

May 18, 2020

The Honorable Elaine Chao
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Re: Makah Tribe Oil Spill Response Access Dock Phase II – BUILD 2020 Application

Dear Secretary Chao:

I am writing on behalf of the members of the Pacific Merchant Shipping Association (PMSA) to seek federal support for the Makah Tribe's BUILD 2020 construction grant application to the US Department of Transportation for an Oil Spill Response Dock Extension to the Makah Commercial Fish Dock, in Neah Bay, Washington. The PMSA represents ocean carriers and marine terminal operators operating on the West Coast of the United States and servicing the trade demands on the United States.

In an effort to mitigate the risk of oil spill on the outer coast of Washington State, the state government has required an Emergency Response Towing Vessel (ERTV) stationed at Neah Bay, on Makah Tribal Lands. As such, a safe and functional docking facility for this ERTV is necessary for maintaining that capability. For your guidance, the cost for stationing, maintaining, and operating the ERTV is borne by the maritime industry through arrival fees assessed on vessels calling on Washington State ports.

The Makah Commercial Fish Dock was completed in October 2014 as the first phase of a planned two-part project at a cost of 12 million in hard dollars to the Makah Tribe and serves as the Makah Tribe's investment to the Phase 1 portion of this project. The Makah investment in Phase I funded the base infrastructure for the oil spill extension of the dock to be built off of in Phase II. Funding for the construction of this Phase II dock extension will improve services for spill response vessels to respond with greater efficacy in the event of a spill incident in the greater Strait of Juan de Fuca and Cape Flattery region on both sides of the US and Canadian border.

The Phase II construction will also allow for quicker transfer of recovered oil products from the vessels and storage barges to land transportation. Unimpeded access to, and the rapid deployment of, spill response assets is of vital importance for the Port of Neah Bay to take the best advantage of its geographically strategic location to provide regional coverage of the greater Cape Flattery region. The ability to enhance spill response infrastructure capacity in this regard also directly supports the nation State of Washington's ability to meet Worst Case Oil Spill Scenarios effectively.

The Makah Dock is the only all-weather port, accessible year-round within 100 nautical miles on the outer coast of Washington State. This project is will help to provide adequate protection of the waters that support the Makah Tribe's livelihood and quality of life of over 8 million residents in the region in United States and Canada, habitat for many marine species, and a significant portion of the Washington State's economy.

This project would be an asset to the transportation infrastructure in the State of Washington and the greater United States, and I hope you will give this project serious consideration.

Sincerely,

A handwritten signature in blue ink that reads "MR Moore".

Captain Mike Moore
Vice President