



## CBR Frequently Asked Questions

### **Why are we exporting U.S. oil?**

Exporting of U.S. crude is a federal policy. What the Port of Grays Harbor has learned during this analysis period is that most crude oil extracted in the U.S. cannot be exported. There are very narrow exceptions that are not expected to apply to the projects being proposed in Grays Harbor.

The projects being proposed at the Port of Grays Harbor anticipate receiving crude by rail, transferring to storage and then loading crude oil from storage via pipeline to barge or ship. These vessels would then be taken to U.S. refineries along the West Coast. If Canadian or foreign crude is handled at the facility, then foreign trade regulations would apply.

### **Is Grays Harbor the only place that crude by rail will be handled?**

No. Several locations throughout Washington and on the Columbia River, in Oregon are currently handling crude by rail. Facilities in Anacortes and Tacoma, Washington as well as a facility in Clatskanie, OR are receiving crude successfully. Other crude by rail (CBR) facilities are being proposed in Ferndale, Tacoma, and Vancouver, WA. There are also several other locations throughout the U.S. that are currently handling crude by rail.

### **How many jobs will be created?**

The number of permanent jobs created will vary by project but preliminary estimates are up to 100 permanent, full-time, family-wage jobs and approximately \$100 million combined private investment in new facilities. These job numbers do not include the temporary jobs created by construction nor the permanent jobs created for longshore, rail, pilot and tug workers.

### **Will there be an Environmental Impact Statement (EIS)?**

The environmental review and permitting process is handled by the companies and the respective local, state and federal agencies with permitting jurisdiction. The Port of Grays Harbor is not a permitting agency for these projects, but as the land owner, the Port requires that all local, state and federal permits and authorizations be met in order to meet lease requirements.

The City of Hoquiam and the Department of Ecology were co-leads in reviewing Westway and Imperium's State Environmental Policy Act (SEPA) checklist and have expressed interest in continuing to be co-leads for the Grays Harbor Rail Terminal project. It will be these two agencies that will make the decision together if an EIS will be required.

## **What about increased rail traffic?**

Rail traffic has been of high concern to many community members, including the Port of Grays Harbor. In anticipation of increasing rail cargo volumes, the Port invested more than \$18 million last year to upgrade the marine terminal rail system. This first step has directly decreased the wait times in East Aberdeen. In addition, the Puget Sound and Pacific Railroad began a capital construction program that included construction of a passing track and numerous improvements at crossings.

Grade separation is also a possibility and is currently being considered to help increase safety and alleviate train related congestion in the East Aberdeen area. Other long term projects are also being considered for the same area. In the meantime, "Smart Signs" are being explored as a way of communicating a train's arrival information in the area. The Puget Sound & Pacific Railroad is currently working with the Federal Railroad Administration (FRA) on this issue.

The Port sees projects that diversify, expand and strengthen our cargo base as an opportunity to improve our community's infrastructure that serves and attracts businesses that create jobs. Throughout the planning, engineering, construction and operation of the proposed facilities, the project proponents will be working closely with the Railroad and the Port to come up with a plan to mitigate the impacts of rail traffic on the community.

## **In light of the tragedy in Quebec, is it safe to transport crude by rail?**

The July event that occurred after unintended movement of crude rail cars in Lac Megantic, Canada has highlighted the fact that crude is a hazardous material and must be handled with extreme care and attention. The Port of Grays Harbor has a safe history of handling crude and other petroleum products that dates back into the 1950s. The Genesee & Wyoming Inc., the parent company of our rail provider Puget Sound and Pacific Railroad, is recognized as the rail industry leader in safety.

The railroad is regulated by the Federal Rail Administration (FRA) who recently issued a Safety Advisory and Emergency Order that specifically establishes rail operation rule to prevent a similar tragedy from happening in the United States.