

CRITFC – Pacific Northwest Fossil Fuel Transport Terminals – Rail/Ship Capacity Table

Type	Project	Crude Capacity (Barrels per day)	Coal Capacity (Million metric tons per annum)	Trains Per Week (1 way thru CR Gorge)	Vessels Round trips per week	Notes
Coal	Coyote Island Terminals (Port of Morrow, OR)	x	8.8 mmta	8-11	48 barge 10 ships	Proposed, permit denied. Trains to Port of Morrow, coal stored on site, transferred to barges. Barges down Columbia River to Port Westward, transfer directly to Panamax-sized ships. In legal proceedings.
Coal	Gateway Pacific (Cherry Pt., WA)	x	53 mmta	55-60	45+	Proposed, permit denied. Largest coal export terminal in U.S. All full trains travel through the CR Gorge, empty trains via interior WA state. Corps has denied permit based on treaty rights, probably will face appeal.
Coal	Millenium Bulk Terminals (Port of Longview, WA)	x	44 mmta	50-55	30-35	Proposed. Currently in environmental review. DEIS expected April 30, 2016.
Crude	Arc Terminals, Arc Logistics Partners (Portland, OR)	≤16,000 bpd	x	≥2	4	Operating. Former asphalt receiving terminal, receiving CBR and ethanol. Storage capacity 1,466,000.
Crude	Columbia Pacific Bio-Refinery/Global Partners (Port Westward, OR)	28,600 bpd (increase to 120,000)	x	≤3-5 (increase to 10-12)	6	Operating, financial problems. Permitted to accept 24 – 50 trains/month, pending appeals and infrastructure upgrades. Rail line through Rainier needs major improvements. Ship dock condition extremely poor, received upgrade permit from Corps July 2015. Company in poor financial position, is currently reverted to ethanol only.
Crude	Grays Harbor Rail Terminal U.S. Develop. (Grays Harbor, WA)	50,000 bpd	x	5	8	Proposed. Vacant industrial lot, under environmental review. Would ship via ships and barges. DEIS expected 2016.
Crude	Imperium Renewables (Grays Harbor, WA)	70,000 bpd	x	7-8	8	Proposed Expansion. DEIS released 2015, public comments filed Nov 2015. Company announced it will not accept crude.
Crude	NuStar Energy, L.P. (Port of Vancouver, WA)	50,000 bpd	x	2-4	6	Proposed Conversion. Former asphalt-receiving terminal with shipping capabilities. Under environmental review by City of Vancouver.
Crude	Targa Sound Terminals (Port of Tacoma)	30,000 bpd	x	2-3	4	Proposed. Capable of receiving CBR, ethanol, biodiesel.
Crude	Tesoro-Savage, Vancouver Energy (Port of Vancouver, WA)	360,000bpd	x	36	20-25	Proposed. Largest CBR terminal proposal in the U.S. Currently in EFSEC legal proceeding and environmental review. DEIS released 2015.
Crude	Westway Terminals (Grays Harbor, WA)	26,300-48,700 bpd	x	5	7	Proposed Conversion. Current storage-only, will be expanded to receive CBR. Application notes shipping by ships and barges. DEIS released 2015, public comments filed Nov 2015
Refinery	BP (Ferndale, WA)	*70,000 bpd	x	6-7	7-8	Operating. Largest refinery in region. Receives crude by ships, expanded CBR capacity.
Refinery	Phillips 66 (Ferndale, WA)	(*35,000 bpd)	x	2-3	4	Operating. Receiving ships, but permits for CBR are pending
Refinery	Shell (Port of Anacortes)	(*60,000 bpd)	x	5-6	6	Operating. Receiving ships. Capacity reflects CBR potential. Currently in environmental review, strong opposition.
Refinery	Tesoro (Port of Anacortes)	*50,000 bpd	x	5-6	6	Operating. Receives by ship and CBR. Capacity reflects CBR only. Trains through Swinomish reservation challenged by tribe.
Refinery	U.S. Oil (Port of Tacoma)	*35,000 bpd	x	3-4	4	Operating. Refinery primarily receives by ship with limited CBR.
Propane/ LPG	Petrogas Ferndale LPG (Ferndale, WA)	30,000 (LPG)	x	1-2	2-3	Operational. Capability to handle exports & imports with rail, truck and pipeline; connected to 2 crude refineries

1x100 unit crude train = 2,900,000 gallons of crude ~ 42 gallons of crude = 1 barrel ~ CBR = "Crude by Rail" ~ Vessels – Panamax & Cape Class, barges in Gray's Harbor
 All vessels in **RED** indicate vessels in the Lower Columbia River Estuary, all others through Puget Sound ~ All trains in **BLUE** reflect current rail traffic in the Columbia River Gorge
 *Refinery volume = amount of crude to receive by rail (CBR). Most refineries receive larger volume by ship delivery.

Babtist Paul Lumley

Attachment 1