NEPA Environmental Review Process

Public Meeting

To seek comments on the Draft EIS

Written comments must be postmarked and/or received by the Corps no later than
August 6, 2014

Mail comments to:
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USACE Actions

Prepare EIS to evaluate the incremental change in environmental risk between the operation of the dock at maximum capacity with a single berth and operating the dock with two berths at a level of utilization (vessel calls) projected for the years 2015 and 2030.

Assess Magnuson Amendment Compliance (33 CFR § 476) Restrictions on Tanker Traffic in Puget Sound and Adjacent Waters

The Magnuson Amendment provides, in relevant part:

Notwithstanding any other provision of law, on and after October 18, 1977, no officer, employee, or other official of the Federal Government shall, or shall have authority to, issue, renew, grant, or otherwise approve any permit, license, or other authority for constructing, renovating, modifying, or otherwise altering a terminal, dock, or other facility in, on, or immediately adjacent to, or affecting the navigable waters of Puget Sound, or any other navigable waters in the State of Washington east of Port Angeles, which will or may result in any increase in the volume of crude oil capable of being handled at any such facility (measured as of October 18, 1977), other than oil to be refined for consumption in the State of Washington.

Alternatives Considered

Proposed Action – existing permit modified to continue two wing operations with condition(s) including limiting the North Wing to refined product loading and unloading only

No Action – permit is revoked and North Wing is removed

Alternative A – permit would remain in effect (no new conditions added)

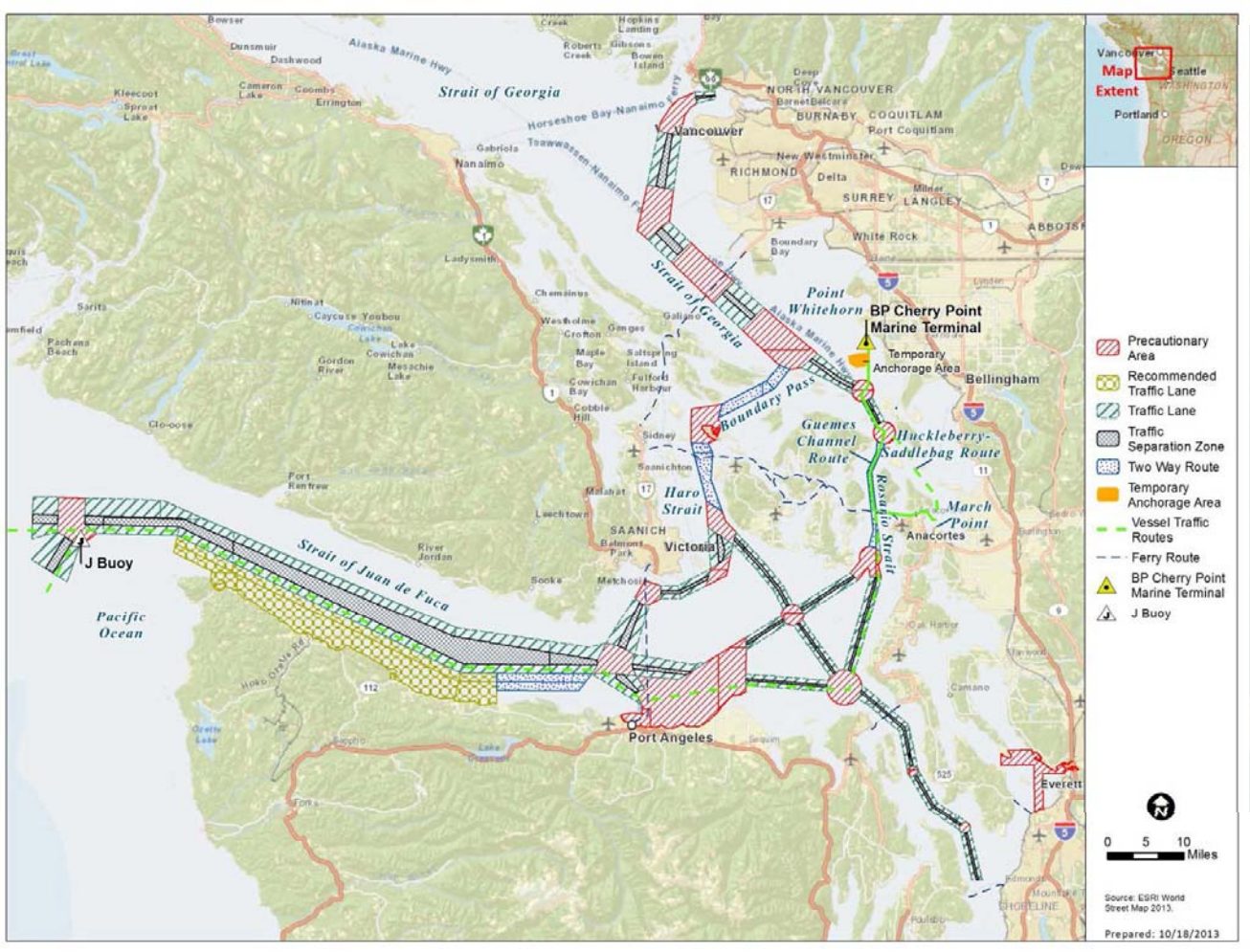
BP Cherry Point Refinery and Marine Terminal

DEIS Evaluated

Vessel Traffic - tanker and barge traffic to and from BP Cherry Point dock through Strait of Juan de Fuca, Rosario Strait, and waters off Cherry Point.

Operation and Maintenance of the BP Cherry Point dock's including ship berthing, equipment operations, loading refined product, and oil spill preparedness and response.

Vessel Traffic Separation Scheme



Mitigation

- Vessel Traffic System
- One-way Zone in Rosario Strait
- Tug Escorts/Assist
- Standards for Vessel Condition and Operations
- Federal and State Oil Spill Response Planning

Vessel Traffic Risk and Oil Spill Analysis Conclusions:

- At current and future traffic levels, the operation of a second wing (North Wing) reduces the potential for accidents, oil spills and potential oil spill volume.
- At future traffic levels, an increase in the potential for accidents and oil spills may occur irrespective of the dock configuration.
- The additional traffic generated by other proposed projects (cumulative) in the region will likely increase the potential for accidents and spills.
- The types of accidents likely to produce the largest cumulative spill volume would be caused by equipment failures, fires, explosions, operator errors and structural failures.

Vessel Traffic Studies Conducted

George Washington University Vessel Traffic Risk Analysis

- A computer-based simulation of traffic movement to identify potential interactions between vessels calling at the BP Cherry Point dock and other vessels transiting the Strait of Juan de Fuca, Admiralty Inlet, and the southern portion of the Strait of Georgia.
- Interactions between vessels and potential accidents were simulated, and the oil outflow from potential accidents was assessed.

The Glosten Associates Vessel Traffic Analysis

- A statistical model to analyze incremental potential accident and oil outflow at the maximum projected vessel calling volume at the BP Cherry Point dock.