridge has proven they can't be trusted. I cannot fathom why so much leeway has been given to this Canadian company which has not demonstrated good faith toward its neighbor. Many of us believe it is not **IF** but **WHEN** this pipeline fails. I don't believe the damage will be repairable. I urge you to put an end to the threat this company has posed to us for years.

Respectfully,


Mary Bowler

Corr
90-5-1-1-10099

15624 Mt. Vernon
Southfield, MI 48075

METROPLEX MI 480

10 NOV 2022 PM 8 L

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENT AND NATURAL
RESOURCES DIVISION

NOV 16 2022

EXECUTIVE OFFICE

The Assistant Attorney General
Environment and Natural Resources Division
United States Department of Justice – ENRD
P.O. Box 7611
Washington, DC 20044

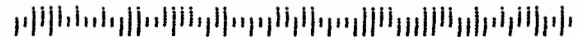


NOV 15 2022

RECEIVED

2-2

20044-761111



COMMENT 13

From: Myszka, Steven <SMYSZKA@steelcase.com>
Sent: Thursday, October 20, 2022 1:19 PM
To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>
Subject: [EXTERNAL] Enbridge Line 5

Public comment. Stop the flow of Enbridge crude under one of the largest freshwater resources in the world. Enbridge is reaping millions in profit at the risk of a major catastrophe. What reward is the US receiving from this? Or is this just paid off judges lining their own pocketbooks.

"Have a Nice Day"

Steve Myszka
Materials Management
616-291-5546



COMMENT 14

To:

Oct 22 2022
Willey, StevenAssistant Attorney General
Environment & Natural Resources Div.Re: ^{U.S. DEPT. OF JUSTICE} ^{ENVIRONMENT & NATURAL RESOURCES DIVISION} ~~United States~~ v. Enbridge Energy
Sept. of Justice Ref. No. L.P. et al.
NOV 08 2022 90-5-1-1-10099

EXECUTIVE OFFICE

The headline in the 2022 (just released) "Lancet" Countdown on Health + Climate has the startling headline "Health at the Mercy of Fossil Fuels".

The World's addiction to fossil fuels is killing us & the dwindling creatures with whom we share our Planet. We have escalating health problems & myriad events of a damaged climate wreaking havoc on our critical ecosystems, all the while governments & companies rake in record profits at OUR expense.

In 2021 our Earth suffered 1.2 million premature deaths ¹⁻³ just ^{corr}
90-5-1-1-10099

from particulate matter. 11,800
of those deaths here in the U.S.

Now, to add ignorance to
injury, we're actually contemplating
blasting into the bedrock of
our irreplaceable Lake to
construct a 'fallible' concrete
"hose" at immense risk of
catastrophic collapse, playing
roulette with the unknown
vicissitudes of Nature as well
as rogue attacks (& accidents)
by 'bad actors'.

So, who at the GOP 'Ministry of
Dumbf**kery' thought this was
a great idea?!

NO! No to Enbridge, no to
further compromising our essential
(& limited) Natural Resources.
Have we learned nothing? This
reactionary 'doubling down' on that
which is destroying us, is
inexplicable & tragically
unacceptable.



Ms. Marcie Terwilliger
1903 E. Clinton Trl
Charlotte, MI 48813

Marcie Terwilliger

Marcie Terwilliger
1903 E Clinton Trl
Charlotte, MI 48813-8302

T

X-RAYED

NOV 07 2022

DOJ MAILROOM

U.S. DEPARTMENT OF JUSTICE
ENVIRONMENTAL AND NATURAL
RESOURCES DIVISION

NOV 08 2022

EXECUTIVE OFFICE

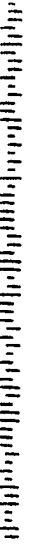
GRAND RAPIDS MI 493

1 NOV 2022 PM 5



*Assistant Attorney General
US DOJ-ENRD
P.O. Box 7611
Washington DC 20044*

20044-761111



COMMENT 15

From: Charlie Lippert <Charlie.Lippert@millelacsband.com>

Sent: Wednesday, October 26, 2022 8:48 AM

To: ENRD, PUBCOMMENT-EES (ENRD) <PENRD3@ENRD.USDOJ.GOV>

Cc: Kelly Applegate <Kelly.Applegate@millelacsband.com>; Caleb Dogeagle

<Caleb.Dogeagle@millelacsband.com>; Emily Johnson <Emily.Johnson@millelacsband.com>; Susan

Klapel <Susan.Klapel@millelacsband.com>; Perry Bunting <Perry.Bunting@millelacsband.com>

Subject: [EXTERNAL] Seventh Modification to Consent Decree issued in *United States v. Enbridge Energy, Limited Partnership, et al.*, D.J. Ref. No. 90-5-1-1-10099

Boozhoo (Hello) U.S. Department of Justice, Environment and Natural Resources Division.

On behalf of the Mille Lacs Band of Ojibwe, please find attach the Band's comments regarding the Seventh Modification to Consent Decree issued in *United States v. Enbridge Energy, Limited Partnership, et al.*, D.J. Ref. No. 90-5-1-1-10099.

Miigwech (Thank you).

Niin

Charlie L.



MILLE LACS BAND OF OJIBWE

Executive Branch of Tribal Government

October 26, 2022

Electronic submittal via pubcomment-ees.enrd@usdoj.gov

Todd Kim, Assistant Attorney General
Environment and Natural Resources Division
U.S. Department of Justice
P.O. Box 7611
Washington, DC 20044-7611

Re: *United States v. Enbridge Energy, Limited Partnership, et al.*, D.J. Ref. No. 90-5-1-1-10099.

Hello Mr. Kim,

Mille Lacs Band of Ojibwe (Band) is a federally-recognized Anishinaabe Tribe, located in east-central Minnesota. As a Treaty Signatory, our Reservation was established under the 1855 Treaty of Washington (10 Stat. 1165) with protected interests spanning northern, central, and western Minnesota, with treaty and reserved rights in the 1837 Treaty of St. Peters (7 Stat. 536) and 1842 Treaty of La Pointe (7 Stat. 591) treaty-ceded territory across east-central Minnesota, northern Wisconsin, and into the western portion of the upper peninsula of Michigan, including portions of Lake Superior in Minnesota, Wisconsin, and Michigan. A portion of our Reservation in Mille Lacs County is within the Minneapolis–St. Paul–Bloomington MN–WI Metropolitan Statistical Area (Twin Cities) containing two of our nine Band communities, while seven of our other communities are located in Aitkin and Pine Counties, along with our Urban Service Area community located in the heart of the Twin Cities. With this diverse perspective of having an urban, suburban, and rural mix of Band member communities, we thank the U.S. Department of Justice, Environment and Natural Resources Division (ENRD) for this opportunity to comment on the Seventh Modification to Consent Decree issued in *United States v. Enbridge Energy, Limited Partnership, et al.*, D.J. Ref. No. 90-5-1-1-10099.

We are concerned that in the Subparagraph 87 of the Consent Decree, there are no provisions made for Enbridge to install pressure and temperature transducers/transmitters in the New Lakehead Pipeline (Line 93). Although the Replacement Segments and Line 93 are considerably newer than other parts of the pipeline system and thus the risk of its failure is relatively diminished, some degree of failure is not eliminated. Consequently, for the long-term operation of the pipeline system, we do believe pressure and temperature transducers/transmitters in the New Lakehead Pipeline are needed.

DISTRICT I

43408 Oodena Drive Onamia, MN 56359
(320) 532-4181 Fax (320) 532-4209

DISTRICT II

36666 State Highway 65 McGregor, MN 55760
(218) 768-3311 Fax (218) 768-3903

DISTRICT IIA

2605 Chiminising Drive Isle, MN 56342
(320) 676-1102 Fax (320) 676-3432

DISTRICT III

45749 Grace Lake Road Sandstone, MN 55072
(320) 384-6240 Fax (320) 384-6190

URBAN OFFICE

1404 East Franklin Avenue Minneapolis, MN 55404
(612) 872-1424 Fax (612) 872-1257

We have no comments to offer regarding the Consent Decree stipulation in Subparagraph 91 for Enbridge to conduct a study to optimize alarm thresholds, as we believe the timeline provided in the Consent Decree is reasonable. We also have no comments to offer regarding the Consent Decree's reporting requirements set out in Subparagraph 143, as we believe the reporting requirements in the Consent Decree are reasonable.

In Subparagraph 204 and Subparagraph 205, we would like to see Enbridge demonstrate their maintained substantial compliance with all such obligations for at least the last 36-months, rather than 12-months, due to variability in demand, weather, and other factors that may impact their operations over a span of years. The benefit of such a broader view far outweighs the minimal burden on Enbridge to demonstrate its compliance. We also would like Enbridge to provide a summary of all instances during that 36-month period prior to the submission of the request for Partial Termination and Partial Termination Report. Otherwise, we do believe all other stipulations found in Subparagraph 204 and Subparagraph 205 are reasonable.

We would like to again thank the ENRD for this opportunity for us to provide you with our comments regarding the Seventh Modification to Consent Decree issued in *United States v. Enbridge Energy, Limited Partnership, et al.* If you have questions or would like to continue this discussion, please feel free to contact us and request a formal government-to-government consultation.

Sincerely,

A handwritten signature in black ink that reads "Kelly Applegate". The signature is written in a cursive, flowing style.

Kelly Applegate
Commissioner of Natural Resources

cc: Caleb Dogeagle, Solicitor General, Mille Lacs Band of Ojibwe
Susan Klapel, Executive Director, Mille Lacs Band of Ojibwe DNR

COMMENT 16

**Straits of Mackinac Alliance Public Comment on
United States v. Enbridge Energy, Limited Partnership, et al,
D.J. Ref No 90-5-1-1-10099
November 17, 2022**

The Straits of Mackinac Alliance (SMA) is a non-profit charitable organization of individuals and businesses who reside in Great Lakes coastal communities on or adjacent to the Straits of Mackinac. Our principal objective is to protect and restore the natural resources of the Straits. Specifically, we seek to eliminate the threat posed by the unsafe transportation of petro-chemicals by pipelines on the bottom of the Straits of Mackinac.

Enbridge Energy, Limited Partnership (hereafter referred to as Enbridge) operates the Line 5 dual 20-inch pipelines that traverse the largest and most valuable freshwater system in the world. The risk of ANY crude oil spill on 84% of North America available freshwater supply is of paramount concern. The 70-year-old pipeline system transports 540,000 bbl. of oil and natural gas liquids daily across 4.1 miles of the Straits through pipelines that are now supported and elevated above the lakebed, in a constricted area of high-density large vessel shipping activity. The Great Lakes are designated as a national “High Consequence Area¹” and the Straits of Mackinac is an “unusually sensitive area.”

The Line 5 pipelines on the bottom of the Straits are a radically different configuration than their original engineering design making them subject to impact hazards and lateral current forces that have not been subject to any independent engineering analyses. In 1953, the original design and construction of the Straits pipeline segments intended for the pipelines to lay upon the lakebed and be at least partially buried, with very few spans elevated above the lakebed, all within original design constraints. At that time, the design of the pipelines was subject to comprehensive and detailed structural engineering analyses in 20 specific failure modes, including calculations and analyses that examined current forces and longitudinal shear, torsion, and hoop stress under differing temperature and pressure potentials to determine the integrity of the pipelines under operating conditions.² The evaluations resulted in written determinations of fitness that were certified by consulting engineers.

Higher Current-Induced Stress on the Elevated Pipelines -

Over the last seventy years, lake currents have caused extensive scouring and erosion of the lakebed under the pipelines. Despite the scouring and erosion, Enbridge for almost 50 years did nothing about increasing gaps between supports that exceeded original design limits. Beginning in 2001, Enbridge sought emergency permits to install mechanical supports for the pipelines. At present, the patchwork of incremental remedial interventions by Enbridge have elevated the pipelines over the lakebed for over 3 miles using 217 saddle/screw anchor systems. The elevated pipelines are infinitely more complex in design and configuration relative to the original design that rested in the lakebed. They are much more vulnerable to marine hazards and exhibit more potential failure modes. No one should expect that extraordinarily high currents have ceased to scour and erode the lakebed or that they will cause additional gaps in the future.

¹ Public Law No: 114-183

² Columbia University, Department of Civil Engineering, *Report on the Structural Analysis of the Subaqueous Crossing of the Mackinac Straits*, 1953

Consistent with authoritative industry guidance provided in DNVGL-RP-F105, *Free Spanning Pipelines*,³ Line 5 in the Straits must now be considered a “remediated” multi-span structure. The remediated design of Line 5 in the Straits, which includes the addition of hundreds of support structures, requires analysis of all possible failure modes that can occur in an interacting, multi-span structure.

Examples of failure modes inherent in the remediated structure include failures associated with:

- The screw anchor/lakebed interface, e.g., movement or erosion of the anchor screw in the lakebed;
- The support structure itself, e.g., buckling of a support leg, racking failure or fatigue damage;
- The pipeline/support interface, e.g., pipeline coating damage or point contact stress;
- The dynamic response of the remediated structure due to varying current-induced stresses;
- The enhanced vulnerability of the remediated structure to foreign object damage⁴; or
- The ability of the remediated structure to accommodate thermal strain.

In addition, the methodology and execution of support installation could have caused additional stresses on the pipelines. For example, stress corrosion cracking could have been initiated during support installation or coating damage could have occurred due to incorrectly executed installation procedures.

The relative vulnerability of the elevated pipelines to current forces is a function of current velocity. Presently, there is insufficient data concerning current velocities at the lakebed to adequately inform an analysis of the pipeline’s vulnerability to current forces. Data developed by Enbridge contractors suggest that current velocities could be as high as 4.25 feet per second (2.90 mph; 2.52 knots).⁵ The Columbia University *Report on the Structural Analysis of the Subaqueous Crossing of the Mackinac Straits, 1953* states, “Under the action of a recorded current of 1.96 knots, the pipe bends laterally.”⁶ The currents in the Straits of Mackinac are constantly changing due to atmospheric disturbances across the region over days and even hours. Based on recent buoy measurements, currents can also move in opposite directions from the surface to the bottom of the water column.

The fact that lakebed scouring is so persistent and pervasive suggests that higher lakebed current velocities are possible than those documented by Enbridge’s consultants, particularly during severe storm events caused by severe barometric pressures changes between lakes Michigan and Huron, along with high winds.

The inescapable conclusion that must be drawn by the status of the underwater segment of Line 5 is that the remediated configuration of the pipelines has introduced potential failure modes that were not contemplated in the original design. An engineering analysis evaluating the effect of the substantial incremental addition of saddle/screw anchor supports on the overall structural integrity of the pipelines must be undertaken. Standard engineering practices would require, without question, a comprehensive engineering analysis of the remediated multi-span configuration of Line 5. Reliable detailed current data and hydrodynamic modeling consistent with observed phenomena, would need to be developed to inform this engineering analysis.

³ <https://www.dnv.com/oilgas/download/dnv-rp-f105-free-spanning-pipelines.html>

⁴ *Enbridge Energy LP v Van Enkevort, Case 2:18-cv-00105-GJQ-MV*

⁵ JP Kenny, Straits of Mackinac 2004 Span Review.

⁶ See, *supra*, note 1.

No Federal Agency or Authority Has Required a Comprehensive Engineering Analysis

Based upon available public data, Enbridge has modified the configuration of the Line 5 dual pipelines without undertaking a comprehensive engineering analysis either before or after the alterations to the pipeline structures. Although the May 2017 Consent Decree in *United States of America v. Enbridge*, Civil Action No 1:16-cv-00914-GJQ-ESC is admirably focused on monitoring, inspections, data collection, and other measures to prevent spills from the Enbridge pipeline system, as well as specific testing and monitoring requirements in the Straits of Mackinac, there is not a requirement to examine the overall engineering integrity of the present configuration of the pipeline as modified from its original design.⁷

While the first⁸ and third⁹ modifications of the Consent Decree required the installation of additional saddle/screw anchor systems, the modifications did not address the critical issue of the need for a comprehensive engineering analysis of the remediated structure. These requirements may have substantially contributed to creating the remediated multi-span structure that currently exists.

As concerned and affected parties, we believe that ANY relaxation of monitoring requirements for the Straits of Mackinac segment of Line 5 is going in the wrong direction. The unusually sensitive nature of this region demands more scrutiny, NOT LESS! Internal inspections of girth welds and axial cracks should be conducted every 2 to 3 years for these aged pipelines. Furthermore, external inspections using ROVs and/or divers need to be conducted annually. All inspection data and documentation must be made available to the public.

We respectfully request that the May 2017 consent decree be modified to:

1. Require Enbridge to pay for an independent and impartial engineering structural analysis of the modified pipeline and saddle/screw support system and that this analysis be conducted under the auspices of an independent board of affected parties; and
2. Require Enbridge to pay for the collection, analysis and modeling of currents and other engineering stresses on the remediated multi-span structure.

Respectfully submitted,

Roger Gauthier, Treasurer
Straits of Mackinac Alliance
www.straitsalliance.org
P.O. Box 384
Cheboygan, Michigan 49721
contact@straitsalliance.org

⁷ <https://www.justice.gov/enrd/consent-decree/file/1086941/download>

⁸ https://www.epa.gov/sites/default/files/2017-11/documents/notice_of_first_modification.pdf

⁹ https://www.epa.gov/sites/default/files/2020-07/documents/third_modification_22_pp.pdf