

August 11, 2008

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



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, CA 90053-2325

Gentlemen:

Subject: Proposed Plains All American Pipeline Project

This is a letter of comment on and support for the subject project. In my opinion, the Draft environmental documents prepared to date by the project proponents, Plains All American Pipeline, L.P., and the Port of Los Angeles have met or exceeded all appropriate criteria for compliance with NEPA and CEQA and for subsequent project approval.

As you may know, I retired from the Port of Los Angeles in 1997 as Deputy Executive Director of Development. Since retirement, I have been active on several community committees including serving as the founding Chair of the Port Community Advisory Committee. During my 27 years with the Port, I had the privilege of serving as Chief Harbor and, germane to the subject project, Project Manager for the Port's 2020 and Pier 300/400 Implementation Program. In these capacities, I was personally responsible for planning, designing and constructing the Pier 400 landfill and associated deep-water channels as well as negotiating the Project Cooperative Agreement with the Corps of Engineers that led to federal participation in the projects that created said channels.

I believe my opinions on the assignment of most of Pier 400 to the Maersk Shipping for use as a container terminal are well known by Port staff. As a result of these actions, following my retirement, the subject project with its 15 acre surge tank farm, pipelines to Pier 300 and new berthing facilities on the -82 channel represents the best and only realization of the planned potential for an "Energy Island" on Pier 400

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And the deep water federal channels that were dredged in association with the development of Piers 300 and 400. As such, I strongly support approval and construction of this long awaited project at this time.

I have heard some community opposition to the project due to the fact that its construction would "use up" the remaining space on Pier 400, thereby precluding the relocation and/or consolidation of existing hazardous liquid bulk facilities (tanks and berths) throughout the Port to the planned Pier 400 Energy Island. In response to these legitimate concerns, I would state that this relocation potential has already been precluded by the past decisions and actions by the Corps and the Port that allowed development of the Maersk container terminal in its present configuration.

Sincerely yours,

A handwritten signature in blue ink that reads "Vernon E. Hall". The signature is fluid and cursive, with a long horizontal stroke at the end.

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