

Lovel Pratt

Attached please find comments from Friends of the San Juans and Friends of the Earth.

Friends of the San Juans • Friends of the Earth

April 19, 2025

Max Gordon
Ecology Spill Prevention, Preparedness and Response Program
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Sent via email: max.gordon@ecy.wa.gov and the public comment portal:
https://sppr.ecology.commentinput.com/?id=b3Ff9p8SY&utm_medium=email&utm_source=govdelivery

RE: BP Cherry Point Refinery Five-Year Oil Spill Contingency Plan Update, Dock Transfer Spills

Dear Max Gordon,

Thank you for considering these comments on the BP Cherry Point Refinery's five-year update to its oil spill contingency plan (BP c-plan). Friends of the San Juans and Friends of the Earth have these additional comments on Dock Transfer Spills, in addition to the previously submitted comments that were also signed by Washington Conservation Action, San Juan Islanders for Safe Shipping, RE Sources, and Washington Physicians for Social Responsibility.

The BP c-plan states (page 3-34):

Per WAC [173-180-221](#), all transfers at the bp Cherry Point Dock other than transfers of gasoline or gasoline-range material, will be pre-boomed when it is safe and effective to do so.

In the 5-year period from April 1, 2020, through March 31, 2025, according to the Advance Notice of Transfer (ANT) data, there were 1,107 transfers at the BP Cherry Point Refinery dock, excluding transfers of gasoline or gasoline-range material (specifically this list of products from Ecology: gasoline, aviation gasoline, ethanol, and nonene).

The majority of the over-water oil transfers in the previous 5 years, 604 transfers (54.56%), were not pre-boomed. As stated in WAC [173-180-015](#), in order to provide "improved protection of Washington waters and natural resources from the impacts of oil spills caused by operational errors, human errors, and improper oil handling equipment, design, and operations," different pre-booming equipment and/or deployment tactics that are more suitable for the conditions that occur at the BP dock should be considered so that all or at least a majority of over-water oil transfers at the

BP Cherry Point dock (other than gasoline and gasoline-range material) can be pre-boomed.

Given BP's failure to pre-boom the majority of transfers, Ecology should more closely monitor the transfers to ensure the conditions were appropriate for BP to seek alternative measures to pre-booming. Furthermore, Ecology should conduct an on-water exercise during conditions in which BP regularly claims it to be neither safe nor effective to pre-boom. Ecology should not allow any over-water oil transfers that are not pre-boomed to occur if BP's alternative strategies to pre-booming are found to be insufficient for an effective oil spill response.

To conclude, the ANT data summarized here serves to underscore the importance of the comments previously submitted to this c-plan update.

Sincerely,

Lovel Pratt
Marine Protection and Policy Director
Friends of the San Juans

Marcie Keever
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