Community Concerns

Why aren't Lusby and other population areas mentioned by name in certain permit application documents?

Population center information was based on information from the U.S. Geological Survey (USGS) Geographic Names Information System (GNIS). According to the GNIS, there are 13 cities and towns in Calvert County. Only about 1/3 of the population of Calvert County lives in one of these cities/towns. The rest, presumably, live in unincorporated areas. The U.S. Census Bureau determined the population of Calvert County to be 88,737 in 2010. Because Lusby, Maryland is within Calvert County, its population was accounted for in the census data used in Public Service Commission staff's analysis. The census information also is cited in the Environmental Assessment in Table 2.5.1-1 Page 101. Accordingly, the Environmental Assessment's conclusions regarding impacts on population are sufficient.

Why won't Dominion provide natural gas service in my neighborhood before you start exporting natural gas to other countries?

Dominion does not have the state-regulated franchise rights for retail natural gas distribution to homes and businesses in Calvert County. That service can only be provided by Washington Gas. Propane service is provided by private vendors.

How many LNG storage tanks are at Cove Point? What can you tell me about them?

There are seven storage tanks at the terminal. Four are original to the terminal and were placed into operation in 1978, one was placed in service in 2004 and two in 2008. These tanks are considered single-wall storage tanks with a dike that is secondary containment. Each tank has a cryogenic inner tank – think large Thermos® bottle – four feet of insulation and a carbon steel outer tank. Each tank also sits inside its own dike that was engineered to hold 110 percent of its contents. The tanks are inspected regularly to check their integrity and maintained to store LNG safely, just as any component would be. Their lifecycle is based on thermal cycling and age is not an issue. They are safe for the use of storing LNG. That said, if there was a leak, the LNG would be contained, would vaporize and dissipate into the atmosphere.

What is the work schedule? What kind of noise and noise levels should neighbors to the facility expect during construction?

The standard Monday-Friday workday is 6 a.m. to 5:30 p.m. with a night shift window of 4 p.m. to 2 a.m. Weekend work occurs as needed on both shifts to maintain schedule. Dominion and IHI/Kiewit will comply with all federal, state and local noise regulations during construction and operation. Daytime construction activities include operations such as civil engineering work, foundations, welding, pipefitting and electrical installations. Nighttime operations consist of construction activities with less noise out of respect to adjacent neighborhoods and ensure compliance with all noise ordinances. We also use noise mitigation measures such as temporary sound walls.

What is Dominion doing to minimize the noise from the facility?

Cove Point must meet strict regulations to minimize noise from the facility. Dominion is building a 60-foot permanent noise barrier inside the fence line of the property to minimize noise beyond the property line. This barrier will be between the site and the park and between the plant and Cove Point Road. All of the wall will be behind trees that are about 70-to-80-feet tall except at the entrance to the facility, providing an aesthetic balance and further dampening noise level. The wall will be similar to those found along interstate highways to minimize noise. Its construction will be completed in the fall of 2015.

How will Dominion minimize traffic impacts that naturally come with a large construction project such as the Cove Point export project?

Dominion has been working with the Maryland State Highway Administration and Calvert County to come up with a plan that best minimizes any traffic impacts.

- First, Dominion built an offsite parking area east of MD Route 2/4 at Cove Point Road for construction workers who will ride shuttle buses to the construction site. The shuttle bus runs are scheduled to minimize impacts on rush-hour traffic, school buses, tourist season, etc. The use of the offsite parking area will reduce traffic impacts greatly along Cove Point and Little Cove Point roads.
- Second, the company built new turn lanes and installed a four-way stop light at the intersection of Maryland Route 2/4 and Cove Point Road to allow safe crossing to the offsite parking area and the route to the station. Another turn lane was added to eastbound Cove Point Road at its intersection with Little Cove Point Road to increase safety and reduce traffic impacts.
- Finally, Dominion will only conduct heavy-haul activities to move the larger pieces of equipment needed for the export project at night when traffic along the roads is significantly less than during the day. The company built a temporary pier on the Patuxent River in Calvert County near the Gov. Thomas Johnson Bridge. The larger pieces of equipment are taken off barges at this location and moved during the night to Cove Point with required police and safety escorts to the construction site. About 75 trips, or about one or two each week, will take place through 2016. In addition, approximately 50 large load transports of equipment and materials will require brief (10-15 minutes) closures of Cove Point Road during the day. These shipments are not as long, tall, wide or heavy as the heavy hauls but they also require permits from the State Highway Administration and police escort.

The plan ensures around-the-clock access for emergency responders to neighborhoods along Cove Point and Little Cove Point roads throughout the three-year construction period.

Will the Cove Point export project pose a risk to the Calvert Cliffs Nuclear Power Plant?

No. Calvert Cliffs thoroughly evaluated the potential impacts of Cove Point in 1993 when the LNG facility was being reactivated. The study, which BGE submitted to the Nuclear Regulatory Commission, concluded that Cove Point and its associated LNG transport shipments did not pose an unacceptable safety risk to the continued safe operation of Calvert Cliffs. The study was updated in 2003 after Dominion acquired Cove Point and improved the existing facility, reaching the same conclusion. The study was updated again in 2008 to evaluate the changes that resulted from the site expansion, with the same results. Calvert Cliffs has determined that there is no need to do another evaluation because of the addition of the export facility.

Will the construction of the Cove Point export facility require the closing of the adjacent Cove Point Park? What about Calvert Cliffs State Park?

No. Neither Cove Point Park nor Calvert Cliffs State Park will be used for any part of the construction or operation of the Dominion Cove Point Terminal.

Rather than build a 60 foot high noise wall for 3/4 of a mile around the facility, why not install active noise cancellation equipment and dispense with the wall?

We are using sound barriers because it is a simple, proven technology. The wall is in addition to extensive use of sound insulation for piping and equipment and sound-reducing enclosures for certain equipment. When the export project is completed, we will have to prove that our operation is in compliance with noise ordinances set by the county and the state. Actual measurements will be made and if the sound level is higher than allowed, we will have to fix it prior to beginning operation.

Is Cove Point Road adequate for the volume of traffic and the size of the equipment that is using it?

Dominion has been working with the Maryland State Highway Administration and Calvert County to minimize the traffic impacts.

- Dominion established an offsite parking area west of the intersection of Maryland Route 2/4 and Cove Point Road for the workers, who ride shuttle buses to the construction site. The shuttle bus schedule is staggered to minimize impacts on rush-hour traffic, school buses, tourist season, etc. The use of the offsite parking area will reduce traffic impacts greatly along Cove Point and Little Cove Point roads.
- The company also built new turn lanes and installed a four-way stop light at the intersection of Maryland Route 2/4 and Cove Point Road to allow safe crossing to the offsite parking area and the route to the station. Another turn lane was added to eastbound Cove Point Road at its intersection with Little Cove Point Road to increase safety and reduce traffic impacts.
- Finally, Dominion will only move the largest pieces of equipment needed for the export project during the night when traffic along the roads is significantly less than during the day. This equipment will be taken off barges at the pier in Solomons and moved during the night to Cove Point with required safety escorts to the construction site. About 75 trips, or about one or two each week, from late 2014 through 2016 are planned.

The plan also ensures around-the-clock access for emergency responders to neighborhoods along Cove Point and Little Cove Point roads throughout the three-year construction period.

You say your project is designed to keep all threats inside the facility boundaries, but a 2006 study by the Maryland Dpt. of Natural Resources says that is not true, that there is a very real danger to residents living near the plant. Why isn't a follow-up study being done to identify risks?

Safety is one of the concerns addressed by the Federal Energy Regulatory Commission and the U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration (PHMSA) in their reviews of the project. The FERC review lasted nearly two years and the Maryland Power Plant Research Project is an active participant in that docket. Dominion Cove Point's analysis continues to show that all risks from facility operations will be contained within the site. There has not been an injury or fatality caused outside the boundaries of an LNG facility anywhere in the world in about 70 years. Dominion Cove Point

understands the 2006 DNR study assessed any offsite risks as minimal, and DNR did not object to the expansion.

How is a large-load transport different than a heavy-haul transport?

A large load transport is wider than a traffic lane but not as large (tall, long, heavy) as a heavy haul, which requires two lanes to be closed. Both are escorted by law enforcement to maintain safe traffic conditions.

Could the large-load transports take place at night rather than during the day?

Large loads will be transported at night whenever possible, but most will be moved during daylight hours when visibility is best, for the safety of the public and the workers. The availability of police and public safety resources also can influence the timing of the large load transports.

Could the large-load transports be done at the same time as the heavy hauls?

Coordinating the two to occur simultaneously would add complications that could increase the possibility of delays or other negative impacts on motorists and the public. Conducting one move at a time minimizes the chance of significant impact.

Can you provide more advance notification of the large-load transports?

Many factors can impact a large-load transport. Our goal is to minimize the impact, so we do not want to prematurely announce a large-load transport and then have to announce that it has been rescheduled. The transport itself takes less than 15 minutes.

Does the 2013 revision of the National Fire Protection Association 2013 standards (NFPA 59A) require a Quantitative Risk Analysis be conducted for the Dominion Cove Point export project?

No. We have designed this facility to be safe. The Federal Energy Regulatory Commission and the Pipeline and Hazardous Materials Safety Administration of the U.S. Department of Transportation have conducted a very conservative and thorough safety review of the Dominion Cove Point export project.

This review looks at a wide range of scenarios and the potential consequences and found it would pose no threat to those outside the facility's boundaries in the unlikely event of an emergency at the terminal.

The areas around the LNG storage tanks, within the processing area and on the offshore platform are monitored by hundreds of very sensitive electronic devices. These devices monitor a wide range of conditions. If something out of the ordinary is detected, they will alert our operators to take appropriate actions, or they can automatically shut down the plant operation.

Still, some claim that a Quantitative Risk Analysis is required by the 2013 NFPA standards (NFPA 59A). That is not true.

A QRA is an alternative if the more conservative Chapter 5 (Plant Siting and Layout) steps are not sufficient to demonstrate compliance. And Chapter 5 in the 2013 version is very similar to Chapter 2 in the 2001 version, with which the Cove Point project is compliant.

Environmental Impact

What affect will the expansion have on the forests, rivers and wetlands?

All permanent construction for the liquefaction project at the Dominion Cove Point facility will be inside the fence in the existing industrial area. Dominion will continue to keep the remaining 800 acres of the site under conservation management. This includes the beach, marsh, wetlands and forested areas that support plants, animals and migratory birds. Trees inside the fence that need to be removed for construction will be replaced 2-for-1 in Calvert County in locations to be determined in consultation with county officials. This will be done in compliance with federal, state and local regulations.

An offsite area used as an equipment lay-down yard required the clearing of forested land and temporary impacts to a stream and wetland. Other existing streams and wetlands will be protected with a 100-foot buffer. Additionally, other trees will be preserved and more replanted to offset those that are cleared. The site will be restored following completion of the construction activities.

How much water does Dominion need to use to build the project? How much water will the liquefaction process require each day?

Cove Point has a permit to withdraw an average of approximately 40,000 gallons of water per day during the three-year construction period from the Lower Patapsco aquifer, one of five underground sources of water in the vicinity of the terminal. The water will be used to test the integrity of pipes and equipment, flush systems and control dust during construction.

For operations following completion of construction, Cove Point expects to withdraw an average of 250,000 gallons of water per day from the Lower Patapsco aquifer. Most of the water will become steam in a process that uses waste heat to generate electricity for the LNG Terminal. Dominion expects the actual withdrawal to be less because of water recycling that will decrease the water withdrawal requirement for steam generation. In the vicinity of the terminal, the Lower Patapsco aquifer is approximately 1,500 feet below the ground surface. No additional wells will be drilled and Dominion will not use water from the Chesapeake Bay.

What about new air emissions from Cove Point?

The Maryland Public Service Commission set legally binding emission limits for the Cove Point project based on the requirements of federal and state regulations for the protection of public health, welfare and the environment. The Maryland Department of Environment issues the permits and enforces the conditions in the permits.

The emissions limits are designed to protect the health of the most vulnerable members of society – particularly the young and the elderly. Any new air emissions will be in compliance with these established regulations.

Air emissions monitoring takes place on the Dominion Cove Point site, in close proximity to the equipment that operates under the conditions of the MDE permits. If the monitors were stationed more remotely, they would be monitoring emissions from sources other than Dominion Cove Point, including emissions carried by wind currents from far to the west of Calvert County. That could lead to inaccurate results.

Two highly efficient, natural gas-fired turbines will be built on-site to drive the main refrigerant compressors that are needed to cool the natural gas. The turbines will follow the same requirements set for other similar kinds of facilities, such as natural gas-fired power stations.

What about greenhouse gas emissions?

Greenhouse gas emissions from the new turbines will be in line with those from mid-size power stations that are being built in Maryland and elsewhere around the country. The potential greenhouse gas emissions for the facility will be about 3.3 million tons per year. Actual emissions will be less because this is the potential level if all turbines were operating at their maximum output for the maximum amount of time and if we were importing and liquefying/exporting natural gas at the same time. While technically possible, it makes no economic sense to go through the substantial expense of liquefying natural gas and loading it onto a ship while simultaneously unloading a ship to re-gasify natural gas.

What about the air emissions from the ships at the pier?

Emissions from the ships while they are at the Cove Point terminal must comply with all applicable federal and state air quality regulations.

What about the ballast water in the ships?

The U.S. Coast Guard regulates the discharge of ballast water. Pursuant to U.S. Coast Guard regulations, ships coming to Cove Point must manage their ballast water – for example, by exchanging their ballast outside the Chesapeake Bay with deep ocean water – and biological organisms on their hulls. A scientific advisory board reviewed the regulations for the Coast Guard and concluded that they protected the environment. All ships entering the bay, including those headed to Baltimore and other ports, must follow the regulations and implement ballast water management and routine vessel cleaning to remove organisms and sediment. The Coast Guard boards and inspects all commercial vessels entering the bay to ensure they are meeting all applicable regulations.

Instead of cutting down 95+ acres of trees in the watershed of Helen Creek, a designated stream protected by agreement with The Nature Conservancy, why not use the Patuxent Business Park?

We looked closely at the business park but found that there are numerous restrictions on the types of businesses and uses that are allowed. We could not use it as a laydown and staging area for construction material, nor would it provide adequate space for contractor parking. The restrictions were set by the state of Maryland. State grant funds were used to build the business park.

The project has been designed with the environment in mind. Two highly efficient, natural gas-fired turbines will be built on-site to drive the main refrigeration equipment that is needed to cool the natural gas. Waste heat from the turbines' exhaust will create steam that will be used to generate the additional electrical power needed for on-site use. Offsets will be purchased as called for by federal and state law to keep emissions of

nitrogen oxides and volatile organic compounds, which are precursors to ground-level ozone, within the standards of the Washington, DC-MD-VA air quality region.

We will comply with all local, state and federal regulations on hazardous wastes. Any new air emissions will be in strict compliance with stringent state and federal clean air regulations. There will be no settling ponds built or additional releases to the soil or to groundwater from this project.

What is Dominion doing to protect the oysters in the area of Offsite Area B, where you are building a temporary pier?

The Maryland Department of Natural Resources (MDNR) approved Dominion's plan for mitigating the project's potential impact on the oyster bar in the Patuxent River adjacent to Offsite Area B and the temporary pier.

- The company did not perform in-water work from Dec. 16 through March 14 and June 1 through Sept. 30 of any year, as designated by the MDNR.
- Dominion has funded a MDNR survey of the oyster bar before construction began. A second survey will be done while the pier is in use. A final survey will be done after the temporary pier has been removed.
- After the pier has been removed, Dominion will restore at least four acres of oyster bar. That is at least twice the anticipated maximum impact from the work at the temporary pier.
- The mitigation will consist of placing a layer of substrate to support oyster development and another layer of spat-on-shell.

Does the Dominion Cove Point LNG terminal monitor the air emissions from its operations?

Yes. The site has a continuous monitoring system for emissions from the six existing turbine-generators that are fueled by natural gas and produce the electricity used by the industrial equipment. The two new natural gas fired turbine-generators and the two new natural gas fired auxiliary boilers being installed will also be equipped with continuous monitoring systems. These units, as well as other existing equipment are also routinely tested, per USEPA and MDE standards, to determine levels of emissions. This routine testing includes a leak detection and repair program that will be implemented for the new equipment to detect and eliminate fugitive emissions leaks.

What do the monitors measure?

The existing units continually monitor the turbine emissions for nitrogen oxides (NOx). The new turbines and auxiliary boilers will be continually monitored for NOx and carbon monoxide (CO). The data as well as the results from the routine testing and other operating parameters are used to calculate and report the amounts of emissions from the units to ensure all emissions are within the limits set by state and federal regulators to protect the public's health and safety.

How often, and to whom, are the emissions monitoring data reported?

A summary report of the monitoring systems data is provided quarterly to the Maryland Department of Environment and the U.S. Environmental Protection Agency. The reports include any excess emissions and on the operability/availability of the monitoring system equipment. Reports of the routine tests are supplied to

both the MDE and the EPA.

Any non-routine condition (readings above limits) is promptly reported to the Maryland Department of Environment. A monitor that becomes inoperable also is promptly reported.

Why does the site not operate air monitors in the area around the terminal?

The monitors on the turbines and new equipment provide accurate readings on emissions from that equipment. Monitors located outside the facility would be influenced by emissions from sources other than Cove Point, especially large industries and power generation facilities to the west.

The site does utilize monitors for combustible gases to ensure the prompt detection and repair of any leaks within the facility.

The Calvert Cliffs Nuclear Power Plant operates an air monitoring system in the surrounding community, but it monitors for radioactivity that would originate only from the power plant.

Is the Cove Point emissions monitoring information available to the general public? If so, how can it be obtained?

All reports submitted to the MDE, documenting either the monitoring system, routine tests, or facility emissions estimates are available to the public through the Maryland Public Information Act. Information on the PIA, including how to submit a request, can be found on the Maryland Department of the Environment's homepage.

Other

What steps will you take to minimize light pollution?

The lighting fixtures installed or modified for the export project will be "Night Sky" compliant as required by Calvert County ordinances and will meet U.S. Coast Guard security requirements. The lighting will be designed in accordance with the recommended practices of the Illuminating Engineering Society of North America and will be adequate for operational safety and security purposes while minimizing off-site visibility. For more information regarding Calvert County lighting ordinances please review the ordinance on the county website, www.co.cal.md.us.

Isn't Dominion a "dirty coal" generator of electricity?

Dominion is extremely proud of its environmental record. Our generation fleet is one of the cleanest in the nation. We are in the process of closing, selling or converting to cleaner fuels 11 coal-fired power plants. We are reducing emissions of sulfur dioxide, mercury and nitrogen oxides by 80 percent to 90 percent. And our carbon footprint also is one of the best in the industry. The National Resources Defense Council says we are among best third of major utilities in the country in terms of carbon intensity -- the amount of CO2 emitted relative to the amount of electricity generated. The one new coal-fired power plant -- Virginia City in Southwestern Virginia -- has what may be the toughest air permit in the country. It is designed to use

renewable biomass for up to 20 percent of its fuel. It also burns waste coal – gob – that is piled up along streams and creeks. Using gob as fuel removes a source of water pollution.

Is Dominion reaching out to engage minority businesses in the vendor bidding process for the Cove Point export project?

Yes. Dominion's outreach to the minority business community has been conducted in partnership with the Southern Maryland Black Chamber of Commerce (SMBCC), the Calvert Minority Alliance and the Maryland Washington Minority Companies Association (MWMCA). Over the past year, we have conducted the following outreach activities/events:

- Meetings and tours of Cove Point were conducted for the president of the MWMCA and board members of SMBCC.
- Dominion and Kiewit sponsored and exhibited at the November 2014 meeting of MWMCA. Dominion and Kiewit provided information on potential procurement opportunities for small and minority businesses associated with the Cove Point Export Project and encouraged companies to register on the One Cove Point website.
- Kiewit conducted a minority business procurement workshop in Calvert County, sponsored by the SMBCC and the Calvert Minority Business Alliance.
- Two workshops were held in January 2014 and one in 2015 sponsored by Calvert County and the Calvert County Chamber of Commerce attended by many minority businesses who subsequently registered on the www.1covepoint.com website.

Additional information on the vendor registration process is available at www.1covepoint.com.

Where can I read a copy of Dominion's application with the Federal Energy Regulatory Commission?

The FERC application is available on our Cove Point News and Updates page. Scroll down to the headline that says "FERC Application Filed" and click on the link. The application and all associated filings are several pages long on the FERC website, which includes the 12,000-page application and more than 10,000 pages of supplemental testimony. Dominion filed notice with the FERC in June 2012 that it was planning to add export capability at Cove Point. The FERC has researched and studied the application since then. The formal application was made in April 2013.

Does Dominion need to build additional pipelines?

No. Dominion is not building a new pipeline for this project. One new electric-driven compressor to be built at an existing station in Virginia will move gas along an existing pipeline to the Cove Point facility as part of the project.

Is the natural gas compressor station that Dominion wants to build in Myersville, MD, part of the project?

No. That natural gas compressor station is part of another, separate project of Dominion Transmission Inc., and is not moving gas to Cove Point. It is needed to move additional supplies of natural gas to two customers, Washington Gas Light and Baltimore Gas & Electric.

Why don't you build the temporary pier at the Cove Point facility rather than adjacent to the Gov. Thomas Johnson Bridge?

The beach area at the Dominion Cove Point terminal is environmentally sensitive and dredging would have been necessary to make it usable as a temporary pier. The current location required far less environmental impact. The temporary pier and land near the bridge will allow for safe unloading and transporting to the terminal. The pier will be removed upon project completion.

How many permits or approvals must Dominion receive before construction and are most of them environmental?

Before construction can begin, the project required more than 50 government permits and approvals as part of a thorough and comprehensive review by county, state and federal agencies. These permits and approvals include rigorous environmental regulatory reviews. This includes approvals by the Federal Energy Regulatory Commission (FERC), the Maryland Department of the Environment, the Maryland Public Service Commission and Calvert County, including environmental permits. The FERC application alone is 12,000 pages and has been supplemented with more than 10,000 additional pages in response to questions. The process provides numerous opportunities for public participation.

Why is FERC doing an Environmental Assessment for this project rather than an Environmental Impact Statement, as requested by some project opponents?

The FERC Application alone is 12,000 pages long and was supplemented with thousands of pages of additional materials. The FERC Environmental Assessment included a thorough evaluation on the potential impacts of the project. It described Dominion Cove Point's proposed construction procedures and mitigation measures, and made recommendations for additional mitigation and/or conservation measures to avoid or further reduce impacts on the affected environment. The FERC thoroughly analyzed information that was filed by other parties in the proceeding. All substantive issues identified by parties were addressed in the assessment. FERC staff proposed mitigation measures and recommended to the FERC Commissioners that those mitigation measures be included as conditions to any order that the FERC may issue.

The Maryland Power Plant Research Project (PPRP) has been a "Cooperating Agency" with the FERC in the preparation of the Environmental Assessment. PPRP also prepared its thorough analysis of the environmental, socioeconomic and other impacts of the project for the Certificate of Public Convenience and Necessity (CPCN). Specifically, this analysis is the 236-page draft Environmental Review of the proposed 130-megawatt generating facility within the Cove Point Liquefaction Project ("Environmental Review Document" or "ERD"). The ERD provides support for the PPRP's 56 pages of Initial Proposed Conditions issued on January 22, 2014, which DCP has agreed to follow.

How many ships can the terminal expect each year?

We expect about the same number of ships as there were at the peak of the import activity in 2004 and 2005. That is about one ship every four days, or approximately 85 ships a year. The maximum number of ships permitted is 200 a year, or one about every other day. For comparison, about 14,000 commercial ships pass Cove Point annually.

How much natural gas could be exported each day?

About 770 million cubic feet per day could be exported, which would make Cove Point the smallest of the export projects approved thus far.

Won't this cause U.S. natural gas prices to increase?

A U.S. Energy Information Administration study on the effect of natural gas exports says that exports are expected to have a minimal impact on U.S. gas prices, holding down costs for consumers and allowing American businesses to retain a significant advantage over international competitors. On March 6, 2014, NERA Economic Consulting released an update to the study of the macroeconomic impacts of liquefied natural gas (LNG) exports that was issued by the U.S. Department of Energy (DOE) in December 2012. The study found that LNG exports provide net economic benefits in all the scenarios investigated, and the greater the level of exports, the greater the benefits. It also found that the market for LNG exports is self-limiting, in that little or no natural gas will be exported if the price of natural gas in the United States increases much above current expectations.

Instead of using well water, why not install desalination equipment so that water from the Chesapeake Bay can be used instead?

Energy is a key issue regarding desalinization. To have sufficient energy for such an operation, we would need to build additional electrical generation facilities at Cove Point. This would increase the emissions of the project, which has been designed to minimize its impact on the environment. It also would require substantial redesign of the project layout, which is contained within the existing industrial section of the site. Overall, the desalinization idea is interesting but not practical, in our opinion.

Where does the natural gas come from and does any of it come from fracking?

Most natural gas produced in the United States for the last several decades has been produced by a process called hydraulic fracturing. Modern techniques, including horizontal drilling coupled with hydraulic fracturing, have enabled the country to develop new reserves of clean-burning natural gas from shale formations previously untapped. Hydraulic fracturing, or "fracking," has been carefully reviewed by county, state, and federal regulatory agencies and is strictly regulated. President Obama and the Environmental Protection Agency believe that modern drilling techniques have provided new sources of energy that will result in cleaner air. The new sources have also reduced the country's dependence on foreign energy.

The customers that will use the Cove Point export facility will be responsible for procuring their supplies and transporting such supplies to Cove Point. Dominion will provide transmission services through the Cove Point pipeline, the liquefaction service and the export service. Dominion does not own the natural gas and will not control from where the natural gas will come. The Dominion Cove Point pipeline is connected to three major interstate pipelines that, in turn, are interconnected with the country's natural gas transmission system, so the natural gas could come from virtually anywhere in the United States.

Why has Dominion chosen to use gas-fired turbines to power the Cove Point LNG Terminal export project's liquefaction equipment rather than electric motors and purchase electricity from the Southern Maryland Electric Cooperative?

Using electric power to drive the compressors would require either purchasing electricity from an outside supplier and having it delivered to the terminal through a new electric transmission power line, which would require an easement, or building stand-alone, electric generation capability inside the existing industrial area. Each option was carefully evaluated. The project's design using gas turbines was found to be most efficient and have the lowest overall environmental impact.

Purchasing electricity from an outside supplier was found to not be feasible for several reasons, including that the Southern Maryland Electric Cooperative (SMECO), the local electric power provider, told us that it does not have sufficient transmission capacity available to the terminal to provide the approximately 240 megawatts needed. Also, an electric motor large enough to drive the compressors is not feasible because the terminal is not large enough for both an electric motor of the needed size and the proposed liquefaction equipment.

What are the requirements, if any, for dealing with any kind of mess on the road made by construction vehicles?

The Erosion & Sedimentation Plan Dominion filed with the Maryland Department of the Environment (MDE) complies with state requirements for minimizing and correcting conditions caused by dirt and mud tracked onto public roads.

To reduce the tracking of sediments onto public roadways, Maryland has designated sediment controls that can be included in Erosion and Sediment Control Plans. While these controls are designed to reduce tracking of sediment onto roadways, the use of practices such as vacuuming, scraping, and/or sweeping is permitted to clean sediment on a roadway.

In addition, we hold ourselves responsible for maintaining the roadway in a safe, passable condition and have suspended operations when conditions deteriorated.

So far, our preventive and corrective actions include:

- Increased the amount of gravel roadway at the Cove Point terminal to catch soil and mud so it is not transferred to public roads.
- Installed wheel-wash and truck-wash facilities at the terminal.
- Added high-pressure wash systems to wheel and truck wash facilities.
- Conduct visual inspections of trucks leaving the terminal.
- Increased the number and variety of street-cleaning equipment in use along Cove Point Road.
- Monitor Cove Point Road and immediately begin cleanup if conditions are unacceptable.
- Halt truck activity when conditions merit.
- Installed new wheel-washing facility.
- We also are evaluating other traffic patterns within the project site to improve overall traffic flow and vehicle cleaning operations.
- In isolated instances when road conditions do not meet expectations, we continue to provide tokens for free car washes to residents who inform us that their vehicles have been affected by mud or soil.

Where are you taking is the soil being removed from the terminal site? Has it been tested for contaminants?

The entire Cove Point LNG facility site has been tested to ensure no contamination is present in any of the soil. No plant activities have released any contamination to the soil or water on site. The soil is transported to

four landfills that have been approved by the U.S. Army Corps of Engineers and Maryland Department of Environment.

How will propane needed for liquefaction be stored on site, and how will it be kept safe?

Propane will be required for the liquefaction process and it will be stored on site in underground tanks that are located away from public roadways and residences. The underground tanks will be coated and have cathodic protection to prevent corrosion. Safety features include protective coatings and cathodic protection as well as a leak detection system. Tanks will also have a pressure relieving system to protect them from overpressure. Any required venting of propane will be done through the flaring system where it will be fully combusted before release to the atmosphere.