

Chairman Martin P. Honigberg
Site Evaluation Committee
c/o NH Public Utilities Commission
21 South Fruit Street, Suite 10
Concord NH 03301



February 27, 2015

RE: Docket 2015-01 Sea-3 Request for exemption from a full Site Evaluation Committee project review.

Dear Mr. Honigberg,

We are writing as residents of Portsmouth who live near the Pan Am railroad tracks. The Sea-3 expansion proposal, if approved, will bring 16 tank cars a day, 6 days a week of domestic propane at night over ancient, poorly maintained tracks through our neighborhood and through downtown Portsmouth. Sea-3 previously received imported propane via ship in much larger quantities, approximately 6 x a year. Now that domestic propane is readily available and cheaper, Sea-3 recognizes a much larger profit margin can be made by switching to receiving domestic propane and exporting it. While the Sea-3 lawyers continually point to this storage expansion as necessary to ensure availability of domestic propane for New England homes in the winter, Paul Bogan, Vice President of Operations at Sea-3, has said only 10% of domestic propane will be utilized for New England needs. That leaves 90% to be stored and/or exported overseas where domestic propane commands a much higher price than if distributed locally.

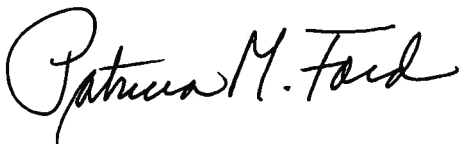
While we are not against a business making a profit, we are against our tax dollars supporting a private business while we assume all the safety risk. Yes, Sea-3 has a satisfactory 39 year safety record importing foreign propane 6 x a year but it only brought 12 railway cars of propane into their present storage facility for the entire year in 2013. With this expansion proposal, approximately 5,000 railway cars a year will be passing through multiple local neighborhoods and downtown Portsmouth, quite unused to this amount of railway traffic. Conversely, Pan Am has a dismal safety record history. Despite recent upgrades to their rail system between Rockingham Junction and Newington, they have already experienced numerous derailments including a Pan Am locomotive derailment this week 500 feet from our residence at Spinnaker Point. Fortunately this was carrying a nonhazardous product but the derailed train was left running for 3 days, belching diesel smoke and fumes while awaiting retrieval. Once again, Pan Am never notified the City of Portsmouth regarding the derailment. This appears to be company's standard operating mode with failure to notify municipalities, based on last summer's Westford, MA derailment which did involve hazardous propane rail cars.

We will be required to pay for upgraded railway crossings, upgrade our regional emergency response capabilities and deal with the potential loss of life and environmental damage if a hazardous rail car derailment should occur while Sea-3, Pan Am Railways and the Town of Newington, with a higher tax base, make a profit. The fact the Newington Planning Board has

refused to order a comprehensive safety/security study shows their complete lack of concern for public safety and they remain decidedly pro-business. The Town of Newington and the greater majority of its residents are not affected as the trains do not run through their back yard and in fact, the railroad owns the land Sea-3 has located their loading platforms on. Seems like a sweet deal for Pan Am Railway, protected by federal law with carte blanche to do their thing with minimal oversight, for the Town of Newington Planning Board to have full decision making authority impacting neighboring towns and for Sea-3 to expand their business while Portsmouth, Greenland, Stratham and Newfield residents pay for these 3 commodities to advance while assuming all of the personal safety risk. Cynthia Scarano, Pan Am Vice President, has further distanced herself from public safety by refusing to set their train speed limits to 10 miles per hour through our neighborhoods because Class 2 tracks allow speeds up to 25 miles per hour.

We strongly urge the SEC to take all these safety, economical and ethical factors into consideration and not allow Sea-3 to bypass a full SEC review. This is no longer 1995 when SEC then granted Sea-3 an exemption. This is an entirely different safety matter and public interest demands full accountability. The City of Portsmouth has filed an appeal with the Rockingham County Superior Court but that date is still pending. Subsequently, we are requesting SEC conduct a full and comprehensive review of the Sea-3 expansion project with the safety and protection of the public as its primary focus.

Thank you for your consideration in this matter of utmost importance,



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