

November 5, 2015

Chairman New Hampshire Site Evaluation Committee  
21 South Fruit Street, Suite 10  
Concord, NH 03301

Re:

SEC Docket 2015-01

Dear Sir:

There has been quite a bit of curious information being presented to the SEC regarding the need to expand the Sea-3 facility in order to supply the needs of New Hampshire residents using propane. There is even a proposal by Pan Am Railways to transload propane from rail cars in downtown Portsmouth to meet the propane demands of New Hampshire, which they claim is necessary because of the delays in getting the Sea-3 expansion approved.

Considering the current configuration of the Sea-3 facility to off load propane rail tank cars, there appears to be more than adequate capacity to more than meet the propane needs of New Hampshire homes and businesses.. The math is quite simple.

Sea-3 currently has the capacity to offload 6 propane rail tank cars per day. If they did this 6 days a week, 52 weeks per year that would result in 1,872 tank cars unloaded per year. Each propane tank car holds 33,000 gallons of propane. As a result, 61,776,000 gallons of propane can presently be brought into Sea-3 by rail tank car every year. There are currently 78,000 homes using propane in New Hampshire. As such, there would be 812 gallons of propane per home per year available from Sea-3 to New Hampshire homes if they fully utilized their existing capacity. According to the United States Energy Information Administration, New Hampshire residents using propane average 318 gallons of propane per year, or a total of 24,804,000 gallons of propane used by all New Hampshire homes per year. That leaves us with 36,972,000 gallons of propane available to be used for all other propane consumers in New Hampshire. And remember, Sea-3 is not the only supplier of propane in the state or the region.

If the true intention of Sea-3 is, as they claim, to supply New Hampshire residents with a reliable source of propane, why are they not fully utilizing their existing rail offloading capacity? Is the expansion really needed to supply local demand, or is it, as they originally stated in their application to the Newington Planning Board, to export it via ocean going ship? Considering the above statistics, does New Hampshire and even the region need the amount of propane that will be brought in by an additional 3,120 rail tank cars per year when Sea-3 expands its terminal? If not, where will that propane be going, and who will benefit while we absorb all the risks to our safety, economy, and environment? These are fair questions that deserve straight answers.

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