

See Save Passamaquoddy Bay's yellow-highlighting of Dean Girdis's "notable quotes" below, about *working with Canada*, and about *visibility issues, and more*.



# Downeast LNG Project Overview

## A Safe, State-of-the-art Facility

Downeast LNG is committed to working with the people of Robbinston and the region, including Canada, to build a state-of-the-art LNG import terminal that is safe, environmentally friendly, and provides good jobs and economic opportunities for local residents. The proposed project would occupy a portion of the 80-acre site in Robbinston, Maine at Mill Cove in Passamaquoddy Bay.

The physical structures associated with the site represent a small-scale model LNG import terminal and include:

- ◆ A 3,860 ft pier with mooring dolphins for an LNG ship
- ◆ A loading platform on the pier
- ◆ Two full-containment LNG storage tanks
- ◆ A closed-loop regasification unit (this system regasifies LNG without using sea water)
- ◆ Small support buildings and an access road

But Canada is committed to prohibiting Downeast LNG. — SPB

Once operational, Downeast LNG expects to receive shipments once every 8 to 10 days in the summer and once every 5 to 7 days in the winter months. Ships will unload LNG in 14 hours before departing.

## Company Philosophy

Downeast LNG believes that by working in partnership with the whole community, openly sharing information, and listening to the concerns and interests of all stakeholders, we can make this a landmark project that benefits the entire region. We have heard from fishermen, tour operators, ferry services, salmon growers, and many others, in both the US and Canada, and we welcome the opportunity to hear your concerns and discuss ways to ensure that our operations do not adversely affect existing or future business operations or community interests.

In addition to our many public meetings and ongoing stakeholder dialogue, our commitment to open communication includes the following, all of which are available on our website ([www.downeastlng.com](http://www.downeastlng.com)). This dialogue does not occur just once, but over the years to come.

- ◆ Community newsletters
- ◆ Public seminars
- ◆ Information bulletins in local papers
- ◆ Meetings with individuals and interest groups (e.g., fishermen associations)

The first part of DeLNG president Dean Girdis's "notable quote." The proposed 30-foot-high vapor barrier along the entire fence line — over 1/2 mile along highway US-1 — is hardly "minimal visual impact." — SPB

## Environmental Issues

Our operations will not require the discharge of process chemicals or other pollutants into Passamaquoddy Bay. We have specifically designed an operation that will not have these types of environmental impacts. The plant will also be quiet, as are most LNG import terminal operations. We are taking special efforts to minimize all facility lighting, including the use of low candle light yellow bulbs and inward casting directional lamps — thus we will have minimal and non-intrusive lighting requirements. There will be no power turbine units at the plant to warm the LNG and only very, very limited air emissions from facility pumps and equipment. Absolutely no power generation or co-generation for off-site use will occur as part of our project

## Visual Issues

The site is uniquely suited to accommodate the necessary structures with minimal visual impact from either Route 1 in Maine or from St. Andrews. Downeast LNG has given special consideration to this issue, and has developed a site plan that leaves natural vegetation on the waterfront as well as behind the storage tanks, which will be appropriately painted to further enhance landscape blending. The site is sufficiently sloped such that natural vegetation on the higher treeline of Robbinston Ridge serves as a backdrop to the project, thus minimizing the viewshed impact upon St. Andrews. This reduction in impact is significant compared to other tank structures that might appear unmasked or on the ridgeline itself. As noted above, the project is being designed to keep lighting at a minimum and will use inward facing and low dispersion lights. The most visible

Second part of DeLNG president Dean Girdis's brilliant "notable quote." —SPB

All LNG ships give off pollution and suck up and kill marine organisms in the ship's ballast water. Mitigation measures are required by FERC. The blanket "no environmental damage" claim defies credibility.

aspect of the project will be the ship itself, which will be present only when it is in port and at a distance of more than 2 miles from St. Andrews. Much of the St. Andrews view of even the ship will be blocked by St. Andrews Island.

Coordinating with whale watch traffic is not, and cannot, be guaranteed. The implication that LNG traffic and terminal location would not decrease tourism is disingenuous. DeLNG proposes to blight a state-designated scenic area and tourism site by placing a 4,000-ft pier across the mouth of, and place 30-foot-tall sheet metal barriers next to, Mill Cove; and, would interfere with ferry schedules.

### Navigation Issues

Navigation of the LNG ship to the project berth is an issue that is sometimes raised by the public. Our studies indicate that the proposed route can be very safely navigated, and in fact, is wider than any of the other approaches to LNG terminals currently operating in the U.S. But it is not our studies that will make the decision on safety – *it is the review and decision responsibility of other experts and governmental agencies, including the U.S. Coast Guard. This is just one of many checks and balances built into the permitting and review process to ensure the soundness and safety of the project.*

It is also very important to note that *no ships* are brought into the bay without local pilots (U.S. and Canadian) on board and in control. These pilots understand the unique characteristics and currents of the local waters and are experienced in bringing large ships (more than 850 ft long) through these channels as they transit to piers in Eastport and at Bayside. Approximately 150 ships navigate these same waters safely every year. Extensive simulation exercises have been conducted with the U.S. Coast Guard, Transport Canada and the local pilots to ensure safe passage, full conditions training and practice. Each LNG ship will be accompanied with at least three escort tugboats.

### Marine Ecology, Tourism and Ship Transit

The transit of LNG ships throughout the Pacific and Atlantic shorelines of the U.S. and near sensitive environments has been an ongoing practice for decades that has caused no environmental damage or resulted in damage to special species populations. There is no factual reason to believe that our project's ships would change that successful record. First of all, as witnessed in the similar environments, LNG ships are the only ships that voluntarily include spotters to avoid interference or collision with marine species like whales, turtles and even manatees. Second, the transit of the ships will be no different in routing than that which is already done in the region to avoid sensitive whale use areas. Thirdly, it is entirely possible, and probable, to coordinate LNG ship and whale watching traffic so as to completely avoid interference with either. Lastly, there is no factual basis known to us that the use of a waterway for LNG ship transit, or for that matter, the existence of an LNG terminal miles away, has ever caused any decrease in tourism.

### Development Process

Since the US natural gas industry was deregulated in the 1990s, the task of identifying and developing natural gas project sites was shifted to the private sector. As such, project developers actually assume an enormous amount of risk to bring projects such as this to life. There are more than 50 state and federal permits to be obtained, and development of a detailed environmental impact study (EIS) by the lead government agency (in this case, the Federal Energy Regulatory Commission, FERC) is required under NEPA. Other agencies, such as the U.S. EPA, the Coast Guard, the Corps of Engineers, and the State of Maine may also join and participate in the EIS preparation task.

The many ongoing environmental, engineering and transportation safety studies that are referenced in our community newsletters are the core of this permitting and EIS process which often takes up to 2-3 years or more. All studies are independently verified by the government. Once a draft EIS is completed, it is made available to the public for its thorough review and scrutiny, and a series of public hearings are scheduled during which public comments are collected. Comments can also be delivered in writing, and **all comments are independently addressed by the government.** Only after extensive analysis, comment consideration and response, and a final assessment will a recommendation for the project to proceed (with Conditions) or a denial of the project's certification be issued by the government. Even after that, numerous individual permits from a plethora of agencies will have to be applied for, reviewed, commented upon, and decided.

### For more information

To learn more about the Downeast LNG project, please visit us online at [www.downeastlng.com](http://www.downeastlng.com) or write us at Downeast LNG, P.O. Box 147, Robbinston, ME 04671

As demonstrated by FERC in Downeast LNG's original application, **FERC does not address public and intervenor comments until issuance of the Environmental Impact Statement (EIS)** — in that case, **years after the comments were posted to the docket.** And, all FERC responses are piled on at the last moment in permitting, giving intervenors and the public little time to read, process, and address FERC's responses. On the other hand, FERC responds to the applicant on an ongoing basis, giving the applicant numerous chances to "get it right." FERC violates the principle of equal treatment under the law — an Environmental Justice violation.