

Draft Ordinance Committee
City of South Portland
25 Cottage Road
South Portland, ME 04106

February 21, 2014

Dear Members of the "Resource List" for the South Portland Draft Ordinance Committee and other parties:

The Committee is seeking written input on the attached questions as they pertain to petroleum product handling in South Portland. The Committee would appreciate information that is as detailed as possible, along with citations or identification of sources, as much as possible, as well as any suggestions of other information sources that could assist the Committee in the categories below. Input should be submitted via email to draftordinance@southportland.org by 5:00 pm on Friday, March 7.

If you intend to provide written input, please inform the Committee as soon as possible at the above email address, indicating which questions below you intend to answer. The Committee may choose, after reviewing all information received, to invite some or all of the Resource List members, and/or others, to meet with the Committee for questioning regarding relevant issues. Those meetings are tentatively scheduled for the evenings of March 18, 19 and 20. We would appreciate if you would indicate your availability to meet at South Portland City Hall on those evenings.

Please feel free to contact me with any questions at jedelstein@southportland.org.

Regards,

Jeff Edelstein, Draft Ordinance Committee facilitator on behalf of the Committee members:

Michael J. Conathan
David Critchfield
Russell B. Pierce, Jr.

Distribution list: attached

Questions:

1. Current Petroleum Product Operations:

a) Physical Infrastructure:

- i. Where within the jurisdiction of the City of South Portland is the existing infrastructure for handling of petroleum product operations, including but not limited to off-loading, storing and transferring of petroleum products, and what are the physical characteristics (pipeline and storage tank sizes, materials, age, condition, etc.) of such infrastructure?
- ii. Please specify the nature of these petroleum products, i.e., refined versus unrefined, requiring additives or not, and any other descriptive information.
- iii. What infrastructure changes may be needed within the jurisdiction of the City of South Portland for continuation of existing uses, such as to accommodate maintenance, incorporation of new technologies, environmental protection, etc. and what regulations would apply to those changes?
- iv. What environmental monitoring systems does the company currently have in place in South Portland to measure potential impacts (if any) to the local environment, specifically to the atmosphere, surface and groundwater, arising out of the company's use of valves, piping or tank storage systems?
- v. Have any of these monitoring systems identified petroleum-related pollutants at concentrations greater than regulatory reporting thresholds or exposure guidelines?
- vi.

b) Regulatory issues:

- i. What local, state and federal regulations apply to current operations? At a minimum, we are seeking a list of citations by title, chapter and section, as appropriate. If possible, we would appreciate a brief description of each regulatory scheme.
- ii. Statutory authority: We are seeking information about the underlying statutory authority for local, state and federal regulations and descriptions of the interactions and boundaries between local, state and federal authorities/jurisdictions.

2. Petroleum Product Export Operations (information is sought for the following questions as they relate both to Tar Sands/Oil Sands products and petroleum products of other derivation):

a) Physical Infrastructure:

- i. What are the physical capacities (average and peak flow-rates) of the Portland Pipe Line Corporation's pipelines for carrying unrefined oil products, including diluted bitumen, from Montreal to South Portland?
- ii. What physical infrastructure changes and/or additions within the jurisdiction of the City of South Portland would be needed for:
 - o reversing of current pipeline flow;
 - o processing and handling of diluted bitumen or other petroleum products intended for export;
 - o loading onto ships of diluted bitumen or other petroleum products delivered via pipeline, truck, or rail, and;
 - o any other related activity?
- iii. Where would the changed or added infrastructure be located and what would its physical dimensions and characteristics be?
- iv. What byproducts or emissions would be generated from handling or processing for export diluted bitumen or other refined or unrefined petroleum products within the jurisdiction of the City of South Portland?

b) Regulatory and Statutory issues:

- i. What local, state and federal regulations would apply to reversed pipeline flow operations, truck or rail transport of unrefined oil products, in addition to or in place of regulations that govern current operations? At a minimum, we are seeking a list of citations by title, chapter and section, as appropriate. If possible, we would appreciate a brief description of each regulatory scheme.
- ii. Statutory authority: We are seeking information about the underlying statutory authority for local, state and federal regulations and descriptions of the interactions and boundaries between local, state and federal authorities/jurisdictions.

c) Impacts

- i. What impacts would result from the changed or added infrastructure and attendant operations required for the transport of unrefined oil products through South Portland via reversed pipeline flow operations, truck or rail transport and loading onto ships? Examples of possible impacts include, but are not limited to:
 - Impacts on air quality
 - Impacts on water quality, both marine and freshwater
 - Impacts on scenic views
 - Health and safety risks to adjacent residential or mixed use zones (including schools/colleges)
 - Nuisance conditions for adjacent residential or mixed use zones (including schools/colleges)
 - Interference with or degradation of commercial and recreational use of Casco Bay and Portland Harbor.
 - Impacts on natural resources and wildlife
 - Impacts on spill response and recovery needs
 - Increased tanker and affiliated vessel traffic
 - Increased land vehicle traffic
 - Increased land-based tank storage
 - Emissions from new or expanded facilities for product processing to effectuate loading for product shipment