



# Mack Point Floating Ocean Wind Terminal

October 2023



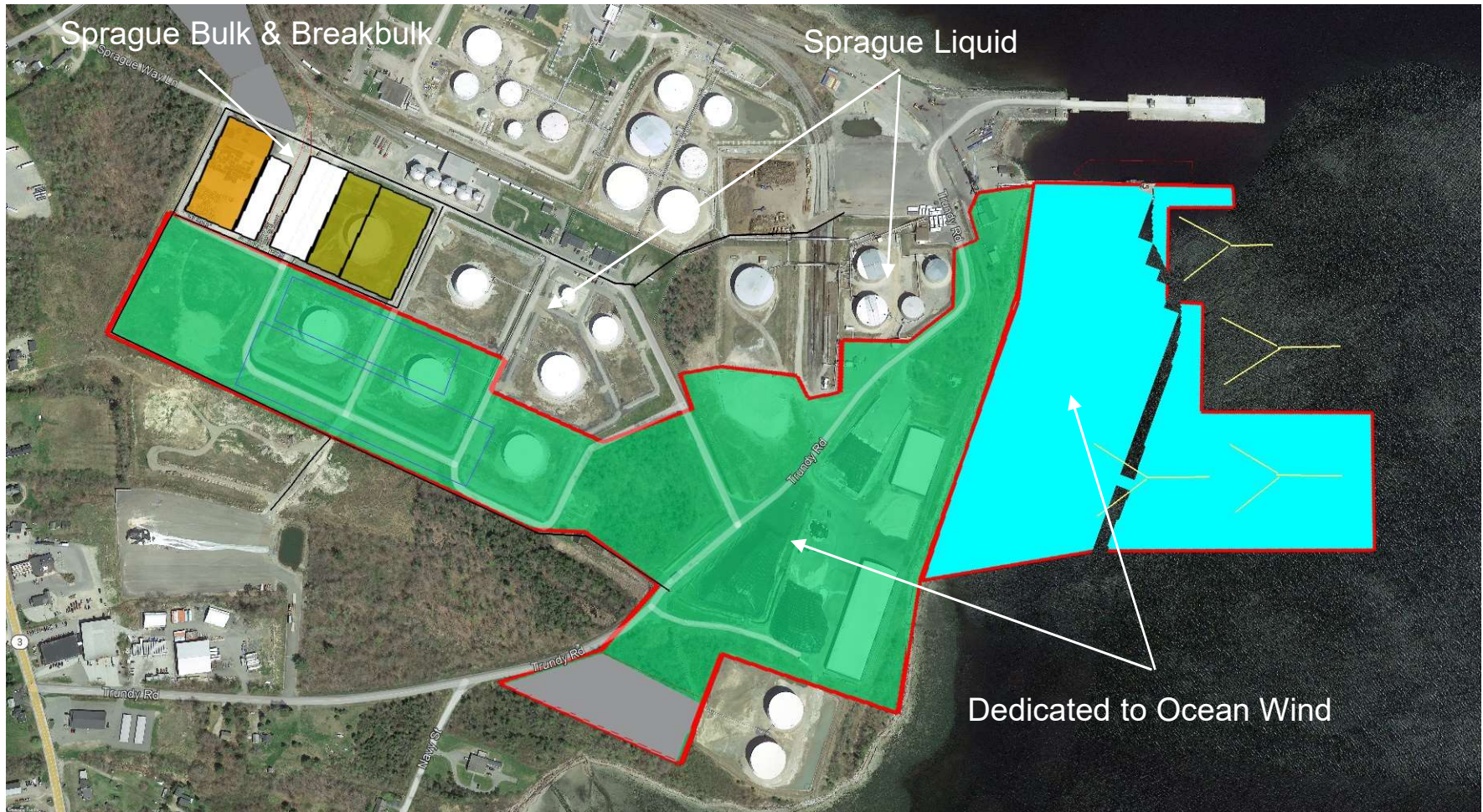
# A Lower Impact Alternative to the Original Plan

- Required dredge reduced by over 85% with potential to reduce even further using a dock cradle for barge stability.
  - Total dredge only one quarter of currently planned maintenance dredge for Portland harbor.
  - Avoids area of standing water on land.
  - Avoids former Sprague tank storage areas.
  - Only uses tank area previously deemed clean by the DOD prior to the sale of the former jet fuel depot.
  - Upper 20 acres can be used for base unit casting, concrete batch plant, administration and employee parking without need to reduce to the same elevation as storage and base construction area decreasing required soil extraction.
  - Repurposes a former industrial site into a segregated ocean wind facility.
  - Preserves all current Sprague product capacity using a new dedicated access gate.
- Total of 1,750' of vessel docking area for component delivery, unit fit-up and base launching and 1,000' of additional dock frontage on southern and western edge for work boats, tugs, etc. providing shelter from southwest winds.
  - Dedicated base launching dock to allow for use of stability cradle.
  - Base assembly area out of the flow of the rest of the facility.
  - Fit up dock is separated from launch dock decreasing conflicts when lifting blades and allowing for use of large assembly crane to move ultraheavy components from dock during discharge.
  - Sufficient area behind fit up dock to allow for one time handling of nacelles.
  - Fit up dock structure has side access to allow better tensioning of floating hull while work is in process.
- Provides a dedicated entrance using existing roads with ability of using existing rail for domestic components.
  - Relocation of liquid vessels to both sides of current bulk dock allows for larger vessels potentially decreasing cost of fuels shipped into Maine.
  - Bulk dock also doubles as additional component receipt dock for all but largest components using SPMT.
  - Allows for further expansion into wood pellet and biofuels export.
  - Greatly reduces issue of fetch.
  - Avoids encroachment on federal channel.



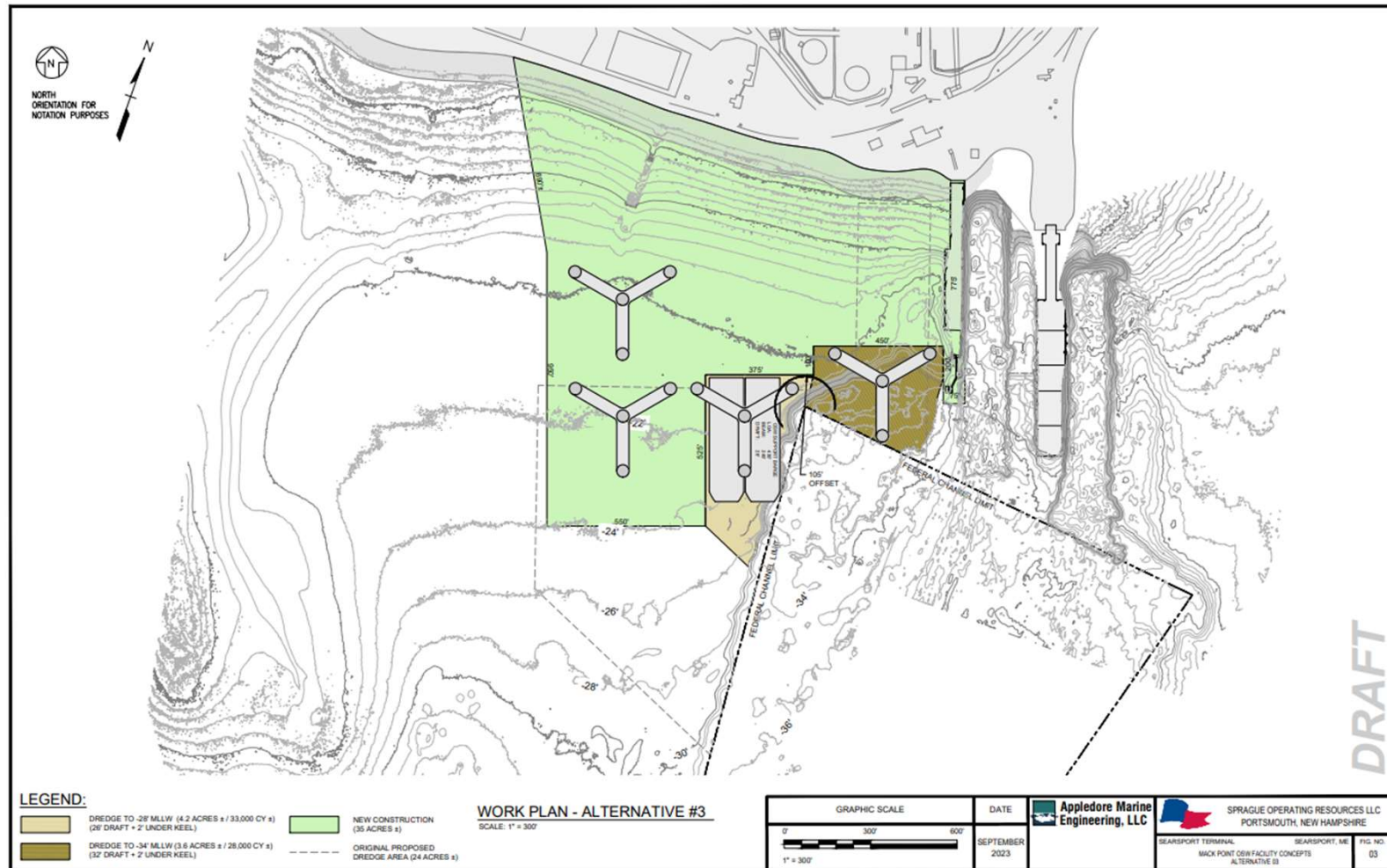
## Alternative Terminal Layout

100 acres dedicated to ocean wind while preserving current capabilities





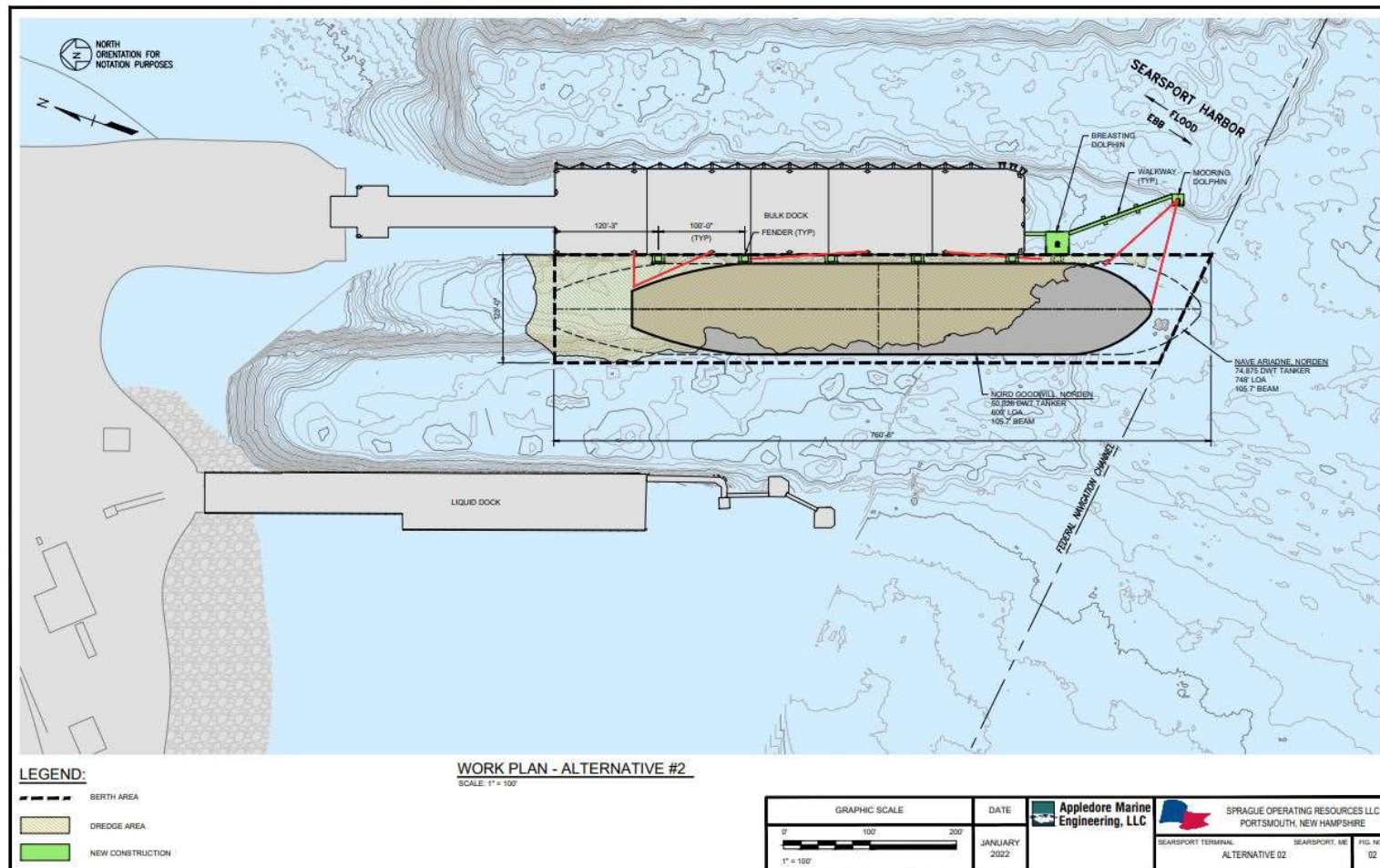
# Low Impact Dock Structure avoids federal channel and minimizes dredging (61,000 total cu/yds – 85% reduction)



Copyright © Sprague — Confidential

# Liquid Vessel Handling Relocated

providing ability to take liquid vessels on either side with up to 40' depth



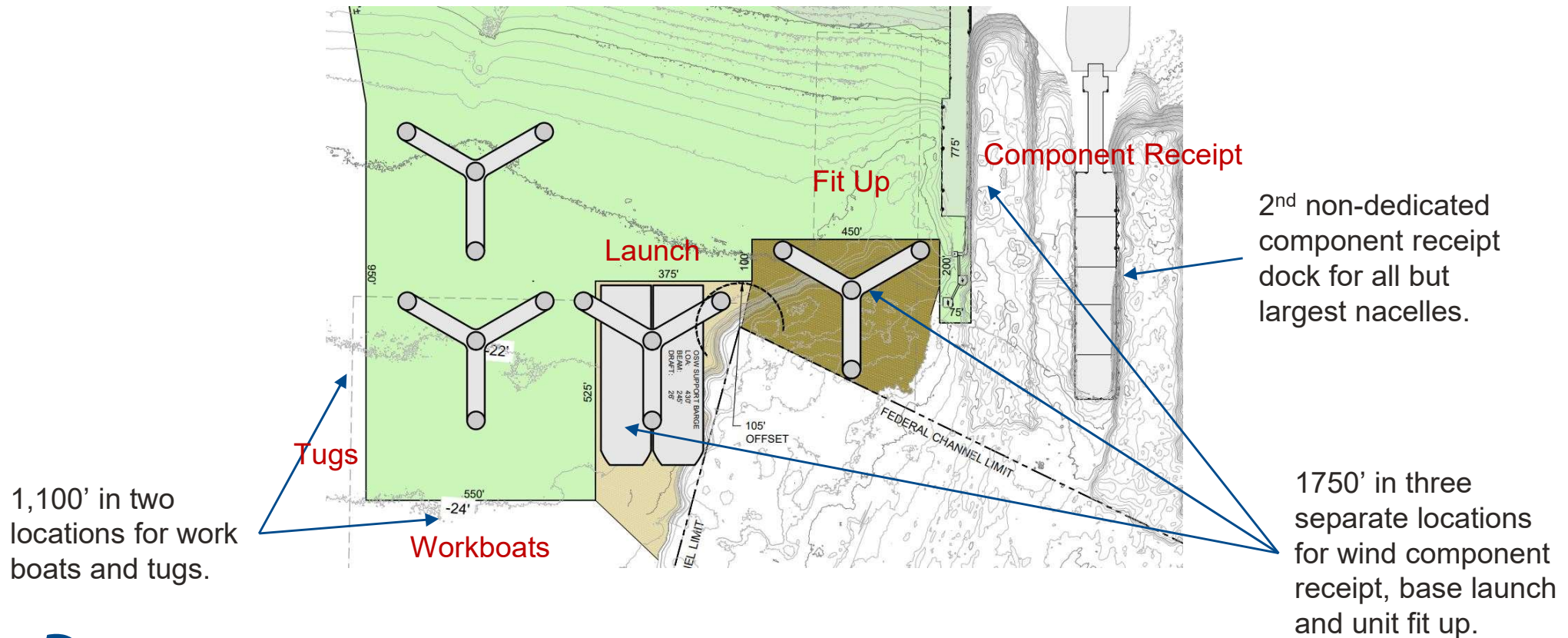




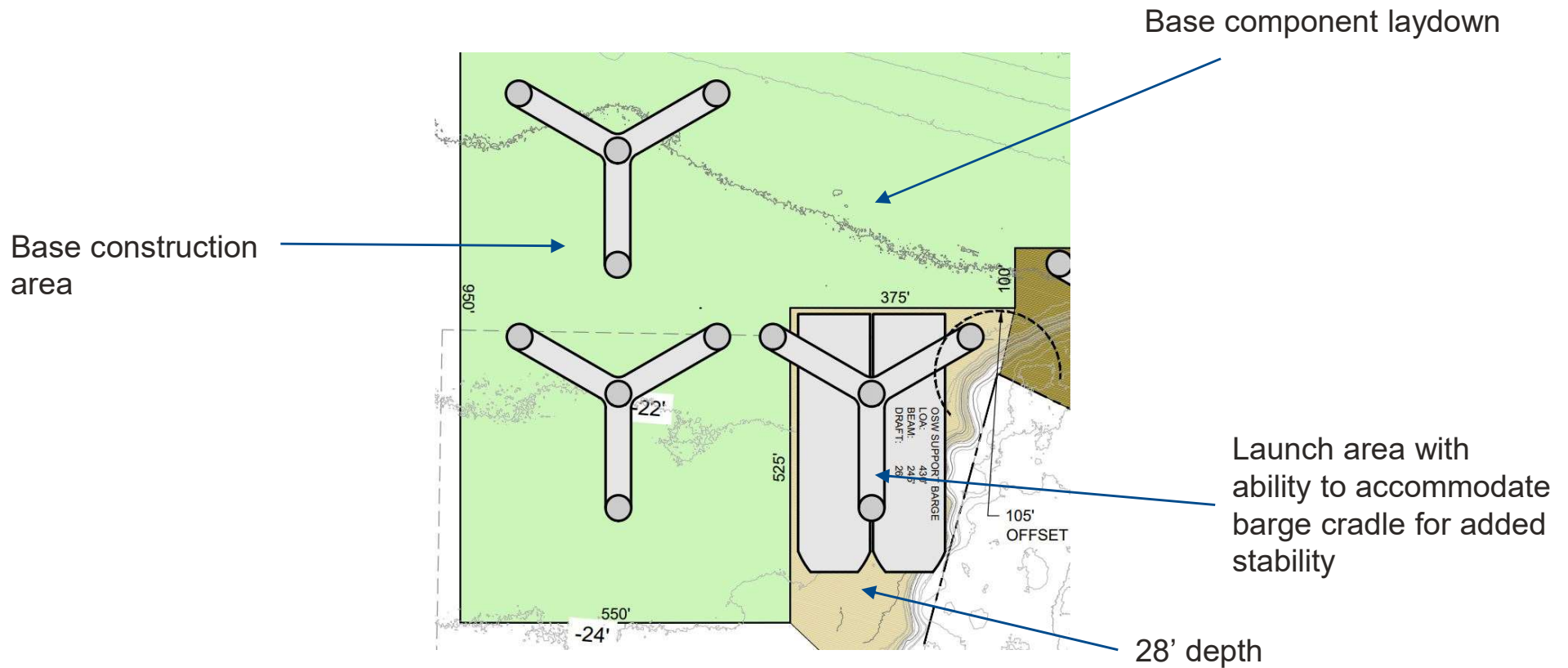
# Over Water Features & Benefits



# Greatly Increased Unit/Vessel Docking Capability including workboat, tug and backup receipt docks



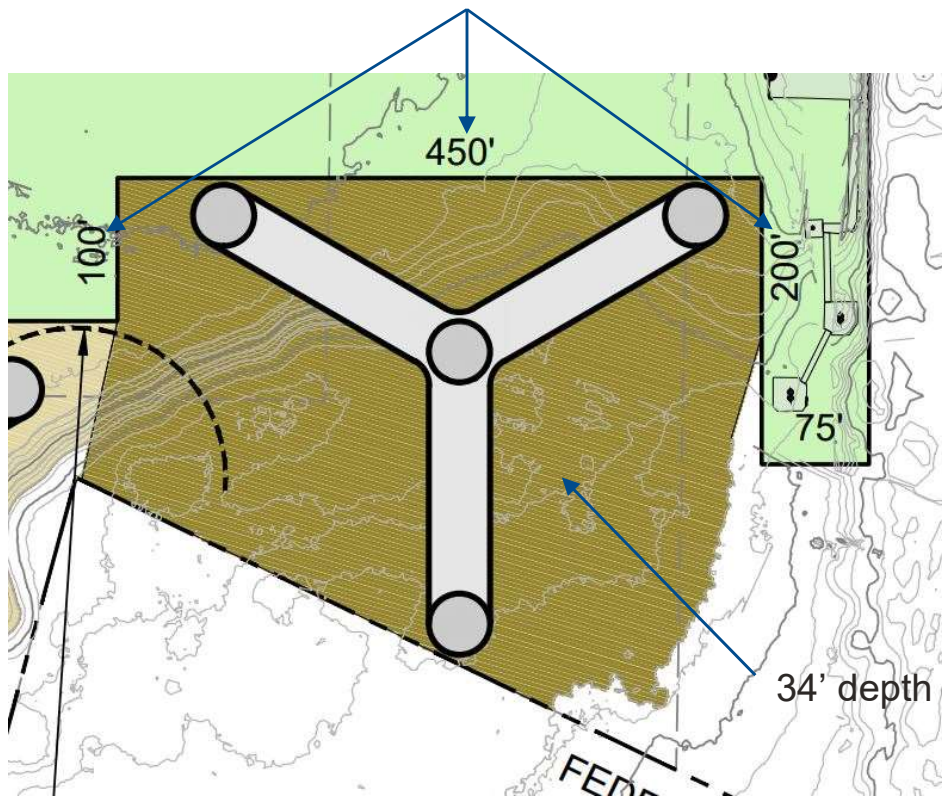
# Base Construction and Launch in segregated area



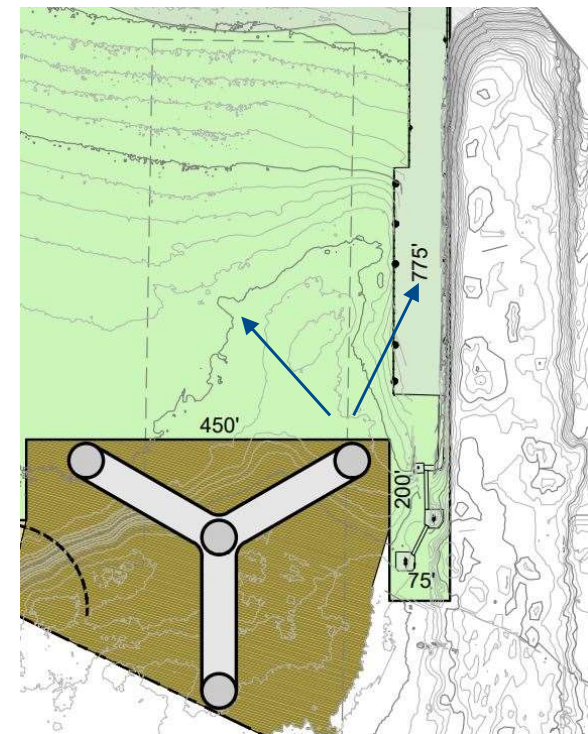


# Fit Up Dock with dual crane capability for component placement

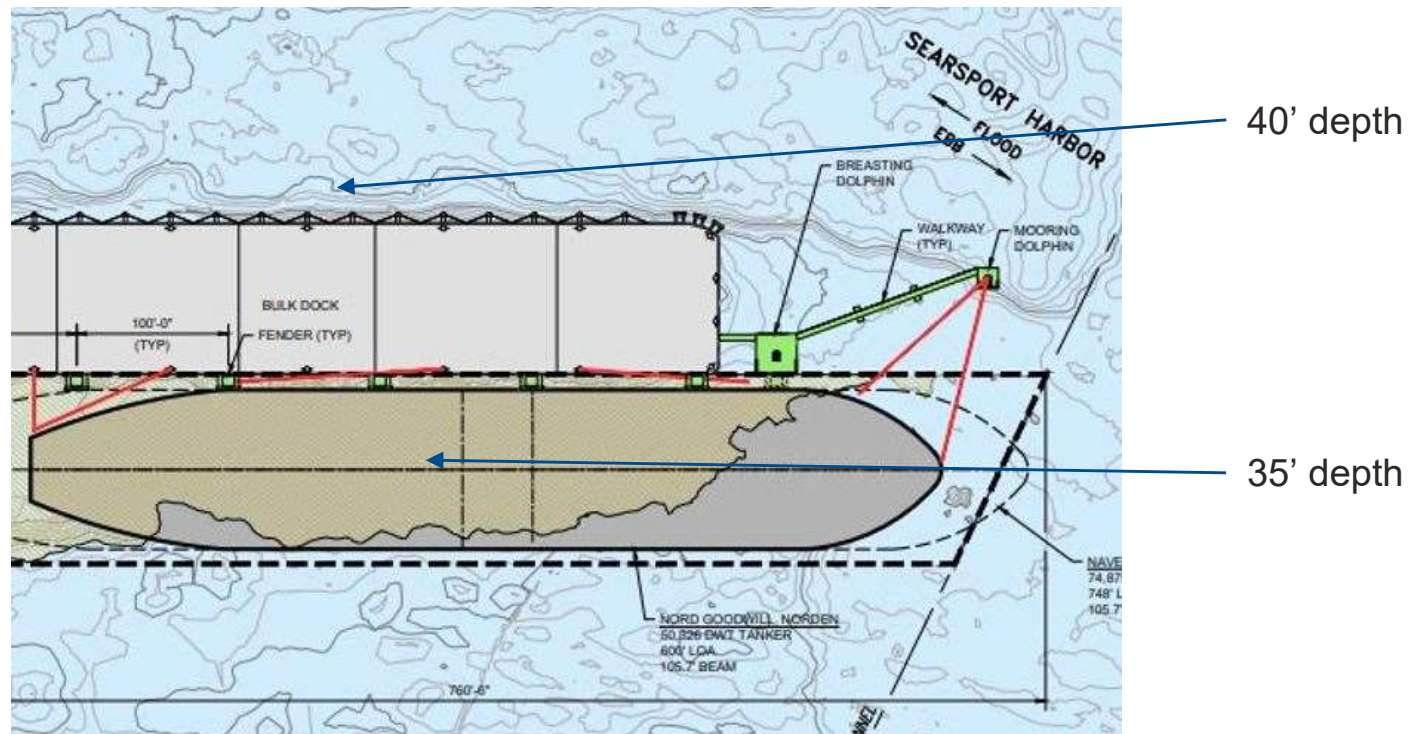
Ability to secure and access  
from three sides



Fit up crane could be used  
for nacelle placement after  
receipt



# Dual Vessel Liquid Docking Capability with increased vessel size to reduce fuel cost







# On Land Features & Benefits

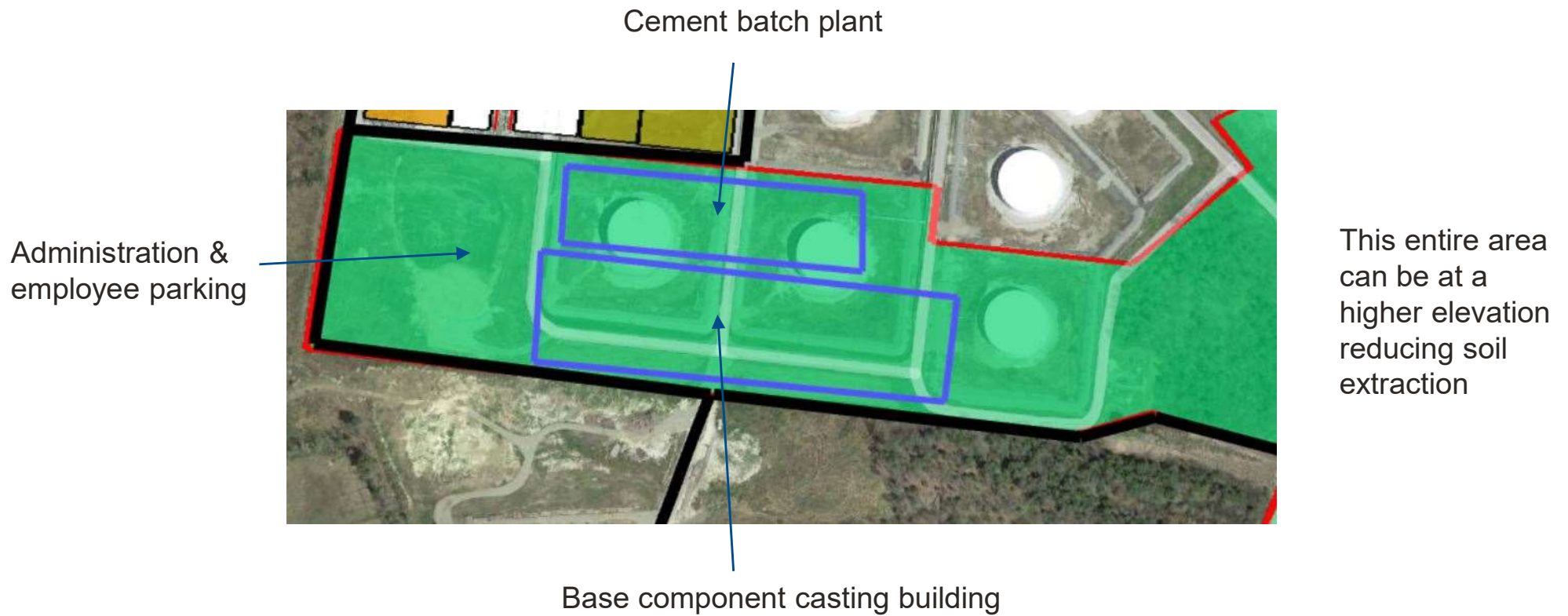


# Retention of all Current Capabilities



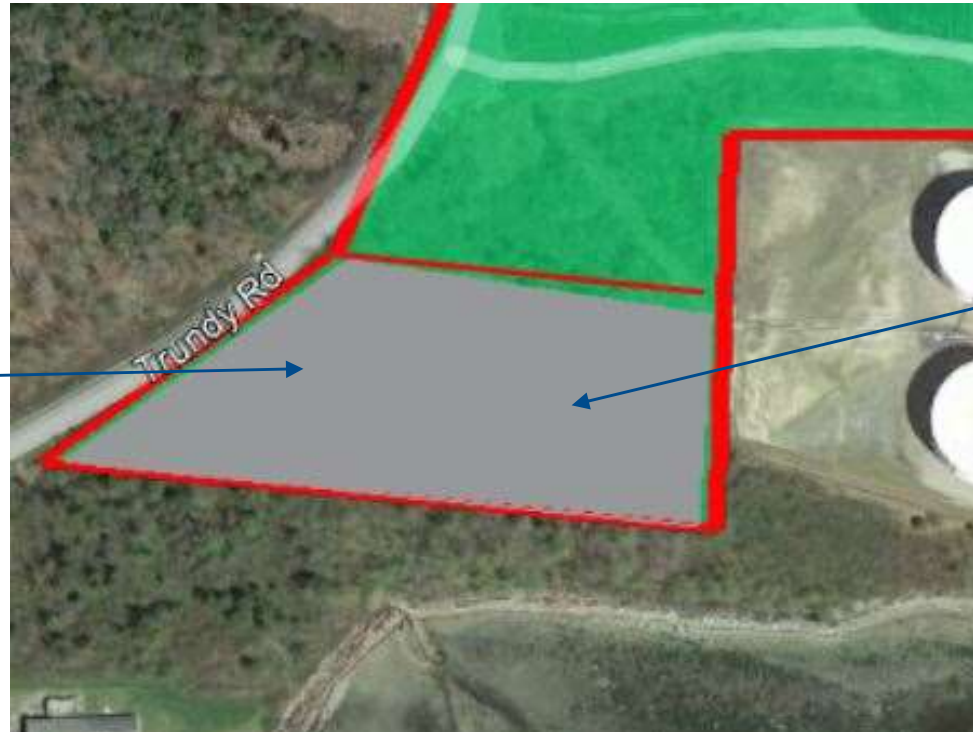


# Upper Yard for casting, administration & parking



# New Dedicated Wind Terminal Gate

Entrance with  
gate house



Visitor Parking





# Avoided Areas

Standing Water



Current Tank Farm



# Recent Northern New England Dredges

Project	Year	Cubic Yards
Boston Harbor Deepening	2022	12,000,000
Portland Maintenance	2014	500,000
Portsmouth Turning Basin	2022	275,000
Portland Harbor Maintenance	Planning	245,000
Scarborough River Maintenance	Nov 2023	130,000
Scarborough River Maintenance	2014	91,500
Moffat & Nichols Layout	2026	500,000
Sprague Mack Point Layout		61,000





# Facility Comparisons

Facility	Total Size (acres)	Over Water Fill Area (acres)	Dredge Amount (Cu. Yds.)	Large units dock total length (feet)	Smaller vessel Dock length (feet)	Type of Property	Existing Road and utilities	Existing Rail	Fresh Open Water Impacted (acres)
Moffat & Nichols Mack Point	100	35	500,000	1,500	0	Industrial	Yes	Yes	6
Sears Island	100	25	0	1,500	0	Greenfield	No	No	0
Sprague Low Impact Alternative	100	35	61,000	1,750	1,000	Industrial	Yes	Yes	<1



# Enhancements from Original Concept

- Greatly reduced dredging requirement
- Increased vessel docking capability
- Reduced wetland impact
- Reduced need for soil extractions
- Avoids potential problem areas
- Mitigates impact of fetch and southwest winds
- Provides for a stand-alone 100-acre wind terminal
- Provides a lower impact repurposing of an industrial site with very minimal green area use
- Preserves all current terminal handling capability





# Our Energy Makes the Difference<sup>®</sup>

**Jim Therriault**

[jtherriault@spragueenergy.com](mailto:jtherriault@spragueenergy.com)

1-603-430-5372