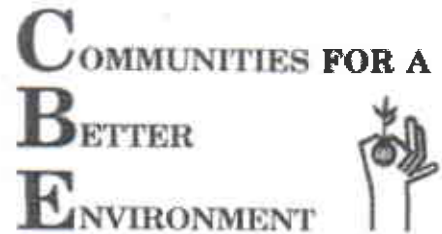


Ceqacomments - CBE Cmts re Pier 400 Pacific L.A. Marine Terminal Crude Oil Terminal Expansion DEIS/DEIR

From: Shana Lazerow <slazerow@cbeal.org>
To: <ceqacomments@portla.org>
Date: 8/13/2008 3:33:38 PM
Subject: CBE Cmts re Pier 400 Pacific L.A. Marine Terminal Crude Oil Terminal Expansion DEIS/DEIR
CC: <jennifer@cbeal.org>, <jtorres@cbeal.org>, <bfazeli@yahoo.com>, <jmay@sbcglobal.net>, <sarahkern22@gmail.com>

Please see CBE's comments, attached.

Shana Lazerow
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August 13, 2008

Via U.S. and Electronic Mail

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

Dr. Ralph G. Appy, Director of Environmental Management
Port of Los Angeles
425 South Palos Verdes Street
San Pedro, CA 90731

Re: Pacific L.A. Marine Terminal LLC Crude Oil Terminal Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (Draft SEIS/SEIR)

Dear Mr. MacNeil and Dr. Appy:

Communities for a Better Environment ("CBE") writes to express its concern over the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). CBE is a non-profit environmental health and justice organization with offices located in Huntington Park and Oakland, California. CBE is a membership organization with approximately 20,000 members throughout the state of California, including hundreds living, working, breathing, owning property, and recreating in Wilmington, California. CBE's organizational goals include protecting and enhancing the environment and public health by reducing air and water pollution and minimizing hazards in California's urban areas, including Wilmington.

The Wilmington community already hosts far too many sources of pollution. Expanding the Pier 400 Terminal would exacerbate existent health and environmental problems in Wilmington. An adequate EIR would properly define the project: drastically to increase the number and size of ships calling at the Port of Los Angeles, with vast construction both at the Port and on shore. An adequate EIR would correctly identify the impacts from the project, identify a reasonable range of alternatives to the project and all feasible mitigation for the project. The Draft EIR/EIS does not satisfy these requirements. Among the document's inadequacies:

1. The Draft EIR/EIS does not sufficiently address the impacts that expansion of Pier 400 terminal would have on the air quality in the surrounding area. The proposed project would expose nearby residents to significant levels of toxic air contaminants as well as creating a significant cancer risk to harbor residents.
2. The Draft EIR/EIS inadequately assesses the potential for on-site disasters. The draft EIR/EIS overlooks the possibility of a massive oil spill by a pipe malfunction or an oil tanker accident. All potential disasters would create a significant impact to the surrounding environment.
3. The draft EIR/EIS gives inadequate attention to the expansion's impact on water quality creates a great source of concern. The facility's operation has the potential to discharge oil and other chemicals into the water thereby causing pollution and water contamination in the harbor waters.
4. The measures set forth regarding transportation and traffic issues are insufficient in dealing with the existent traffic problem at the Port of Los Angeles. Currently, the Port of Los Angeles experiences heavy truck traffic and given the growth of the port in the coming years the proposal set forth in the draft EIR/EIS does not adequately deal with this issue.
5. CBE expresses concern over suggested DEIR project alternatives, given the scope of the expansion it is CBE's concern that the Pier 400 project provide an exhaustive list of feasible alternative projects.
6. The expansion of the Pier 400 terminal would add significantly to immense pollution that exists currently at the Port of Los Angeles. CBE is greatly concerned with the increase in cumulative impacts in the region.

These deficiencies must be cured if this document is to satisfy minimum legal requirements. In addition, the review of this project should at minimum reassess the mitigation efforts to the air quality of the harbor area. Thank you for your attention in this matter, and please do not hesitate to contact me if you have any questions.

Sincerely,

Shana Lazerow
Staff Attorney
Communities for a Better Environment