

Friends of Penobscot Bay
POB 1871 Rockland ME 04841

Searsport Planning Board meeting

January 12, 2015

PROPOSED GRIMMELL METAL JUNKYARD APPLICATION

Key Points for the Searsport Planning board to look into and consider.

SOURCES OF METAL WASTE

We understand that metal scrap came to GRIMMELL's New Hampshire port **both** from the GRIMMEL shredding site in Maine **and from small business metal junk suppliers** around the region.

Q Does Grimmell propose to do both here? Would it be soliciting metal from the greater region's smaller junk metal recyclers for its Searsport operation? Will GRIMMEL import its metal scrap by rail as well as truck?

Q How would quality control work with these to be sure that they meet even the minimum standards on removing mercury, PCBs, lead etc from their waste metal before bringing it to Searsport?

Q Would there be any metal shredding done for GRIMMELL in Searsport?

TRUCKS / STACKS / DOCK OPERATIONS

Q Will trucks be used (1) transport metal to piles at the Grimmell site then (2) transport from the metal piles to dump on pier when a vessel arrives? Or a conveyor?

GRIMMEL'S TAINTED STORMWATER RUNOFF

Q Will GRIMMELL supply a copy of the water quality studies and other work done on their site by the consultant for the Pease Development Authority?
EPA found chemicals and metals like PCB's mercury, lead, aluminum & other metals in the leached stormwater there

Q Will GRIMMELL do mechanical or chemical stormwater treatment onsite?

Q What could the company do to reduce these especially lead and mercury, from their stormwater? Once these leave the site and enter the bay, now the public's problem?

HAZARDOUS WASTE

We understand that GRIMMELL's stormwater settled solids need to be transported to a hazardous waste site on a regular basis.

Q How many million gallons of hazardous liquid and solid wastes will be created in Searsport then and disposed of by GRIMMELL?

Q Won't the **constant wetting down of the piles** to reduce dust result in constant **creation of tainted stormwater**?

Q EPA asked Grimmell cover their scrap piles at the New Hampshire port with giant sheds to shield it from the rain. The answer is they won't and are looking at Searsport. **Searsport should make the same request. Its a lot better to avoid creating tainted runoff than it is in treating it after the fact. If approved, will GRIMMEL build a shed here, or create runoff?**

SPILLING METAL INTO THE HARBOR

Q How will GRIMMELL deal with the metal wastes that would inevitably spill into Searsport Harbor during transfers to ships?

Will an apron or skirt be installed, between dock and boat. Will GRIMMELL still have to drop a big electromagnets down and pull up that waste metal over so often? Or is the town expected to pay for that?

TIRE-FLATTENING METAL SHARDS SPILLED BY OUTGOING TRUCKS

The experience in New Hampshire has been one of continual flat tires for cars and trucks on roads near GRIMMEL's harbor site from sharp metal falling onto the road. **While incoming trucks are capped, outgoing trucks aren't.**

Moreover, during offloading, metal fragments fall onto the trucks and their frames, bumpers and 5th wheel, to then fall off into the road in the first few miles of the trucks movement

Q **Will the town of Searsport have to hire a metal collector to clean searsport roads every day?** Who will pay for this person?

Q **Will drivers be reimbursed** for tire patching when the inevitable sharp bits of metal get spilled by outgoing trucks .

Q **Will GRIMMEL accept liability** if injuries or death from an accident is shown to be caused by shredded metal from one of their trucks?

Q **Could the flats bring Route 1 traffic in Searsport to a standstill** at times?

In closing, **GRIMMELL is a big company** with operations from Maine to the southeast US to California.

Please place the burden of **preventing pollution of our bay and airshed** and **preventing automobile accidents from tire piercing shards** – – squarely onto GRIMMELL where it belongs. And of **providing compensation** for damaged ecosystems

I believe that you may find them not very willing to put Searsporters first before max profit. Please make your decisions appropriately. Ditto for Penobscot Bay.

Sincerely

Ron Huber

Ron Huber, executive director
Friends of Penobscot Bay
coastwatch@gmail.com
207-593-2744