

**APPENDIX D**

**SPILL PREVENTION CONTROL AND COUNTERMEASURE PLAN  
FOR CONSTRUCTION ACTIVITIES**

SPILL PREVENTION CONTROL AND  
COUNTERMEASURE (SPCC) PLAN FOR  
CONSTRUCTION ACTIVITIES

FOR

BAYOU CASOTTE ENERGY LLC  
CASOTTE LANDING NATURAL GAS  
IMPORT TERMINAL  
PASCAGOULA, MISSISSIPPI

Bayou Casotte Energy LLC  
Casotte Landing Natural Gas Import Terminal  
*Address To Be Established*  
Pascagoula, Mississippi, 39567

January 2006

**SPILL PREVENTION CONTROL AND  
COUNTERMEASURE (SPCC) PLAN FOR  
CONSTRUCTION ACTIVITIES  
- DRAFT -**

**Facility Name:** Casotte Landing Natural Gas Import Terminal

**Address:** *Address To Be Established*  
Pascagoula, Mississippi, 39567

**Phone Number  
(24 hours/day):** *To Be Established*

**Latitude:** 30 degrees 20 minutes 04 seconds

**Longitude:** 88 degrees 29 minutes 37 seconds

**Owner:** Bayou Casotte Energy LLC

**Contact Person:** Michael J. DeNicola (832) 854-6228

**Revision Date:** January 2006

## List of Acronyms

CFR	Code of Federal Regulations
DOT	Department of Transportation
EPA	Environmental Protection Agency
ERP	Emergency Response Plan
FERC	Federal Energy Reserve Commission
FSO	Facility Security Officer
LNG	Liquefied Natural Gas
MDEQ	Mississippi Department of Environmental Quality
N/A	Not Applicable
NPDES	National Pollutant Discharge Elimination System
NRC	National Response Center
P.E.	Professional Engineer
SPCC	Spill Prevention, Control, and Countermeasures Plan
USCG	United States Coast Guard
USTs	Underground Storage Tanks

## **Log of Plan Review and Amendments**

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*The SPCC must be prepared and implemented prior to the commencement of site activity. Therefore, upon determination of the construction contractor, this SPCC will be finalized and certified prior to the commencement of construction activities.*

As required by 40 CFR 112.5(a), the Plan will be amended when there is a change to the facility design, construction, operation or maintenance that materially affects its potential for a discharge as described in 40 CFR 112.1(b). Any technical amendment will be certified by a Professional Engineer (P.E.) in accordance with 40 CFR 112.5(c). An amendment made under this section will be prepared within six (6) months of the change and implemented as soon as possible but not later than six (6) months following preparation of the amendment. Technical amendments affecting various pages within the plan can be P.E. certified on those pages, certifying those amendments only, and will be documented on the following log form.

Non-technical amendments are not certified by a P.E. Examples of non-technical amendments include, but are not limited to, phone numbers, name changes, or any non-technical text change(s). Management will review this SPCC plan at least every five (5) years and document the review on the log form.

A complete copy of the SPCC Plan will be maintained by Bayou Casotte Energy personnel and will be available for review during normal working hours [40 CFR 112.3(e)(1)].



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§112.9(b)	Oil production facility drainage	N/A
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§112.10	Requirements for onshore oil drilling and workover facilities	N/A
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### TO BE ADDED PRIOR TO COMMENCEMENT OF CONSTRUCTION ACTIVITIES

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## **1.1 REGULATORY BACKGROUND**

The Federal Water Pollution Control Act amendments of 1972 require the Administrator of the Environmental Protection Agency (EPA), with other federal, state and regional agencies, to establish programs designed to prevent or reduce pollution of the waters of the United States. The EPA published regulations to prevent pollution of waters of the United States by oil emanating from non-transportation related facilities at 40 CFR 112 on December 11, 1973. This Spill Prevention Control and Countermeasure Plan (SPCC) is prepared in accordance with the requirements of Federal regulations 40 CFR 112.7.

The regulations require the preparation and implementation of an SPCC Plan for all non-transportation related facilities which could reasonably be expected to discharge oil into the navigable water of the United States or adjoining shorelines. The Bayou Casotte Energy, LLC, Casotte Landing Natural Gas Import Terminal is an onshore liquefied natural gas (LNG) import terminal and is therefore subject to the requirement of 40 CFR Part 112 to prepare and implement a SPCC Plan. The facility, due to its location could reasonably be expected to discharge LNG, oil, and/or similar petrochemical products into navigable waters of the U.S. or adjoining shoreline (40 CFR 112.1(b)).

## **1.2 SPCC PLAN COMPONENTS**

The objective of this Construction SPCC Plan is to provide preventative measures to be employed during construction of the Casotte Landing Terminal. The measures are established to minimize the occurrence of an event that results in spills or releases of fuel, lubricants, or other materials at storage areas, during normal construction and fueling activities.

**2.1 MANAGEMENT COMMITMENT [40 CFR 112.3(E)]**

Company: Bayou Casotte Energy LLC

Location: Pascagoula, Jackson County, Mississippi

Person of Authority: *To Be Established*

I am authorized to commit the necessary resources to carry out the Spill Prevention Control and Countermeasures (SPCC) Plan. These necessary resources may include the time and efforts of in-house personnel, the time and effort of professional contractors, the allocation of existing equipment, the use of rental equipment, and/or the allocation of monies required to modify existing facilities as required by this SPCC Plan. Bayou Casotte Energy LLC is committed to the operation of its facilities in a manner that promotes the preservation and protection of the environment and which protects the health, safety and well being of its employees, neighbors, and the general public.

Signed: \_\_\_\_\_  
*To Be Established*

Date Signed: \_\_\_\_\_

**2.2 PROFESSIONAL ENGINEER CERTIFICATION [40 CFR 112.3(D)]**

*Professional Engineer certification will be completed prior to Plan certification with the designated construction contractor.*

I hereby certify that I have personally examined the facility and being familiar with the regulations of 40 CFR Part 112 attests that this SPCC Plan has been prepared in accordance with good engineering practices including consideration of applicable industry standards. I have verified that the required inspection and testing procedures have been established as set forth in the Plan. I have verified that the Plan is adequate for the Facility.

Name: \_\_\_\_\_

Signature: \_\_\_\_\_

State: Mississippi

Registration Number: \_\_\_\_\_

Seal:

**2.3 SUBSTANTIAL HARM CRITERIA AND FLOWCHART [40 CFR 112.20]**

FACILITY NAME: Casotte Landing Natural Gas Import Terminal

FACILITY ADDRESS: To Be Established, Pascagoula, MS 39567

1. Does the facility transfer oil over water to or from vessels *and* does the facility have a total oil storage capacity greater than or equal to 42,000 gallons?

**XX** YES

NO

2. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons *and* does the facility lack secondary containment that is sufficiently large to contain the capacity of the largest aboveground oil storage tank plus sufficient freeboard to allow for precipitation within any aboveground oil storage tank area?

YES

**XX** NO

3. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons *and* is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III to this appendix or a comparable formula) such that a discharge from the facility could cause injury to fish and wildlife and sensitive environments? For further description of fish and wildlife and sensitive environments, see Appendices I, II, and III to DOC/NOAA’s “Guidance for Facility and Vessel Response Plans: Fish and Wildlife and Sensitive Environments” (59 FR 14713, March 29, 1994) and the applicable Area Contingency Plan.

**XX** YES

NO

4. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons *and* is the facility located at a distance (as calculated using the appropriate formula in Attachment C-III to this appendix or a comparable formula) such that a discharge from the facility would shut down a public drinking water intake?

YES

**XX** NO

5. Does the facility have a total oil storage capacity greater than or equal to 1 million gallons *and* has the facility experienced a reportable oil spill in an amount greater than or equal to 10,000 gallons within the last 5 years?

YES

**XX** NO

***CERTIFICATION***

I certify under penalty of law that I have personally examined and am familiar with the information submitted in this document, and that based on my inquiry of those individuals responsible for obtaining this information, I believe that the submitted information is true, accurate, and complete.

Signature \_\_\_\_\_

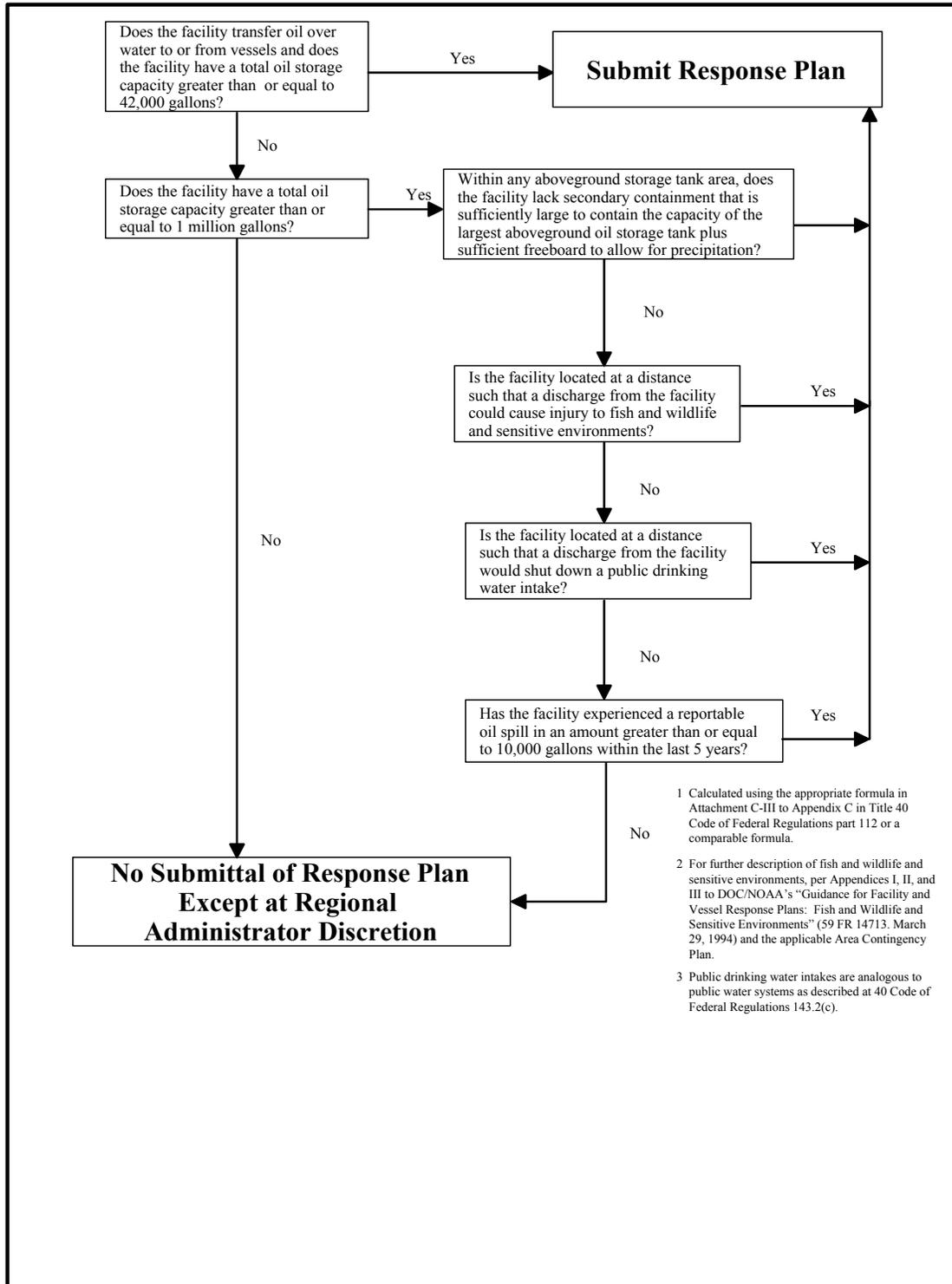
Title \_\_\_\_\_

Name \_\_\_\_\_

Date \_\_\_\_\_

(please type or print)

**Flowchart of Criteria for Substantial Harm**



**2.4 AMENDMENT OF SPCC PLAN BY REGIONAL ADMINISTRATOR [40 CFR 112.4]**

Notwithstanding compliance with Section 112.3, whenever the facility has a discharge of oil in excess of 1,000 gallons in a single event, or two discharges occur of more than 42 gallons within any 12-month period, the following information must be submitted to the Regional Administrator of the EPA within 60 days from the time of the incident:

- Name of the facility;
- Your name;
- Location and phone number of the facility;
- Maximum storage capacity of the facility and normal daily throughput;
- Corrective action and countermeasures taken, including a description of equipment repairs and replacements;
- Description of the facility, including maps, flow diagrams, and topographical maps as necessary;
- The cause of the discharge, including failure analysis of the system or subsystem in which the failure occurred;
- Additional preventive measures taken to minimize the possibility of recurrence; and
- Any other information that the Regional Administrator may reasonably require as pertinent.

**2.5 NOTIFICATION OF STATE AGENCY [40 CFR 112.4(C)]**

Send to the state agency in charge of oil pollution control activities, a complete copy of all information provided to the Regional Administrator under paragraph (a) of this section shown above. The state agency may conduct a review of and make recommendations of the Regional Administrator as to further procedures, methods, equipment, and other requirements necessary to prevent and contain discharges from the facility. Notification should be provided to the following address:

Mississippi Emergency Management Agency  
(800) 222-6362 or (601) 352-9100  
24-hour Emergency Number

## **2.6 NOTIFICATION OF FEDERAL AGENCY**

The National Response Center (NRC) will be notified by calling (800) 424-8802 in accordance with the requirements of 40 CFR 117 and 40 CFR 302 as soon as Bayou Casotte Energy knowledge of a discharge/release to the environment.

Where appropriate, U.S. Environmental Protection Agency, Region 4 will also be notified at (404) 562-8700.

The U.S. Coast Guard is the lead federal response agency for spills occurring in coastal waters, deep water ports, the Great Lakes, Mississippi River, and operates the National Response Center. EPA is the lead federal response agency for spills occurring in inland waters.

## **2.7 AMENDMENT OF SPCC PLAN BY OWNER OR OPERATOR [40 CFR 112.5]**

This SPCC Plan shall be amended whenever there is a change in facility design, construction, operation, or maintenance practices which materially affects the facility's potential for the discharge of oil upon the navigable waters of the United States or adjoining shore lines. Such amendments shall be fully implemented as soon as possible, but not later than six months after such changes occur.

Examples of changes that may require amendment of the Plan include, but are not limited to: commissioning or decommissioning containers; replacement, reconstruction, or movement of containers; reconstruction, replacement, or installation of piping systems; construction or demolition that might alter secondary containment structures; changes of product or service; or revision of standard operation or maintenance procedures at a facility.

Any such changes shall be noted on the Review and Amendment Log included within this SPCC plan. Any pages that require revision will be noted with the date of the change and will replace the existing page in this plan. An entry will be made in the Review and Amendment Log noting the date of the change, a general description of the changes that made the amendment necessary (an additional description of changes can be inserted as an attachment to the log, if necessary), pages affected, signature of the person making the changes, and noting whether the changes were significant enough to warrant re-certification by a P.E.

### **2.7.1 Plan Review [40 CFR 112.5(b)]**

The SPCC Plan shall be reviewed and evaluated at least once every five years. An entry shall be made in the Review and Amendment Log and signed after each review. If the plan is determined to be satisfactory through this review, then the entry shall note that no changes were made and will include the signature of the reviewer. Any changes to the plan made as a result of the scheduled review shall be made as soon as possible, but no more than six months from the time of the review.

### **2.7.2 Re-Certification [40 CFR 112.5(c)]**

Significant amendments to the plan will require re-certification by a P.E. in accordance with 112.3(d). If re-certification is necessary, a new certification page shall be sealed and signed and inserted into the plan. Administrative changes do not require re-certification, but still must be noted in the Review and Amendment Log.

**3.1 GENERAL FACILITY DESCRIPTION [40 CFR 112.7(A)(3)]**

The Casotte Landing Terminal will be located near the existing Chevron Pascagoula Refinery adjacent to the Bayou Casotte Channel in Jackson County, Mississippi. It is an onshore facility encompassing 4.8 square miles that is engaged in storing, processing, refining, transferring, and distributing crude oil and petroleum and petrochemical products.

The Terminal will primarily be sited on the old Corning property that is now controlled by Chevron USA Inc. The site encompasses approximately 264 acres of land bounded by Bayou Casotte on the west, West Hardee Road on the North, Ranson Road on the East, and the Southern property line that runs along plant coordinate N844.24'. The grid reference point for the site plan is at N0985.90' and E1508.10'. The geotechnical reference point established on the site is at N2284.07' and E5264.45'. The plant coordinate system is identical to the NAD27 Mississippi State Plane East Zone coordinate system but with the first two digits (N24 & E60) omitted.

The Casotte Landing Terminal site includes the following process systems:

- LNG Carrier Berth;
- LNG off-loading arms;
- LNG storage tanks;
- Boil-Off-Gas (BOG) system;
- NGL Extraction Plant;
- LNG vaporization (Intermediate Fluid Vaporizers);
- Heating systems;
- Natural gas and NGL metering;
- Flare system;
- Wastewater system;
- Storm water system;
- Instrument air system;

- Nitrogen system; and
- Other utility systems.

Facilities and Buildings include:

- Terminal control center, administration, warehouse, shop, and security building;
- Main gate guard house;
- Tug berth;
- Construction barge dock;
- LNG process impoundment basin;
- LNG berth impoundment basin;
- Terminal substations;
- Mississippi Power Company substation;
- LNG berth substation;
- Cooling tower substation;
- LNG berth control shack; and
- Firewater pond and pump houses.

## **3.2 EMERGENCY RESPONSE INFORMATION[40 CFR 112.7(A)(5)]**

### **3.2.1 Written Commitment of Resources**

In addition to the spill prevention, control, and countermeasures described in this SPCC Plan, Bayou Casotte Energy also agrees to commit necessary manpower, equipment, and materials to control and remove any potentially harmful quantity of oil discharged in areas without secondary containment or into the municipal sewer system or storm water system during construction activities.

### **3.2.2 Spill Response Procedures and Corrective Measures**

Upon the finalization of the SPCC Plan prior to commencement of construction activities, Bayou Casotte Energy will develop project-specific procedures that will address the following areas:

- Identify key resources available for responding to an incident at the site;
- Coordinate communications to potentially affected residents of the community;
- Provide guidance, policies, and procedures, and assign duties, as necessary to appropriate personnel; and
- Establish written procedures for implementation of this Construction SPCC Plan.

All spill response procedures, immediate removal actions, and follow-up corrective actions will be coordinated through and supervised by the appropriate and qualified individuals. In no event will recovered spill product materials, contaminated soil, or other spill residues be improperly or illegally disposed.

If a reportable spill should occur at the Casotte Landing Terminal, all required federal, state, and local spill reporting will commence immediately.

**3.2.3 Prediction of Direction, Rate of Flow, and Quantity of Discharge**  
[40] **CFR 112.7(b)]**

The hypothetical events required by the regulations have been evaluated and a more detailed discussion and information will be provided prior to the Casotte Landing Terminal becoming fully operational.

**3.2.4 Emergency Telephone Numbers**

In the event of an oil spill occurring at a time other than the normal work hours, the appropriate, qualified individual(s) will be contacted as soon as possible after the discovery of the spill or emergency. The qualified individual(s) will initiate the spill response in accordance to the Casotte Landing Natural Gas Import Terminal Emergency Response Plan (ERP). Emergency call outs shall follow procedures described in the ERP. A copy of the ERP will be maintained on site. The required organizations will be called based on the instructions contained in the Casotte Landing Natural Gas Import Terminal ERP. An updated contact list of plant personnel and the applicable emergency response notification procedures (i.e. spill assessment and call out procedures, agency information and spill reporting) will be provided in the ERP.

**3.3 DESCRIPTION OF CONTAINMENT AND DIVERSIONARY STRUCTURES [40 CFR 112.7(C)]**

The Casotte Landing Terminal will implement ample secondary containment for designated storage areas and temporary storage containers, during construction activities. Secondary containment for each container will be documented within applicable Tables within this SPCC Plan. A description of each type of container, material of construction, approximate containment capacity, and predicted direction of runoff from the containment area will be included in this Plan upon prior to full operation of the Terminal. Secondary containment structures are not part of the permanent facility and will be removed at the completion of construction activities.

It is unlikely that a spill to land would leave the Casotte Landing Terminal, but the Terminal will have oil spill response resources capable of cleaning up the largest estimated spills to water. Emergency spill equipment (i.e., spill kits) will be readily available at primary storage areas. Each kit will contain the necessary resources required to respond to an actual spill at the Terminal.

Five key areas will require secondary containment measures during construction activities. Each area, and potential product storage (as applicable), are listed below. Secondary containment measures for these areas is described in Section 3.3.1

(1) Waste Storage Area

- Waste Oil
- Equipment Grease

(2) Product Storage Area

- Hydraulic Oil
- Diesel
- Gasoline
- Lube Oil

(3) Chemical Storage Area

- Cleaning Solvents
- Paints and Thinners
- Fiberglass Resin

- Fusion Bon Epoxy
- Sack Crete
- Sandblasting Material
- Coal Tar Epoxy

(4) Fueling and Maintenance Area

(5) Loading/Unloading Area

### **3.3.1 Secondary Containment**

Temporary equipment will be utilized (i.e., berms and liners) around aboveground storage tanks and designated areas of material storage. The temporary equipment will be capable of containing at least 110 percent of the largest container. Any storm water that may accumulate within the structure may be released following a visual inspection by qualified personnel, provided there is not evidence of a sheen, odor, etc.

All fuel nozzles shall be equipped with automatic shut off valves. All applicable written procedures will be followed during fueling operations. In addition, prior to departure, all outlets will be inspected, tightened, and adjusted to prevent leakage while in transit.

## **3.4 INSPECTIONS, TESTS, AND RECORDS [40 CFR 112.7(E)]**

Upon the Casotte Landing Terminal becoming fully operational, inspections will be conducted in accordance with written procedures developed by Bayou Casotte Energy and with applicable portions of API 653. Records will be maintained for five years.

## **3.5 PERSONNEL, TRAINING, AND DISCHARGE PREVENTION PROCEDURES [40 CFR 112.7(F)]**

Prior to the Casotte Landing Terminal becoming fully operational, personnel will receive extensive training on all aspects of the operation and maintenance of the Terminal. All Terminal operations and maintenance personnel will receive necessary training on Emergency Response procedures, including

annual refresher training. Management and other personnel who could be involved in any type of emergency will also receive training appropriate with their delegated responsibilities.

All applicable plans will be immediately available for instructions and guidelines to be followed if an oil spill occurs.

### **3.6 SECURITY [40 CFR 112.7(G)]**

The Casotte Landing Terminal will operate 24 hours a day, seven days a week. There will be access gates and guards that will control and regulate entrance 24 hours a day. The facility will be fully fenced, except where Terminal property is bounded by the coastline or marsh, where private property signs will be present. Lighting will be present throughout the footprint to provide illumination during hours of darkness. Additional lighting will be used in operating areas to facilitate spill discovery and operating activities at night. Lighting will be adequate to facilitate security and prevent vandalism at night.

Tank drain valves located in process areas will remain closed during non-operating or non-standby status. The tanks will be inside fenced areas with restricted entry. The loading/unloading connections will be secured, as necessary. Transfer pumps for these lines are also shut to the “off” position when not in service.

The security requirements for the Terminal are governed by regulations promulgated by both the DOT and the USCG. An Interagency Agreement dated February 11, 2004, details the relationship among the USCG, the FERC, and the DOT-RSPA regarding security management issues at onshore LNG terminals.

Under 49 CFR 193, DOT’s OPS is responsible for federal safety standards at onshore LNG facilities. This responsibility extends to requiring security training for facility personnel (49 CFR 193 Sections 2709 and 2715) and the implementation of various security measures, cameras, 24-hour-per-day, 7-day-a-week (24/7) monitoring, security fences and gates, access control systems and trained security guards who will conduct facility patrols are

elements under consideration as development of a detailed security management plan continues to progress.

In responding to the 33 CFR 105 requirements, Bayou Casotte Energy will develop an effective security plan that will incorporate detailed preparation, prevention, and response activities for each MARSEC Level, as well as identifying and training the personnel responsible for carrying all necessary security duties. Bayou Casotte Energy will be responsible, in terms of the Terminal, for designating and training a Facility Security Officer (FSO), ensuring that an FSA is conducted, developing and submitting for USCG approval an FSP, operating the facility in accordance with the approved FSP, providing appropriate security training for all Terminal personnel, implementing the necessary security measures applicable to the specific MARSEC Level in effect for the Port, reporting all breaches in security both internally and to appropriate governmental authorities, coordinating Terminal access for ship personnel and visitors to the ship, ensuring security for unattended vessels moored at the Terminal, and ensuring consistency between security and safety requirements.

**3.7 FACILITY TANK CAR AND TANK UNLOADING/LOADING RACK (EXCLUDES OFFSHORE FACILITIES) [40 CFR 112.7(H)]**

40 CFR 112.7(h) is not applicable to the operations that will be conducted at the Casotte Landing Terminal during construction activities.

**3.8 CONFORMANCE WITH OTHER APPLICABLE GUIDELINES [40 CFR 112.7(J)]**

No additional guidelines have been identified as it relates to conformance with the applicable requirements and other effective discharge prevention and containment procedures listed in this part or any applicable more stringent State rules, regulations, and guidelines.

**4.1 FACILITY DRAINAGE [40 CFR 112.8(B)]**

Drainage from diked storage areas will be inspected prior to release, to ensure that sheen is not observed. In addition, manually operated valves will normally be kept in the closed and locked position, so as to ensure that a release does not occur prior to inspection. Drainage from diked areas will be retained in an emergency retention pond. Water quality will be assessed to ensure compliance with NPDES permit limits before being discharged. Water will be discharged through manually operated valves kept in the closed position. When a discharge is complete, the valves are returned to the closed position.

Upon the Casotte Landing Terminal becoming operational, process water will be captured and treated accordingly throughout the operations of the Terminal. There are four major waste streams: (1) Non-contact stormwater; (2) Contact stormwater (oily water); (3) Gray water (domestic uses); and (4) Black water (sanitary water). These waste streams will be treated and released in accordance with the NPDES permit (as administered by the Mississippi Department of Environmental Quality (MDEQ)).

Bayou Casotte Energy has designed the Terminal storm water system to carry storm water by surface ditches and swales that runs alongside of the roads and along the heels of the hurricane levees. The storm water will then be collected through a series of catch basins located throughout the site. Storm water collected inside of the hurricane levee will be pumped over the hurricane levee to the storm sewer systems outside of the levee. Underground sewer pipes will be used to connect catch basins outside of the levee. Two header sewer pipes at the north and the south side of the process area will carry the storm water to two new outfalls into Bayou Casotte.

**4.2 BULK STORAGE TANKS [40 CFR 112.8(C)]**

During construction activities, product, waste, and chemicals will be present at the Terminal, as described in Section 3.3. Prior to commencement of construction activities, and upon finalization of this Plan by the construction contractor, a list of all materials, container, and storage description will be submitted.

There are no underground storage tanks (USTs) in operation at the Casotte Landing Terminal.

There are no partially buried tanks located at the Casotte Landing Terminal.

Operating personnel will routinely monitor tanks in their area of responsibility for integrity and check for any leaks.

When portable tanks are used, they are positioned or located so as to prevent spilled oil from reaching navigable waters. The containers will be inspected on a regular basis for leaks.

#### **4.2.1 Brittle fracture evaluation requirements [40 CFR 112.7(i)]**

All tanks at the Casotte Landing Terminal are expected to be in new condition, and will be designed to have adequate resistance to brittle fracture at the lowest ambient temperature per API 650 (or corporate equivalent). All repairs and alterations will be conducted to the applicable standards of API 653, and will be completed with materials that will not impact the tank's resistance to brittle fracture.

### **4.3 FACILITY TRANSFER OPERATIONS, PUMPING, AND FACILITY PROCESS [40 CFR 112.8(D)]**

Upon installation of piping at the Casotte Landing Terminal, buried piping will have adequate protective wrapping and/or coating to prevent corrosion. Buried piping exposed for any reason will be inspected for corrosion and repairs will be made as needed ensuring adequate corrosion protection. Cathodic protection will be installed where appropriate.

Casotte Landing Terminal pipelines shall be identified by stenciled lettering. Pipe supports meet Casotte Landing Natural Gas Import Terminal Standards that meet or exceed industrial standards.

Aboveground valves and pipelines will be visually examined routinely by qualified individual(s). Hydrostatic testing or equivalent U.S. DOT-approved integrity testing, will be performed on a pipeline before it is initially put into service and typically prior to a pipeline put in service after repairs have been made.

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# TABLES

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## **FIGURES**

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## **APPENDICES**

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