



*Biological Assessment*

**COYOTE ISLAND TERMINAL  
DOCK AND ATTENDANT  
MORROW PACIFIC PROJECT**



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**BIOLOGICAL ASSESSMENT**  
**FOR**  
**THE COYOTE ISLAND TERMINAL DOCK AT THE PORT OF MORROW**  
**AND THE ATTENDANT MORROW PACIFIC PROJECT**

**MORROW AND COLUMBIA COUNTIES, OREGON,**  
**AND THE COLUMBIA RIVER NAVIGATION CHANNEL,**  
**PORT OF MORROW TO THE COLUMBIA BAR**

**APRIL 2012**  
**UPDATED AUGUST 2012**

Prepared for:

Coyote Island Terminal, LLC  
Ambre Energy North America

Prepared by:

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La Grande, Oregon  
Walla Walla, Washington

pursuant to Section 10 of the Rivers and Harbors Act of 1899. The USACE has jurisdiction over the installation of temporary and permanent piles to construct a barge loading dock in the John Day pool of the Columbia River. This BA has been prepared in association with the USACE JPA.

### 1.2 Project Information

<b>Project Name:</b>	Morrow Pacific Project
<b>Location:</b>	<p>Columbia River at Port of Morrow  RM 271  HUC-6: 170701  T4N, R25E, Section 2, Willamette Meridian (W.M.),  Morrow County, Oregon</p> <p>Columbia River at Port Westward  RM 53  HUC-6: 170800  T8N, R4W, Section 37, W.M.,  Columbia County, Oregon</p> <p>Columbia River between the Port of Morrow  (RM 271) and the Columbia Bar (RM -5)</p>
<b>Project Applicant:</b>	<p>Coyote Island Terminal, LLC  Ambre Energy North America  170 S. Main Street, Suite 700  Salt Lake City, Utah 84101  Contact – John Thomas, Secretary  (801) 539-3788</p>
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### 1.3 Action Area

The ESA requires that potential effects to listed and proposed endangered and threatened species be evaluated in relation to the complex extent of area influenced by the proposed action, referred to as the action area (50 CFR Part 402.02). The action area encompasses the location(s) where measurable direct and indirect effects resulting from the proposed action are foreseeable and are reasonably certain to occur (USFWS, 1998; NMFS, 1996).

The action area includes all areas that could be potentially affected by the proposed action and is not limited to the actual construction and operation areas as defined in Section 3 of this BA.



For this BA, the action area is defined as three primary components:

1. **Port of Morrow.** This action area component consists of the enclosed storage buildings, enclosed coal conveyor system, loading dock with enclosed loader, dock walkway, dolphins for moorage, and all associated adjacent areas that could be impacted by Coyote Island's activities at the Port of Morrow. The Port of Morrow facility is at RM 271.
2. **Columbia River between the Port of Morrow and Port Westward.** This action area component consists of the Columbia River (below the OHWE) from the Port of Morrow to Port Westward. This project component involves use of established shipping lanes in the Columbia River by barges.
3. **Port Westward and Columbia River/Pacific Ocean.** This action area component consists of the Columbia River from Port Westward (RM 53) to its terminus with the Pacific Ocean, out to and including the Columbia Bar located approximately five miles offshore. This project component consists of transferring coal from barges to OGVs at Port Westward and use of established shipping lanes in the Columbia River to the Columbia Bar by OGVs.

Overall, the action area includes a total of 276 miles of Columbia River channel below the OHWE, plus approximately 41 acres of upland area at the new Port of Morrow facility at Boardman.

#### 1.4 Project Purpose and Need

The purpose of the proposed project is to develop and successfully operate an environmentally responsible coal receiving and transfer facility in the Pacific Northwest for the sale of low-sulfur intermountain coal to Asia. The project has been designed to minimize train traffic through Oregon's urban areas and the Columbia River Gorge, reduce the exposure of coal to the atmosphere, and use existing infrastructure while minimizing impacts to the environment.

A coal receiving and transfer facility at the Port of Morrow, with an in-stream transloading facility at an existing dock at Port Westward, will begin to provide a secure route for intermountain coal to supply the substantial and growing need of Asia, establish an environmentally responsible coal export facility, and operate a socially responsible industry in Oregon. The upstream location of the facility at the Port of Morrow reduces the distance traveled and number of urban areas impacted by trains carrying coal treated with dust suppressant. At the two transfer and transloading facilities (Port of Morrow and Port Westward), coal is enclosed as it moves from train to storage facility to covered barge to OGV, minimizing exposure of coal or coal dust to humans or the environment. At the Port of Morrow through to Port Westward, the Morrow Pacific project creates local, family-wage jobs in Oregon, supports mining-related jobs nationally, and provides low-sulfur coal to Asian countries to generate electricity.