

DCP Midstream's January 2012 spin to Searsport  
Mainers on its project to install a potentially lethal 23 million gallon cryogenic petroleum tank atop 30 acres of the Mack Point Coastal Forest sheltering Long Cove, **one of Penobscot Bay's most important sub-estuaries.** DCP writes:

## FAQ

### What are the benefits of the project to Searsport?

DCP is committed to Searsport by hiring a community workforce to construct and operate the facility. Once construction is complete there will be 10 -12 jobs which will pay from \$19 to \$27/hour, plus overtime, plus benefits. All in, employees would be compensated \$60,000 to \$85,000 annually. DCP prefers to hire locals just like they did here in Maine at their Auburn location. There will be other contract jobs too such as security, and local purchasing on goods and services.

Then, there's the building of the terminal, which will require hundreds of trade workers. DCP has signed a community partnership to hire local Maine trade workers for the construction of the propane facility. DCP is not asking for a handout either. Many companies will ask for Tax Incremental Financing (TIF) from towns. A TIF is essentially asking that the company not be taxed. That's not how DCP does business. DCP is willing and wanting to pay their fair share to their host communities. The project will provide additional tax revenue to the town of Searsport.

Finally, when DCP becomes part of a community, its employees are embedded in the lifeblood where they live and work. DCP is a proud contributor to its local communities by matching employee donations to local charities they care about, supporting United Way, American Heart, American Red Cross, Susan G. Komen Race for the Cure, and American Humane Society. DCP has contributed funding across its operations to local first responders for volunteer training, equipment, and technology. DCP works with the community to identify the most important needs and then helps with those objectives.

### Why Mack Point in Searsport?

Searsport is a great community which DCP wants to commit to long term. Mack Point is an industrial zone making the DCP site a logical location. Not only is Mack Point logical it was agreed upon over years of debate by stakeholders, including current opponents of this project, that Mack Point should be industrialized before other areas.

Mack Point is an area where industry can be located with minimal environmental impacts. It provides DCP with three of the most important components of a project like this - a deep water port, rail and road access for receiving and distribution and a great host community which will benefit.

Searsport is an energy port that currently imports liquid fuel and other energy components. It also has its earliest history based on shipping coal. So energy has always been part of its history.

### What will be the impact of the increased tankers in the port?

There are currently about 160 tankers going into the port transporting to current facilities in Searsport. DCP will be adding approximately 6 more (3% increase) ships. It will take 24-36 hours to unload the propane. During transit and

mooring, the Coast Guard will require a Zone of Security be maintained similar to that for the other ships. The rest of the time there will be no impact to the bay nor will DCP place any restrictions on access to the tidal flats.

## Where is the propane shipped in from?

The propane is shipped in the North Sea.

## What will the vehicle traffic be?

Traffic data compiled by the Maine Department of Transportation and available through its Bureau of Transportation Systems Planning estimate that 3.8 million vehicles go through Searsport a year, with 300,000 of these vehicles being multi axle trucks.

DCP will increase the traffic by 50 trucks a day which will primarily be utilized in the winter months and not the tourist months. DCP will account for less than 5 one-thousands of a percent of overall traffic and approximately 6% of truck traffic. This traffic will result in no additional congestion or damage to the public roads. however, most of the traffic will be off tourism season in the months of November through February.

## What is the environmental impact?

The Maine Department of Inland Fisheries and Wildlife (MDIFW) confirmed there are no Endangered, Threatened, or Special Concern species, or their habitats on site and there will be no direct impact to Tidal Waterfowl and Wading Bird Habitat.

The Maine Department of Marine Resources (MDNR), considered both the land-based as well as ship traffic components of the terminal and concluded that there would be no potential adverse effects to marine resources.

The U.S. Fish and Wildlife Service (FWS) stated that the project site does not occur in a watershed designated as critical habitat and there are no federally-listed species known to occur in the area.

The National Marine Fisheries Service (NMFS) noted that the proposed project is not located in designated critical habitat for Atlantic salmon and will not have an adverse impact on either the Atlantic salmon or Atlantic sturgeon.

The project will have minimal impact to wetlands. Only 2.04 acres of low value, low functioning wetlands will be lost. In compensation DCP Midstream has agreed to pay over \$300,000 in compensation to the State and Corps of Engineers and has also agreed to replace a culvert under Old County Road in Searsport to minimize flooding of the road and improve aquatic habitat.

By utilizing the existing pier, DCP Midstream will have minimal impact in the bay. No dredging or new footings would be required.

After extensive review, Maine DEP issued Site Location of Development, NRPA, and Air permits for the project.

## Why are all these other federal and state departments deciding permitting prior to Searsport?

The ordinances of Searsport states that all other permitting, federal and state, must be obtained prior to applying to the Searsport officials for granting approval. This is the process and why we have spoken to these federal and state departments. Searsport elected officials will have the final say.

## Why is the town of Searsport voting on a moratorium then?

When DCP first approached the town with this project, we were told of the height restriction. The town was interested in changing their ordinance in order to accommodate existing business needs and attract new business. In March 2011, the town voted to amend height limits from 60 feet to 150 feet opening the door for Sprague Energy to bring in their larger cranes and allowing DCP to move forward with permitting their proposed project. Recently a small group of Searsport people opposed to the project collected signatures to place a moratorium on the project preventing Town Officials from reviewing DCP's application. The town will have another opportunity to show their support of the project by voting no on the moratorium on Saturday, March 10th.

## What is in the moratorium?

See for yourself by [clicking on this link](#) (PDF). The moratorium is a slippery slope for Searsport. This moratorium is not just about slowing down the project. This moratorium specifically puts in place a process where an individual names them self to control the process, rather than the town officials elected by you.

## What are the public safety requirements?

Personnel highly trained and recertified annually. DCP systems have 24/7 monitoring, and redundant safety features built in, with the ability to shut down the facility in 10 to 30 seconds. Propane tanks such as these have been in service for decades without incidents. The industry has strong standards and DCP has higher standards and DCP has won numerous awards for their safety.