



Red Hill Defueling and Fuel Relocation Draft Environmental Assessment/ Overseas Environmental Assessment



National Environmental Policy Act (NEPA) Process

- Enacted in 1969, NEPA requires all federal agencies to evaluate potential environmental impacts of any major actions they may propose and to inform and involve the public in the decision-making process.
- Your comments submitted on the Draft EA/OEA will become part of the public record and will be addressed in the Final EA/OEA.
- The Final EA/OEA and decision document will be released to the public.

Ways to Participate

You are encouraged to participate in several ways:

- Review the Draft EA/OEA
- Provide comments
- Check the Joint Task Force-Red Hill website for updates on the Final EA/OEA

How to Provide Comments

Submit comments beginning June 9, 2023 and ending June 30, 2023.

- **Online:**
<https://www.pacom.mil/JTF-Red-Hill/NEPA-Comment/>
- **By Mail:**
Joint Task Force Red Hill
1025 Quincy Ave, Suite 900
Joint Base Pearl Harbor-Hickam, HI 96860
- **At the Public Meeting:**
Written or verbal recording



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Proposed Action and Purpose and Need

Proposed Action

Gravity-based defueling of Red Hill Bulk Fuel Storage Facility (RHBFSF) underground storage tanks and associated pipelines, and relocation of the flowable fuel by tanker ship.

Purpose

To comply with:

- State of Hawaii Department of Health Emergency Orders
- Environmental Protection Agency 2023 Consent Order
- U.S. Secretary of Defense order to defuel and permanently close Red Hill

Need

- To protect local water supplies
- Defueling Red Hill is an initial step in the process of full closure and remediation

Alternatives

Alternative 1: The No Action Alternative is normal operations and routine consumption of fuel

Alternative 2: Relocation of the approximately 106 million gallons of flowable fuel to existing locations within the DoD fuel supply chain by ocean transit

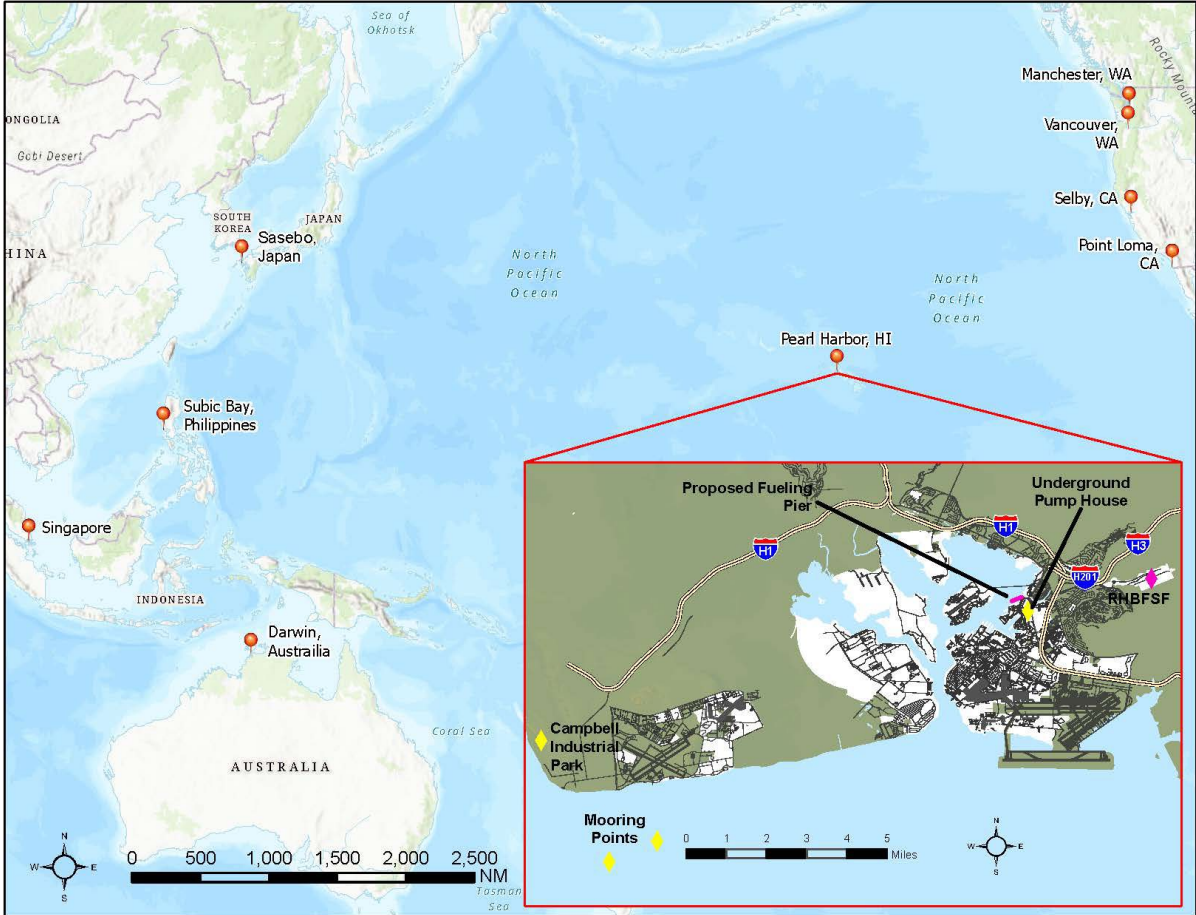
Alternative 3: Commercial sale of fuel plus relocation as in Alternative 2



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Action Area





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PUBLIC HEALTH AND SAFETY

Drinking Water

- Joint Base Pearl Harbor-Hickam and Campbell Industrial Park are not in areas with underground sources of drinking water
- Defueling Plan identifies repairs and develops procedures and spill prevention measures

Emergency Services

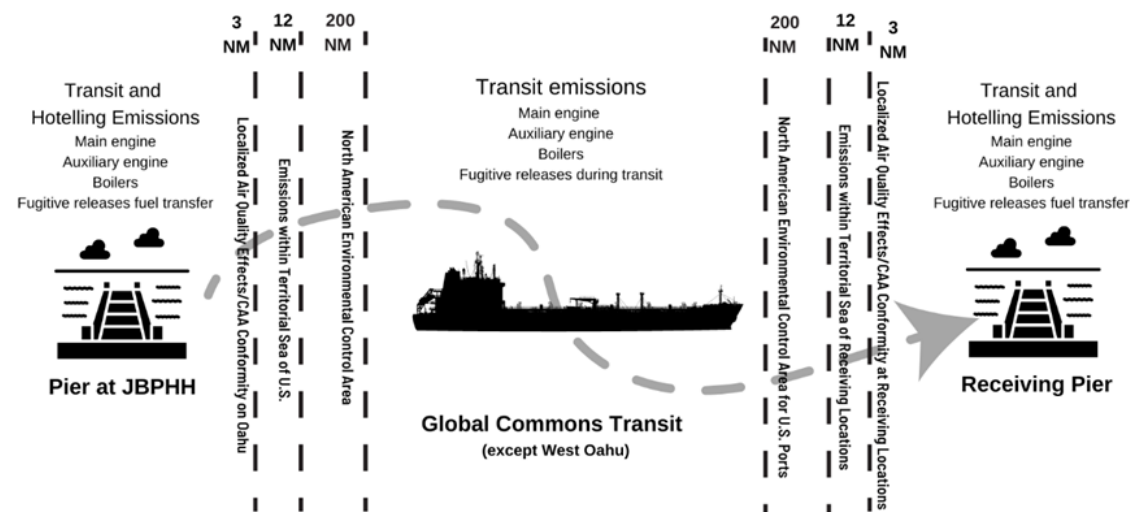
- 10 additional workers per shift during defueling
- No measurable impacts to emergency services capabilities
- Safety, medical, and environmental health professionals will provide secondary oversight

Vessel Traffic

- Up to a 10% increase in Pearl Harbor vessel traffic during defueling. To reduce risk of collisions:
 - Tanker ships are always in communication with the Harbormaster
 - Tugboats and harbor pilots will assist tanker ships with navigation in Pearl Harbor

AIR QUALITY AND GREENHOUSE GASES

- 11 tanker ship transits represents 0.07% of annual U.S. tanker ship deliveries
- Temporary emissions of air pollutants from tanker ships would not significantly affect air quality
- Maximum greenhouse gas emissions estimated at 56,000 tons (carbon dioxide equivalent)
 - Approximately the same as the annual operation of 6,365 U.S. homes



The Draft EA/OEA analysis determined that with the use of Best Management Practices, we expect no significant impacts.

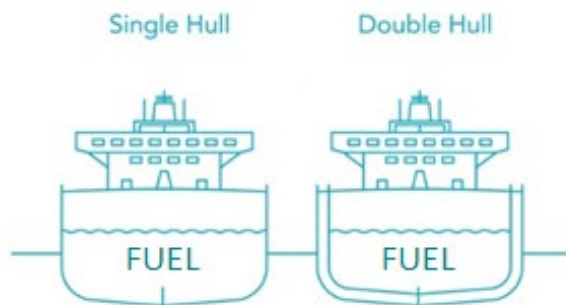


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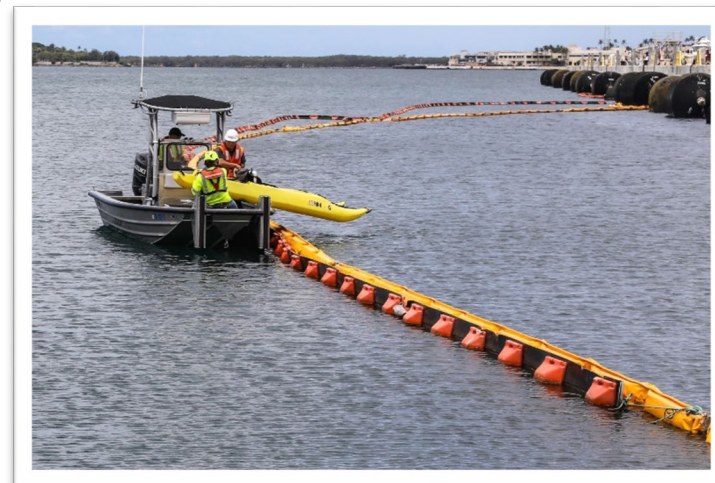
WATER RESOURCES

- Potential for spills during defueling and fuel transfer will be reduced through extensive system repairs, improvements, and personnel training completed prior to defueling
- Alternative 1 (No Action Alternative) would defuel within 10-14 months
- Alternatives 2 and 3 would defuel the tanks in approximately 3-4 months
- Statistically, tanker ship spills are rare events (approximately 5 in 1 million)
 - Tankers are double-hulled, reducing risks of spills from damage to the hull
- Receiving ports under Alternatives 2 and 3 have established fuel transfer and storage system procedures that reduce likelihood of spills



HAZARDOUS MATERIALS AND WASTE

- Joint Base Pearl Harbor-Hickam and receiving locations have spill response procedures to address potential spills and effects to human health and the environment.
- Fuel loading operation personnel would utilize personal protective equipment (PPE)
- Existing basin containment system on the fueling pier to collect fuel in the event of a spill
- A Waste Management Plan provides procedures for management of spilled fuel and contaminated absorbents or debris
- Pre-deployed boom system will contain fuel in the harbor in the event of a spill
- No human exposure expected from resuspended contaminants in Pearl Harbor



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MARINE BIOLOGICAL RESOURCES

Underwater Noise

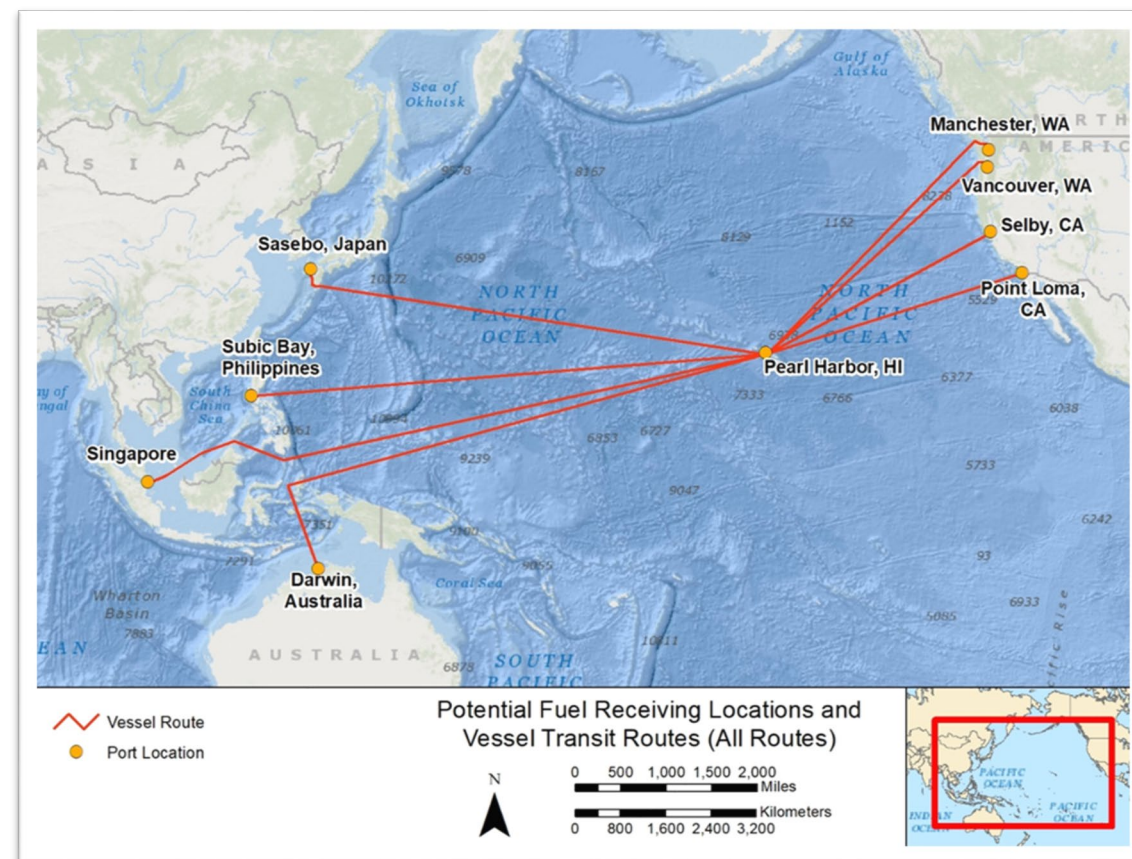
- Temporary, low-frequency, and low-intensity sounds from tanker ships will not result in acoustic injury to marine species
- Tanker ship noise may result in behavioral disturbance to marine species, but any impacts will be limited, temporary, and recoverable
- Sound levels will not significantly disrupt breeding, feeding, or sheltering for any endangered or threatened species

Vessel Collision

- Relatively slow vessel speeds and Best Management Practices reduce the likelihood of ship strike
- Temporary and slow-moving presence of the tanker ships will not result in an increased likelihood of injury to marine species

Fuel Spills

- A fuel spill affecting marine biological resources is not reasonably likely to occur
- Best Management Practices will be implemented to reduce fuel spill risk



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ADDITIONAL RESOURCES



DOWNLOAD THE JTF-RH MOBILE APPLICATION



JTF-RH WEBSITE



Non-Defueling Points of Contact



Department of the Navy Closure Plan, RHBFSF

