

EXHIBIT 2



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
West Coast Region
1201 NE Lloyd Boulevard, Suite 1100
Portland, OR 97232

Refer to NMFS No:
WCR 2015-3594

October 18, 2017

Shawn H. Zinszer
Regulatory Branch Chief
U.S. Army Corps of Engineers, Portland District
Post Office Box 2946
Portland, Oregon 97208-2946

Re: Updated Wake Stranding Monitoring Plan (Appendix 1) for the October 10, 2017, Kalama Manufacturing and Marine Export Facility Biological Opinion (Corps No.: NWP-2014-1772)

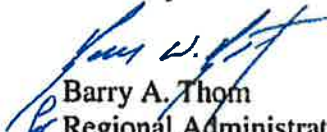
Dear Mr. Zinszer:

On October 10, 2017, NMFS issued its Biological Opinion (Opinion), Incidental Take Statement (ITS) and Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat Response for the Kalama Manufacturing and Marine Export Facility (WCR 2015-3594).

On October 10, 2017, the Port of Kalama alerted NMFS to the fact that the Monitoring Plan for Wake Stranding in Appendix 1 did not include the latest revisions that had been discussed and agreed upon. The omission of the latest plan was an error that we are correcting with this correspondence, and the correct document for Appendix 1 is attached.

NMFS notes that replacement of the erroneous monitoring plan with the correct version in no way affects the analysis or conclusions in the Opinion and does not warrant reinitiation. The Opinion analyzed the effects of incidental take associated with the Port of Kalama's construction of a pier and interrelated and interdependent effects from wake stranding, and that analysis is unchanged. Additionally, the revised monitoring plan neither increases nor decreases the amount of incidental take covered by the take statement provided with the Opinion. Thus, per the West Coast Region's guidance on revisiting Section 7 documents, NMFS is issuing the Wake Stranding Monitoring Plan, attached, to replace the Monitoring Plan in Appendix 1. The attached Monitoring Plan for Wake Stranding should be appended to the October 10, 2017 Biological Opinion for the Kalama Manufacturing and Marine Export Facility in place of the prior version.

Sincerely


Barry A. Thom
Regional Administrator

cc: Margaret Chang, U.S. Corps of Engineers
Tabitha Reeder, Port of Kalama



Appendix 1. Monitoring Plan for Wake Stranding

The applicant will fund, either individually or with others, a study to re-examine the rates of fish stranding at three sites along the Columbia River. The objective of the study is to add to the knowledge of stranding rates at Barlow Point, County Line Park, and Sauvie Island. The applicant will work collaboratively with NMFS to develop additional details of the observation sampling program. The applicant will submit a draft of the sampling study protocol within nine (9) months of issuance of the Corps permit.

Monitoring will occur at the known stranding locations at Barlow Point, County Line Park and Sauvie Island. Fish stranding observation methods will replicate the efforts of Pearson et al., 2006, although current technology will be employed to increase information and focus efforts. Beach seining to determine fish abundance adjacent to the known stranding locations will be included on each observation day.

The study will include an observation at a high risk stranding beach other than Sauvie Island. This will be an informal observation conducted once during the course of each sampling year. The purpose of this study element is to expand the knowledge of the prevalence of stranding at beaches predicted to have high stranding risk.

The study effort will include thirty (30) total days of observations (10 days at each of three beaches) per year over a 7-month period (March through September). The study will be conducted in years 1, 3, and 5, with year zero being the first March after product shipment from the new facility is initiated. Initiation of the study can be delayed by two (2) additional years if the delay would allow applicants from other projects to participate in funding the study. Initiation of the study is also subject to obtaining any necessary scientific permits or other necessary regulatory approvals.

Three observers will be on-site for each observation sampling day (6 to 8 hours) to walk the beach immediately after each ship passage to locate stranded fish. Stranding locations will be marked by GPS. It is anticipated that by coordinating with the pilots and viewing ship traffic on the AIS ship tracking system (marinetraffic.com) several vessel passages could be recorded on each day of sampling. This level of effort is expected to exceed the number of vessel passage observations made annually during the Pearson et al., 2006 study. A report describing methods and results will be prepared by the end of the calendar year for each year that observations occur.

If others join to fund the study, additional effort will be added at Sauvie Island to focus on a larger area to include more uniform portions of the beach lacking fine-scale beach features. As an alternative to the added Sauvie Island effort, the applicant and others who join to fund the study may, with consultation and approval by NMFS, jointly identify a highly susceptible beach on which to implement an equivalent effort. The objective of expanding the study area at Sauvie Island (or at the alternative beach location) is to more accurately assess highly susceptible beaches as defined by Pearson et al to provide broader coverage beyond the known stranding location so that a more accurate average stranding rate can be calculated throughout the Lower Columbia River.