

News Release



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For Immediate Release:

NPT Requests Project Changes

“We need to re-look at the routing for this project.”

MANCHESTER, NH, April 12, 2011****The Northern Pass Transmission project team today filed a letter with the U.S. Department of Energy (DOE) requesting immediate changes to the project’s Presidential Permit application. In its letter, the project team asks that five alternate route segments be removed from consideration, and requests a 60-day extension of the public comment period in order to explore new routing alternatives and to allow appropriate time for public comment.

“These changes are being made based on the significant concerns we’ve heard from local communities and landowners regarding visual and other impacts,” said Gary Long, president and chief operating officer of Public Service of New Hampshire (PSNH). “We have listened intently to those comments, and we recognize that, despite our best intentions and preliminary thinking around design, we need to re-look at the routing for this project. With our actions today, we are recommitting ourselves to working collaboratively to get the project right for New Hampshire.”

In its letter to the DOE, the project team asks that the following steps be taken immediately to help alleviate some of the concerns that have been raised in many of the affected communities:

Remove five proposed routes - The project is removing from its Presidential Permit application five of the originally proposed alternate route segments, all of which would have required new rights of way:

- North Section, Second Alternative, which would have gone around the Cape Horn State Forest, but through the Potter Farm conservation area in Northumberland and Lancaster;
- North Section, Third Alternative, which would have gone primarily through Whitefield, Dalton, and Littleton;
- Central Section, First Alternative, which would have gone around the White Mountain National Forest and through the towns of Easton, Landaff, Bath, Haverhill, Piermont, Orford, Wentworth, Dorchester, Groton, Rumney, Plymouth, Bridgewater, and Ashland; and
- South Section, First Alternative and Second Alternative, which would have gone through Canterbury, Concord, Loudon, Pembroke, Chichester, Pittsfield, Epsom, Northwood and Deerfield.

This action furthers the project team’s commitment to use existing rights of way as much as possible.

Explore additional route alternatives – The project also acknowledged the concerns that have been raised regarding other portions of the proposed route, particularly in the North Country where new rights of way would need to be identified for the last segment of the proposed line to connect to the Québec border, since none exist today. While the project is not proposing new routing options at this time, it has asked for time to explore additional route alternatives and for the public to comment on any that are identified.

“During this time, we will reevaluate the routing options for the project,” said Long. “This effort will be coordinated by a New Hampshire team, working closely with landowners and town officials.”

In acknowledging the challenges the project has faced, and announcing the requested changes, Long also reiterated the benefits that The Northern Pass offers to the Granite State. “We believe in the project because we believe in the future of New Hampshire,” he said. “It will create 1,200 jobs over a three-year construction period, and it will generate about \$25 million annually in additional tax revenues to the state and local communities at a time when many are struggling to provide basic services.

“And, importantly, it will provide everyone in New Hampshire and New England with access to a significant new source of stable, low-cost, clean energy, including hundreds of millions of dollars in energy savings for homeowners and businesses. We are fully committed to achieving these benefits in a way that respects the rights and preferences of the citizens of New Hampshire, and preserves the natural resources that provide so much value to those of us who live and work here.”

About The Northern Pass - The Northern Pass transmission project aims to deliver firm, competitively priced, low-carbon power that will help to reduce greenhouse gas emissions and potentially help to avoid or defer the need to construct fossil fuel generation plants that would otherwise be required to produce an equivalent quantity of firm, reliable power. The construction and operation of The Northern Pass transmission project will create hundreds of quality, local construction jobs and provide an estimated \$25 million annually in new state, county, and local tax benefits. Proposed by Public Service of New Hampshire’s parent company, Northeast Utilities, along with NSTAR, The Northern Pass transmission line would be owned by New Hampshire-based Northern Pass Transmission LLC, and would provide Hydro-Québec the rights to deliver 1200 MWs of power for use in New Hampshire and New England for 40 years. The project is currently in the planning and permitting stages, with construction scheduled to be completed in 2015.

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For more information about The Northern Pass, please visit northernpass.us.

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