

LR 2789

Walker, Daniel W. <DWalker@preti.com>

Thu, Dec 21, 2017 at 4:02 PM

To: "Jennifer DeChant (dechantforbath@gmail.com)" <dechantforbath@gmail.com>

Cc: "jon.fitzgerald@gdbiw.com" <jon.fitzgerald@gdbiw.com>

Jennifer,

Attached is the revised version of the bill that includes training in the "qualified investment" definition. As we discussed, we will submit these changes to the Revisor's Office, but they will not be able to turn around the official version until next week when the Office returns from their X-mas break (they are not in tomorrow).

After talking with the Revisor's Office, we did not include the Purpose and Intent section, but will work with the Committee to get that section included at that time.

Please use this version in your meeting tomorrow with the Union. Good luck.

Daniel W. Walker
Chair, Government Affairs Practice Group
PretiFishery

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KR 2789 An Act To Encourage New Major Investments in Shipbuilding Facilities and the Preservation of Jobs (W6479826-3x7AC2E).PDF

238K

Coastal Journal letter to editor

Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com>
To: Jennifer DeChant <dechantforbath@gmail.com>

Thu, Dec 14, 2017 at 12:34 PM

Jennifer,

This article is out today and we are working to make sure we are communicating internally as well as externally.
<http://mainepublic.org/post/community-college-system-biw-partner-offer-training#stream/0>

That being said, Bruce is a one man band who is also using this as an opportunity to raise the profile of his organization and its central message. While I have no doubt about the sincerity of his convictions, he is attempting to frame the debate about General Dynamics and to demonize the "big bad corporation." I am not going to oblige him and debate this with him on his terms in the media. Perhaps he can provide us with ideas on how he can induce somebody to invest another \$100M (on top of \$500M) and employ 5000 people. His suggestions for diversifying are not tethered to reality, there is no big demand in the US for building trains or tidal power turbines, not that will employ 5000 people in Maine. BIW had a contract with StatOil to assemble and launch offshore turbines, but that was scuttled by the combined efforts of UMaine and the Governor.

BIW builds complex ships for the Navy, a customer that actually exists, with money, wants to buy ships, but wants them as inexpensively as they can get them. Mississippi understands that dynamic and that is what BIW is up against.

I will be reaching out to the many Maine businesses which support BIW through products and services to lend their voice.

I agree earlier in session the better, I have no illusions about the difficulty we may have amidst the Medicaid expansion debate. Nevertheless, BIW appreciates your willingness to work in support of this legislative request and will do everything we can to support you in that effort.

Jon

From: Jennifer DeChant [mailto:dechantforbath@gmail.com]
Sent: Thursday, December 14, 2017 11:25 AM
To: Fitzgerald, Jon A
Subject: Coastal Journal letter to editor

Hi Jon-

Have you see the LTE by Bruce Gagnon.

<http://coastaljournal.com/2017/12/12/letter-editor-no-corporate-tax-breaks-general-dynamics/>

Is there a communications plan around responding, etc.?

I hope this bill is run early.

Jennifer

Revised version of LR 2789 on behalf of Rep. Dechant

Walker, Daniel W. <DWalker@preti.com>

Thu, Dec 14, 2017 at 4:51 PM

To: "Gresser, Suzanne" <suzanne.gresser@legislature.maine.gov>

Cc: "Jennifer DeChant (dechantforbath@gmail.com)" <dechantforbath@gmail.com>, "jon.fitzgerald@gdbiw.com" <jon.fitzgerald@gdbiw.com>, "Ladner, Deborah A." <DLadner@preti.com>

Suzanne,

Attached is the revised version of LR 2789, *An Act to Encourage Major Investments in Shipbuilding Facilities and to Encourage the Preservation of Jobs*, that we are providing for Rep. Jennifer Dechant on behalf of our client, BIW. With Rep Dechant's permission, please do not hesitate to coordinate with us or contact us with any questions or concerns. Also please grant us permission to review drafts of the bill before it is printed.

Please confirm receipt of this email.

As always, thank you for your assistance and expertise.

Thanks,

Dan

Daniel W. Walker
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dwalker@preti.com
Bio | LinkedIn | Twitter | preti.com

PreTiFlaherty
45 Memorial Circle
P.O. Box 1058
Augusta, ME 04332-1058

From: Jennifer DeChant [mailto:dechantforbath@gmail.com]
Sent: Thursday, December 14, 2017 4:45 PM
To: Walker, Daniel W. <DWalker@preti.com>
Subject: Re: shipbuilders

Dan-

Go ahead. Please submit.

Jennifer

On Thu, Dec 14, 2017 at 4:03 PM, Walker, Daniel W. <DWalker@preti.com> wrote:

Jennifer,

Attached please find the draft for submission to the Revisor's Office. I'd be happy to submit it if you'd like. If you submit it, please let them know that we are working together on this legislation and that they should feel free to call or contact us with any questions


Thanks,

Dan

Daniel W. Walker
Chair, Government Affairs Practice Group
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 **BIW - 2018 Shipbuilding Credit.docx**
32K

Shipbuilders Tax Credit review

Jennifer DeChant <dechantforbath@gmail.com>

Mon, Dec 11, 2017 at 1:02 AM

To: "Fitzgerald, Jon A" <Jon.Fitzgerald@gdbiw.com>, "Walker, Daniel W." <DWalker@preti.com>

Cc: Jennifer DeChant <dechantforbath@gmail.com>

Hi-

Thank you for the opportunity to meet last week. I am away at a conference and will return on Tuesday.

Until then, here are my initial comments and questions. Perhaps you can help me better understand the intention of the language as drafted by BIW:

1. What is going on with ETIF? It was mentioned in the revisor's version but not BIW. Does the company use this and Pine Tree Zone incentives? Is there an issue with collecting ETIF (even though PTZ is sunseting) and receiving this level of Shipbuilders Tax Credit?

2. I would like to see "training" listed among qualified investments. 6922, Section 9.

3. Why was definition of "qualified ship" 6922(10) dropped in BIW draft?

4. Why does new draft focus on percentage rather than dollar figure/value? 6924 (1)

5. Why is the effect on the employee omitted on the BIW draft as compared to the Revisor's draft 6924(3). In the revisor's version it explains the income tax impact on employees. BIW version does not explain tax consequences on employees.

6. Again why is dollar figure omitted and replaced with percentages as it relates to accelerated credit. Ex: revisor version has 5500 employees for accelerated credit compared to BIW version has accelerated credit is triggered at 5250 employees then shifts to percentage, such as 110% of credit.

7. I would like "Maine preference" added into back into BIW version see 6928. This is important.

I understand that we need to turn in a revised draft by Thursday. I look forward to working together on this. It doesn't have to be perfect but these aspects can move the process forward. And I will schedule time to meet with union representatives as we discussed.

Thanks

Jennifer

207-232-2800



Jennifer DeChant <dechantforbath@gmail.com>

messaging shipbuilders tax credit

Jennifer DeChant <dechantforbath@gmail.com>
To: "Fitzgerald, Jon A" <Jon.Fitzgerald@gdbiw.com>

Mon, Dec 11, 2017 at 1:05 AM

Jon-

I have some really good ideas on messaging going forward on this project that you might find helpful.

Can you remind me the shipyard that failed? Where was it? What was it named?

And what was the documentary of BIW workers? Was it Southgate "something"??

Thanks again.

Jennifer

Shipbuilders Tac credit clarification

Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com>
To: "Plummer, Susan L" <Susan.Plummer@gdbiw.com>
Cc: "dechantforbath@gmail.com" <dechantforbath@gmail.com>

Fri, Dec 8, 2017 at 10:02 AM

Susan, can you make sure Jennifer is all set with arriving through the front door and find out if she needs a parking space? Thanks

Sent from my iPhone

Begin forwarded message:

From: Jennifer DeChant <dechantforbath@gmail.com>
Date: December 8, 2017 at 7:33:17 AM EST
To: "Fitzgerald, Jon A" <Jon.Fitzgerald@gdbiw.com>
Subject: Re: Shipbuilders Tac credit clarification

Sounds good. Turkey sandwich. Thank you.

On Friday, December 8, 2017, Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com> wrote:

That works for me, would you like me to order lunch? I would get something from the Sandwich Shop. If that works for you, let me know what you would like, they usually have fish chowder on Friday.

From: Jennifer DeChant [mailto:dechantforbath@gmail.com]
Sent: Friday, December 08, 2017 6:53 AM
To: Fitzgerald, Jon A
Subject: Re: Shipbuilders Tac credit clarification

Can we meet at 11:30ish? At your office? I have a couple of meetings this morning too and that should work. Let me know. Thanks!

On Friday, December 8, 2017, Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com> wrote:

Jennifer,

I am open between 11-3 today, happy to host a working lunch or whatever works for you. At that time, I will have the expanded list of city/town BIW employment, a draft of the legislation, a multi-page listing of state, county and municipal assistance provided in Ingalls in Mississippi. It would be great to get specific on co-sponsors and any other details you require.

This morning we are meeting with Derek Langhauser and the Presidents of SMCC, CMCC and the Director of the Maine Quality Center for a discussion of a recent agreement we have entered to train applicants and a tour of our training center.

Jon

From: Jennifer DeChant [mailto:dechantforbath@gmail.com]
Sent: Thursday, December 07, 2017 9:44 PM

To: Fitzgerald, Jon A
Subject: Shipbuilders Tac credit clarification

Jon-

Sorry about the disjointed requests. Let me know if you have time on Friday to talk or meet. I have a myriad of questions.

Let me know...thanks!

Jennifer

Request talking points

Jennifer DeChant <dechantforbath@gmail.com>
To: "Fitzgerald, Jon A" <Jon.Fitzgerald@gdbiw.com>

Thu, Dec 7, 2017 at 6:59 PM

Hi Jon-
Towns would be helpful if it is easy to obtain in Androscoggin, Sagadahoc, Kennebec (Katz/Aprops), Lincoln (Dow/Tax).
Thanks
Jennifer

On Tue, Dec 5, 2017 at 6:21 PM, Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com> wrote:

Jennifer,

Attached please take a look at these Talking Points. I am happy to discuss and welcome any feedback you may have. They will certainly be refined over time, but I wanted you to have something in hand.

I am available at your convenience, thanks for your sponsorship. We should discuss co-sponsors at some point as well.

Jon

From: Jennifer DeChant [mailto:dechantforbath@gmail.com]
Sent: Tuesday, December 05, 2017 8:04 AM
To: Fitzgerald, Jon A
Cc: Dan Walker
Subject: Re: Request talking points

Hi-

Thanks. The comparative research will be helpful. Also do you have information on number of employees, training programs currently in place.

What training/educational facilities do you work with to help prepare your workforce? Bath Vocational School, Southern Maine Community College, etc?

Thanks!

Jennifer

On Mon, Dec 4, 2017 at 7:44 PM, Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com> wrote:

Jennifer, Thanks for the note, I should have talking points to you tomorrow, but are there any particular issues you want me to be sure to address?

In addition, I have been conducting some comparative research with regard to Mississippi support for shipbuilding that should also be of interest.

Give me a call if you have any questions, but look for something from me tomorrow.

Sent from my iPhone

On Dec 4, 2017, at 6:19 AM, Jennifer DeChant <dechantforbath@gmail.com> wrote:

Jon-

I am sure you have seen the Op Ed piece below.

I am looking for some talking points to counter this or provide context.

I am not going to use publicly but I am meeting with constituents so want to provide context to their opposition.

Can I get this before the end of the week?

Thanks

Jennifer

Bruce Gagnon has an op-ed in PH this morning --

http://www.pressherald.com/2017/12/04/maine-voices-general-dynamics-has-no-business-asking-for-more-tax-breaks/?utm_source=Headlines&utm_medium=email&utm_campaign=Daily&utm_source=Press+Herald+Newsletters&utm_campaign=27bcf7a4fa-PPH_Daily_Headlines_Email&utm_medium=email&utm_term=0_b674c9be4b-27bcf7a4fa-199813693

BIW data points

Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com>
To: Jennifer DeChant <dechantforbath@gmail.com>
Cc: "Walker, Daniel W." <DWalker@preti.com>

Thu, Jun 22, 2017 at 8:31 AM

A few thoughts from listening to the Idexx tax legislation public hearings and work session discussions:

1. That is not a bill that will likely provide any benefit for BIW, primarily due to the employment increase standards.
2. While it is understandable for legislators to set employment targets, for companies like BIW, it's also important to consider retention of the good jobs that are already here and the hiring that has to occur just maintain the workforce attrition. The demographic challenge in the state is such that demand for skilled workers will be hard to fuel with our shrinking workforce population.
3. BIW does not employ more people than when the Shipbuilding Facility Tax Credit was passed, but that credit of \$60M spurred private investment of over \$500M which modernized the shipyard, helped BIW win new work on Zumwalt Destroyers, work that would not have come to Bath without the public-private cooperation. Over that time period, employment fluctuated between 5000-6000 people which generated a payroll that grew from \$300M to over \$350M every year. Those dollars are spent all over Maine and are an important piece of the economic puzzle.
4. BIW has hired 3,000 people over the last 4 years. Attrition of many experienced shipbuilders is expected to generate hiring demand for hundreds of new shipbuilders in the coming years. Within 2 years the majority of our workforce will have less than 10 years of experience - highlighting a heightened need for training and development.
5. BIW is a place where manufacturing still exists in America, a demonstration of craftsmanship spanning generations of Maine citizens and families. However, it generally takes five years to become a proficient shipbuilder and years beyond that to become a specialist in some trades. Anything the State of Maine can do to help produce a skilled workforce as well as provide for increased training opportunities for existing employees will support the construction of cost competitive ships at BIW and good jobs for Maine workers.
6. The capital costs to operate large industrial manufacturers like paper mills and shipyards are significant. However, with a shipyard like BIW, its not just pipe bending machines, paint facilities or steel burning tables that require investment, it is also the entire facility, from the dry dock to the piers that sit in a fast moving current of the Kennebec, the dry dock is itself a vessel that needs to be maintained as it is how ships are launched.
7. Incentives that are focused on job retention, continued payroll amounts and tied to capital investment are every bit as valid a measure of whether the public is getting a return on its investment as increased employment numbers.

FW: Thanks from BIW

Fitzgerald, Jon A <Jon.Fitzgerald@gdbiw.com>
To: Jennifer DeChant <dechantforbath@gmail.com>

Wed, Mar 8, 2017 at 6:10 PM

Hi Representative DeChant, just thought I would copy you on an email to your colleague. Hope all is well.

Jon

From: Fitzgerald, Jon A
Sent: Wednesday, March 08, 2017 5:52 PM
To: Gay.Grant@legislature.maine.gov
Cc: Hench, David S; Walker, Daniel W.
Subject: Thanks from BIW

Dear Representative Grant,

I wanted to thank you for your recent comments in the PPH (below) and advocacy on behalf of BIW with respect to the Shipbuilding Facility Tax Credit. Although I do not have the current number of BIW employees living in Gardner, we had 60 there a couple of years ago and we have hired 2000 new employees since 2014, so I suspect that number has remained constant or perhaps risen. BIW currently has 897 employees from Kennebec County.

In any event, the Shipbuilding Facility Tax Credit has been very successful in achieving its objectives and I have previously argued it is among the best of the public private investments in Maine. Without the facility improvements the credit helped finance, BIW would probably not be in business. BIW's corporate parent, General Dynamics, has invested over \$500 Million in BIW's facilities since 2000, BIW generates annual payrolls in excess of \$350 Million and does about \$60 Million of annual transactions with Maine businesses, roughly half with small business.

The competitive pressures on BIW's business are intense. The BDN has a story out today regarding additional incentives being offered in Mississippi to BIW's primary competitor, Huntington Ingalls. <http://bangordailynews.com/2017/03/08/business/mississippi-is-on-the-verge-of-giving-45-million-to-bath-iron-works-competitor/> It is worth noting that there are many other incentives Ingalls receives and that is on top of lower energy costs and other cost advantages, so everything the State of Maine can do to help BIW is necessary and appreciated.

Please feel free to contact me any time you and/or your colleagues would like to discuss the topic of economic incentives or to arrange for a tour of BIW.

Thanks for your public service.

Jon Fitzgerald

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Portland Press Herald

Read Article

AUGUSTA — A Republican state lawmaker says he wants to get rid of what he calls corporate welfare — dozens of tax breaks targeted to help specific industries.

In return, he wants to use the additional revenue to eliminate Maine's income tax for all corporations.

Sen. Eric Brakey, R-Auburn, said his bill would eliminate an array of 47 state tax credits or exemptions for corporations in a range of industries and would result in as much as \$225 million a year in additional tax revenue for the state budget. Brakey said ending the benefits would give the state the resources it needs to entirely eliminate its corporate income tax.

He said the corporate tax breaks are usually passed under the premise of making Maine a more attractive state for business.

"But I think that what happens, in essence, is the only people who really benefit from these carve-outs are the companies that are big enough to afford the lobbyists to get the carve-outs in the first place, and then the companies who can afford the legal teams to figure out how to use the carve-outs," Brakey said.

His bill, L.D. 311, is currently in draft form before the Legislature's Taxation Committee. It would wipe out a host of sales tax exemptions and other state tax credits for businesses, including everything from windjammer tour operators to two of the largest property-tax credit programs for businesses.

But Linda Caprara, a lobbyist for the Maine State Chamber of Commerce, the state's largest business organization, said Brakey is wrong to call the tax breaks and credits "carve-outs" and "corporate welfare." Caprara told committee members Monday that many of the different tax breaks were put in the law specifically to prop up business and protect jobs.

"These programs exist for a reason," Caprara said. She said the Legislature over the past two decades has carefully considered all the tax breaks Brakey would like to now do away with. "If there are programs that target specific industries, there's a reason for it," she said.

Rep. Gay Grant, D-Gardiner, highlighted one \$2.85 million annual tax credit that is earmarked specifically for a shipyard with at least 6,500 employees. Grant noted there was only one shipyard in Maine with those numbers, and suggested that the tax credit was intended to help protect jobs at Bath Iron Works, although she did not mention the shipyard by name.

"As soon as you start looking at some of the devil in the details and you look at that and you want to talk about jobs ... I represent a district (where) there's a lot of employees covered in that 6,500 and that credit is there because we are promoting jobs," Grant said. "So we can't just sort of make a blanket statement."

EXPECTING WAVE OF OPPOSITION

Others on the committee agreed with Grant, saying they suspected there would be a lot of people to testify against the bill when it comes for a second public hearing in the weeks ahead.

Rep. Matt Pouliot, R-Augusta, said that had the bill been released before Monday, opponents would likely be lined up "out and around the Capitol 10 times."

Pouliot said he agreed with taking a comprehensive approach to reviewing tax cuts and whether they were working the way they were intended. He asked Brakey to consider instead forming a task force or working group to do a comprehensive review of those programs in question. "I'm concerned if we try to cram it into this legislative session we are not going to do it justice, frankly," Pouliot said.

He said the business community often reacts in a "knee-jerk" fashion, but if it sees elimination of the corporate income tax as being more to its advantage than what is gained from the tax breaks now in law, Brakey may win allies.

Brakey said he was open to the idea, and also that his bill was largely a starting point. He said he realized the committee and the Legislature may want to keep part, some or none of his proposal as it moves through the public process.

STARTING POINT FOR TAX REFORM

Others on the committee thanked Brakey for the bill, saying it was overdue and needed to attract quality jobs and companies to the state.

Rep. Stephen Stanley, D-Medway, said he's served 22 years on the Taxation Committee and appreciated a proposal that wasn't more of the same piecemeal approach to tax reform.

"This has some bite into it. I'm not saying this is what we should be doing, but it gives us a direction we should be going in," he said. "I think it is a good time that we really start taking a good, hard look at our tax policy. I think we are doing a lot of things that are really not benefiting a lot of people and we could do more. It's time that this Legislature come forward and do what's right for the people of Maine. We have to create jobs in this state."

Among other tax credits and exemptions, the bill would eliminate one that provides a sales tax exemption on the purchase of watercraft in Maine, when the watercraft is moved outside of the state within 30 days of purchase. "This is literally a sales tax exemption for rich people who purchase a yacht in Maine and then take it out of state," Brakey said.

The bill also would eliminate reimbursements that the state pays cities and towns for property tax exemptions they provide on certain kinds of business equipment.

It's estimated that the two programs – known as the Business Equipment Tax Exemption, or BETE, and the Business Equipment Tax Reduction, or BETR – will cost the state \$36.9 million and \$32 million, respectively, in 2017.

Both programs have been targeted for reductions and elimination in previous lawmaking sessions without success, but no previous bills have suggested erasing tax breaks as a means to eliminating the state income tax for all corporations.

Brakey said that beyond being able to eliminate the state's corporate income tax entirely, the bill also could provide between \$50 million and \$80 million for lowering the state's personal income tax rate.

He said the change, if approved, would move Maine from being one of the worst states for business, according to the nonpartisan Tax Foundation, to being tied for first place with states like Texas and Nevada, which have no corporate income tax.

"I think that would be quite a jump, and when we are struggling to compete with other states, both across the country and right here in New England, that could be something that could give us a real competitive advantage," Brakey said.

'SOMETHING IN IT FOR EVERYONE'

He said he believes the shift would help both large and small businesses equally.

"Everyone would benefit, whether you are a big guy or a little guy, rather than the current situation where only the big guys benefit," Brakey said.

He said he hopes Democrats and Republicans will back him.

"We hear a lot from folks on the Democratic side of the aisle that they are opposed to corporate welfare; we hear from folks on the Republican side that they hate taxes. So if we are eliminating corporate welfare to lower taxes, hopefully there's something in it for everyone," Brakey said.

He said he has provided a copy of his proposal to Gov. Paul LePage's office. LePage has long pushed for a reduction and even the elimination of Maine's personal income tax, as well as a reduction in the state's corporate tax rate. Peter Steele, LePage's communications director, declined to comment on Brakey's bill Monday.

The bill will likely be scheduled for a second public hearing and a work session before the committee in the weeks ahead.

Scott Thistle can be contacted at 791-6330 or at:

sthistle@pressherald.com

Thanks,

David

David Hench

Senior Communications Specialist

GENERAL DYNAMICS

Bath Iron Works

700 Washington Street

Bath, ME 04530

Phone (207)-442-4307 | Cell (207) 318-2254

GDBIW.com

Meeting with Jon Fitzgerald, BIW

Plummer, Susan L <Susan.Plummer@gdbiw.com>
To: "dechantforbath@gmail.com" <dechantforbath@gmail.com>
Cc: "Fitzgerald, Jon A" <Jon.Fitzgerald@gdbiw.com>

Wed, Nov 9, 2016 at 3:28 PM

Hi Jennifer,

This will confirm your meeting with Jon on Monday, November 14, 2016 at 9:30 a.m. Please come to the main office for the meeting – directions are attached. I have also made arrangements for parking across the street from the main office – please park in the spot with Jane Colby's name. Thank you.

Susan S. Plummer
Executive Assistant
Bath Iron Works Corporation
700 Washington Street
Mail Stop 1065
Bath, ME 04530
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GENERAL DYNAMICS BATH IRON WORKS PRIVATE INFORMATION

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'Jon.Fi...



EUT Biomass LD1693



Jennifer DeChant

to Jon.Fitzgerald

Apr 7, 2016 Details



Hi Jon-

Thanks again for the conversation yesterday.

As I mentioned we have Energy Utilities and Technology Committee at 1pm today when we will likely revisit LD1676.

And do work session on LD1693 that I mentioned to you

<https://legislature.maine.gov/LawMakerWeb/summary.asp?ID=280060410>

Please let me know if you have comments...thanks

Jennifer

232-2800





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more

'Jon.Fi...



Visit to Bath Iron Works, Tuesday, June 28, 2016 Inbox



Susan.Plummer@gdbiw.com

to McCreight., DeChant., Pierce.. +8

Jun 21, 2016 [Details](#)



Good morning,

This will confirm your visit to Bath Iron Works on Tuesday, June 28, 2016,
9:00 a.m. - 12:00 p.m.

Parking has been reserved for you in the main parking lot - please see the
attached directions to BIW. A BIW van will be available at the parking
lot to transport you to and from the meeting area located within the
shipyard.

During your shipyard tour, you will be required to wear safety shoes and
those will be provided to you by BIW. Please provide me with you shoe
size no later than Friday, June 24, 2016.

If you have any questions, please do not hesitate to contact me. Thank
you.



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'Jon.Fi...



BIW Comment on LD 1676 Inbox



Jon.Fitzgerald@gdbiw.com

to DeChant,

Apr 1, 2016 Details



Good afternoon Rep. DeChant,

Sorry to have missed you when I testified on this bill on Monday, but suspect you have seen a copy of my testimony. BIW's opposition to this bill is based on its status as one of the largest, if not the largest, electricity consumers in Maine and what may to appear to be small increases borne by the rate payors has a magnified impact on us. While I am sympathetic to the plight of the loggers, buying expensive power from the biomass producers is not a logical solution.

BIW has hired over 2000 people in 2013, 2014 and 2015 and is aggressively bidding for new work where cost is the final determining factor against shipyards in LA and MS which pay about 20% less for electricity.

Respectfully, we ask that you not support any legislation that increases the cost of electricity.

Please do not hesitate to contact me if you have any questions or concerns. Thank you for your consideration and for your service in Maine's Legislature.

Sincerely,

Jon Fitzgerald

