



Bluewater SPM Project

Deepwater Port Act and Licensing Process

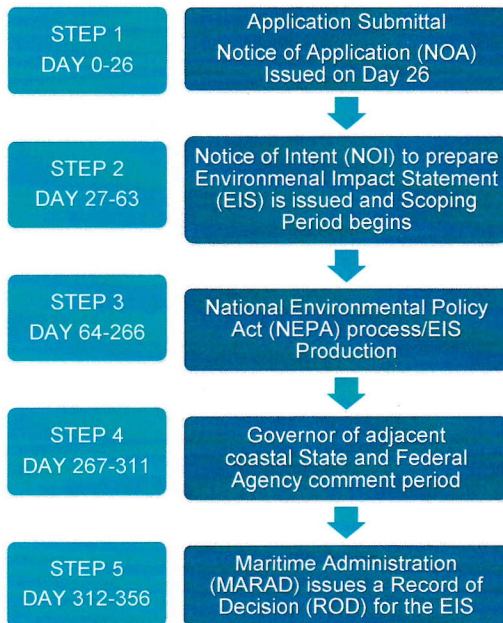
What is the Deepwater Port Act?

- Establishes a licensing system for ownership, construction, operation, and eventual decommissioning of deepwater ports located beyond the State seaward boundaries of a State that are used to import or export oil or natural gas to or from the U.S.
- Deepwater ports are licensed by the Maritime Administration
- Mandates compliance with the National Environmental Policy Act.



What is the Deepwater Port Licensing Process?

The Secretary of Transportation delegated the responsibility for processing deepwater port applications to the Maritime Administration (MARAD) and the U.S. Coast Guard. The Secretary of Transportation delegated to the Maritime Administrator the authority to issue, transfer, amend, or reinstate a license for the construction and operation of a deepwater port.



- The Administrator may approve, approve with conditions, or disapprove a deepwater port license application.
- License review process includes a series of statutory deadlines, totaling a maximum of 356 days, from the date that the application is filed.
- All necessary information and analyses to meet Federal and state environmental requirements is incorporated into one NEPA document.
- Deepwater Port Act requires at least one public license application hearing in each adjacent coastal State for each application.
- Final public license application hearing must occur no later than 240 days after the publication of the Notice of Application in the Federal Register.
- Federal agencies and the Governor(s) of the adjacent coastal State(s) have 45 days after the final public license application hearing to make their final comments on the application. Governor(s) may approve, approve with conditions, or disapprove the application.
- The Maritime Administrator has a total of 90 days to issue a Record of Decision after the public license application hearing.

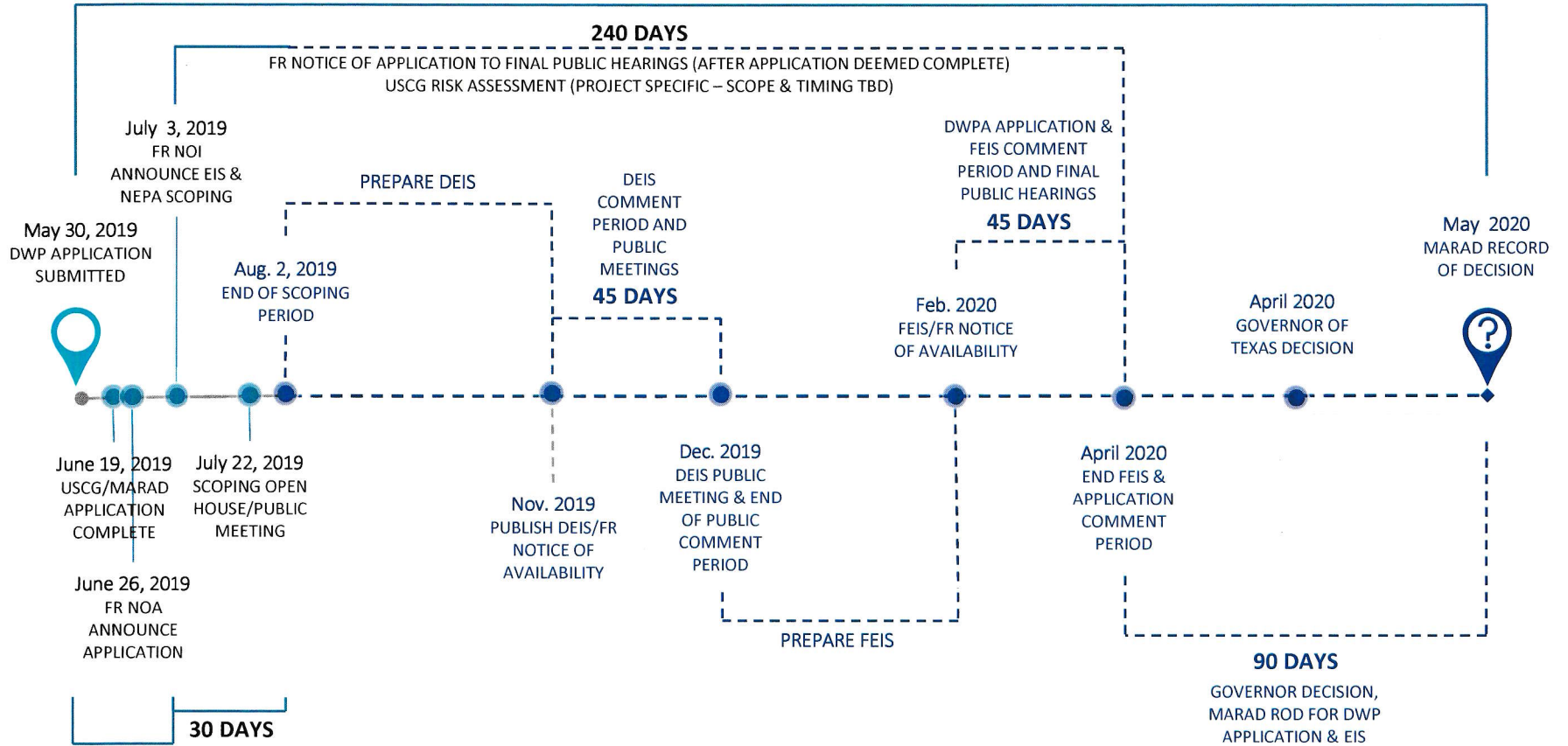
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What is the Independent Risk Assessment (IRA)?

- U.S. Coast Guard works with local stakeholders and the applicant to conduct an independent risk assessment (IRA).
- Purpose of the IRA is to identify credible accidental and intentional scenarios that could lead to the release of oil during port operations, determine worst-case consequences, and identify and other maritime safety/ security issues that should be addressed.

U.S. COAST GUARD AND THE MARITIME ADMINISTRATION NATIONAL ENVIRONMENTAL POLICY ACT TIMELINE

356 DAYS



LEGEND

- PROJECT MILESTONES COMPLETED TO DATE
- FUTURE PROJECT MILESTONES (DATES TENTATIVE)

LIST OF ACRONYMS

DWP	DEEP WATER PORT
FR	FEDERAL REGISTER
NOI	NOTICE OF INTENT
NOA	NOTICE OF APPLICATION
NEPA	NATIONAL ENVIRONMENTAL POLICY ACT
EIS	ENVIRONMENTAL IMPACT STATEMENT
DEIS	DRAFT ENVIRONMENTAL IMPACT STATEMENT
FEIS	FINAL ENVIRONMENTAL IMPACT STATEMENT
USCG	UNITED STATES COAST GUARD
MARAD	UNITED STATES MARITIME ADMINISTRATION