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DEPARTMENT OF ENVIRONMENTAL PROTECTION



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**TESTIMONY OF  
VICTORIA ELEFThERIOU, DEPUTY DIRECTOR, BUREAU OF REMEDIATION &  
WASTE MANAGEMENT**

**MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION**

**SPEAKING IN OPPOSITION TO L.D 1507**

**AN ACT TO CREATE GENERAL PUBLIC NOTIFICATION OF OIL TERMINAL  
FACILITY TRANSFER ACTIVITIES**

**SPONSORED BY REPRESENTATIVE BECK**

**BEFORE THE JOINT STANDING COMMITTEE  
ON  
ENVIRONMENT AND NATURAL RESOURCES**

**DATE OF HEARING:**

**April 14, 2025**

Senator Tepler, Representative Doudera, and members of the Environment and Natural Resources Committee, I am Victoria Eleftheriou, Deputy Director of the Bureau of Remediation and Waste Management at the Department of Environmental Protection, speaking in opposition to L.D. 1507.

L.D. 1507 requires public notification of every transfer of oil at an oil terminal facility in Maine in the 24-hour period following the notice. This includes not only off-loading from ships into on-shore storage tanks, but also every time an oil truck is scheduled to be

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filled from a terminal facility in Maine. L.D. 1507 requires notification to any person who has an “interest in receiving notifications” of an oil transfer in Maine.

Transferring oil from one container to another (such as transferring oil from a ship or a storage tank to a tanker truck) does produce more emissions than oil storage. However, broad public notification of this activity will not reduce its public health impacts and will create additional risk of sabotage, which will also increase the risk to water quality and public health.

The Department operates multiple air quality monitoring stations in the area around the oil terminals in South Portland in response to ongoing complaints and concerns from nearby residents. P.L. 2021, Chapter 294 required fence-line monitoring at each of Maine’s petroleum storage facilities. The Department revised its rule, Chapter 171, *Control of Petroleum Storage Facilities*, in 2023 to specify how this monitoring must be conducted. The first fence-line monitoring results were due to the Department in late 2024 and are currently under review.

The Department understands that citizens living and working near oil terminals remain concerned about the potential health impacts of emissions from those facilities. However, telling everyone in the world every time oil is transferred from one container to another at those facilities is not going to make people safer or healthier.

Oil terminals in Maine receive an average of 100 to 200 trucks a day for loading. The arrival of vessels at oil terminals is far less frequent than trucks, with approximately 50 vessels per month, and is less predictable. This is due to international commodity pricing and schedule changes due to weather, tides, product demand in other locations, and delays at delivery locations here and elsewhere.

Bulk petroleum products are bought and sold in real-time as a commodity. This can occur even while vessels are underway. This means that vessels can frequently get re-

routed to different ports while underway, sometimes changing port locations within just hours of an anticipated arrival. Because so much petroleum product is being brokered while ships are underway, oil terminals may not know exactly what will be transferred until the vessel is moored and offloaded.

Sharing information about vessel arrival and transfer at an oil terminal has the potential to make vessels easier to target for malicious purposes. Ports have been advised to be on the lookout for potential cyberattacks targeting electronic controls. Where this bill requests additional integration of electronic information, Maine's terminals could become easier to target as those wishing to sabotage operations would know when these facilities would be at their most vulnerable. The intentional release of oil from a terminal in Maine by malicious actors utilizing the information provided by L.D. 1507 could result in significant damage to Maine's coastal resources.

Advanced notification of transfers is already required to be provided to the Department and to the Captain of the Port for purposes of ensuring marine safety and avoidance of oil spills. This is required by:

- Department Rule Chapter 600 requires the terminal owner or operator to notify the Division of Response Services, at least 12 hours in advance of any transfer of bulk oil.
- 33 CFR 156.118 requires the terminal owner or vessel operator to notify the Captain of the Port (COTP) within four hours of transfer.

Thank you for the opportunity to provide testimony. I am available to answer questions of the Committee, either now or at work session.