

Pacific L.A. Marine Terminal LLC Crude Oil Terminal Draft SEIS/SEIR

-Summary-

Introduction

This Reader’s Guide was prepared to provide a summary of the important information on the **Pacific L.A. Marine Terminal LLC Crude Oil Terminal Project** Draft Supplemental Environmental Impact Report/ Subsequent Environmental Impact Report (SEIS/SEIR). This guide is not an official part of the Draft SEIS/SEIR, but is a user-friendly supplement to the document due to its large size. The Port continues to work on making our environmental documents more “reader-friendly” and this guide represents a first step in the process. References to the Draft SEIS/SEIR for more information on topics discussed in the Reader’s Guide can be found in italics throughout the guide.

What is CEQA and how are Impacts Determined?

The California Environmental Quality Act (CEQA) was enacted by the California Legislature in 1970 and requires public agency decision makers to consider the environmental effects of their actions. CEQA applies to projects proposed to be undertaken or requiring approval by State and local government agencies, in this case the Port of Los Angeles (Port). Proposed projects undergo an environmental review process to determine whether there may be any environmental impacts. If a proposed project has the potential to significantly affect the environment, an Environmental Impact Report (EIR) is prepared.

For this Project, the Port determined that there was the potential for significant environmental impacts and therefore an EIR is being prepared. An EIR includes three public documents:

- A **Notice of Preparation (NOP)**, which announces the preparation of an EIR and presents a brief project overview and likely environmental impacts to the public for feedback
- A **Draft EIR (DEIR)**, which fully analyzes the proposed Project, project alternatives, and environmental impacts for public review; and,
- A **Final EIR (FEIR)**, which responds to comments on the Draft EIR and is presented to the Board of Harbor Commissioners (Port decision makers) for their decision on whether or not to approve the proposed Project

We are here



An EIR is both a disclosure document and a decision-making tool and the purpose of an EIR is to:

- Identify impacts of a proposed project on the environment,
- Identify potential alternatives to the project, and
- Indicate ways to avoid or mitigate, if possible, significant impacts.

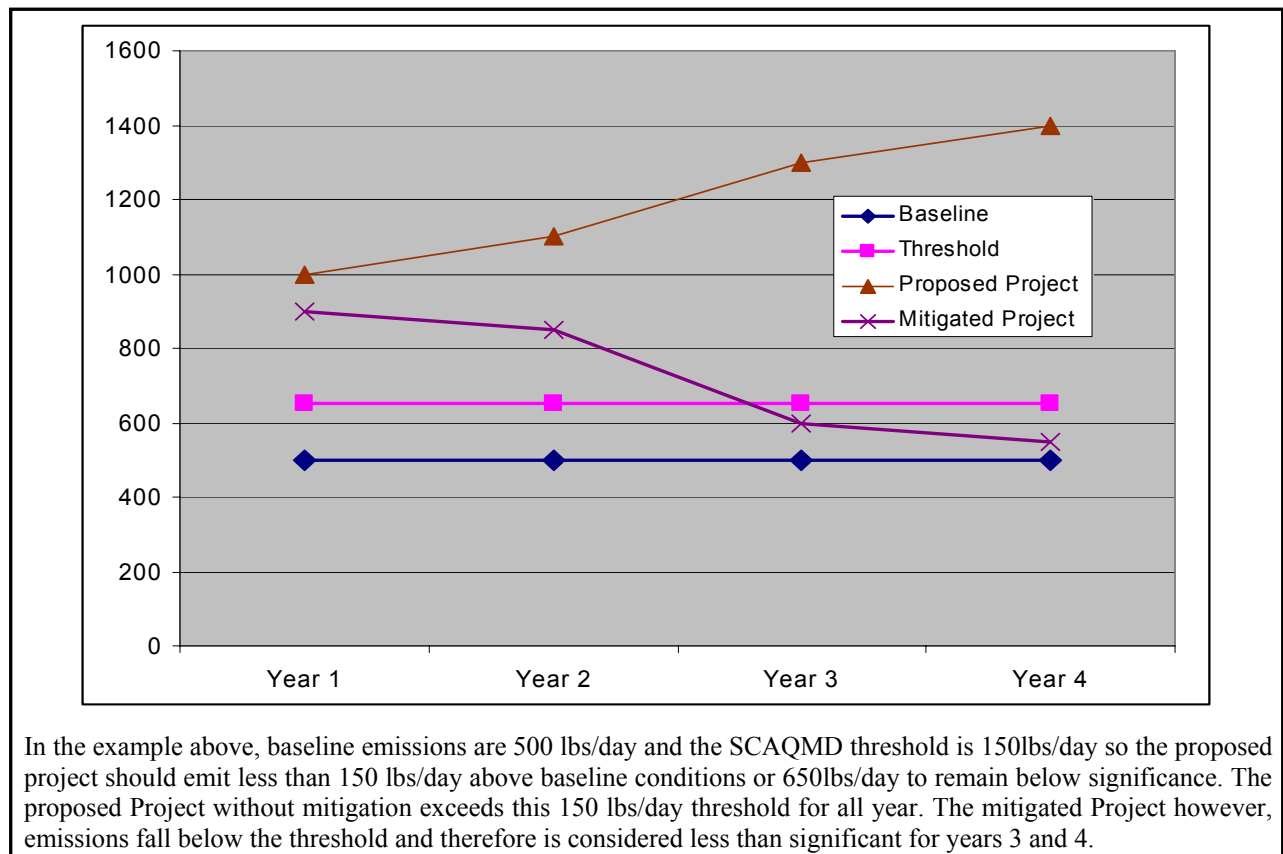
In instances where significant impacts cannot be avoided or mitigated, the project could be still be approved by the Board if there are economic, legal, social, technological, or other benefits that outweigh the unavoidable significant environmental effects (referred to as overriding considerations).

Environmental Impacts

In EIRs, environmental impacts are determined in step-wise process:

1. Analyze the environmental conditions when the analysis began (called baseline conditions). Normally, baseline conditions are the conditions at the time the NOP is provided to the public.
2. Analyze the environmental conditions over the life of the proposed Project
3. Compare baseline and project conditions. The difference between baseline and Project conditions (the delta) is compared to thresholds. At the Port, we use a threshold guideline established by the City of Los Angeles (the City of Los Angeles CEQA guideline includes the South Coast Air Quality Management District's (SCAQMD) air emissions thresholds).
4. If the delta exceeds the threshold, the impact is considered **significant**. If the delta is does not exceed the threshold, the impact is considered **less than significant**.

If the analysis finds that there are significant impacts, feasible mitigation measures, if available, are applied to reduce the impacts. If mitigation is not able to reduce impacts below the threshold, impacts remain **significant and unavoidable**. The below figure illustrates this concept for Nitrogen Oxides (NO_x) emissions at a fictitious project.



What is NEPA?

The National Environmental Protection Act (NEPA) was enacted by Congress in 1969 and requires federal agency decision-makers to document and consider the environmental implications of their actions or decisions, with the intent of helping public officials to make decisions that are based on an understanding of environmental consequences and to take actions that protect, restore, and enhance the environment. When a federal agency determines that a proposed project could result in significant environmental effects, an Environmental Impact Statement (EIS) is prepared, which must provide full and fair discussion of anticipated significant environmental impacts. The EIS informs decision-makers and the public of the reasonable alternatives that would avoid or minimize significant impacts or enhance the quality of the human environment. Like an EIR, an EIS is not only a disclosure document but also a decision-making aid that is used by federal officials in conjunction with other relevant material to plan actions and make decisions. Port projects often require preparation of an EIS because construction activities in the harbor waters require the approval of the US Army Corps of Engineers, which is a federal agency. In such cases, the Port and Corps often prepare a combined document (an EIS/EIR). The EIS analysis is limited to the scope of the federal project (i.e. the parts of the project that could not be built without a federal permit). For this project, the Port and Corps have prepared a joint EIS/EIR. However, this summary will primarily discuss CEQA impacts and mitigation as the CEQA analysis includes the entire project and all mitigation measures.

Why is this Document a Draft SEIS/SEIR?

The development of a deep-draft marine oil terminal on Pier 400 is consistent with the project that was originally envisioned and analyzed in the Deep Draft EIS/EIR and therefore is not a major revision to the original project. The proposed Project is on land that was created as a result of the environmental review and approvals that occurred during the original Deep Draft EIS/EIR process. However, the LAHD is designating this document as a Subsequent EIR (and the USACE is considering it a Supplemental EIS) because it represents not simply an updating of the Deep Draft EIS/EIR, but a full, project-specific EIR that tiers from the Deep Draft EIS/EIR.

Proposed Project Overview

Project History

Anticipating the importance of containerized and liquid bulk shipping, the LAHD, Port of Long Beach (POLB), and USACE conducted a study between 1981 and 1985 to evaluate the capacity of the San Pedro port complex to accommodate cargo forecasts through the year 2020. That document analyzed, among other issues, the impacts of the creation of Pier 400 from dredge material and the subsequent construction and operation of a new liquid bulk terminal on the new Pier 400 land. LAHD approved the Deep Draft EIS/EIR on November 18, 1992, and the USACE issued a Record of Decision (ROD) on January 21, 1994. The SEIS/SEIR prepared for this specific action is a supplement to the 1992 Deep Draft EIS/EIR.

The 1992 Deep Draft EIS/EIR envisioned three uses for Pier 400: 1) an area to relocate existing hazardous bulk facilities away from populated and sensitive use areas in accordance with the approved Port Risk Management Plan (LAHD 1983); 2) a site for a 150-acre (61-hectare [ha]) container terminal; and 3) a site for a new deep-draft liquid bulk marine terminal. The 1992 Deep Draft EIS/EIR recognized that expansion and additional improvements were needed to improve efficiencies in handling, storing, and transporting existing

and forecasted cargoes, and to provide an area for relocation of hazardous cargo away from critical Port facilities and adjacent communities. It also recognized that national economic benefits and transportation cost savings would result from the use of larger vessels, reductions in transit time, and lower cargo handling costs. Therefore, as a result of creating the Pier 400 landfill for part of the Deep Draft project, irretrievable resources were committed by the LAHD. Over three miles of channel were dredged to a maximum depth of -85 ft mean lower low water (MLLW), and dredged material removed from channels was placed in an area of high-value marine habitat. The impacts to the marine environment were mitigated through the use of offsite mitigation and construction of the Pier 300 shallow water habitat. Specifically, the Port developed an offsite coastal wetland to offset deep soft bottom and water column losses due to landfill construction, restricted the corridor to access Pier 400 to a relatively narrow area to minimize loss of shallow water, and constructed and maintained 136 acres of shallow water habitat in the Harbor.

Circumstances have changed since approval of the Deep Draft EIS/EIR in 1992. The need to relocate existing hazardous facilities to Pier 400 no longer existed after the affected facilities modified operations or closed, or the nearby vulnerable resource closed, in each case eliminating the hazardous classification originally associated with the facilities. The second use of Pier 400, for construction of a container terminal, was fulfilled when the Port certified the Pier 400 Container Terminal and Transportation Corridor Project SEIR (LAHD 1999) and approved a 480-acre (190 ha) container terminal, which is presently being operated by the APM Terminal. However, the -85 ft MLLW channel leading from the ocean to Pier 400, which was dredged specifically for deep-draft vessel operations, remains unutilized for its original purpose because no crude oil terminal has been constructed on Pier 400. The proposed Project would fill this need for a deep-draft crude oil terminal within the Port, consistent with the original use of Pier 400 envisioned in the Deep Draft EIS/EIR.

Although the proposed Project is consistent with the Deep Draft EIS/EIR, the changed environmental and regulatory circumstances and the changed configuration of the current proposed Project from the marine terminal configuration proposed in 1992 have led the USACE and LAHD to prepare a Supplemental EIS and Subsequent EIR, respectively.

A more detailed project history can be found in Chapter 1 of the Draft SEIS/SEIR. A description of the proposed Project presented in Chapter 2 of the Draft SEIS/SEIR.

Project Objective:

The proposed Project objective is as follows: to construct a crude oil marine terminal capable of accommodating deep-draft VLCC tankers and construct associated infrastructure capacity that would efficiently accommodate a portion of the forecasted increases in demand for crude oil to be shipped to southern California by sea, while maximizing the use of deep-water facilities created for the purpose by the Deep-Draft Navigation Improvements Project and integrating into the Port's overall utilization of available shoreline.

Project Need:

Consumer demand for transportation fuels exceeds the capacity of refineries to produce them, both statewide and in southern California specifically. Crude production from California and Alaska (as well as the rest of the U.S.) is decreasing. California crude production peaked in 1985 and has declined by 39 percent since 1986; Alaskan crude production peaked in 1988 and has declined 60 percent since that time.

The decline in domestic production has resulted in an increase in foreign imports, which arrive in the Los Angeles area after being transported via tanker vessels.

California Assembly Bill 1007 directed the CEC, in partnership with CARB, to develop a State Alternative Fuels Plan to increase the use of alternative fuels without adversely affecting air pollution, water pollution, and public health. However, even with full implementation of the State Alternative Fuels Plan, CEC found that “conventional petroleum fuels will be the main source of transportation energy for the foreseeable future.... California must address its petroleum infrastructure problems and act prudently to secure transportation fuels to meet the needs of our growing population” (CEC 2007b). CEC stated further that “This should be viewed as a strategy to allow time for the market and consumer behavior to adjust to alternative fuels and transportation choices. During this transition, California must be innovative and aggressive in finding more ways to make increased efficiency, greater renewable fuel use, and smart land use planning the most desirable consumer options” (CEC 2007b).

Foreign Supply: In 2005, about 45% of foreign crude oil imports to southern California came from the Middle East (i.e., Saudi Arabia, Iraq, Yemen, Oman, and Kuwait), and another 46% came from Central and South America. Middle East imports generally arrive in VLCC vessels because larger vessels are more cost effective for longer voyages than smaller vessels. However, as no crude oil terminals in Southern California are capable of accommodating a fully loaded VLCC due to wharf and water depth restrictions, fully loaded VLCCs must currently offload crude oil onto smaller vessels to transfer to the receiving terminal, a process called lightering.

Current Capacity: Currently five terminals close to Los Angeles are capable of receiving crude oil: Berths 76-78, 84-87, and 121 in POLB, Berths 238-240 in Port, and an offshore mooring facility off the coast of El Segundo in Santa Monica Bay. Outside of these facilities, the nearest U.S. terminals capable of receiving crude oil tankers are at the Port of Hueneme (Ventura County) and the San Francisco Bay Area. However, the Port of Hueneme can accommodate only barges, not tanker vessels, and is primarily designed to receive crude oil from offshore platforms. The Bay Area petroleum import infrastructure is also at or near capacity, and the maximum depth at berth available to tanker vessels is 50 feet (CEC 2005). Crude oil pipelines currently transport California crude oil from the San Joaquin Valley to the Los Angeles Basin, but no pipelines transport crude oil into California from neighboring states or from Mexico.

No Project: Without the Project, it is assumed that a portion of the increased demand for imports of crude oil in southern California would be accommodated at existing liquid bulk terminals in the Port and the Port of Long Beach. Increased lightering could take place in coastal waters, would create increased air quality, risk of upset, water quality, and marine transportation impacts. Additional imports of crude oil may come in by truck, rail, or barge (no pipelines transport crude oil into California, neither from neighboring states nor from Mexico), and additional refined products may come in by vessel, barge, truck, or rail.

Project Description

The proposed Project would include construction and operation of a new marine terminal at Berth 408 on Pier 400 including a new wharf, new tank farm facilities with a total of 4.0 million barrels (bbl) of capacity (Tank Farm 1 would be located on Pier 400 with Tank Farm 2 on Pier 300), and pipelines connecting the Marine Terminal and the tank farms to local refineries. The terminal would be operated by Pacific Los Angeles Marine Terminal, LLC (PLAMT) under a 30-year lease from the Port. The proposed Project would not require any dredging, as Berth 408 already has sufficient water depth (-81 ft mean lower low water [MLLW]) to accommodate Very Large Crude Carrier (VLCC) vessels (up to 325,000 deadweight tons [DWT]), which would be the largest vessels expected to call at Berth 408. The proposed Project would primarily receive crude oil, partially refined crude oil, and occasional deliveries of Marine Gas Oil (MGO).

Major elements of the proposed Project evaluated in this EIS/EIR include:

- Construction and operation of a new Marine Terminal, including a new wharf, would be designed to receive crude oil from marine vessels and transfer the oil to tank farms facilities via a new 42-inch diameter, high-volume pipeline.
- Construction and operation of two tank farms
 - Tank Farm Site 1 would be located on Pier 400 adjacent to the new wharf and would include 2 storage tanks (500,000 b.b.l.), a surge tank and a tank to hold MGO
 - Tank Farm Site 2 would be located on Pier 300 at Seaside Avenue/Terminal Way and would include 14 storage tanks (3,500,000 b.b.l.)
- Construction and operation of new pipelines to connect to existing pipeline facilities.
 - The proposed Project’s new tank farm facilities would be connected to the existing ExxonMobil Southwest Terminal on Terminal Island, the existing Ultramar/Valero Refinery on Anaheim Street near the Terminal Island Freeway, and to other Plains pipeline systems near Henry Ford Avenue and Alameda Street via new and existing 36-inch, 24-inch, and 16-inch pipelines.
 - All new pipelines would be installed belowground, with the exception of the water crossings at the Pier 400 causeway bridge and at the Valero utility/pipe bridge that crosses the Dominguez Channel west of the Ultramar/Valero Refinery.

More information on the Project Description can be found in Chapter 2 of the Draft EIS/EIR.

The figure on the next page shows the different project components and locations.

Based on the above project elements, the following future project assumptions are analyzed in the Draft EIS/EIR. This analysis assumes 2010 as the start of operation.

<i>Element</i>	<i>CEQA Baseline (2004)</i>	<i>Proposed Project (2010)</i>	<i>Proposed Project (2015)</i>	<i>Proposed Project (2025)</i>	<i>Proposed Project (2040)</i>
Marine Terminal Acreage	0	5 acres	5 acres	5 acres	5 acres
Total Tank Farm Acreage	0	47.7 acres	47.7 acres	47.7 acres	47.7 acres
Tanker Calls	0	129 per year	147 per year	201 per year	201 per year
Average Crude Oil Throughput	0	350,000 bpd	500,000 bpd	677,000 bpd	677,000 bpd
Barge Calls	0	6	8	12	12
Crude Oil Storage Tanks	0	16	16	16	16
Crude Oil Tank Capacity	0	4.0 million bbl	4.0 million bbl	4.0 million bbl	4.0 million bbl
Employees	0	523 peak ²	48	54	54

CEQA Baseline

The CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the vicinity of the proposed Project that exists at the time the NOP is provided to the public or, for this project, June 2004. In June 2004, the proposed Project site was vacant and there was no activity onsite. Therefore, the CEQA Baseline is considered the undeveloped Project site for this analysis or zero. For some resource areas such as Aesthetics, or Geology, the baseline conditions are defined by what is present on the NOP date. Assessment of other resource areas such as Air Quality or Biology may also include information from prior years in order to provide the most full, accurate and representative characterization of baseline conditions.

More information on the CEQA Baseline, can be found in Section 1.5.5 of the Draft SEIS/SEIR.

Environmental Impacts (Proposed Project Only)

Unavoidable Significant Impacts

- Air Quality and Meteorology (Construction, GHG, Criteria Pollutants)
- Biological Resources (CA Least Terns and Marine Resources, and Invasive Species)
- Geology (Seismic, Tsunami)
- Noise (Construction)
- Water Quality (Discharges and possible spills)
- Recreation (Possible spills, construction related noise)
- Hazards(Possible spills)

Impacts that are less than Significant after Mitigation

- Utilities and Public Services
- Transportation
- Groundwater and Soils

Less than Significant Impacts

- Aesthetics
- Cultural Resources
- Land Use
- Marine Vessel Transportation
- Population and Housing

A number of environmental impacts are discussed beginning on page 10 of this document.

A detailed analysis of environmental impacts, organized by resource area, can be found in Chapter 3 of the Draft SEIS/SEIR.

Mitigation

The following mitigation measures will be applied to the proposed Project to reduce environmental impacts. The mitigation measures include aesthetics improvements (including beautification projects along Port and area roadways and the Plaza Park improvements Project), full compliance with the Port's Sustainable Construction Guidelines, meeting or exceeding the San Pedro Bay Ports' Clean Air Action Plan (CAAP) goals (including AMP, low sulfur fuel, alternative-fueled yard tractors, electric RTGs and truck measures) and Greenhouse Gas (GHG) reduction measures (including solar power), and transportation improvements in the Port area.

- **Air Quality: Construction**
 - **MM AQ-1:** Ridesharing or Shuttle Service
 - **MM AQ-2:** Staging Areas and Parking Lots
 - **MM AQ-3:** Construction Equipment Standards
 - **MM AQ-4:** Electricity Use Clean Harborcraft used During Construction
 - **MM AQ-5:** Best Management Practices
 - **MM AQ-6:** Additional Fugitive Dust Controls
 - **MM AQ-7:** VSRP for Cargo Ships
 - **MM AQ-8:** Low-Sulfur Fuel for Construction Delivery Vessels
 - **MM AQ-9:** Engine Standards for Harbor Craft Used in Construction
 - **MM AQ-10:** Fleet Modernization for Construction Equipment
 - **MM AQ-11:** General Mitigation Measure
 - **MM AQ-12:** Special Precautions near Sensitive Sites
- **Air Quality Operation**
 - **MM AQ-13:** Vessel Speed Reduction Program
 - **MM AQ-14:** Low-Sulfur Fuel Ship Auxiliary Engine, Main Engine and Boiler Fuel Improvement Program (0.2%)
 - **MM AQ-15:** Alternative Maritime Power
 - **MM AQ-16:** Slide Valves
 - **MM AQ-17:** Parking Configuration
 - **MM AQ-18:** New Vessel Builds
 - **MM AQ-19:** General Mitigation Measure
 - **MM AQ-20:** Periodic Review of New Technology and Regulations
 - **MM AQ-21:** Throughput Tracking
 - **MM AQ-22:** LEED Buildings
 - **MM AQ-23:** Compact Fluorescent Light Bulbs
 - **MM AQ-24:** Energy Audit
 - **MM AQ-25:** Solar Panels
 - **MM AQ-26:** Recycling
 - **MM AQ-27:** Tree Planting
- **Biology**
 - **MM BIO-1.1a:** Least Tern Monitoring
 - **MM BIO-1.1b:** Stone Column Installation Monitoring
 - **MM BIO-1.1c:** Construction Schedule
 - **MM BIO-1.1d:** Construction Contractor Environmental Training
 - **MM BIO-1.1e:** Perches
 - **MM BIO-1.1f:** Lighting
 - **MM BIO-1.1g:** Vegetation Clearing
 - **MM BIO-1.1h:** Protection of Special Status Species Nesting Birds
 - **MM BIO-1.1i:** Protection of California Least Tern Nesting
 - **MM BIO-1.1j:** Noise Buffer
 - **MM BIO-1.2a:** Structure Perches
 - **MM BIO-1.2b:** Predator Control
 - **MM BIO-1.2c:** Oil Spill Containment
 - **MM BIO-1.2d:** Security Lighting
 - **MM BIO-1.2e:** Operations Personnel Environmental Training
 - **MM BIO-1.2f:** Vessel Speed Reduction
- **Geology**
 - **MM GEO-1:** Emergency Response Planning
- **Transportation**
 - **MM TRANS-1:** Outbound Construction Worker Routing
 - **MM 4F-1:** Encouraging Carpooling
 - **MM 4F-2:** Efficient Use of Truck Trips
 - **MM 4F-4:** Ridesharing, Parking Management, Auto Use/Truck Movement Restrictions
 - **MM 4F-5:** Literature on VMT Reduction and Rideshare.
- **Groundwater**
 - **MM GW-1:** Site Characterization and Remediation
 - **MM GW-2:** Soil, Slurry, and Groundwater Characterization
 - **MM GW-3:** Contamination Contingency Plan
 - **MM GW-4:** Aquifer Cross-Contamination Prevention
 - **MM GW-5:** Frac-Out Prevention
- **Noise**
 - **MM 4H-1:** Use of Proper Construction Equipment
 - **MM 4H-2:** Reduce Use of Portable Generators
 - **MM 4H-3:** Coordinate Responses to Noise Complaints
 - **MM NOISE-1:** Selection of Contractor For Pile Driving With Consideration of Noise Reduction
 - **MM NOISE-2:** Restricted Hours for Pile Driving
 - **MM NOISE-3:** Temporary Noise Attenuation Barriers
- **Hazards**
 - **MM 4I-2:** Clean Coastal Waters Cooperative
 - **MM RISK-2.1a:** Double Hulled Vessels
 - **MM RISK-2.1b:** Quick Release Couplings
- **Utilities and Public Services**
 - **MM PS-1:** Recycling of construction materials
 - **MM PS-2:** Using materials with recycling content
 - **MM PS-3:** AB 939 Compliance
- **Water Quality**
 - **MM 4B-7:** Increase Local Staffing of Department of Fish and Game Oil Spill Response Personnel
 - **MM WQ-1.2:** Cleanup of Floating Materials Retained by Containment Boom

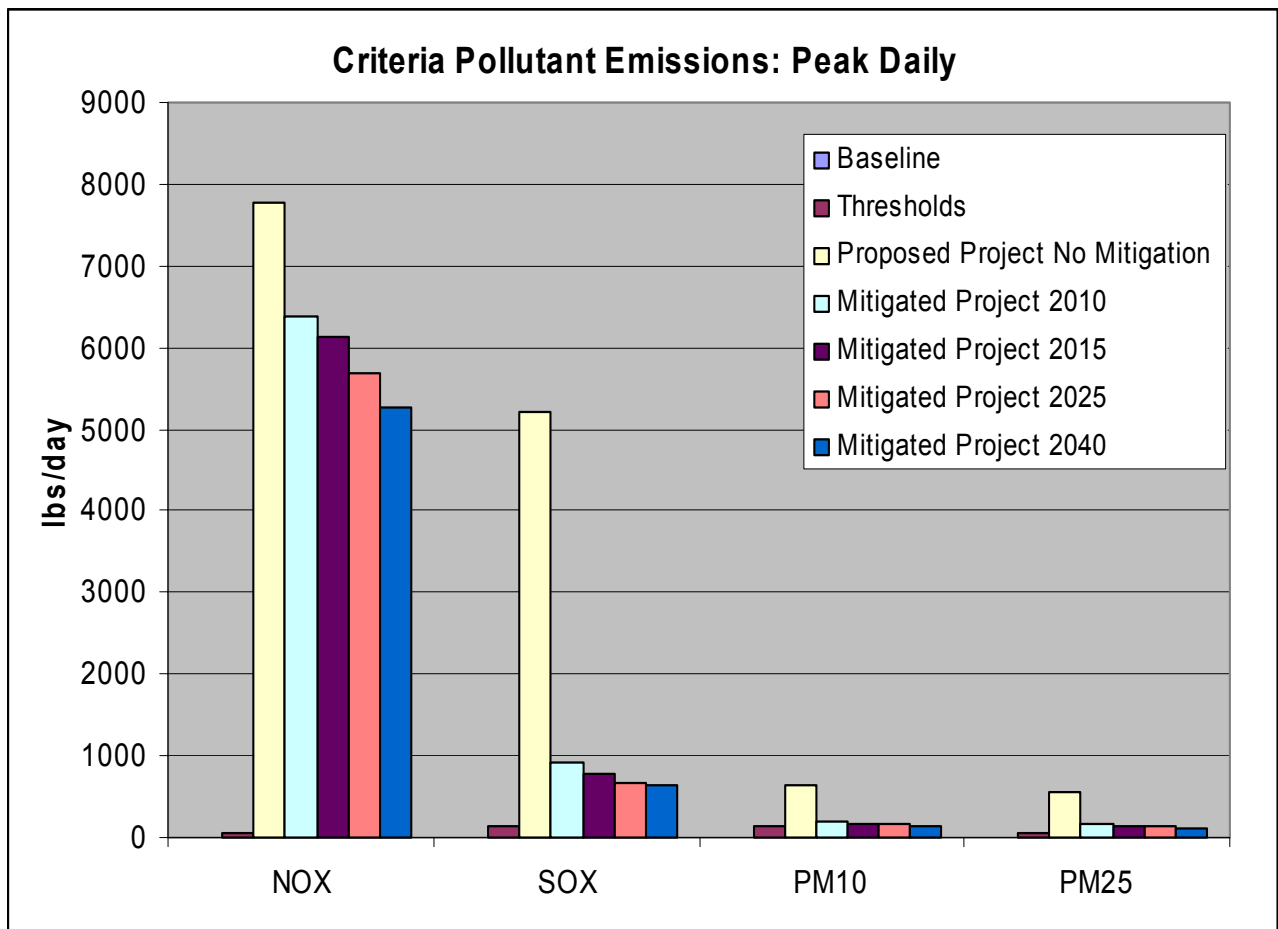
Air Quality:

The City of Los Angeles uses the South Coast Air Quality Management District’s thresholds to determine significance. For the air quality analysis, the CEQA baseline (for this project zero) is subtracted from the project emissions at different years and the difference is compared to the SCAQMD thresholds. For example, in 2010, the mitigated Project’s peak daily SOx emissions are 926 lbs/day. So, the baseline is subtracted (926-0) and the difference (926) is compared to the threshold (150). Because 926 lbs/day is more than 150 lbs/day, the emissions are considered significant

SCAQMD Daily emissions thresholds

NO _x	SO _x	PM10	PM 2.5	Cancer Risk	Acute Non-Cancer	Chronic Non-Cancer
55 lbs/day	150 lbs/day	150	55 lbs/day	10 in a million	1	1

Baseline emissions are zero for this Project. Emissions are assumed to begin in 2010 and continue until 2040. As shown, except for PM10 emissions in 2040, NO_x, SO_x, PM10, and PM2.5 peak daily emissions exceed thresholds for all years for the Project with and without mitigation. The proposed Project peak emissions without mitigation would not change over time. After mitigation, the health risk analysis shows that the cancer risk, and the non-cancer chronic and acute risks are less than significant for all receptors.



Health Risk: Cancer, Chronic (non-cancer) and Acute (non-cancer)

<i>Health Impact</i>	<i>Receptor Type</i>	<i>Proposed Project</i>	<i>Mitigated Project</i>	<i>Significance Thresholds</i>
Cancer Risk	Residential	12 in a million	5.3 in a million	10 in a million
	Occupational Area	9.7 in a million	4.8 in a million	
	Sensitive Receptor	12 in a million	5.3 in a million	
	Student	6.9 in a million	2.4 in a million	
Non-Cancer Chronic Hazard Index	Residential	0.017	0.0095	1
	Occupational Area	0.073	0.044	
	Sensitive Receptor	0.017	0.0095	
	Student	0.012	0.0064	
Non-Cancer Acute Hazard Index	Residential	0.04	0.019	1
	Occupational Area	0.043	0.026	
	Sensitive Receptor	0.04	0.019	
	Student	0.028	0.013	

A detailed analysis of potential Air Quality impacts can be found in Chapter 3.2 of the Draft SEIS/SEIR.

Hazardous Materials and Security

Oil Spills

As discussed in Chapter 3, oil spills are considered one of the potential environmental impacts of the proposed Project. The analysis finds that there is a significant risk of oil spills for single-hulled vessels. This project, however, will be restricted to double-hulled vessels reducing the impact to less than significant. Other measures to further reduce the risk include:

- **Double-Hulled Vessels:** Crude oil deliveries will be restricted to double-hulled vessels.
- **Pipeline Leak Detection System:** For all pipelines systems. The system would automatically alert the operator if a leak occurs so that appropriate actions can be taken to minimize the spill volume and duration.
- **Quick-Release Couplings:** Loading arms will be equipped with USCG-approved quick-release couplings.
- **Fire-Fighting System:** Each tank farm would be protected by a firewater loop line and equipped with a foam storage tank and proportioning skid. The crude oil tanks would be equipped with a foam ring and foam chambers.
- **Oil Booms:** Oil booms will be stored at the south entrance of the Pier 300 Shallow Water Habitat or at the causeway gap bridge at the south entrance to the Pier 300 Shallow Water Habitat, or deployed at these locations in accordance with the approved oil spill response plan.

Security

The likelihood of a successful terrorist attack is considered fairly low. However, potential impacts related to terrorism risk would be considered significant given the environmental and public safety consequences associated with a successful terrorist attack. Because oil does not explode, the main environmental issue associated with a potential attack would be oil spills (versus explosions). A variety of programs are in place at the Port to reduce potential terrorist threats. The Berth 408 operators would be required to participate in

these programs, thus further minimizing the risk associated with terrorism. The following measures would reduce environmental impacts due to terrorism:

Terminal Security Measures

The Berth 408 terminal will be required to submit a Facility Security Assessment (FSA) and a Facility Security Plan (FSP) to the Coast Guard Captain of the Port for review and approval. The Berth 408 FSP would need to include the following:

- Designating a Facility Security Officer (FSO) with a general knowledge of current security threats and patterns, risk assessment methodology, and with the responsibility for implementing and periodically updating the FSP and Assessment and performing an annual audit for the life of the Project
- Conducting an FSA to identify site vulnerabilities, possible security threats, consequences of an attack, and facility protective measures;
- Developing an FSP based on the FSA with procedures for responding to transportation security incidents; notifying and coordinating with local, state, and federal authorities, preventing unauthorized access; implementing measures and equipment to prevent or deter dangerous substances and devices; and conducting training and evacuation;
- Implementing scalable security measures to provide increasing levels of security at increasing Maritime Security (MARSEC) levels for facility access control, restricted areas, cargo handling, vessel stores and bunkers, and monitoring;
- Conducting security exercises at least once each calendar year and drills at least every 3 months; and
- Mandatory reporting of all security breaches and incidents.

Vessel Security Measures

All vessels 300 gross tons or larger that are flagged by IMO signatory nations adhere to the ISPS Code standards. These requirements include:

- Ships must develop security plans that address monitoring and controlling access; monitoring the activities of people, cargo, and stores; and ensuring the security and availability of communications;
- Ships must have a Ship Security Officer (SSO);
- Ships must be provided with a ship security alert system. These systems transmit ship-to-shore security alerts to a competent authority designated by the Flag State Administration, which may communicate the company name, identify the ship, establish its location, and indicate that the ship's security is under threat or has been compromised. For the west coast, this signal is received by the Coast Guard Pacific Area Command Center in Alameda, California;
- International port facilities that ships visit must have a security plan, including focused security for areas having direct contact with ships;
- Ships may have certain equipment onboard to help maintain or enhance the physical security of the ship including:
 - Monitoring and controlling access;
 - Monitoring the activities of people and cargo;
 - Ensuring the security and availability of communications; and,
 - Completing a Declaration of Security signed by the FSO and SSO, which ensures that areas of security overlapping between the ship and facility are adequately addressed.

Vessels flagged by nations which are not IMO signatory are subject to special USCG vessel security boarding prior to entering port.

A detailed analysis of potential Hazards and Hazardous Materials impacts can be found in Chapter 3.12

Aesthetics

The Draft SEIS/SEIR includes a full Aesthetics analysis of how the proposed Project (including project features and light and glare) would affect critical views. Critical views are defined as being those sensitive public views that would be most affected by the subject action (e.g., the greatest intensity of impact due to viewer proximity to the project and project visibility, duration of the affected view, etc.). The approach to identifying critical public views starts with an inventory of sensitive viewing positions in the project vicinity. Certain activities tend to heighten viewer awareness of scenic resources (recreational pursuits, for instance), while others tend to focus attention on other aspects of the environment (i.e., commuting to work). Viewer awareness may also be heightened where areas are formally classified or otherwise designated as being of special interest, such as national historic monuments or national and state parks and forests. Critical views for this project are Cabrillo Beach, San Pedro Bluffs residential area, Lookout Point Park, San Pedro Plaza Park, and views of the proposed Project site from within the Main Channel and outer harbor include those from pleasure craft, ferries, and cruise ships. The following project features are considered within the critical public views: Tank Farm 1, Marine Tankers, and Barges. Tank Farm 2, the pipelines and the Construction staging area are not considered to be within critical public views. The example below shows a simulation of the proposed Project from Cabrillo Beach.

Views from Cabrillo Beach Pre and Post Project



A detailed analysis of potential Aesthetics impacts can be found in Chapter 3.1 of the Draft SEIS/SEIR.

Alternatives to the Project

Fifteen alternatives (including the proposed Project) were considered during preparation of this Draft SEIS/DEIR, which included alternative terminal configurations and alternative terminal locations. Three alternatives (including the proposed Project) were analyzed:

1. Proposed Project
2. No Federal Action Alternative/No Project
3. Reduced Project

Of the alternatives considered, twelve were considered but eliminated from further consideration as follows.

1. Expansion of other crude oil terminals inside the Port
2. Use of an existing berth(s) within the Port (including a new berth on the east side of Pier 400)
3. Development of a new landfill and/or terminal inside the Port
4. Expansion or construction of a terminal outside the Port
5. Use of an offshore mooring site (monobuoy)
6. Shipping to the Bay Area and pipelining to southern California
7. Constraining the size of vessels that could call at Berth 408
8. A non-shipping use of the Pier 400 area
9. Relocation of existing liquid bulk terminals to Pier 400
10. Building a new container terminal on Pier 400
11. Building a liquid bulk terminal on Pier 400 for refined products, instead of crude oil (either petroleum-based products or alternative fuels such as ethanol)
12. Developing renewable energy resources on the project sites

	<i>CEQA Baseline</i>	<i>Proposed Project</i>	<i>No Federal Action/No Project</i>	<i>Reduced Project Alternative</i>
	<i>2004</i>	<i>2040</i>	<i>2040</i>	<i>2040</i>
Marine Terminal Acreage	0	5 acres	0	5.0 acres
Total Tank Farm Acreage	0	47.7 acres	0	47.7 acres
Tanker Calls at Berth 408	0	201 per year	267 per year	132 per year
Average Crude Oil Throughput	0	677,000 bpd	252,000 bpd	450,000 bpd
Barge Calls at Berth 408	0	12	0	8
Crude Oil Storage Tanks	0	16	0	16
Crude Oil Tank Capacity	0	4.0 million bbl	0	4.0 million bbl
Employees	0	54	12	61

A detailed analysis of Alternatives can be found in Chapter 6 of the Draft SEIS/SEIR. Alternatives are also discussed in Chapters 2 and 3.

Availability of the Draft SEIS/SEIR

Public Comment Period Begins: May 28, 2008

Close of Public Comment Period: July 29, 2008

Due to the size and complexity of this Draft EIS/EIR, the 45-day comment period has been extended to 60 days. During the 60-day public review period, the Draft SEIS/SEIR is available for general public review at the following locations:

LAHD

Environmental Management Division
425 South Palos Verdes Street
San Pedro, California 90731

Los Angeles Public Library

San Pedro Branch
921 South Gaffey Street
San Pedro, California 90731

**Los Angeles Public Library
Central Branch**

630 West 5th Street
Los Angeles, California 90071

**Los Angeles Public Library
Wilmington Branch**

1300 North Avalon Boulevard
Wilmington, California 90744

**Long Beach Public Library
Main Branch**

101 Pacific Avenue
Long Beach, California 90822

Members of the public can request a CD copy of the Draft SEIS/SEIR free of charge and the Draft SEIS/SEIR is available in its entirety on the Port Web site at: www.portoflosangeles.org

Public Comments:

Interested parties may provide written comments on the Draft SEIS/SEIR, which must be postmarked by **July 29, 2008**. Please address comments to:

Dr. Ralph Appy
Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
P.O. Box 151
San Pedro, California 90733-015

and

U.S. Army Corps of Engineers, Los Angeles District
Regulatory Division
c/o Spencer D. MacNeil D.Env.
ATTN: CESPL-RG-2004-00917-SDM
P.O. Box 532711
Los Angeles, California 90053-2325

