



SeaPort
SOUND TERMINAL, LLC

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Seaport Sound Terminal LLC



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Facility Overview

- Former asphalt refinery built in 1967, no longer a refinery but a terminal capable of handling renewable, petroleum and bulk liquid products
- Provide over 50 family wage jobs
- Current local leadership involved since early 2000's
- 2007-Introduced the most environmentally friendly option for fishing vessel fuel and container ship fuel
- 2007-First terminal to introduce biodiesel in Washington State
- 2011-Largest supplier of ethanol in Puget Sound
- 2017-First terminal to introduce Renewable Diesel in Washington State
- 2020-Ability to support West Coast Renewable Oil needs
- Longstanding positive reputation of safe, responsible, reliable and efficient logistics
- Seaport also has a long history of providing Renewable fuels, even without significant market demand.

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Renewable Fuel Background

- We moved over a hundred million gallons of renewable fuel last year alone. We are just one of the many energy facilities in the Tacoma Tideflats moving renewables.
- Renewable fuel needs petroleum assets and petroleum fuel to move. Why?
- The Renewable fuel that is being used is often a blend of renewable and petroleum.
- Majority of energy users cannot use 100% renewable fuel even if they wanted to due to their car, plane or ship engine technology. This includes users like City of Tacoma and the significant amount of fuel you purchase every year.
- Each renewable fuel has a different quality, heating, additive and blending requirement for their application.
- With the introduction of more types of renewable and low carbon fuels, it will likely require more tankage and product segregation.

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Renewable Fuel Background

- Assets must have ability to change and modify as the petroleum and renewable technology changes. We do not know what the fuel of the future will look like. It will mean more renewable, it may also mean more lower carbon petroleum options.
- The majority of renewable fuel and feedstocks are not located in Washington State. They require assets that can receive by pipeline, water and rail. The energy that serves this region cannot be met by trucking.
- The LCFS does not mean all fuel applications will be renewable. It means moving towards the lowest carbon fuel available. Not all energy applications have a renewable fuel today.
- Nearest terminals outside of Tacoma are Seattle and Portland, these terminals would be unable to absorb the energy needs for Pierce County today and especially as our area grows.

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Other comments and questions

- What definition are we using for renewable fuel?
- Would limiting growth result in more trucking from outside areas to meet this areas energy needs? What has been factored in for our areas potential growth?
- If our local facilities can't meet this areas needs, what does that mean for traffic, emissions and green house gases?
- How does our plan support our ability to meet the LCFS with not just renewable options but low carbon options?
- What about fuel applications that do not have a renewable fuel available?
- How are we factoring potential conflicts with the sub-area plan?

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