

Individual Verbal Comment (Recorder)	Individual Verbal Comment (Court Reporter)	Public Verbal Comments (Room 1)	Public Verbal Comments (Room 2)
N/A	1 Wendy Shepard	1 Kevin Foster	N/A
	2 John Brash	2 Lauri Hennessey	
	3 Linda Hudson	3 George Orser	
	4 Irene Blomberg	4 Michael Gallegos	
	5 Geordie Flohr	5 Jonathan White	
	6 Beverly Zapalac	6 Patricia Morse	
	7 Anne Hay	7 Val Veirs	
	8 Carol Hooper	8 Todd Shuster	
	9 Ron Zee	9 Jesse Visciglia	
	10 William Wissinger	10 Kimbal Sundberg	
	11 Howard Rosenfield	11 Fred Felleman	
	12 Sandy Playa	12 Patty Miller	
	13 Sarah Hanson	13 Bill Bowman	
	14 Jana Marks	14 Marc Forlenza	
	15 Sandy Wyllie-Echeverria	15 Cynthia Olsen	
	16 Eric Adelberger	16 Vivien Burnett	
	17 Libby Cook	17 Juan Bacigalupi	
	18 Connor Biggs	18 Charles Schietinger	
	19 Nancy Devaux	19 Kenneth Sebens	
	20 Tim White	20 Rhea Miller	
	21 Angie Krieger	21 Lovel Pratt	
	22 Mary Gropp	22 Nathan Yoffa	
	23 Jeannetta Noland	23 Charles West	
	24 Helmut Fischer	24 Joe Gaydos	
	25 Karen Sulak	25 Andrea Hendrick	
	26 Nick Tegue	26 Charles Carver	
	27 Susan Dehlendorf	27 Ruth Newman	
	28 Ann Jarrell	28 Bob Gamble	
	29 David Dehlendorf	29 Unidentified Male Speaker (Seal Mask)	
	30 Catherine Derzay	30 Richard Fralick	
	31 Luanne Pasik	31 Jan Ehrlichman	
	32 Christopher O'brient	32 Sharon Abreu	
	33 Ken Crawbuck	33 David Turnoy	
	34 Georgia Bacin	34 Melissa Pinnow	
	35 Jim Nollman	35 Deborah Giles	
	36 Graham Crawbuck	36 George Lawson	
	37 William Lowe	37 Dan Silkiss	
	38 Tim White	38 Mike Kaill	
	39 Theresa Simendinger	39 Cedarbough Saeji	
	40 Mary Willallen	40 Matt Marinkovich	
	41 Susan Key	41 Lee Taylor	
	42 Thomas Carter	42 Brian Rader	

**Individual Verbal Comment
(Recorder)**

**Individual Verbal Comment
(Court Reporter)**

- 43 Tim White
- 44 Thomas Carter
- 45 Jai Boreen

**Public Verbal Comments
(Room 1)**

- 43 Janet Thomas
- 44 Zuiko Swann
- 45 Katie Jones
- 46 Chris Greacen
- 47 Marta Nielson
- 48 Brian Lynch
- 49 Howard Garrett
- 50 Craig Abolin
- 51 Izzy Cheung
- 52 Tim Clark
- 53 Cindy Hansen
- 54 Daryl Williams
- 55 Nori Parman
- 56 Melanie Patten
- 57 Chom Greacen
- 58 Myra Kimball
- 59 Peter Roloff
- 60 Jeanette Acosta
- 61 Tom Reeve
- 62 Rein Attemann
- 63 Stephanie Buffum
- 64 David Hoopes
- 65 Greg Hertel
- 66 Perry Black
- 67 Unidentified Female
Speaker (Song)
- 68 Phil Branch
- 69 Ken Burtness
- 70 Kyle Loring
- 71 Dianne Dyer
- 72 Jules Mcleland
- 73 Noreene Ignelzi
- 74 John Brash
- 75 Donna Riordan
- 76 Sadie Bailey
- 77 Charlie Brady
- 78 Callie & Kera (Song)
- 79 Fred Klein
- 80 Susan Key
- 81 Gregg Blomberg
- 82 Scott Finley
- 83 Gary Coye

**Public Verbal Comments
(Room 2)**

Individual Verbal Comments (Transcriptionist)

GATEWAY PACIFIC TERMINAL
FRIDAY HARBOR
PUBLIC COMMENTS

Taken at 45 Blair Avenue; Friday Harbor, Washington.

REPORTED BY: Thad Byrd, CCR

REPORTED ON: November 3, 2012

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1 FRIDAY HARBOR, WASHINGTON; SATURDAY, NOVEMBER 3, 2012

2 -- oo 0 oo --

3 WENDY SHEPARD: My name is Wendy Shepard, a
4 resident of San Juan Island for 20 years. I have a
5 degree in English from Radcliffe College, and a degree in
6 creative human development from Bank Street College of
7 Education, just the credentials you need for this
8 technical hearing on the coal train and coal ships, I'm
9 sure.

10 While I know nothing about your field, I know a
11 little about the fields and farms and waters of San Juan
12 Island. I've just written a book that celebrates the
13 creatures of this island, including its human beings, the
14 island's history of farming, and most especially its
15 small family farms.

16 It is the farms, here and on the mainland, those in
17 the path of coal transport trains and coal transport
18 ships that are my primary concern.

19 My request to you, therefore, is to please measure
20 the impact of coal dust in transit on the crops, both
21 here and on the mainland, that will eventually go to our
22 dinner tables, and the impact on the seas that are home
23 to the seafood that we eat, and to the whales and
24 dolphins that feed our tourist economy.

25 There must be studies from other parts of the

1 country that can inform you as you make your decisions
2 about the environmental impact of this project. Thank
3 you for the opportunity to speak, and thank you for
4 listening.

5 JOHN BRASH: My name is John Brash. I'm a
6 resident of San Juan Island for the last 34 years. I'm a
7 retired United States Naval officer.

8 I was chief engineer in the United States Merchant
9 Marine. I have a bachelor's degree in marine engineering
10 from California Maritime Academy. I ran 900-foot
11 container and passenger ships around the world for more
12 than 25 years.

13 Thank you for the opportunity to address the
14 proposed SSA coal terminal project. I base my experience
15 on my major concern with the proposed coal terminal in
16 Whatcom County, which has proposed 1,800 transit ships
17 through Puget Sound that are larger than aircraft
18 carriers and have fewer than 20 men operating them.

19 Most of these ships will be designed, built and most
20 importantly operated by third-world nations. The
21 remainder will be operated by runaway flag operators, who
22 are controlled by and answer to no entity.

23 Both these categories of ships have abysmal safety
24 records. Their chances of a collision or a grounding are
25 significant. When their steering gear malfunctions or

1 generator failures or main engine problems, a large ship
2 is out of control no matter how qualified the Puget Sound
3 pilot is aboard.

4 These huge ships all carry several hundred thousand
5 gallons of what is called bunker sea or residual fuel
6 oil. The chances of a major oil spill in these confined
7 and clouded waters with fast currents and deep waters is
8 inevitable.

9 I ask you to investigate the accident records of
10 these two categories of ships versus American, Japanese
11 and Northern European-run ships with the idea that third
12 world and runaway flag ships not be allowed to operate in
13 this trade due to the potentially hazardous risks to
14 Puget Sound. Thank you.

15 LINDA HUDSON: I'm President of Keepers of
16 the Patos Light, and we are a nonprofit. And what we do
17 is open the lighthouse to the public, and we maintain the
18 beaches and trails of Patos Island, and we're a group of
19 100 people. When we're on Patos Island, we look straight
20 over to Cherry Point.

21 What my concern is, is coal dust. It's certainly --
22 as portrayed to me in my reading, it looks like coal dust
23 will be generated in the area, and Patos Island has
24 old-growth forest.

25 It has rare and unusual flora and fauna, some of

1 which aren't found anywhere else in the San Juans. I
2 would like the coal dust issue to be studied, and the
3 impacts on Patos Island and the San Juans in general.

4 There was one other thing about coal dust. The
5 mammals that are around Patos, there is a breeding colony
6 of otters on the north side of the island, the part that
7 would face Cherry Point. And we also have regular
8 sightings of orcas, whole orca families.

9 So I'd also like to know what the impact will be of
10 the coal dust generated by the plant, the trains, and
11 perhaps the ships that will go by.

12 IRENE BLOMBERG: I am Irene Blomberg from
13 Lopez Island. My address is 220 Snow Berry Lane, Lopez
14 Island, Washington.

15 My big concerns about this coal plant is that coal
16 is old fossil fuel. It's dirty. I think we have the
17 technology and the know how to create a cleaner option
18 for us in this area, especially if jobs are concerned.
19 We could come up with another way of bringing jobs to
20 Whatcom County in this area.

21 My big concern living in the San Juans and just in
22 general is the ships that will be coming that will be
23 filling our waterways, polluting them, the potential of
24 oil spills, and also the dangers to the wildlife in the
25 water, all the sea life.

1 Our whales are already fairly toxic, and all the
2 mammals that are at risk of being damaged by more traffic
3 in the waters, and then, of course, oil spills affecting
4 the people, the whole tourism industry that's in this
5 area, and the environment, all these -- all the
6 fishermen.

7 It's all going to affect all of us for the benefit
8 of I'm not sure who. We're shipping the -- talking about
9 shipping this coal to China. It doesn't help us here in
10 the United States other than a few jobs.

11 I think we are creative enough to come up with other
12 ways to bring jobs and energy, a new source of energy to
13 our people here in the United States and to keep it here
14 with alternative forms of energy and stop polluting the
15 future and damaging the Earth for our children and the
16 next generations.

17 GEORDIE FLOHR: My name's Geordie Flohr, and
18 I've lived in the San Juans for 20 years. This is my
19 home forever, and I gave up my building rights to
20 preserve a wetland in the 1990s and early 2000s.

21 I would like to have the impact of this coal
22 terminal and shipping of coal studied on the impact to
23 the wetlands specifically.

24 I'd also like to have the impact of the devastation
25 that takes place to people from the shipping of coal and

1 companies like Exxon, who take 20 years to make payouts.

2 It seems to me that the -- that people that are
3 harmed financially and environmentally are never really
4 compensated for such activities.

5 And I'd like to have a study of other spills that
6 have taken place, and the reality or unreality of people
7 that are harmed being truly compensated for the harm that
8 has been done to them.

9 BEVERLY ZAPALAC: My name is Beverly Zapalac,
10 and I'm from Lopez Island. A few years ago, I was on the
11 ferry. We left Lopez ferry dock and just stopped and
12 stopped and stopped. The steering had gone out.

13 They had to wait for a tug to get us back. We were
14 only a few hundred yards, and we waited for almost an
15 hour for that tug to get us back.

16 My problem with coal is we've got great big old
17 ships full of coal, and great big old ferries, both of
18 which can go out real easily.

19 Who's going to take care of the old ship? Who's
20 going to come rescue the old ship before it goes on the
21 ground, before it hits a rock?

22 This worries me, and I hope and respectfully request
23 that you solve this problem in your environmental impact
24 statement.

25 ANNE HAY: My family has been associated with

1 the San Juan Islands, and specifically Orcas Island since
2 the 1930s when my grandparents and parents vacationed
3 here from their home in Portland, Oregon.

4 Later in the 1940s and '50s, three of my siblings
5 moved permanently to Orcas, and my husband and I followed
6 part-time when we bought a vacation cabin on the west
7 shore.

8 Since retiring here 20 years ago, I've spent many
9 hours on the beach between YMCA Camp Orkila and Point
10 Doughty with children and grandchildren.

11 We consider it our duty to be good stewards,
12 cleaning up litter and looking for invasive plants and
13 animals, which may have been brought into the Salish Sea.

14 I've found species of exotic sea grasses and salt
15 water mussels invasive on our beaches. The increase of
16 tanker traffic in the waters surrounding the San Juan
17 Islands, if allowed to dock at Gateway Pacific Terminal,
18 will increase the probability of foreign organisms being
19 brought to our beaches.

20 Not only might these aquatic plants and animals
21 displace our native species even more than they do now,
22 but they would also negatively impact local enterprises,
23 such as oyster, mussel, clam and geoduck farming. How
24 can these invasive species be measured?

25 CAROL HOOPER: Hi, my name's Carol Hooper. I

1 live at 163 Island Drive on San Juan Island, and I've
2 lived here full-time for four years, but part-time for
3 eight.

4 I'd like to speak to two topics. First of all, the
5 fact is the ferry system is the lifeline to these
6 islands. Businesses depend on it. Medical emergencies
7 depend on it. We all depend on it if we need to travel
8 anywhere.

9 And I have witnessed what happens when large ships
10 are in the channel between the Anacortes ferry terminal
11 and our islands, and we end up waiting 20 minutes, which
12 throws the whole system off.

13 I know for a fact the ferry system is not optimum as
14 it is, and our businesses suffer when the ferries run
15 late. So one thing I would like you to look into in your
16 scoping meeting is whether ships will be travelling
17 Rosario Straight. And if so, what that will do to our
18 ferry system?

19 The second concern I have regards oversight from an
20 environmental perspective of what will happen to this
21 material once it gets to Asia, and as well as what's
22 happening to it when it's sitting in Bellingham.

23 I'm concerned about air quality. I'm concerned
24 about what will happen if people in Asia, who are
25 receiving our resources, allow it to be polluting of the

1 environment, given that westerly winds come towards us
2 and eventually all that stuff falls down in our waters.

3 And on a side note, I'm concerned about the ballast
4 water that will be bringing foreign organisms and
5 pollution and dumped in our water, and those are my
6 concerns. I hope you'll look into them. Thank you very
7 much.

8 RON ZEE: Good afternoon. My name is Ron
9 Zee, and I've lived on San Juan Island for over 15 years,
10 and appreciate the tranquility of these islands. It
11 makes them unique.

12 My family and I own and operate a small organic farm
13 on the west side of the island, and I serve as chair of
14 the board of supervisors of the San Juan Island's
15 Conservation District.

16 From both of these perspectives, as a farmer and as
17 a conservation district supervisor, I request that you
18 assess the air quality impact of the doubling of shipping
19 traffic in the Haro and Rosario Straights that will occur
20 if this project proceeds.

21 To the best of my knowledge, an air-monitoring
22 station operated by our regional clean air agency does
23 not exist in the San Juan Islands.

24 What is the cumulative impact over time from
25 particulate matter vessel emissions, a criteria ambient

1 air pollutant, on agriculture in the islands where
2 small-scale agriculture is a growing economic enterprise?
3 Are additional air-monitoring stations warranted in San
4 Juan County given the proposed project?

5 Thank you for studying the air quality impacts of
6 dramatically increased regional vessel traffic in this
7 EIS process on this proposed project. Thank you.

8 WILLIAM WISSINGER: My name is William
9 Wissinger. I live at 487 MacGinitie Road, Friday Harbor
10 here in San Juan Island. And that is waterfront
11 property, so I look out on Haro Strait and south to the
12 Olympics. I see the sea traffic going by.

13 I have two major concerns that I would like to be
14 considered as part of the scoping process. The first is
15 the location of the development, which is at Cherry
16 Point.

17 My understanding is that Cherry Point is also the
18 location in the sea of one of the biggest spawning beds
19 for herring that's already been negatively impacted by
20 prior development at Cherry Point.

21 And so as part of the scoping process, the
22 authorities should look into the impacts on the herring
23 breeding grounds, and whether there are ways to mitigate
24 that impact. And if there are not ways to avoid really
25 any impacts, ways to avoid all impacts on the herring

1 ground, the development should be denied.

2 The second impact that I'm concerned about is the
3 risk of collision or one of these vessels going up on the
4 rocks that's carrying coal.

5 There's a sign out front saying don't pay attention
6 to the fear mongering, but it's not fear mongering to
7 understand that as the amount of traffic increases, the
8 risk goes up of a collision or a grounding, and it just
9 increases the likelihood as you put a lot more traffic
10 into the Sound. Thank you very much.

11 HOWARD ROSENFELD: Well, as a county council
12 member, I'm very concerned about all the impact. I'm
13 also concerned about the economic benefits that there
14 could be.

15 I'd some day like to see the benefits/problems, how
16 to mitigate the problems so legislators like myself can
17 have a good way to make a decision.

18 I'm very concerned about a lot of things, orca
19 welfare, the ship accidents or spills, but I'm told you
20 really should limit it to one comment or one issue.

21 So my one issue: I was at a social gathering about
22 five years ago here, and a meteorologist told me that our
23 -- it kind of surprised me that our air quality on this
24 island is not as pristine as we think because we're
25 getting impacted by ship exhaust.

1 And we're talking about a doubling, possibly even a
2 tripling of ships burning either bunker or low-grade
3 diesel. So the impact is not only to the San Juans, but
4 that's adding to the air -- you know, degrading the air
5 quality in this whole area, and I'd like that to be part
6 of the scoping process.

7 SANDY PLAYA: I'd like to have included in
8 the scoping process the impact of international waters
9 being studied, not just our waters on the American side.

10 I know that often for eel grass or herring or the
11 diminishing bird species, we do some studies on each
12 side, but they don't get put together, and I want to make
13 sure that that happens.

14 I officiate Destination Weddings. We're very
15 dependent upon having pristine environment as well as I'm
16 a kayaker and a kayak guide, and I've seen lots of bird
17 life diminishing already. I'm very concerned about that.

18 I'm also concerned about the small kayaks as opposed
19 to the increase in huge boats. I know already that the
20 big ships can't see us out there, and we have to call the
21 Coast Guard. We can't get out of their way in time.

22 I'd really like to have that looked into, and maybe
23 a process developed for that if we're going to have a
24 whole lot more ships out there.

25 And, of course, then there's that oil spill problem,

1 which is quite pesky. And, again, the international
2 piece of it needs to happen, not just response from only
3 one side. So if we can figure that out, that would be
4 great. Thanks.

5 SARAH HANSON: I would like to know what
6 evidence there is that supports the actual numbers of job
7 creation being higher with this than if we allocate
8 resources toward environmental stewardship jobs, farm and
9 agricultural conservation and preservation, and
10 alternative health and alternative energy industries.
11 That's all.

12 JANA MARKS: My name is Jana Marks. I moved
13 to San Juan County 36 years ago to raise my family in a
14 remote outer island setting on Stewart Island.

15 We lived without a telephone or electricity and had
16 a boat to come to market instead of a car. For 15 years
17 we crossed from Roche to Stewart to the Roche Harbor area
18 to access services and the outer world.

19 We watched salmon race into the reef nets outside
20 Reed Harbor, and the orcas pass by our south-facing
21 waterfront almost every day in the summer.

22 Our view was directly down Haro Straight, so we also
23 watched a steady stream of cargo ships heading north or
24 south. At night when you didn't see the ships, you heard
25 them rumbling, some clanging as they endlessly chugged

1 along.

2 One night back in the '80s, we woke up to the sound
3 of a ship's fog horn way too loud to ignore. And we saw
4 steered lights of some tanker creeping along in the deep
5 water just off the steep Stewart shoreline instead of out
6 in the shipping lanes where it belonged. We were aghast
7 that this ship was not where it should have been.

8 For the last 10 years, I've worked for a local
9 environmental nonprofit, and I am more aware than ever of
10 what wonders we have in our local waters. The San Juan
11 Islands are a lot like a plug between the Georgia
12 Straight to the north and the Straights of Juan de Fuca
13 to the south.

14 It is where salt water from the ocean mixes with the
15 fresh waters from the Frazier. It is where cold ocean
16 waters mix with the warmer inland sea.

17 These attributes, along with our 400 miles of
18 exposed or protected rocky or sandy shoreline is a good
19 place for scientists to learn more about our marine
20 world, and that knowledge can take us further into
21 understanding even ourselves.

22 I am one in many whose job is directly related to
23 the marine environment in San Juan County, and I am
24 concerned about the impact the increased shipping the
25 Gateway Pacific Terminal will bring.

1 Please address the harm these large ships with their
2 toxic cargo of coal and bunker fuel will have on our much
3 beloved orcas, salmon and near-shore ecology from
4 increased noise, potential sinking and related fuel
5 spills.

6 Also, please include in the EIS all costs to the
7 economy as related to those of us who are connected to
8 the scientific study, mapping and recording of the flora
9 and fauna of these marine waters, and the related past,
10 present and future research and restoration projects if a
11 sinking disaster should occur. Thank you for taking my
12 comment today.

13 SANDY WYLLIE-ECHEVERRIA: So unlike the court
14 reporter, I do not have a neutral stance on this
15 particular issue. My general concern is that the scope
16 and magnitude of the project is enormous, and that the
17 predicted impact from it is not well understood.

18 I'm concerned about my generation and the
19 generations to follow, that we could be making decisions
20 that will impact the lives of those people to come and
21 the species that rely on the marine and coastal and
22 near-shore environments for many years into the future.

23 So caution is my primary concern that we approach
24 this subject and scope and magnitude of the project with
25 a great deal of caution and wisdom, and hopefully we'll

1 make the best decision.

2 ERIC ADELBERGER: I'm a retired professor of
3 physics at the UW. I am very aware of the problem of
4 improbable events with terrible consequences, which is
5 what would happen were there to be some mishap with these
6 giant ships.

7 Our history has been pretty poor in that. We were
8 told that Prince William Sound, that that was all going
9 to be fine, and then we had the Exxon Valdez disaster,
10 and we're still recovering from that.

11 We were told that drilling in the Gulf was fine. We
12 had all the latest safety stuff, blah, blah, blah, and we
13 saw with what happened there.

14 So I think that any study has to really take very
15 seriously the possibility of very severe impacts, even if
16 they're low probability because we have a big history of
17 underestimating these, and I think that's a key issue.

18 Thank you.

19 LIBBY COOK: My name is Libby Cook. I live
20 on Orcas Island. I've lived on Orcas Island for 29
21 years. I'm a landscaper. I grew up in Alaska and worked
22 and lived in the Valdez area, so I'm aware of the oil
23 spill that happened in the Valdez area.

24 And because of that, I volunteer for IOSP, which is
25 called the Island Oil Spill Association. I've got over

1 350 volunteer hours with the oil spill group. I went
2 down to the Gulf and worked for a month taking
3 collections of oil and wildlife.

4 And so my comments are I hope that the state and
5 federal agencies will really do a very good assessment on
6 the environmental damage because this is a ludicrous
7 thing to do in a sensitive area. I've got experience in
8 knowing what can happen in emergency situations.

9 I ask that the agencies, if they do allow this
10 project, which I hope they don't, but if they do allow
11 this project to come into fruition, I ask that the
12 agencies insist that these super tankers are double
13 hulled. I ask that they insist that the super tankers
14 have a tug escort both in and out.

15 And I also ask that they insist that there be
16 emergency contingencies, not just giving verbal mouth to
17 it, but training people on both sides, Canada and U.S.,
18 from the mainland as well as on our islands to have
19 stations set up for emergencies and train people so that
20 they already know where they're to go and what they're to
21 do because emergencies will happen.

22 I also wish that they would train people and have
23 rehab places set up so that the wildlife will -- because
24 it takes a while to set up rehab places, so we already
25 need to have those people trained and those rehab

1 stations set up so we know where to go.

2 CONNOR BIGGS: My name is Connor Biggs, and
3 I'm a resident of Whatcom County. Basically, my main
4 concern is I know that the population is totally
5 increasing across the board. Every form of
6 transportation from trains to ships to people driving to
7 work increases no matter what.

8 I don't see the population shrinking, so what I want
9 to know mainly is if this terminal isn't built, what are
10 the -- or if the terminal's built, there are obviously
11 negative benefactors that come with it.

12 So what we don't know is how many of those
13 benefactors still exist. How many -- will trains still
14 roll through because terminals around will increase their
15 capacity, which they said they have and they're willing
16 to do.

17 Will ships roll through no matter what, because I
18 understand we control the shipping channels as well as we
19 control the railroad.

20 That's my main concern is how many of these negative
21 things exist even if we don't do anything. That's about
22 it.

23 NANCY DeVAUX: My name's Nancy DeVaux. I've
24 lived on San Juan Island since 1975. My son lives in
25 Blaine. My grandchildren live in Blaine. I lived in

1 Bellingham for five years. My grandmother was born in
2 Bellingham in 1906. My grandfather was born on Lady
3 Smith on Vancouver Island in 1900.

4 I have strong roots in the entire area around the
5 Northern Puget Sound, and I have deep concerns about the
6 oil, or the, excuse me, the coal terminal at Cherry Point
7 expanding, not only because of the trains and the coal
8 dust that will happen in Whatcom County and Skagit
9 County, but because of the impact on the waters around
10 San Juan Islands.

11 I'm concerned about the impact of coal dust on the
12 micro layer of the Sound and believe that should be
13 studied as part of the impact statement as well as the
14 vessel traffic.

15 I'm concerned about human health impact of the coal
16 being burned in China and blowing back at the San Juan
17 Islands.

18 The San Juan Islands has one of the highest cancer
19 rates. There's been studies on that. We don't know why
20 that is, but the impact of air particles blowing back
21 from Asia has been noted. Cliff Moss talked about that
22 this summer with the forest fires in Asia blowing back to
23 this area.

24 I'm concerned about the impacts of climate change
25 overall, and the cumulative impacts that will be created

1 by coal burning as well as coal being transported through
2 our area.

3 I've been a naturalist on whale watching boats, and
4 I'm concerned about the impacts on endangered species,
5 both killer whales and the salmon, and believe that all
6 of that should be fully addressed in an environmental
7 impact statement. Thank you.

8 TIM WHITE: I'm here talking today as a white
9 male construction worker in the San Juan Islands. My
10 mother's mother's mother and her mother came out on the
11 Oregon Trail. My stepdad Larry Shawl was born right here
12 on what's now Synergy Farm on San Juan Island. His
13 grandfather built that barn there, so I have roots here.

14 I'd like to address the construction work aspect of
15 this project and the effects on work. I'm seeing here at
16 this meeting -- this is the day of the meeting on Friday
17 Harbor. There are -- these signs say build jobs here.

18 Well, for our job market here in the San Juans and
19 my community, we are not within commuting to any of these
20 temporary or permanent jobs in Bellingham. They're very
21 local there.

22 So far as my community is concerned, those
23 construction jobs might as well be in China, so that's
24 one of the impacts is that there's not jobs available for
25 people here by this project.

1 As far as the impacts go, we're in a situation where
2 here in the San Juans, more than construction now,
3 there's the tourism industry. I have many friends that
4 are kayak guides. The worst thing for kayak guides is
5 big ships.

6 They drop those microphones down in the water to
7 give the visitors a chance to hear the orcas, and you
8 hear that mmm. Even when you can't see the ships, mmm,
9 that's all you hear down there.

10 They don't come back. They don't tell their
11 friends. It's going to sink our economy here so far as
12 the tourism industry goes.

13 So far as the other things in the construction
14 industry, Rain Shadow, which is a solar energy here, by
15 burning this coal we are keeping the cost of carbon-based
16 energy low and eliminating and stopping the growth of
17 jobs here in the alternative energy industry right here
18 in San Juan County.

19 ANGIE KRIEGER: My name's Angie Krieger, and
20 my husband and I own Crystal Seas Kayaking here on San
21 Juan Island, and we have 20 employees.

22 And so what we do to our business is we take people
23 out kayaking into the various islands out here in the San
24 Juan Islands.

25 And so what we see as an impact for us personally is

1 if there were tar sand, obviously that would be
2 bothersome for our tourists. If there's more noise on
3 the water, that's going to impact our campers that are
4 camping out there.

5 We take out over 3,500 people a year, so that's, you
6 know, really going to impact tourism, not just for us,
7 but there's other companies on the island. There's a lot
8 of tourism that does kayaking, camping, things like that.

9 So just that alone for us is kind of a perspective
10 that we're coming from, not to mention, you know, if
11 there were an oil spill, obviously, that would devastate
12 our business.

13 So we feel like, you know, the people that are for
14 this are for jobs, but we want people to also know that
15 our jobs count, too. Thank you. That's it.

16 MARY GROPP: My name is Mary Gropp. I've
17 been a resident in San Juan Islands since 1970. In 1989,
18 I spent a week on the Washington coast after a large oil
19 spill in front of a crew attempting to rescue oiled
20 birds.

21 So the main concern I wish to speak to today is the
22 proposed Pacific Terminal on the marine-dependent species
23 of the Salish Sea.

24 The Sea Duck Society on orcas has done a study in
25 which they find that 172 birds and 37 mammal species

1 depend on the Salish Sea marine system. Of those
2 species, 72 bird and 29 mammal species are highly
3 dependent on the marine habitat.

4 I'm concerned about the impact of over 950 coal ship
5 transits per year through the waters of the Salish Sea if
6 the Gateway Pacific Terminal were to be built.

7 Questions that concern me, and which comprehensive
8 studies should address are how would PT marine vessel
9 traffic increase collision risk with tankers and other
10 vessels?

11 What will be the possibility of navigational error
12 of these large ships travelling through the water? And
13 in the event that a collision occurs, what would be the
14 effect on our region of a catastrophic oil spill?

15 What would be the cumulative effect of small oil and
16 fuel leakages and how each of these events affect the
17 bird species which spend virtually all their lives on the
18 water and dive through the surface to feed continually,
19 re-exposing their plumage to surface contaminants?

20 How would the noise and physical presence of the
21 additional vessel traffic affect the water bird species?

22 And at the coal terminal itself, how would
23 development of the coal terminal affect the herring
24 population which exists at Cherry Point?

25 The questions are numerous and complex and need to

1 be considered as part of the ever increasing impact of
2 human activity on the water-dependent species of the
3 Salish Sea. Thank you.

4 JEANNETTA NOLAND: I just want to express my
5 concern about the environment that we live in here in the
6 islands that is so special and unique.

7 I'm particularly concerned that apparently these
8 large tanker ships are not required to have double hulls.
9 And I would like it to be studied, the increased risk of
10 bunker fuel leakage with single hulls, and would
11 recommend that double hulls be required.

12 HELMUT FISCHER: My name is Helmut Fischer.
13 I have lived on Lopez Island since 1989. I'm married and
14 have two children, age 2 and 4. I'm an avid boater and
15 fisher.

16 I am concerned about the increased risk of an oil
17 spill from the dramatic increase in vessel traffic should
18 the Gateway Pacific Terminal be built.

19 How would the resident and transient orca whales
20 that frequent our waters as well as the salmon, herring,
21 shellfish and eco systems that support them be affected?

22 How would the effects of an oil spill on these
23 creatures be mitigated, and who would bear the cost of
24 mitigation?

25 We know that oil spills are harmful to the

1 environment. We also know that they are harmful to human
2 beings. Would the loss of our pristine waters and
3 coastlines mean a decrease in revenue from tourism and a
4 general diminishing of our quality of life? How would
5 these impacts be mitigated, and who would pay for the
6 damages? Thank you.

7 KAREN SULAK: My name is Karen Sulak. I
8 reside in Oregon. I have been sailing to the San Juans
9 since 1984.

10 I have crossed the Columbia River bar many times in
11 sailing up the Oregon, Washington, Canadian coast into
12 the straights through the San Juan and Gulf Islands. For
13 recreational boaters like me, this is one of the most
14 desirable places to sail on the West Coast.

15 I have crossed the straights and the shipping lanes
16 in all conditions. On foggy occasions, as I have needed,
17 I have called the Coast Guard and Vessel Control to
18 inquire what large vessels were near our 30-foot
19 recreational sailboat as we crossed the shipping lanes.

20 For this project, I would like to know, No. 1, what
21 are the increased impacts from more larger vessel traffic
22 along our narrow passages and waterways for recreational
23 boaters?

24 And two, with all this additional vessel traffic
25 from proposed coal and tar sand ships, what is the

1 capacity of Vessel Control to answer increased calls for
2 help from the recreational boater? Thank you.

3 NICK TEGUE: My name is Nick Tegue. I live
4 in Lopez Island, and I'm here today to share with
5 everyone that I happen to be blessed with the opportunity
6 to live and work in a system in the Salish Sea in an eco
7 system that's virtually found nowhere else in the North
8 Pacific Ocean, and that truly has some remarkable
9 qualities and attributes that should be fully recognized.

10 I feel really blessed that I have the opportunity to
11 work in these lands and be a steward of these lands like
12 others before me, 14, 12,000 and 10,000 years in my past,
13 so it's incredibly an honor for me to have an opportunity
14 to work and be a steward of the land.

15 What I really wanted to share mostly is that I think
16 it's incredibly short sighted, and it's actually putting
17 profits over the land, people, and the systems that make
18 up this special area.

19 And I believe that is short sighted, and also leads
20 to examples of where profits over people, the land, and
21 the organisms that live in the system is truly amazing.
22 That's all I really had to say.

23 SUSAN DEHLENDORF: Hi, my name is Susan
24 Dehlendorf. I live on San Juan Island. I'm a member of
25 the San Juan County Planning Commission, and I'm very

1 interested in environmental concerns.

2 I think that the energy that our county expends on
3 protecting our environment should be a matter of record
4 for you guys because it is extremely important to us
5 here, more so than many other places in the world.

6 We are a unique environment, our little archipelago.
7 And the comments I've been hearing in the other room just
8 affected me tremendously because it's clear that there's
9 a lot of scientific work that you have to do, plus
10 there's a lot of concern that you should be addressing to
11 human quality of life concerns.

12 I know those aren't explicitly part of the
13 environmental impact statement menu, but if there's any
14 way that you can include those in the scope, I would be
15 very grateful.

16 I also have added in my comments here that it would
17 be wonderful if economic impacts could be part of the
18 scope of an EIS. I know that's not the routine. I know
19 that's not the drill, but it would sure be great if that
20 could happen.

21 The potential for accidents is something that
22 bothers me tremendously. When we look at this increased
23 potential for ships coming through the water surrounding
24 our islands, it just scares the daylights out of me to
25 think that the marine creatures would be negatively

1 affected, and I'm sure they would be.

2 I mean, every time they find a baby whale dead, it
3 just gets me in the heart, and so I'd like to hope that
4 that doesn't have to happen.

5 I'm assuming that this environmental impact
6 statement like others with which I am familiar involves a
7 no action alternative.

8 Well, I think the no action alternative is a shining
9 light. And I think if there's any way that that could be
10 the preferred alternative and the conclusion, I would be
11 extremely happy.

12 And someone said in there in the other room that
13 cumulative impacts region wide and perhaps programmatic
14 as well as project EIS might be required for this. I
15 think that's a very salient and interesting possibility.
16 Thank you for your attention.

17 ANN JARRELL: My name is Ann Jarrell. I'm a
18 resident of San Juan Island. We've been coming here for
19 25 years, living here for the last seven.

20 I concur with all the comments I have heard in so
21 many of these respects with concerns about the oil
22 spills, the single-walled tankers that are going to ply
23 these waters.

24 And the numbers that they are quoting are just
25 astronomical. And global warming being one of the chief

1 comments we're recently hearing in there, I firmly
2 believe global warming is happening.

3 But my chief thing that I haven't heard out there is
4 coal is a strategic resource. We are trying to become
5 energy independent. And if we sell our coal to China, we
6 are giving away our future energy independence.

7 Lots of jobs can be created by creating clean coal.
8 It's almost ready to be used, almost there. But if we
9 put a lot more of our resources and jobs into creating
10 clean coal, then we can use the coal we have and be
11 self-sufficient for over a hundred years, so that's it.

12 DAVID DEHLENDORF: My name is David
13 Dehlendorf. I live on San Juan Island. I've been here
14 for about 10 years, and I was attracted to this area
15 along with my wife when we retired from Seattle because
16 of the pristine environment, both the upland environment
17 and the marine environment.

18 And the marine environment means the entire coast
19 line, and all of the recreational activity that go on
20 there, the whale watching industry, the boating, et
21 cetera.

22 And we're concerned about the potential impact of
23 the coal terminal project and all the ships that would
24 pass through our waters on that environment and our way
25 of life on this island.

1 If there was a catastrophic accident involving one
2 of these king-size freighters, it would potentially just
3 destroy our economy, which is based a lot on tourism and
4 new people coming in as they retire.

5 In terms of the risk, I think the study should also
6 address risk outside of our area, immediate area,
7 including the risk to the people along the route of the
8 trains that are coming out of Wyoming and through the
9 Columbia Gorge and up through Seattle through Everett up
10 to Bellingham.

11 I think the people of Seattle in particular are at
12 greater risk of impact if these trains go through
13 Seattle, if there's any kind of accident, and also as a
14 result of the coal dust and fumes from the locomotive,
15 even if there is no accident.

16 I also think you have to look at this from a global
17 perspective and consider the impact on the world's
18 atmosphere because of the burning of coal in China.

19 When the ships are eventually unloaded in China,
20 there's going to be a huge impact on the atmosphere in
21 terms of global warming, carbon dioxide, and other
22 pollutants that travel west with the winds from China to
23 the West Coast to the United States. I think you have to
24 look at that as well. Thank you.

25 CATHERINE DERZAY: Thanks for the opportunity

1 to speak about this. I'm concerned about the impact that
2 we may experience if the Cascadia fault off of the coast
3 of Washington, Oregon and California does happen to slip,
4 which they're predicting.

5 The scientists and the archeologists say that we're
6 ready for -- we're due for an earthquake, and it will be
7 huge. Their prediction is that it will be 8 to 9 on the
8 Richter scale, and that should most likely generate a
9 tsunami in the area, and the Department of Emergency
10 Preparedness is beefing up for it now.

11 So I'm curious what the people at Cherry Point
12 Terminal or the captains of these big vessels would
13 experience in such a catastrophic natural disaster.

14 Can you guarantee that the vessel en route through a
15 tsunami or earthquake area would not run aground or
16 capsize or somehow breach its hull and spill its
17 contents? Can you guarantee this?

18 And what would happen to the terminal and the boats
19 that are sitting there in such an event if a wall of
20 water came rushing into that port?

21 This is a very real concern in our area all up and
22 down the coast, the 600-mile Cascadia fault. So it would
23 affect any proposed site in any of the West Coast states,
24 especially Northern California and up to Vancouver
25 Island.

1 So I would ask that the study include any proposed
2 site within the fault of the Cascadia -- I mean within
3 the range of the Cascadia fault. Thank you.

4 LUANNE PASIK: One thing that I don't think
5 has been mentioned very much is that in Bellingham at the
6 old Georgia Pacific site, they're trying to build some
7 kind of a VA thing. I think it's a cultural art center
8 or something like that, which would create a lot of jobs.
9 If this coal thing goes through, that couldn't happen.

10 There are those jobs that would be lost, so that has
11 to be considered in the whole talk about creating jobs.
12 So I hope you're looking at that, what would be lost, and
13 the net gain wouldn't be very much. So that's my
14 comment. Thank you.

15 CHRISTOPHER O'BRIENT: My name is Christopher
16 O'Brient, and I live on Lopez Island at 4403 Mud Bay
17 Road. I've lived on Lopez since I was -- for 41 years,
18 and I'm concerned about the coal moving through the San
19 Juan islands. I'm concerned about the quality of ships
20 that they will be using.

21 I'm very concerned about the upkeep of those and
22 about the potential spills of oil from them, not just the
23 coal, and about how they will safely navigate this water
24 with as many of them moving through it.

25 I'm concerned about the dust that is going to be

1 potentially coming off of them at the terminal. And Ted
2 just told me that they were going to mist it to keep the
3 dust down, and yet I'm concerned about where does that
4 dust go when it's in the water that they have just
5 misted?

6 And I'm concerned about my friends who live up at
7 Point Roberts, and they get coal dust six miles away and
8 how that affects them over a long term, if this is going
9 for years and years, how that affects the environment
10 around it.

11 And so I'm really concerned about our green way.
12 The eco system here is a fragile system, and I'm very
13 concerned about how those ships will be taken care of
14 under escort.

15 And I really want to know also about the 1 percent
16 that this company is going to be rewarding, who that is,
17 and how we can find out who that 1 percent is that owns
18 this coal. And why is it so often that we all -- most of
19 the people end up being almost taken advantage of to
20 support that 1 percent?

21 And so it's always very frustrating, and so I feel
22 at times that although I can speak here for minutes and
23 minutes and days, it's never heard, and that this process
24 makes me feel like supposedly we have our input, but I
25 know the process like this never does.

1 KEN CRAWBUCK: My name is Ken Crawbuck, and
2 my wife and I own a bookstore called Griffin Bay
3 Bookstore in Friday Harbor.

4 We also live on the island, and I wanted to just
5 express my interest in making sure that the scoping is
6 appropriately defined.

7 And my thinking on this is we should include from
8 when the trains leave the mines through to where they
9 leave Alaska, because the path of the coal will go all
10 the way through Washington State up the West Coast of
11 Washington, from Bellingham through the Puget Sound, up
12 past Vancouver Island through Canada and through Alaska,
13 and anywhere along that path there are impacts, not just
14 dust.

15 I would say that the county has an especially big
16 potential impact here because of the new shipping traffic
17 and because of the increase of the shipping traffic that
18 has occurred, and a lot of the increase has to do with
19 basically coal and other fuels like tar sand from Canada.

20 We haven't even really factored in the impact of the
21 traffic of the ships that are coming through Canada, and
22 it's best illustrated by the fact that we didn't even
23 know that these ships were carrying bitumen until fairly
24 recently. It was a journalist who uncovered that, and
25 now we're reacting to that to figure out how do we handle

1 a bitumen disaster.

2 Well, adding this coal traffic into the picture just
3 increases the risk. And so I think that you need to look
4 very carefully at the risk, and the standard risk is you
5 identify the risk. It has a probability, and it has an
6 impact.

7 And for the county, the impacts are tremendous.
8 We're a tourist-based economy. Like I said, we own a
9 bookstore. 50 percent of this economy is based on
10 tourism. You have a shipping disaster like this, and we
11 are done as a community. Thank you.

12 GEORGIA BACIN: My name is Georgia Bacin, and
13 I live in Friday Harbor. And I read all the things, but
14 one question I have -- it says that they won't be fueling
15 them at the terminal, so where are they going to fuel
16 them?

17 Are they going to fuel them out in the open water?
18 Are they going to fuel them in the straight someplace, or
19 what are they going to do? So that's just my comment.
20 Where is the fueling going to take place? Thank you.

21 JIM NOLLMAN: My name is Jim Nollman, and I'm
22 speaking here as a whale consultant for the U.S.
23 Government, and I'm involved in whale behavior in terms
24 of acoustics.

25 I work for the Pentagon, and I've been specifically

1 working on issues of active sonar and whale mortality.
2 And in general, anthropogenic noise is the cause of whale
3 deaths, and also the largest -- working on the same time
4 another issue, which is the largest killer of whales in
5 the United States, which is ship strikes.

6 So that's my cultural background, and I'd just like
7 to say that human beings don't really understand the way
8 that acoustic sound is so important to whales in general.

9 And the orcas here are already -- have reached their
10 saturation point with noise from all different sources,
11 and making Haro Straight into a larger super highway may
12 be the end of them.

13 But I'd also like to say something I don't think
14 anybody else may have mentioned yet, which is the fact
15 that increased ships will have a devastating effect on
16 humpback and greys, which are coming into the Puget Sound
17 and the Salish Sea more every year.

18 As I say, this is the biggest issue now confronting
19 whales, especially on the East Coast in all the shipping
20 lanes. Thank you.

21 GRAHAM CRAWBUCK: My name is Graham Crawbuck.
22 I'm 16 years, and I'm a student at Spring Street
23 International High School on Friday Harbor.

24 I intern at the Friday Harbor Labs in the sea grass
25 lab. And I am concerned for the sea grass population

1 because I know its fragility, and I know that it can be
2 seriously affected if there is anything to go wrong in
3 shipping coal from Bellingham.

4 So I believe it's up to us to protect the sea grass
5 population as they are a keystone species, ostra marina.
6 And if we harm our sea grass in the San Juan Islands, I
7 think that we could also be harming the cetaceans and the
8 pedapeds in the area.

9 So I've been interning under Dr. Sandy
10 Wyllie-Echeverria for two years, and I have been studying
11 different water quality variables in sea grass.

12 And I know that phenols and fuel, fossil fuels can
13 have an effect on sea grass population, so I think that
14 any amount of oil getting into our water is not good.
15 That's all I want to say.

16 WILLIAM LOWE: My name is William Lowe. I
17 live on San Juan Island. I have concerns on the shipping
18 more than anything else in our area.

19 My concern is the sides of the ships, and if they're
20 tug escorted. And the studies have been done in relation
21 to the toxicity of the waters in our area, if one of
22 these ships were to sink or have an accident, what that
23 toxicity might mean to our environment and the sea life
24 in the Salish Sea.

25 TIM WHITE: My name is Tim White. I live

1 here in the San Juans. My family has deep roots in this
2 area going back many generations here. I'm a white
3 working-class construction worker male.

4 This comment is about the shipping, and particularly
5 refueling of the ships. I've just been talking to the
6 consultants in the other room, and they did not have
7 answers to this.

8 There's no refueling that's going to take place
9 actually at the terminal under proposals. So I said,
10 well, where are they going to be fueled, then? And they
11 say they're typically fueled at sea.

12 So my question was, well, at sea, does that mean in
13 the Straights of Juan de Fuca because they can do this
14 out of Port Angeles?

15 And he didn't know. He said he thinks that they can
16 do six crossings of the Pacific ocean on one fueling, and
17 that they probably fuel on the other side of the Pacific
18 Rim.

19 That is something that really needs to be measured
20 here because it would mean that the amount of fuel that
21 they would have if they arrived for the first trip with
22 -- they've still got five crossing's worth of fuel on
23 board. The consequences of a spill is much bigger if
24 they have that volume.

25 And the second thing is if they are refueling at

1 sea, where at sea is this? How much? What are the
2 consequences and problems refueling at sea?

3 I know when I refuel my chainsaw, as careful as I
4 am, it doesn't matter where you are. There's overspill.
5 There just is, fueling's messy.

6 So that is my comment. Can you look at the impacts
7 of how these ships are fueled, where they are fueled, and
8 the impact on us here and the eco system? Thank you.

9 THERESA SIMENDINGER: I'm Theresa
10 Simendinger. I am a resident of San Juan Island. I live
11 on the west side, and I feel that this would totally
12 impact our air quality, the noise pollution, and the
13 wildlife in the area.

14 I really hope this doesn't go through because I
15 believe it's going to change the entire feeling of the
16 island and the reason why I moved here.

17 MARY WILLALLEN: When you burn coal in China,
18 this is what happens here. Coal-fired power plants
19 release polycyclic aromatic hydrocarbons, PAHs, which
20 harm children's cognitive development. It reduces
21 intelligence.

22 They also release mercury into the atmosphere.
23 Vaporized mercury can travel thousands of miles. It can
24 float for a year. Eventually, rain or snow brings it
25 back to the earth and oceans. Bacteria convert mercury

1 to methylmercury, a potent and persistent brain poison.

2 Moving through the food chain, methylmercury
3 concentrates in fish. When consumed by a pregnant woman
4 or by a young child, it harms developing brains, causing
5 loss of IQ, learning disabilities, forgetfulness,
6 attention deficits as well as balance and coordination
7 problems, but who eats fish?

8 SUSAN KEY: Many speaking here today have
9 focused upon the significant, unavoidable adverse impacts
10 of this project. I agree and add my voice to the
11 concerns.

12 That said, I'd like to focus upon job creation and a
13 reasonable range of alternatives. We have the technology
14 to develop alternative energy production, including wind
15 and solar.

16 We have the technology to merge these types of power
17 generation with existing electrical transmission grids.
18 Imagine the number of jobs that would be created by
19 giving tax breaks to companies that manufacture, install
20 or maintain alternative energy facilities from large
21 regional projects to small single-family households.

22 Take the thousand or so projected jobs created by
23 building this terminal in Bellingham, add the hundred or
24 so created by mining coal, and add the hundred or so
25 created by increased rail activity.

1 Now multiply by 50 or more and spread throughout the
2 United States, 50,000 plus engineers, technicians and
3 staff who manufacture, install, and maintain alternative
4 energy systems based in small local businesses or larger
5 regional companies.

6 Import the technology to Asia and other countries,
7 sending over engineers and technicians, clean jobs, bold,
8 exclamation point.

9 If you live in Bellingham, would you rather be part
10 of a regional effort to install wind generators and solar
11 power arrays in appropriate locations, or work shipping
12 coal to Asia, then breathing the air pollution generated
13 by its burning?

14 If you live in Montana or North Dakota, would you
15 rather mine dirty coal, or install wind generators?
16 Would you rather your sons and daughters work in a mine,
17 or work maintaining a solar power array?

18 In conclusion, I ask our current and soon to be
19 elected officials to pass legislation that supports the
20 development and implementation of alternative energy.
21 The result, more jobs and clean jobs.

22 Imagine Whatcom County, the State Department of
23 Ecology, and the U.S. Army Corps of Engineers holding
24 scoping hearings for the building of an alternative
25 energy facility located in Bellingham. Wouldn't that be

1 nice? Respectfully submitted.

2 THOMAS CARTER: Tom Carter, registered voter.
3 My address is 545 Hemlock Court, Friday Harbor, and I've
4 been a resident here for 26 years.

5 And my first statement that I would like to make --
6 and I have this on good authority, but again, I don't
7 know that my information is correct.

8 So if I stand corrected, let that be as it may, but
9 I understand that the coal coming out of I think
10 Sheridan, Montana that is supposed to be exported through
11 the proposed terminal is what we deem dirty coal.

12 In fact, it's so dirty that you can't burn it unless
13 they add clean coal with it. That's how bad it is. So
14 that's how full of sulfurs and stuff that is not able to
15 be scrubbed out as easily, so we won't burn that coal in
16 this country.

17 And on this hypothesis, if I am correct, we are
18 shipping it overseas to China to burn there or to use
19 however they deem possible, which is probably to burn it
20 and mix it with clean coal.

21 The problem is not only are we sloughing off our
22 product that we won't even use here to somewhere else,
23 but we're giving it to a country who doesn't have the
24 standards that we have.

25 So that very thing, we are cutting our own throats

1 by having that very coal that we won't burn because it
2 isn't clean enough sent back to us in the form of
3 pollution.

4 And I don't know if that comment was made, but to me
5 that seems pretty ironic that we live in a world where
6 the economic dollar is more important than the air
7 quality and the world we live in, which seems to be
8 what's happening.

9 My second point is that I've heard the statement
10 many times that this project will bring jobs to the
11 Northwest, and I'll tell you what happens with big
12 mechanized business.

13 It brings jobs for infrastructure when they build
14 it, but I lived years ago in Ferry County, Eastern
15 Washington. They started a plant there that was supposed
16 to be a wood-fired plant, but luckily for them it had
17 coal scrubbers in the stacks.

18 They brought it under the guise that this would be a
19 boon for the community because wood-fired products that
20 came out of the woods as slash and unsellable timber
21 could be sold to this plant. It's right at the base of
22 the Kettle Falls.

23 But luckily, they put in these coal scrubbers, so
24 any time they wanted, they could turn it into a
25 coal-fired plant. The public was not aware of that. It

1 was not made general public knowledge.

2 They also billed it as a great economic boon. What
3 happened was the plant became mechanized right from the
4 very beginning, and all those jobs that were promised
5 were not necessarily lied about. There were jobs in the
6 beginning. There was an economic boom as they built the
7 plant.

8 But as soon as it was built, the jobs dried up
9 because it was done. Those projects are ran with
10 highly-technical people. You don't go in there as an
11 entry-level high school diploma and expect to get a job.

12 Unfortunately, too many people in these communities
13 need a job. They need jobs for their kids. They see
14 these things.

15 And instead of seeing the realization that those
16 jobs will be imported from places where they have the
17 education to run those things, it doesn't necessarily
18 mean that the local plant will start up like they had 30,
19 40, 50 years ago with the saw mills and those industries.
20 It's a different industry now, and that's what I wanted
21 to say. Thank you very much.

22 TIM WHITE: My name is Tim White, and I live
23 here in the San Juan islands. I have family that goes
24 back many generations here, but for what I have to say, a
25 newcomer can say it the same way.

1 This comment is about the impacts of the ballast in
2 these ships. I've been trying to talk to the people
3 about this in the other room. They don't have answers.

4 These giant ships, up to 800,000 tons I understand,
5 these colliers, they have to arrive empty to have the
6 coal, and the ballast is thought to be water, although
7 there's no guarantee of that.

8 If we have 50 million tons of coal going out and you
9 need 40 percent ballast in there, I've just run the math.
10 That comes out to about 100 million 50-gallon drums of
11 water that has to go somewhere.

12 Now, normally ballast water can only be pumped out
13 out in the open ocean, but these boats -- these ships
14 aren't going to be able to ballast through the Strait of
15 Juan de Fuca coming right into the port.

16 So what is going to be the ballast on these ships?
17 You know, if it's 50 million tons a year, you'd probably
18 need about 20 million tons of ballast, I'm just guessing,
19 at 40 percent to float the boat safely.

20 What is it going to be? Where is it going to go?
21 How are we going to dispose of this? Can we make this a
22 resource? What is the cost?

23 And what are the consequences of this ballast even
24 being spilled since presumably it will also be
25 contaminated with whatever the ship was carrying before

1 it was pumped full of the ballast? Thank you.

2 THOMAS CARTER: My name is Tom Carter. So
3 here's the deal. When I drove by two hours ago, there
4 were signs all the way around the corner and down the
5 street.

6 And they all were pro coal terminal for San Juans or
7 for -- I forget in Bellingham where the point is, and
8 they were all speaking pro jobs and pro coal.

9 I drove by and the signs are almost identical to the
10 Obama-Biden sticker on the back of my wife's car as far
11 as the format that it's laid out.

12 And I thought, oh, my gosh. Are the Democrats
13 rallying around coal? I was totally shocked. I went
14 home, and I said, I'm totally confused. What's going on?

15 So being that I thought that it was just me, I came
16 back here to find out what was really going on because I
17 had a hard time believing this.

18 So what happened out of that was that I got here and
19 found out, in fact, the people putting it on had put the
20 signs up. The local people hadn't had a chance to put
21 any signs up, so they were coming to protest, most of
22 them that I heard.

23 So what I realized was -- is that, wow, I went home,
24 and I thought this is a little like the Dread Robert
25 Pirate, Robert the Pirate in that we put up the false

1 flag and sailed into port, and everything thinks we're on
2 the right side, you see.

3 The statement is totally confusing, but the sign
4 looks like it's our people, so we think it must be that
5 we're the ones that are mixed up in this issue, which is
6 how I felt.

7 Now, first, I thought I was the only one, but then I
8 got done, and I came back to make the statement. And I'm
9 walking up, and someone comes up to me. And they said,
10 I'm totally confused. Was this like a Democratic rally
11 and pro for this terminal? What's going on?

12 And then I counted the number of people in there,
13 and there was probably, I don't know, 250, maybe 300
14 people in the deal.

15 Do you know how many people drove by here, and what
16 was their impression? We got duped. That's what I feel.
17 This community got duped.

18 This rally group came here. They let these people
19 come in quietly and make their statements while outside
20 they advertised pro terminal, and everybody that went by
21 here, at least two of them were confused.

22 Now, those were the two I talked to. How many more
23 people in this community went by thinking I must be
24 mistaken? This issue -- maybe this isn't the issue that
25 I think it is.

1 JAI BOREEN: It's hard to breathe when you
2 can't catch your breath. This coal port promises a slow
3 choking death. We best not believe their fatuous lies
4 that a few jobs now are worth our children's lives.

5 It's hard to believe that it's need and not greed
6 that's driving this train. Sending ships out to sea,
7 dark freighters to China with our coal to burn, foul air
8 and toxic waters will be our return.

9 We're here at this meeting with hopes to be heard by
10 politicians and bureaucrats who will respect our words,
11 will listen to reason, learn from the past. Look to the
12 future, against the coal port stand fast.

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1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
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7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this day of
16 , 2012.

17
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21 _____
22 Washington Certified Court Reporter
23 CCR No. 2052
24
25

Public Verbal Comments (Room 1)

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GATEWAY PACIFIC TERMINAL
FRIDAY HARBOR
PUBLIC COMMENTS

Taken at 45 Blair Avenue; Friday Harbor, Washington.

REPORTED BY: Brenda Steinman, CCR
REPORTED ON: November 3, 2012

1 FRIDAY HARBOR, WASHINGTON; SATURDAY, NOVEMBER 3, 2012

2 -- oo O oo --

3 KEVIN FOSTER: My name is Kevin Foster. I'm
4 from Ferndale, Washington, outside of -- my name is
5 Kevin Foster. I'm from 5938 North Star Road in
6 Ferndale, Washington.

7 I'm here as a laborer, a worker in
8 Washington, and a taxpayer in Washington.

9 I think the project would bring a lot of
10 needed jobs in the county and state. I think that the
11 project would bring lots and lots of tax revenue that
12 would help the state.

13 We're fighting all the time to pay taxes.
14 You could catch up on taxes. This would be a good
15 project to do that. I think it's a good project.

16 My statement for the scoping would be I
17 would really like to see the scoping focus on dry bulk
18 facilities individually and not as a whole. Each
19 individual project has its own goods and bads; I would
20 like to see that they all be done individually as a
21 scoping process instead of all together, like some
22 people want.

23 I've got not much more to say than that. I
24 would like to see this project go through. Thank you.

25 o-O-o

1 LAURI HENNESSEY: My name is Lauri
2 Hennessey; and I'm here representing the Alliance for
3 Northwest Jobs and Exports, we're a coalition of more
4 than 40 organizations, and we're growing every week
5 from this region.

6 On a personal note, I love the San Juans and
7 my family has a place on Shaw.

8 I believe that we can make this project
9 happen in a way that's going to protect the San Juan
10 Island.

11 One of our region's most important and
12 valuable assets is our position on the Pacific Rim and
13 our export economy. In fact, four out of every ten
14 jobs in this region relies on trade.

15 Another one of our strengths are our port
16 facilities and the related transportation
17 infrastructure that moves commodities and products
18 effectively in and out of those port facilities.

19 This proposed terminal will provide an
20 important short and long term boost to our regional
21 economy. It will create thousands of good family-wage
22 jobs in construction trades, transportation,
23 manufacturing trade, blue collar, white collar. They
24 will boost a variety of commodities including grain.

25 Each export proposal should undergo careful

1 environmental review by the professional regulators,
2 state and federal.

3 From the construction of new export
4 terminals to the safe transportation of the coal,
5 these projects will meet or exceed all existing
6 environmental and safety standards.

7 We believe these projects can bring jobs and
8 revenue to our region. They can be done right with
9 rigorous review by government regulators and a
10 commitment to the environmental stewardship that is so
11 much a part of the heritage of the northwest.

12 There was a time a year ago when society may
13 have lacked the understanding, technology, and shared
14 commitment to achieve both a strong economy and a
15 clean safe environment.

16 Regardless of how you feel about the coal
17 exports, I hope you agree those days are behind us.
18 We can make these facilities happen. We appreciate
19 your consideration. Thank you very much.

20 o-O-o

21 GEORGE ORSER: (No card.) Thank you. Thank
22 you for allowing us this opportunity. Thank you
23 everyone for being here to express your concern and
24 hopefully express your thoughts on the impacts that
25 need to be studied.

1 I live on Orcas Island. My name is George
2 Orser, Orcas Island, I farm organically and have so
3 for the past 20 years.

4 Aside from the impacts on the near coast
5 ecosystem from the construction of the terminal, I am
6 greatly concerned about the impacts of the passage of
7 unprecedentedly large ships passing through our
8 waters.

9 As you know, the islands are rocky and
10 convoluted. And also we rely heavily on tourism for
11 our livelihoods. And I am concerned and wish that the
12 impact of a hull breach or shipwreck or ship running
13 aground -- I'm hoping that those impacts can be
14 studied, because if we have such a disaster happen in
15 our county, not only my livelihood but the livelihood
16 of all 15,000 plus residents could be greatly
17 affected. So thank you for your time.

18 o-0-o

19 MICHAEL GALLEGOS: Good morning. My name is
20 Michael Gallegos; and I'm here to make sure that the
21 record of this hearing includes some important
22 information regarding vessel traffic and safety.

23 Yesterday Mike Moore made comments to this
24 EIS process. Mr. Moore is a former U.S. Coast Guard
25 Captain, and while in the Coast Guard served as

1 captain of the Port Puget Sound.

2 Moore's letter strongly supports exhaustive
3 objective study of vessel traffic and safety that
4 truly validates existing views and potentially
5 identifiable worthwhile mitigation.

6 I would like to quote some of the major
7 points in his letter. One. My comments are made from
8 perspectives developed during a career involved in
9 marine safety, including waterways and management in
10 the Coast Guard.

11 Specifically I was involved in waterway
12 assessments, management of vessel traffic, vessel
13 inspections, and other marine safety programs
14 including serving as captain of the Port Puget Sound.

15 I continue to be involved in marine safety
16 as the operations chair for the Puget Sound Harbor
17 Safety Committee.

18 This is an incredibly large navigational
19 area with wide deep waterways and on average a very
20 low level deep draft vessel activity compared to the
21 available navigational waterways.

22 Given this large navigational area and
23 relatively low vessel traffic congestion, the risks of
24 creating congestion issued by adding one or two
25 vessels per day in such a large system will be small

1 to the point of being difficult to measure.

2 We know that dry cargo vessels, such as
3 containers, bulks, et cetera, have not had an oil
4 spill in the sound in the last 40 years of
5 recordkeeping.

6 Thank you for your time. Have a wonderful
7 day.

8 o-O-o

9 JONATHAN WHITE: Hi. My name is Jonathan
10 White. I live at Box 99, Orcas Island. I've lived
11 there for 20 years.

12 I'm a member of the Marine Resource
13 Committee, which is a San Juan County marine committee
14 that's mandated to provide advice for the San Juan
15 County Council.

16 I want to thank the Department of Ecology
17 and the Corps of Engineers and other people who are
18 involved in organizing this event, including the San
19 Juan County Council that lobbied heavily to have this
20 hearing here. I really appreciate it and thank
21 everybody for showing up.

22 The Marine Resource Committee is made up of
23 14 people, volunteers that are appointed by the County
24 Council. And these are all local citizens. We
25 represent scientists, marina owners, tribal, chamber

1 of commerce, port, and so forth. I've been on the
2 committee for seven years.

3 Today you are going to hear from three of
4 us; myself and Jim Slocum and Ken Sebens, who is a
5 director of University of Washington Friday Harbor
6 labs. And each of us are going to make a number of
7 different points that are all included in a letter
8 that we have already sent to you. There is about 20
9 different points in our letter.

10 The Marine Resource Committee is part of a
11 network of seven different MRCs that are in north
12 county, and we are operating under the umbrella of
13 funding from the Northwest Straits Commission, which
14 is a federally funded group.

15 And I see that I'm running out of time so
16 I'm going to jump to it here.

17 One of our concerns is vessel traffic, of
18 course, and that effect on the forging behavior of the
19 federally listed endangered Southern Resident Killer
20 Whales.

21 We are also concerned about the localized
22 impacts to the spring spawning Cherry Point herring
23 and their food web, which also affects the Chinook
24 salmon and, again, the killer whales.

25 So why do we care about this -- that's it.

1 o-O-o

2 PATRICIA MORSE: (No card.) Thank you. My
3 name is Dr. M. Patricia Morse -- is that what you told
4 me to say without taking away my time -- and I am
5 here. I'm a person that is a marine biologist. I was
6 brought up on the east coast in Woods Hole and then I
7 came out here.

8 And many of the things that I see in terms
9 of change over time are very important to me. I'm
10 particularly afraid that we put too much in and we
11 take too much out of our oceans.

12 In the Haro Straits it's most important for
13 me to see that we maintain the biodiversity of the
14 spineless, as well as the orcas and all the other
15 organisms. And it's particularly important because
16 almost all the jobs on this island are connected with
17 our ocean around us. We must keep that in mind.

18 The other thing is is that I'd like to put a
19 question to you, which has to do with would you be
20 prepared to study the bottom of Haro Strait after a
21 small or a large loss of coal-related materials? And
22 would you be prepared to do this with the folks like
23 the worldwide studies that have been done by Germano
24 and Associates in Seattle, where they use cameras
25 where you jam them down in the bottom and you see the

1 changes of what's been added and what's been taken
2 away. These things need to be done before and after.
3 We must understand what is happening before anything
4 happens.

5 It's nice that coal just plops -- it's still
6 green -- but the fact of the matter is that when that
7 coal goes down it's going to change that bottom
8 environment, and we want our organisms to keep living
9 and we want this place to stay the way it is and
10 maintain the jobs on our island. Thank you very much
11 for listening.

12 o-O-o

13 VAL VEIRS: Thank you very much. My name is
14 Val Veirs. I'm an emeritus physics professor. I
15 spent five years on the board of The Whale Museum here
16 in town. I live on Haro Street that Trish just
17 mentioned.

18 My main goal is to try to bring noise,
19 underwater noise into your studies. I've listened to
20 the sounds of more than 10,000 ships passing, and I
21 want to ask you six questions about underwater noise
22 related to the Southern Resident Killer Whales.

23 First question is what are the underwater
24 acoustic levels, both amplitudes and frequency spectra
25 of the bulk carriers that would transport coal in the

1 Salish Sea, which we know is critical habitat for the
2 endangered Southern residents.

3 How will the percentage of time that there
4 are no ships within acoustic range change from the
5 current 16 percent.

6 This is a long study and I have two minutes.

7 Consider that the effective Gateway Pacific
8 project and all other coal and/or tar sands projects
9 in U.S. and Canada that may increase shipping in the
10 Salish Sea.

11 How much will increased shipping in the
12 Salish Sea reduce the ability of orca whales to
13 communicate vocally with other orcas.

14 We know from our studies that when there is
15 more noise the orcas have to raise their voices to be
16 able to be heard. At some point when there are more
17 than one ship around, maybe they will not be able to
18 communicate.

19 Another question. How much will increased
20 shipping reduce the ability of orcas to use
21 echolocation. That's a more subtle question than
22 communication.

23 And finally, what strategies can reduce the
24 exposure of orca whales to underwater noise from the
25 ships carrying coal and how large reduction in

1 acoustic impact can each step strategy accomplish?
2 Please include ship design, propulsion systems, ships
3 speed and routine controls, such as those now in place
4 for the right whales in the Atlantic.

5 Thanks for considering these questions as
6 component to any future environmental impact
7 statements for projects that plan to export possible
8 fuels via the Salish Sea. Thank you very much.

9 o-O-o

10 TODD SHUSTER: Hello. My name is Todd
11 Shuster, Captain Todd Shuster, and I'm the owner and
12 operator of Gato Verde Adventure Sailing based in
13 Bellingham, Washington.

14 I am a commercial operator for passenger
15 vessels in the height of the tourist season. And then
16 in the spring and the fall I tend to do research trips
17 studying the endangered Southern Resident Killer
18 Whales.

19 I am concerned that there will be
20 significant and direct cumulative impacts on the areas
21 around Cherry Point to fragile underwater habitat that
22 is vital for forage fish in general, and the Pacific
23 sand lance in particular.

24 On a research cruise out there last fall I
25 saw evidence of sand waves, which is known critical

1 habitat for the sand lance for resting, feeding, and
2 reproduction.

3 And the direct impact that I'm concerned
4 about is the physical disturbance of the forage fish
5 habitat by shipping activity, including nearshore
6 maneuvering and the anchoring of ships and tugs.

7 The cumulative impacts I'm concerned about
8 are the changes in the bottom structure caused by
9 infrastructure like docks and moorings, plus the
10 accumulation of coal dust in the bottom substrate.

11 That coal dust could change the patterns of
12 sedimentation, change the formations of those critical
13 sand waves, plus there might be toxicity issues with
14 those as well. With the fish burying themselves in
15 that sand, in that top layer of sand, that's a
16 critical thing to look at.

17 This could impact the commercial sport and
18 tourism industries.

19 And in addition to that, I think that this
20 study should include an area from Point Whitehorn to
21 Point Migley offshore for at least one mile, and other
22 impacts that could be impacted by wood ships waiting
23 to get in or out of the facility, like Bellingham and
24 Samish Bays.

25 These studies should be peer reviewed and

1 they need to determine if mitigation will be
2 effective. If that mitigation is not effective, then
3 the permits need to be withdrawn if they are issued.
4 And I would recommend the no action alternative if
5 those mitigations cannot be met.

6 o-O-o

7 JESSE VISCIGLIA: Hello. My name is Jesse
8 Visciglia and I'm a property owner, a local
9 recreational fisherman, and a math and science teacher
10 here at Friday Harbor High School.

11 The first point I want to make is that job
12 creation and acting environmentally responsible are
13 not mutually exclusive.

14 As a property owner I do not see any
15 benefits to the establishment of the coal port at
16 Cherry Point, but I see profound potential costs.

17 As a recreational fisherman I'm familiar
18 with the local conditions here. We have really strong
19 tides, currents, winds, and a lot of potentially
20 dangerous rocks. There is hundreds of reefs and rocks
21 that are exposed at low tides, so it makes navigating
22 in the region particularly difficult.

23 As a teacher here at Friday Harbor High
24 School I see my job as fostering the development of
25 skills that help makes students successful in their

1 futures. And I think it would be irresponsible for me
2 to not help ensure a better future for my students and
3 not comment on this particular issue.

4 How ecologically pristine this region is is
5 a source of pride and livelihood here for all of us
6 islanders. And in the case of that if there is some
7 sort of incident -- and by the way, increasing the
8 number of ships increases the likelihood of an
9 incident; increasing the size of the ships increases
10 the potential level of devastation -- I fear that this
11 is a cost that the islands would not recover from.
12 And I want to know what would be done to help restore
13 those populations that were devastated. Thank you.

14 o-O-o

15 KIMBAL SUNDBERG: Hello. My name is Kimbal
16 Sundberg and I reside on San Juan Island. I'm
17 speaking on behalf of the San Juan Island Technical
18 Advisory Group for salmon recovery.

19 My group of volunteer natural resource
20 professionals advises the San Juan County lead entity
21 on issues affecting protection and the restoration of
22 salmon.

23 I have a bachelor of science degree in
24 biological oceanography and I retired as a habitat
25 biologist with the Alaska Department of Fish and Game.

1 I have a working knowledge of marine biology
2 and the environmental impacts of the proposed GPT.

3 GPT threatens the recovery of salmon in San
4 Juan County and may negate the \$200 million spent on
5 Salish Sea salmon recovery.

6 In this scoping opportunity, I request the
7 EIS carefully analyze the impacts to salmon recovery
8 from GPT marine transportation and climate
9 change/ocean acidification.

10 Recent scientific research conducted in the
11 San Juan Islands demonstrates that juvenile salmon,
12 including listed species from the Salish Sea Basin,
13 utilize our nearshore waters for rearing and
14 migration.

15 Moreover, forage fish that support salmon;
16 including herring, surf smelt and sand lance, utilize
17 our beaches and shallow nearshore waters for spawning,
18 rearing, and feeding.

19 Our high value fish habitats are adjacent to
20 the marine transportation routes from the GPT.

21 We know from Exxon Valdez that juvenile
22 salmon and herring are highly vulnerable to oil
23 spills.

24 We also know that transporting some
25 46 million tons of coal per year through Rosario and

1 Halo Straits increases the risk of accidents and
2 spills.

3 The EIS should carefully analyze the risks
4 to high value fish habitats in the San Juans from
5 vessels transiting the GPT.

6 These analyses should include the efficacy
7 of marine safety, spill avoidance, and spill
8 contingency measures to protect listed salmon and
9 their prey.

10 The burning of coal and other fossil fuels
11 produces greenhouse gases that contribute to global
12 climate change, sea level rise, and ocean
13 acidification. Rising CO2 threatens the recovery of
14 salmon.

15 The average acidity of the oceans has
16 increased by about 30 percent during the past 50 years
17 and could increase up to 150 percent by 2100.

18 The century-old oyster industry in
19 Washington is declining, largely because of ocean
20 acidification.

21 Salmon and forage fish are at risk to ocean
22 acidification. Recent studies indicate that
23 40 percent of the ocean's biodiversity could be lost
24 to acidification in this century.

25 The EIS should carefully analyze the impacts

1 of GPT associated greenhouse gas emissions, from pit
2 to plant, on listed salmon and their prey.

3 o-O-o

4 FRED FELLEMAN: Hello. My name is Fred
5 Felleman. I'm really appreciative of you holding this
6 hearing on San Juan Island recognizing the offsite
7 impacts associated with this project.

8 I have owned a cabin on the island for the
9 past 15 years off Smugglers Cove with a view of Haro
10 Strait, right down the road from Val.

11 And for the past 30 years I've been working
12 on the conservation and research of Southern Resident
13 Killer Whales.

14 I'm here as a maritime consultant to both
15 the Makah Tribe, who has allowed me to wear this
16 jacket they gave me, from Sonny Nyton, and the Office
17 of Marine Affairs, their program, as well as the
18 Friends of the Earth's vessel trafficking.

19 We'll be submitting written comments as
20 well.

21 While the application notes that the GPT
22 project includes impacting 350 acres for the Upland
23 Terminal, including 162 acres of wetlands, and
24 building a wharf and trestle of 350,000 square feet,
25 the most significant unavoidable impacts include the

1 increase risk of an oil spill due to vessel traffic,
2 as well as the extinction of the genetically unique
3 Cherry Point herring stock, as well as the Southern
4 Resident Killer Whale population, which over a decade
5 ago was worth about a million dollars a piece for the
6 commercial trade, and that would make 83 million bucks
7 swimming around at least in our neighborhood.

8 I estimate that the GPT project will
9 increase traffic through the San Juans by 17 percent
10 based on the vessel traffic from 2010.

11 The 2005 vessel traffic analysis done by
12 George Washington University found that coal
13 carriers -- the increased risk of these coal carriers
14 would rise by 30 percent of an accident and a
15 23 percent increase in oil outflow just by interacting
16 with GPT ships -- by BP ships; but I'll give you more
17 of those details later.

18 We need to get this vessel traffic study
19 being done done by an actual academic institution, not
20 Glosten Associates. George Washington University was
21 supposed to do this project originally. We're
22 conducting vessel traffic studies with them with the
23 state. It needs to be incorporated in there. Thank
24 you.

25 o-O-o

1 PATTY MILLER: Good morning. Thank you for
2 coming to San Juan County Council -- San Juan County
3 for this meeting.

4 My name is Patty Miller. I'm the chair of
5 the San Juan County Council. I'm here to deliver to
6 you a letter that was signed by all members of the San
7 Juan County Council. It was addressed to Mr. Perry,
8 Mr. Shroeder, Ms. Kelly, and the CH2M Hill
9 organization.

10 Thank you very much for responding to our
11 request that a scoping meeting for the proposed
12 Gateway Pacific Terminal environmental impact
13 statement be held in San Juan County. As you can see,
14 this is of significant importance to our citizens.

15 At this scoping meeting we are here to
16 listen to our constituents and we will then submit an
17 additional comment letter with a more comprehensive
18 list of the proposed project's probable significant
19 and adverse impacts that must be studied, measured,
20 and addressed in the EIS.

21 In this comment letter we also include
22 attached letters from our San Juan County Board of
23 Health and the San Juan County Marine Resources
24 letter, which also includes the oil residents time
25 mapping for San Juan County based on data from the

1 Washington Department of Natural Resources shore
2 mapping, shore zone mapping dated in 2001.

3 Thank you for the opportunity to comment on
4 the scoping for the proposed Gateway Terminal and to
5 secure the San Juan County Council's standing in the
6 EIS process.

7 And I'm not sure who I deliver this to.

8 While I recognize that this is not our
9 jurisdictional authority to be involved in the
10 decision here, and we respect your responsibility, I
11 hope that you respect our need to protect our very
12 fragile economy and environment and take the comments
13 that you hear from the residents very seriously in the
14 process. Thank you.

15 o-O-o

16 BILL BOWMAN: Hello. My name is Bill Bowman
17 from Anacortes, Washington.

18 Main stream media has made us aware of
19 business constructs that were supposedly "too big to
20 fail," and similarly, the Union of Concerned
21 Scientists has released studies that the supportive
22 environment of the planet is not "too big to fail"
23 either.

24 Contrary to mass media hustle, these
25 scientists are not getting filthy rich from

1 publications of papers and book sales.

2 That is why last weekend in Bellingham,
3 approximately 1800 people attended the scoping
4 meeting.

5 THE REPORTER: Excuse me, you are reading
6 too fast.

7 BILL BOWMAN: I only have two minutes.

8 Most of the 80 that I heard were against GPT
9 permitting. Among them a first nation spokesman made
10 reference to the fish food chain. Someone spoke of
11 invasive species in ballast water. Another brought up
12 the increased ocean acidification, increased
13 likelihood of shipping accidents as a result of more
14 and bigger marine vessel traffic.

15 Ocean acidification was mentioned, as well
16 as coal dust pollution of sea water with as little as
17 5-10 parts per million of Cadmium, Mercury and
18 Selenium, (all heavy metals) as disastrous for
19 shellfish.

20 Corporate spokesmen may refer to laws and
21 job statistics as their trump card. Yet I think that
22 Peabody Coal and GPT are engaging in "willful
23 blindness" (a legal term) designed to externalize
24 their complicity in environmental pollution.

25 These corporations may recommend that the

1 scoping panel only consider statistics, which implies
2 that logic should reign throughout these proceedings.
3 But continually pursuing consumption of resources
4 based on the infinite growth model on a finite planet
5 is absurd at best, and certainly not logical.

6 Nonetheless, there is a logic grid
7 representing whether global warming and climate change
8 is true or false, and then if we take action or not.

9 There is also a concept called right
10 livelihood, which basically means doing no harm.
11 Weapons manufacture isn't in this category, nor is
12 environmental destruction through attrition or
13 otherwise.

14 Please consider right logic and right
15 livelihood. A Sunday pastor of a congregation might
16 say, "Consider your soul." Well, for me my soul is
17 directly liked to a healthy environment. Clean air
18 and water legislation were implemented in the 1970s,
19 yet we still continue to have polluted air, soil and
20 water because of corporate investment interests.

21 o-O-o

22 MARC FORLENZA: Hello. My name is Marc
23 Forlenza. I'm a resident here on Friday Harbor. I'm
24 also a businessman. I was past commander of the
25 Friday Harbor Power Squadron, which is part of

1 America's largest boating organization. I don't speak
2 on their behalf; I just speak on my own behalf. But
3 we have 160 members just here on the island and 50,000
4 throughout the United States.

5 I'm also chairman of the committee to
6 restart the derelict vessel program, which has been a
7 great success. That was cut off in 2008 and it was
8 re-funded due to our local efforts here. And it's
9 been a great success at keeping our waters clean of
10 pollutants.

11 In the last eight years myself have put more
12 than 5,000 miles under my hull in boating and in
13 shrimping and crabbing and fishing.

14 I ask you how will you guarantee that a
15 spill will not damage the environment and economy of
16 these beautiful islands. These islands depend on
17 tourism and real estate, which are the driving force.

18 The bottom line is it's very tough to make a
19 living here, and why do anything that will make that
20 even harder by damaging our environment or our
21 economy. Thank you.

22 o-O-o

23 CYNTHIA OLSEN: My name is Cynthia Olsen. I
24 just moved here to Friday Harbor, partly for the
25 beautiful pristine environment and the general beauty

1 of the area, and I'm concerned that we not damage that
2 at all.

3 I took the marine naturalist course that The
4 Whale Museum offers and I learned what dire straits
5 the whales are in now.

6 My biggest concern is that the barges are so
7 large and so noisy, the ocean is already so acidic, if
8 something happens to our whales what happens to the
9 economy in the San Juan Islands. I can't understand
10 how you could actually do a study to assess that
11 danger, but I think we need to assess any impact on
12 the whales whatsoever. Thank you.

13 o-O-o

14 VIVIEN BURNETT: My testimony is very
15 personal. My name is Vivien Burnett and I have lived
16 here for 23 years.

17 I'm an artist, a previous retail shop owner
18 that sold to locals and tourists, and a homeowner.

19 I receive my inspiration from walking on the
20 beautiful natural beaches, bluffs, and trails, which
21 have an abundance of birds and wildlife on San Juan
22 Island.

23 What is the risk of a collision from one of
24 the 487 proposed coal ships per year filled with
25 bunker fuel going to be when it's compounded with

1 existing shipping and proposed cargo ships filled with
2 tar sands?

3 If there is an oil spill I, along with many
4 other artists here, will be impacted with fewer
5 visitors buying artwork. My source of inspiration
6 will be gone. Thank you.

7 o-O-o

8 JUAN BACIGALUPI: Good afternoon. My name
9 is Juan Bacigalupi.

10 While I lived and worked in San Juan Islands
11 this past summer and plan to return to the San Juan
12 Islands again in the future, I primarily live in
13 Portland, Oregon, where I study environmental law at
14 Lewis and Clark Law School.

15 I'm here to talk about the need for a
16 programmatic EIS that looks at the cumulative impacts
17 for the entire region.

18 There are too many reasons for this. First,
19 the coal trains that will be bringing the coal to
20 Cherry Point will be spreading the environmental
21 impact along the entire northwest.

22 Secondly, this proposal for Cherry Point
23 does not exist in a vacuum; it exists alongside other
24 proposals for potential coal terminals in the Pacific
25 Northwest.

1 The Supreme Court said in 1976, in the case
2 of Kleppe v. Sierra Club, "When several proposals for
3 coal-related actions that will have cumulative or
4 synergistic environmental impact upon a region are
5 pending concurrently before an agency, their
6 environmental consequences must be considered
7 together."

8 The Supreme Court further said that "Only
9 through comprehensive consideration of pending
10 proposals can the agency evaluate different courses of
11 action."

12 Simply put, any EIS that does not include a
13 programmatic approach will not be consistent with what
14 would be required of the agency. Thank you very much
15 for your time this afternoon.

16 o-O-o

17 CHARLES SCHIETINGER: Good morning. Thank
18 you for the opportunity to speak. My name is Chuck
19 Schietinger; I'm a physicist.

20 I've sat on the technical advisory group for
21 salmon recovery. I'm a board chair of a local
22 environmental science research organization. And most
23 importantly I teach high school students science.

24 First, I'd like to ask you to include the
25 wide range of adverse impacts on our young people's

1 hope.

2 This may sound very abstract, but recently
3 we removed two dams on the Elwha River. And the
4 college attendance rates among particularly native
5 populations of high school students on the Olympic
6 Peninsula have gone up. I fear the opposite will
7 occur if we build this facility. You should evaluate
8 the impact on our young people's future, including
9 their hope.

10 With the rest of the time I'd like to focus
11 just on one species that's listed under the Endangered
12 Species Act, the Marbled Murrelet. It's a small
13 northwest bird; it cannot speak for itself.

14 In a pivotal 2010 paper the primary feeding
15 habitat for the Washington State Marbled Murrelet is
16 within San Juan County. I strongly encourage you to
17 study the impact on the Marbled Murrelet. Thank you.

18 o-O-o

19 KENNETH SEBENS: Hello. My name is Ken
20 Sebens. I am a biologist at the University of
21 Washington and director of the University of
22 Washington's Friday Harbor Laboratories on San Juan
23 Island.

24 Today I'm speaking as a member of the Marine
25 Resources Committee for San Juan County. The MRC has

1 provided a letter in which they've detailed their
2 strong concerns for the -- especially regarding the
3 increased vessel traffic that this proposed facility
4 will bring and the risk that that has to the
5 threatened orca populations, Chinook salmon and their
6 forage fish prey, as well as habitats around Cherry
7 Point and other areas that would be in danger as well.

8 I would like to note that this region, San
9 Juan County, including Cypress Island in addition, is
10 part of the marine biological preserve that was set up
11 in 1923, one of the earliest and largest in the
12 country.

13 The county also is a marine stewardship area
14 since 2004, includes marine protected areas that the
15 Department of Fish and Wildlife and the University of
16 Washington run, as well as federal wildlife refuge
17 sites. So there is a lot of important protected biota
18 within this region.

19 The University of Washington Friday Harbor
20 Laboratories brings in over 500 individuals per year
21 doing research and taking courses there, and they come
22 because of that high biodiversity and because of the
23 excellent conditions of the habitats in the San Juan
24 Islands now. Thank you.

25 o-O-o

1 RHEA MILLER: Hello. I'm Rhea Miller,
2 former San Juan County Commissioner; from Lopez Island
3 at the moment.

4 I'd just like to be up to date for my
5 testimony. I do recommend that we take notice of the
6 fact that there was a 900-mile wide hurricane that
7 just happened on the east coast and we know that it's
8 scientifically and statistically proven that this is a
9 result of global climate change.

10 The biggest culprits for global climate
11 change are coal and oil. And these changes in our
12 climate don't pay any attention to country or state.

13 I'd like to have a study of the economic
14 impact on every taxpayer for the drought, the price of
15 food, the hurricane, extreme storms, the fire, the
16 warming of our water so that our orca whales are
17 starving from global climate change.

18 It's absolutely possible to increase jobs
19 and the economy in this area with clean fuel.

20 Secondly, I'd like to talk about the fact
21 that I served on the federal and state oil spill panel
22 that was -- I was appointed by the governor to that
23 panel. I spent time with the Vessel Trafficking
24 System in Vancouver.

25 I served with Michael Moore. And Michael

1 Moore told me over and over again that he was looking
2 very seriously to see if an oil or fuel spill could be
3 possible in these islands; already knowing that he had
4 a job with the shipping industry as soon as he got out
5 of that position.

6 Since then his testimony was overridden by
7 the State Legislature of Washington.

8 Finally, I'd like to know how much it's
9 going to cost taxpayers for every time we have to do a
10 crossing where people and ambulances don't have to
11 wait for trains. Emergencies do not wait for the
12 perfect crossing, so who is going to pay for all the
13 transportation modification that's going to happen
14 from these longer trains and longer time for those
15 trains to pass. Thank you very much.

16 o-o-o

17 LOVEL PRATT: Hi. My name is Lovel Pratt;
18 I'm on the San Juan County Council and I represent
19 District One, which includes much of the west side of
20 San Juan Island along Haro Strait.

21 I want to thank you all for holding this
22 scoping meeting in San Juan County and giving us the
23 opportunity to identify the significant adverse
24 impacts of the proposed Gateway Pacific Terminal
25 project.

1 The EIS must include the George Washington
2 University vessel traffic risk assessment update in
3 addressing the increase -- to address the increased
4 risk of a major oil spill and/or coal spill and/or
5 Alberta tar sand products spill in the waters of San
6 Juan County as a result of the proposed increase bulk
7 carrier traffic.

8 The EIS must identify alternatives or
9 guarantee mitigations to all identified impacts to San
10 Juan County's environment and economy and people and
11 wildlife. Thank you very much.

12 o-O-o

13 NATHAN YOFFA: Hello. My name is Nathan
14 Yoffa and I live with my wife, Tracy, on Orcas Island.

15 Our love for the beauty of the San Juan
16 Islands, as well as the marine environment and
17 wildlife, is what drew us here five years ago and we
18 have taken all of our savings to buy property and
19 build a home here.

20 The Gateway Pacific Terminal as proposed
21 will result in an additional 972 Panamax and Capesize
22 ship transits at full build out.

23 The increased ship traffic raises the
24 distinct possibility for catastrophic negative impacts
25 on this region in several areas, each of which needs

1 to be studied as part of the EIS.

2 I request studies including quantitative
3 results to address the following.

4 One, the dynamics of not only the ship
5 transits in question, but also looking at the context
6 of all the other significant marine traffic sharing
7 these waters and including the potential cumulative
8 impacts of other coal and other export shipping
9 activities, noting that safety challenges will
10 geometrically increase as the traffic increases.

11 Two, potentially catastrophic negative
12 impacts on the environment and on marine animals of a
13 collision or grounding event, including but not
14 limited to:

15 Spillage of bunker fuel from the vessel.
16 Please study the impact of a vessel containing bunker
17 fuel colliding with a passenger ferry or other cargo
18 ship, relative to the orca and salmon populations.

19 And also the requirements for suitably
20 expanding the resources and infrastructure required to
21 respond to and fully mitigate such a spill in the
22 surrounding waters. This study needs to reflect the
23 response time requirements in worst case weather
24 conditions.

25 Finally, potentially catastrophic negative

1 economic impacts of a spill on the San Juan Islands
2 and the entire Salish Sea, including Canada and the
3 Canadian Gulf Islands. The study needs to include,
4 but not be limited to, studying impact on local
5 business and potential reduction in tourism-driven
6 business, as well as impact to real estate property
7 values, which is an impact shared by all of the
8 thousands of property owners in the region.

9 As local business revenues decrease, there
10 will be a reduction in tax revenues so please also
11 study the potential negative impact of reduced tax
12 revenues on the operations of San Juan County,
13 including but not limited to education, public safety,
14 and roads.

15 If any of these negative impacts cannot be
16 fully mitigated, please choose no action on this
17 proposed project. Thank you.

18 o-0-o

19 CHARLES WEST: Hello. My name is Charles
20 West and I live on Orcas Island.

21 As an aside to earlier comments, as a
22 research journalist I find that the reports of vast
23 numbers of jobs with this project are essentially
24 false.

25 But this is an environmental impact

1 statement scoping project, so for the past 35 years
2 both professionally and for personal pleasure I have
3 videotaped on, above, and below the waters of San Juan
4 County in nearby environs.

5 As an active scuba diver I've seen much of
6 our occasionally unusual and often fragile marine life
7 firsthand.

8 My family and I paddle, fish, view whale and
9 marine life, and hike the shorelines and trails of our
10 Island parks. Occasionally I hunt in the marshlands
11 that buffer the mainland from the saltwater of the
12 sound.

13 As a citizen of an Island County I'm
14 sensitive to the critical importance that the health
15 of our nearby waters has on the well being of our
16 community.

17 I'm particularly concerned about the effects
18 that coal loading increased shipping will have on our
19 environment. Will coal dust suspended in the water of
20 the terminal have the effect of killing off shoreline
21 marine life, including the eelgrass which acts as the
22 nursery for important food species.

23 Frigid storm force winds are a common winter
24 occurrence as they race out of Fraser Valley just
25 north of Cherry Point.

1 I'd better just skip down.

2 I'm concerned about the safety of the ships
3 and bulk carriers themselves. The ships are proposed
4 as Capesize. The capacity of up to 400,000 --

5 Am I done?

6 MODERATOR: No, there is still time.

7 CHARLES WEST: (Continued.) They have
8 single engines, single hulls.

9 What will happen in case of -- the Tree
10 Darling broke in half in 1994 due to incorrect
11 loading. The Vale Beijing, just last year, the
12 largest, 400,000-ton capacity bulk carrier sprang a
13 leak when it was being loaded. The leak was
14 sufficient enough that it had to be towed away from
15 the dock before it sank.

16 o-O-o

17 JOE GAYDOS: My name is Joe Gaydos; I'm
18 chief scientist of the SeaDoc Society and chair of the
19 Puget Sound Partnership Science Panel.

20 There has been a lot of talk about killer
21 whales and Marbled Murrelet, but we actually have 113
22 species in the Salish Sea that are listed by one or
23 more jurisdictions, which includes 33 percent of the
24 mammal species, one-third of the bird species, and
25 13 percent of the fish species suggesting an ecosystem

1 that is non-resilient and in the state of decay and
2 would not fare well from incremental stressors, such
3 as increased vessel noise or catastrophic events.

4 Obviously as you can see here today the
5 marine waters of the Salish Sea are important to the
6 First Nations and Tribes as well as to the rest of us.
7 They're also important to us economically beyond the
8 obvious subsistence, recreational and commercial
9 fisheries, the watchable wildlife of the region
10 support a \$2 billion industry annually.

11 This is money brought by residents of richer
12 counties and cities into rural, less wealthy counties,
13 like San Juan County, Jefferson County, and Clallam
14 County, creating jobs in this area.

15 So I implore you to ensure that the scope of
16 the EIS being developed for the proposed port extend
17 to counties and regions where ships will be entering
18 and leaving from; including Clallam, Jefferson, and
19 San Juan County, as well as the waters of British
20 Columbia.

21 The potential impact of increased vessel
22 traffic needs to be evaluated in light of potential
23 major stressors; such as increased vessel-related
24 noise, increased potential for a catastrophic oil
25 spill, increased potential for vessel strike to marine

1 around the world.

2 The resort, with its marina, restaurant,
3 spa, and indoor and outdoor facilities is Orcas
4 Island's largest source of employment with year-round
5 local employees augmented by summer help including
6 local and foreign students.

7 The beautiful views down the sound include
8 the daily San Juan ferries; right on the same route to
9 be followed by the proposed hundreds of huge single
10 hull coal carriers.

11 What will happen to this pristine area if
12 the tanker hits a rock or collides with a pleasure
13 craft or ferry on this busy, often foggy water.

14 There have been 16 major accidents and
15 hundreds of smaller ones in Washington State water.
16 In a single day the ARCO Anchorage spilled 239 gallons
17 of oil into the harbor of Port Angeles. The damage
18 created by bunker oil in Eastsound water to the
19 Rosario Resort could not be mitigated.

20 Would the terminal owners purchase the
21 resort from the bank-owned owner? Would they hire all
22 the unemployed residents here to load coal onto their
23 tankers after they have tried in vain to scrape up the
24 oil from all our shores? And will they replace all of
25 our taxes? There is no way to mitigate the impact of

1 such a disaster.

2 o-O-o

3 CHARLES CARVER: Hello. I'm Charles Carver.
4 I'm a property owner and resident of Orcas Island.

5 In our island communities the environment is
6 the economy. Every ecological impact has a
7 corresponding economic effect.

8 While we have little or nothing to gain from
9 the expansion of coal exports at Cherry Point, we have
10 everything to lose as our archipelago would likely
11 take the biggest hit. For us this is a zero
12 gain/serious threat scenario.

13 I request that an EIS addressing significant
14 adverse impacts evaluate the ratio of economic
15 benefits to local communities versus the risk costs,
16 both cumulative and catastrophic, and include costs
17 already incurred in the form of subsidies granted in
18 the leasing of public lands, rail transport and expose
19 other subsidies not evident to the public.

20 It should include costs of cleanup in the
21 event of a tanker accident, clarify the liabilities,
22 investigate reparations to local businesses and lost
23 tax revenues.

24 It should examine the costs of restoration
25 of native ecologies that will inescapably be degraded

1 by the toxic waste and pollution associated with
2 mining, transport, storage and exportation of coal and
3 the additional health care costs that follow from said
4 activities.

5 It should include the impending costs of
6 global warming resulting from burning this coal, and
7 of course the legal expenditures requisite to confront
8 guaranteed corporate denial of responsibility or
9 accountability.

10 It would also be wise to examine the
11 potential costs arising from the untimely exploitation
12 of these strategic energy reserves, as well as the
13 costs of diverting and delaying investment in clean
14 energy technologies and resources.

15 And it might consider how a value can be
16 assigned to the degradation and destruction of the
17 beauty and the consequent darkening of the human
18 spirit.

19 These are all costs imposed on my daughter's
20 future.

21 Just as important, these island seas are
22 home to sentient creatures, some arguably more
23 intelligent than the folks who cooked up this kooky
24 scheme. What comfort can we offer for the harm and
25 suffering we are inflicting on them? What recompense

1 for this violation of their ancestral waters?

2 o-O-o

3 RUTH NEWMAN: My name is Ruth Newman; I live
4 on Orcas Island.

5 With the greater chance of collisions and
6 oil spills as a result of the increased traffic
7 through the straits and the difficult navigational
8 hazards of the Salish Sea in single hulled ships, I am
9 concerned how all the degradation of the shores and
10 water in general will affect the sea life that I see
11 from my bedroom window and encounter on my beach; tide
12 pools, river otters, and sea birds.

13 How can even a single spill be mitigated.
14 How can my waterfront be returned to its pristine
15 state.

16 My family loves kayaking in the shallow
17 areas around Orcas Island. What will be left for them
18 to see of the now unspoiled waters.

19 The dumping of ballast waters from the
20 tankers, supposedly far out at sea, and the discharge
21 of bunker fuel still will send currents of
22 contaminated organisms into the Salish Sea adversely
23 affecting the very waters all the kayakers visit the
24 area to see.

25 What will happen to the oysters and mussels

1 and sea life. How can one mitigate spoiled
2 contaminates.

3 If there is an oil spill or coal spill on
4 land or in the Salish Sea, who will pay to clean it
5 up. Will it be the U.S. or China or Goldman Sachs.

6 o-O-o

7 BOB GAMBLE: Hi. My name is Bob Gamble from
8 Orcas Island and Waldron Island.

9 I'm going to start out with some
10 uncontrovertible facts. San Juan County has 375 miles
11 of shorelines of statewide significance. The marine
12 waters of San Juan County have many species of
13 threatened and endangered species of marine mammals
14 and birds as visitors, migrants, and residents.

15 Sensitive species that have been designated
16 as threatened or endangered under the Endangered
17 Species Act include Steller sea lion, harbor porpoise,
18 Marbled Murrelet, Common Loon, bald eagle, and
19 peregrine falcon.

20 There are at least eight other species of
21 marine mammals sensitive to vessel traffic in the San
22 Juan Islands that are protected by the Marine Mammal
23 Protection Act, including, as has been pointed out,
24 the local population of orca whales.

25 San Juan County contains many state and

1 federal and local wildlife protective areas. The
2 federal wildlife refuge consists of 84 small islands,
3 rocks, and reefs.

4 National Park Service controls approximately
5 1.6 miles of shoreline.

6 San Juan County is a part of the Northwest
7 Straits, which has been characterized by Washington
8 State as a uniquely beautiful and ecologically
9 enriched area which is of international significance
10 and warrants regional and national recognition.

11 Given these facts I think it is imperative
12 that the EIS takes into fact the impacts of vessel
13 traffic and the impacts of possible accidents of this
14 vessel traffic.

15 We had an earlier comment that this won't
16 happen, and yet in 1997 we had a bulk carrier of 700
17 plus feet that was in a few hundred yards of breaking
18 open on the rocks because it was drifting without
19 power. So you must take into account in the EIS the
20 possibility of a disaster if there is a spill. Thank
21 you.

22 o-O-o

23 UNIDENTIFIED MALE SPEAKER: I come on behalf
24 of the seal community. My brothers and sisters love
25 to eat herring and I have heard that the herring in

1 this Cherry Point are the 95 percent fish.

2 I am not going to take off my mask because I
3 do not have a mask; I am a seal.

4 And I want to know what this environmental
5 impact is going to be on my food source. As I go
6 around these waters, my brothers and sisters need this
7 food to survive.

8 You do not care about the seal speaking?

9 I don't have on a mask, I'm speaking on
10 behalf of the seals.

11 Anyway so counting all of this traffic
12 coming in and out of the way and my friends and family
13 that swim these waters and depend on this ecosystem
14 for our livelihood. We are very concerned as a
15 community that this will really impact us as a whole.
16 And if this goes through you will not have my seal of
17 approval.

18 So I thank you for being here today on a
19 Saturday of all days to let me come, because I am
20 actually busy during the weekdays, come and speak on
21 behalf of my people. I really thank you for this, and
22 my brother and sisters, and especially the herring and
23 the eelgrass that the herring eat.

24 It's very hard for me to read; I'm learning.

25 I don't live in Sea World so I have to leave

1 now and go eat some wild food.

2 o-O-o

3 RICHARD FRALICK: My name is
4 Dr. Richard Fralick; I'm a member of the San Juan
5 County Council from Orcas Island. I also sit on
6 the San Juan County Board of Health. I'm a business
7 person and a scientist. And it's from this
8 perspective that I would like to address the panel
9 today.

10 The health and well being of our islanders
11 is inextricably tied to the health of the marine
12 waters around us. Because of the geography and marine
13 conditions here, experts tell us more than 85 percent
14 of the oil from a major oil spill would probably
15 escape containment. A spill anywhere in the Salish
16 Sea could be devastating.

17 Our environment while pristine is still
18 delicate.

19 San Juan County Council has been spending an
20 awful lot of time figuring out how to protect our
21 critical areas, and our shoreline is one part of that.

22 One of the things it was charged with is to
23 protect and have no net loss of values and functions.
24 Imagine what an oil spill would do to values and
25 functions.

1 Our economy is robust in the summertime, but
2 it is also fragile particularly in the wintertime. An
3 oil spill would devastate our local economy and would
4 have very grave impacts county wide in our ability to
5 deal with the needs of our citizens.

6 As a member of the board of health I would
7 also report and remind you that a group of over 200
8 physicians, representing nearly half of the doctors
9 within Whatcom County, have over the past year
10 reviewed the available medical literature on the
11 potential impacts of the project, and they have
12 concluded that a formal, independent health impact
13 assessment needs to be performed in order to
14 adequately evaluate the impacts on human health of the
15 proposed project and of the rail and shipping traffic
16 it would generate.

17 The citizens of San Juan and other
18 surrounding counties face a major decision. We need
19 answers, not unfounded debate and speculation. We
20 need to know the true costs and benefits, the risks
21 and potentials, for this unprecedented shipping
22 project.

23 A properly scoped environmental impact
24 statement that addresses all of the major concerns
25 raised here today is essential to this process.

1 o-O-o

2 JAN EHRLICHMAN: My name is Jan Ehrlichman.
3 I'm cofounder of Orcas No Coalition with Donna
4 Riordan.

5 My husband and I moved to Olga on Orcas
6 Island several years ago making a conscious choice to
7 live in one of the most beautiful and naturally
8 pristine places on this earth.

9 Thank you for being here to hear our
10 concerns today.

11 The shipping terminal threatens the quality
12 of our life, and I have many concerns about it, only
13 one of which I will address here.

14 At Cherry Point there is a population of
15 Pacific herring that is essential to the feeding
16 patterns of the coho salmon. This particular herring
17 hatches in the spring unless it's the last hatch of
18 the season for the coho to feed upon.

19 The orca whales feed on the coho and, as we
20 all know, the orca killer whale is listed as an
21 endangered species under the Endangered Species Act.

22 This proposed terminal at Cherry Point will
23 create havoc to the marine life in the Salish Sea with
24 its, one, increased shipping traffic of close to a
25 thousand supersized export vessels; two, ballast water

1 from these ships; three, possible devastating oil
2 spills; and four, very real ever present coal dust.

3 I request that you consider what impact all
4 four of these aspects will have on the Pacific
5 herring, the coho, the orcas, and other marine
6 species.

7 An SSA Marine spokesperson has said that
8 this proposed terminal will not harm this particular
9 spawning ground. Unfortunately we can't take its word
10 for this because of its track record on environmental
11 compliance.

12 I have a copy of the letter here from the
13 Department of Ecology to Pacific International
14 Terminals, Incorporated, a subsidiary of SSA Marine,
15 about a violation of the Clean Water Act in August of
16 2011. I will attach it to my comments.

17 In review, my question is how is SSA going
18 to mitigate irreparable harm to the ecology of the
19 Salish Sea. Thank you.

20 o-O-o

21 SHARON ABREU: Hi. My name is Sharon Abreu
22 and I've lived on Orcas Island for the last eleven
23 years.

24 I value the beauty and health of our local
25 environment, and I also value a stable atmosphere that

1 supports the health of people and wildlife here,
2 across the country, and around the world.

3 I'm concerned about the impacts of the
4 proposed coal terminal on our local waters, wildlife,
5 and economy. In addition, I've been educating about
6 climate change and energy since 2000, when I trained
7 at Lewis and Clark College to be a speaker for the
8 Green House Network started by ecological economist
9 Eban Goodstein. So I am well aware of the negative
10 impacts of burning coal.

11 For over a decade, the vast majority of
12 climate scientists have been warning of the types of
13 weather events we are seeing in the United States and
14 around the globe now. It's not acceptable to say, "If
15 people don't want to burn it here, we'll just send it
16 over there." We are all connected.

17 The maximum "safe" level of carbon dioxide
18 in the atmosphere is 350 parts-per-million. We are up
19 to 392 parts-per-million globally. So sending roughly
20 53 million tons of coal through our waters to Asia is
21 a mistake of global proportions.

22 I respectfully ask you to study the impacts
23 that burning this 53 million tons of coal would have
24 on our already warming planet. In addition, I ask you
25 to study the potential health impacts on the people

1 who live in the areas where this coal would be burned.
2 If we're going to send it overseas, we're responsible
3 for the effect that it will have on people locally and
4 globally.

5 I value good jobs that support a healthy
6 environment which supports our health. I don't
7 believe we should be creating jobs in the coal
8 industry at this point, and suggest instead that we
9 focus on creating good jobs in energy efficiency and
10 renewable energy.

11 Thank you for your attention to my concern.

12 o-O-o

13 DAVID TURNOY: Hi. My name is David Turnoy.
14 My wife and I just moved here within the last year
15 from the Portland area to Orcas, and we moved here
16 mostly for the beautiful environment.

17 We bought a piece of property ten years ago
18 because we thought it would just be a great place to
19 retire, so now we're in the process of building our
20 house and looking forward to many years of enjoying
21 the gorgeous environment on Orcas.

22 My wife and I were both teachers. We were
23 active union members for many years, so we're
24 sympathetic to the concern about good jobs. However,
25 most of the jobs that would be coming about as a

1 result of the coal terminal would be short-term
2 construction jobs; very few long-term jobs.

3 Rather, the main profit to be made here is
4 being made by Peabody and the other coal company -- I
5 can't think of the name right now -- that are able to
6 buy this coal really cheaply because it's subsidized
7 by the government and then they make this huge profit
8 selling it to China. I just don't see the point for
9 the rest of us.

10 I'm concerned mostly though about the ships
11 because they're huge. And as has been talked about
12 several times, the chances of running aground or
13 running into a ferry or some other sea vessel is going
14 to get worse and worse with the greater number of
15 ships. We have very narrow straits, difficult
16 navigation. The chances of an accident will get
17 worse.

18 These ships are single hulled, so one breach
19 and you have got bunker fuel or diesel or possibly
20 even the coal spilling. So to me it's a no brainer.
21 I just don't even see how this can be considered.

22 The spill would impact the economy, tourism,
23 fishing. It would impact us residents and certainly
24 the wildlife.

25 So please scope the impact of a spill on the

1 economic and natural environment of the islands.

2 Thank you.

3 o-O-o

4 MELISSA PINNOW: Hi. My name is Melissa
5 Pinnow. I have lived on San Juan Island my entire
6 life and I'm a certified marine naturalist.

7 My parents moved to the island before I was
8 born because they wanted to watch the Southern
9 Resident Killer Whales. I share the love for the
10 orcas and consider the orcas like a second family to
11 me now.

12 I am opposed to the coal exports from Cherry
13 Point because of the increase in vessel traffic
14 through the habitat and the federally listed orcas.

15 There are many reefs and small islands that
16 are submerged during high tide and the possibility
17 that one of the tankers could hit one and start
18 spilling oil, or coal for that matter, is not worth
19 the risk for me.

20 If an oil spill happens the lives of the
21 Southern resident orcas, birds, salmon, herring, sand
22 lance, and everything that lives in the water would be
23 in danger.

24 All the people that live on the islands
25 would be negatively affected as well. Fish and

1 tourism would be affected. And everything that makes
2 these islands our home, and also the home of the
3 orcas, and all of marine life would change forever.

4 Orcas and other marine mammals getting
5 struck by the tankers or coal dust affecting their
6 health or the health of humans also deeply worries me.
7 Thank you.

8 o-O-o

9 DEBORAH GILES: (No card.) Hi. My name is
10 Deborah Giles and I'm a graduate student researcher
11 studying the Southern Resident Killer Whales.

12 My dissertation focuses on the Southern
13 resident group behavior and the potential impacts of
14 vessel distance, density, and activity on group
15 cohesion.

16 I am opposed to the construction of the coal
17 export terminal at Cherry Point because of the
18 associated vessel traffic increase through the
19 critical habitat of these whales that we call the
20 Southern residents.

21 The increase in vessel traffic would
22 significantly increase the possibility of both small
23 and catastrophically large oil spills, either of which
24 is unacceptable within the critical habitat of the
25 already struggling mere 84 individual Southern

1 residents, not to mention all the people who consider
2 this their home as well.

3 Thank you for taking our comments. I hope
4 things go well.

5 o-O-o

6 GEORGE LAWSON: I'm George Lawson; resident
7 of on the waterfront on the south end of Lopez Island
8 on Rosario Strait.

9 I'm a ten year commercial salmon fisherman
10 in the past in the San Juans, and avid sports
11 fisherman and retired pastor, including pastor of the
12 Lopez Island Congregational Church, and president of
13 the Friends of the San Juans.

14 Please measure the impact of noise from
15 increased large tanker traffic on marine life.

16 Currently the subsurface volume of noise in
17 Rosario Strait from tanker traffic on my property is
18 conspicuous compared to 20 years ago.

19 What impact will additional traffic in our
20 islands have on the noise level for endangered orcas,
21 Chinook salmon, and water fowl, as well as other
22 marine life. Thank you.

23 o-O-o

24 DAN SILKISS: My name is Dan Silkiss; I'm
25 from Lopez Island; lived here a number of years.

1 In my past life experience I've been on
2 numerous American and foreign ships sailing all over
3 the world. And I've also done a lot of skin diving.

4 I think if the board, the panel, has done
5 their due diligence their first line should be to
6 examine coal and its toxic byproducts.

7 This should be an element because China
8 leads the world in coal production, the U.S. follows
9 by about 1,000 million tons, as opposed to the Chinese
10 3,520 million tons; it's a great number.

11 This shows how much the toxicity is
12 affecting the world; human kind and all wild animals,
13 land and marine.

14 So I suggest you do your due diligence and
15 stop the mining of coal as its source and also stop
16 your campaign to have it over here on the islands
17 especially; but it affects the world and our great
18 planet.

19 In addition, I have had discussions with
20 ecology in the past, meetings with the Corps of
21 Engineers in Washington, and you'll find information
22 in the World Health Organization documentation, as
23 well as throughout the world, of the medical
24 university doctors, and so on. Thank you.

25 o-O-o

1 MIKE KAILL: My name is Mike Kaill. I'm a
2 retired salmon researcher from the state of Alaska.
3 I've lived here about 20 years and participated in a
4 lot of researching kinds of things, environmentally
5 kinds of things.

6 I have been sitting in the back listening to
7 these comments, and I've really been impressed with
8 all of the data and the points that have come out.
9 And the more I listen the more I would line out things
10 on my own talk until my talk is shaved down pretty
11 good right now.

12 I want to tell you that first of all, first
13 of all the chances of global warming being a function
14 of just normal weather patterns has been calculated to
15 be about a thousand to one. So there is global
16 warming; the storms that we've seen, the desert
17 conditions, all this stuff is -- it's happening.

18 And the worst part about it is is this is
19 only the beginning. It's going to continue and max
20 out somewhere depending on how much stuff we put into
21 the atmosphere, which brings me to the coal.

22 I wondered why, given this kind of a thing,
23 we're not only digging up our own coal, but we're
24 digging up coal to sell to China, and then they can
25 burn it, and this will be just gas on the fire for

1 global warming. I don't understand it. It just
2 doesn't make sense.

3 Global warming is dramatic. It's hurting
4 everything. So why do this?

5 The second thing is the vessel traffic.
6 You've heard a lot of talk about the various ships
7 that have crashed and hit rocks and so forth around
8 here. That's going to happen, it's just a matter of
9 time. So why wouldn't you want to make that --

10 o-O-o

11 CEDARBOUGH SAEJI: Hi. My name is
12 Dr. Cedarbough Saeji. I was born on Lopez Island and
13 grew up in this natural environment playing on these
14 beaches, eating fish, seaweed, and shellfish from this
15 paradise.

16 I worked in the tourist industry here in
17 the San Juans in restaurants and as a kayak guide
18 following after the orcas.

19 My undergraduate degree focused on fisheries
20 management and I have worked in salmon habitat
21 restoration.

22 Based on this background and cognizant of
23 the many jobs directly linked to our pristine natural
24 environment, I want to remind you that we have 472
25 islands in the San Juans at high tide. Many of these

1 are wildlife reserves for seabird nesting populations.
2 All of these islands have sensitive intertidal zones.
3 They are the nursery for our entire marine ecological
4 system. And I request studies of the impact of the
5 coal port on these isolated bird reserves and our
6 intertidal zone.

7 In addition, I would like to follow up on
8 the past two comments. Right now in South Korea they
9 close elementary schools up to a dozen days per year
10 based on the adverse wind blowing from China. It's
11 visible. This yellow dust coming from China. They
12 are closing elementary schools to keep their children
13 safe from the air pollution coming from China.

14 We want to contribute to that? We're not
15 just contributing to China's air pollution, we're
16 contributing to Korea's, Japan's, and it does come
17 across the Pacific to us as well. I recommend no
18 action.

19 MATT MARINKOVICH: Hi there. My name is
20 Matt Marinkovich; I'm a San Juan Island resident for
21 ten years.

22 I'm a commercial fisherman. This is all I
23 do for my living. I sell 100 percent of my locally
24 caught fish direct to San Juan Island or regional
25 residents.

1 I fish with a gill net, it's a quarter mile
2 long. It's always attended. And it's incidentally
3 been modified to reduce impacts on Marbled Murrelets.

4 We fish from July through November around
5 this area.

6 The most direct impact that this project
7 would have on me would be vessel traffic. As
8 fishermen we're obliged to stay out of the vessel
9 traffic lanes. So with the increased traffic in the
10 lanes this would be more time that we're supposed to
11 be out of the lanes when there is vessels there. If
12 there is no traffic we can go through the lanes.

13 The thing is with the currents around here,
14 the speed of the current is up to two knots. And on
15 drifts with our nets when we are out in the lanes and
16 there is a number of fishermen out there, they can
17 drift through the lanes and wind up in the lane when
18 the vessels are coming by. Yes, we're supposed to not
19 make that happen, but sometimes it does.

20 There is 200 non-treaty gill net permits
21 that can be fished, and there are 75 purse seine
22 permits. And also that doesn't count -- I don't know
23 how many non-tribal -- or tribal fishermen there are
24 fishing.

25 So this poses a significant threat with the

1 traffic. And the nets, if they have entanglement with
2 one of those vessels, it could disable the vessel or
3 cause it to be adrift that could cause problems.

4 Also, among other things I agree with what
5 the seal said and also the idea of how -- because
6 Cherry Point; that's very important.

7 The idea is I sell my fish locally and why
8 are we exporting this coal to China. We could burn it
9 here. We could have our better emissions. OSHA
10 certification -- thank you.

11 o-O-o

12 LEE TAYLOR: My name is Lee Taylor; I'm the
13 superintendent of San Juan Island National Historical
14 Park. And San Juan Island National Historical Park
15 encompasses 1752 acres of land here on the island, and
16 that includes more than six miles of shoreline.

17 The park receives more than 250,000 visitors
18 each year. And I'm speaking on behalf of the National
19 Park Service in my comments.

20 The National Park Service mission is to
21 preserve the resources in the park unimpaired and to
22 provide for their enjoyment by visitors.

23 And I have concerns about the potential
24 adverse impacts of the Gateway Pacific Terminal on the
25 park service mission.

1 The transport of 48 million metric tons of
2 coal from the proposed terminal at Cherry Point would
3 require an additional 450 ships transiting the Salish
4 Sea each year.

5 And as has been mentioned numerous times
6 already, a spill of coal or oil from one of those
7 ships would be devastating to wetland and riparian
8 habitat and wildlife, and would also impact
9 recreational enjoyment of the shoreline in the
10 National Park and elsewhere on the island.

11 How will the EIS mitigate the risk of oil
12 spills? That's a critical question that must be
13 answered.

14 The project would also potentially have an
15 impact on a wide variety of species that are federally
16 listed, including the resident orcas.

17 How will the increased ship traffic impact
18 these species whose protection is mandated by federal
19 law?

20 And finally, the National Park Service would
21 like the EIS to assess air quality impacts on National
22 Park Service areas that are within 50 kilometers of
23 the terminal or the rail lines over which the coal
24 will be passing.

25 And that request does apply to San Juan

1 Island National Historical Park.

2 These questions must be fully and
3 objectively answered, and alternatives crafted which
4 recognize and mitigate these potential adverse
5 impacts. Thank you.

6 o-O-o

7 BRIAN RADER: Hi. My name is Brian Rader;
8 San Juan Island, I have a bachelor's degree in
9 environmental health. I have a master's degree in
10 ecology.

11 So let me make sure I've got this right.
12 The plan is that we're going to dig up up to 54 metric
13 tons of coal per year from mines downwind of our
14 community and then we're going to ship this coal
15 through our community. During transport we get to be
16 exposed to pollutants from increased shipping traffic,
17 and with that traffic we get increased risks of
18 catastrophic marine spills into our marine
19 environment.

20 Then they want to ship the coal upwind of us
21 where China, with its stellar environmental record,
22 can burn the coal, and living downwind we all get to
23 enjoy breathing the smog from its combustion. Wow.
24 Lucky us.

25 So I think this is the gist of the proposal.

1 You know what, at some point this kind of
2 stuff is going to have to stop. At some point we have
3 to say enough is enough and agree that the carbon, the
4 coal, and the oil needs to stay in the ground.

5 Climate change is no longer a theory, it's not part of
6 some possible future; it's here, it's real, and it's
7 serious.

8 This past summer saw record sea ice melt in
9 the artic. This is impacting weather patterns in the
10 northern hemisphere. We saw record heat and drought
11 through the United States. We have warmer oceans, sea
12 level rise, more acidic oceans and, oh yeah, while
13 we've been lucky so far in this respect, so far in the
14 Pacific Northwest, there has been an uptick in severe
15 weather.

16 This is a wake-up call. We need to stop
17 wasting time like this. Honestly, the fact that we're
18 even here discussing this is unequivocally insane.

19 So should we rush to burn even more coal and
20 add even more gases to the atmosphere, gases that are
21 warming our planet and poisoning our oceans, and we're
22 going to do it for short-term financial gain.

23 Seriously, can you begin to understand how crazy that
24 sounds.

25 This morning I was trying to think of an

1 analogy and the best thing I could come up with is
2 that our society is kind of like one big heroin junky.
3 We're lying on the couch, looking like Keith Richards
4 on a bad day all sweaty and shaky and contemplating
5 whether to have one more fix, when we know full well
6 one more fix might kill us.

7 o-O-o

8 JANET THOMAS: Hi. Thank you for this
9 opportunity to be here. My name is Janet Thomas and
10 I'm a writer.

11 I've lived here on the Island for more than
12 20 years. One of my books is The Battle in Seattle;
13 the story behind the WTO demonstrations. And writing
14 that book exposed me to the depth of the greed of
15 corporate culture in our world, on the planet, and its
16 affect on the people.

17 And I experienced this first hand for five
18 years in the 90s. I was manager of the county parks,
19 and one day I was at a little pristine park on the
20 west side of our Island and somebody came up and asked
21 if they could launch jet ski whale watch tours. And I
22 said no.

23 Within days I had been subpoenaed by the
24 Kawasaki folks. I had a lot of experience being
25 subpoenaed during that whole time.

1 Those of you in this room probably remember
2 that San Juan County actually fought the good fight
3 and we were able to ban jet skis from our waters.
4 This was supported by the courts, all the way up to
5 the state Supreme Court.

6 One of the things that I learned about our
7 whales during that time is that they were hungry
8 because we had taken so many of their fish.

9 They have been polluted badly by PCBs, and
10 so when they get hungry the PCBs poison them. And
11 they're really severely impacted by noise. How can we
12 ban jet skis and not ban oil tankers and their bunker
13 fuel. Thank you.

14 o-O-o

15 ZUIKO SWANN: Hi. I'm Zuiko Swann and I'm a
16 nun here in Friday Harbor. And I've just been here
17 about four years.

18 One of the things that I do every day is I
19 go sit out at the labs and watch the water and the
20 birds watch me. I have learned over these four years
21 that there is an incredible amount of intelligence
22 that goes on in Friday Harbor and in the San Juan
23 Islands, and I see it mostly at the labs. I watch all
24 the people go out, and they do diving and they study
25 eelgrass and they study just all kinds of things. But

1 it's really an intelligence beyond compare. I see in
2 the islands of the friends and there is many, many
3 things that go on; SeaDoc Society.

4 And I watch the whales. And I watch Haro
5 Strait. It's a bit of a pain for me to go out and
6 watch it because of all the boats.

7 But I was just out at the county park the
8 other day and I saw all the tanker ships.

9 And when I heard about this survey I was
10 really, really, really shocked to see that they're
11 going to go on Haro Strait, because I could see the
12 big boats. And I see the orcas really, really need
13 protection.

14 And I really understand that the San Juans
15 is a jewel and people are really, really intelligent
16 here. And to take this jewel and do even more damage
17 to it, it's not correct at all.

18 And the animals and all the intelligence
19 that's done here already for the study, it's not
20 correct to do this here at all. It's too much of a
21 jewel, it's too much of a scientific study, and it
22 should not happen at all. Thank you.

23 o-O-o

24 KATIE JONES: My name is Katie Jones; and
25 I'm a local naturalist. I work for one of the whale

1 watch companies here on Friday Harbor.

2 I moved here back in 2001 because I gained
3 an intense interest in the endangered Southern
4 Resident Killer Whales, as well as other animals that
5 make this area their home. And I wanted to do what I
6 could to help ensure their survival.

7 One of the best ways to do this presented
8 itself in the form of educating people while working
9 as a naturalist.

10 Thousands of tourists flock to the San Juan
11 Islands every year to see the orcas and to enjoy the
12 beautiful habitat.

13 When I heard about the proposed construction
14 of the largest coal port in North America, Cherry
15 Point, I became gravely concerned.

16 I have some very serious questions regarding
17 the Gateway Pacific Terminal.

18 What are the risks regarding collisions
19 between GPT traffic and other cargo ships and tankers
20 that navigate these waters?

21 What would be the environmental effects of a
22 massive oil or coal spill due to collision or running
23 aground?

24 The huge cargo ships and tankers that cruise
25 through the area on a regular basis create a

1 tremendous amount of marine acoustic disturbance.
2 They also create enormous pollution of the air and
3 water.

4 How will the increase pollution by the GPT
5 affect our local killer whale population, as well as
6 birds, fishes, invertebrates, and other marine
7 mammals, including the food web that supports them.

8 Cherry Point is home to a very important
9 natural herring spawning ground. These fish play a
10 vital role in our local food chain.

11 How will the construction operation of the
12 coal port affect the spawning ground?

13 I bring these questions to light because
14 they're highly important and it's absolutely required
15 that we know what affects the GPT will have on our
16 very fragile ecosystem.

17 If the GPT is constructed, there may be
18 irreversible damage done to our local biodiversity and
19 the tourism economy.

20 I believe whale watching is an invaluable
21 experience for so many people. We as a species have
22 lost touch with nature and whale watching gives people
23 a chance to see and learn about our ecosystem, even if
24 it's just for the afternoon. Thank you.

25 DEBORAH HOPKINS BUCHANAN: Thank you for

1 scheduling this scoping hearing today. My name is
2 Deborah Hopkins Buchanan. I've lived in the San Juan
3 Islands for twelve years.

4 I've been the executive director of the San
5 Juan Islands Visitors Bureau for ten years, which is
6 the county's official tourism promotion office. We
7 have two other staff, one of whom is our
8 communications and stewardship manager, an eleven
9 member board, and 370 members on all four ferry-served
10 islands.

11 As a marketing organization we try to avoid
12 controversies and politics as much as possible.
13 However, our board of directors wrote a letter to you
14 all regarding supporting today's scoping hearing, as
15 well as an EIS on this project because tourism is so
16 closely tied to our pristine environment.

17 First of all, our mission statement reads as
18 follows: "To enhance the economic prosperity of San
19 Juan County by promoting the San Juan Islands as a
20 preferred, year-round travel destination, while
21 respecting and sustaining the Islands' unique and
22 diverse ecosystems, environments, lifestyles and
23 cultures."

24 Our 16,000 residents depend on the Island's
25 natural beauty and thriving environment which attracts

1 approximately 700,000 visitors here each year, who in
2 2009 spent 116 and a half million dollars on dining,
3 lodging, shopping, arts, whale watching, kayaking,
4 entertainment, et cetera.

5 As a result these visitors generated
6 2.1 million in our local tax receipts, which help
7 directly with our roads, schools, et cetera. And they
8 contribute 6.2 million to our state government.

9 Tourism is clearly our number one economic
10 driver and employer. And tourism is our
11 environment -- or, let's see, our environment is our
12 economy.

13 So an oil spill could change this overnight.
14 They could have catastrophic results on our
15 magnificent endangered whales and wildlife, our
16 stewardship on the whale watching industry, our
17 kayaking industry, our boating industry, et cetera.
18 Thank you for taking this into consideration.

19 o-O-o

20 CHRIS GREACEN: Hi. My name is Chris
21 Greacen; I grew up on Lopez Island, and I live on
22 Lopez with my wife and children.

23 I have a PhD in Energy and Resources from
24 the University of California at Berkeley, and I work
25 as a consultant to the World Bank on energy policy.

1 The EIS scoping must quantify the cumulative
2 social, economic and environmental impacts of
3 increased global warming incurred by people around the
4 world from greenhouse gas emissions produced in
5 shipping and combusting of the coal associated with
6 the terminal, and explicitly determine who will pay
7 costs associated with these impacts.

8 Coal produces more carbon dioxide per unit
9 of electricity generated than any other fuel. With
10 hurricane Sandy, we have witnessed yet another super
11 storm consistent with global warming. This storm
12 alone has left 180 people dead and an estimated
13 \$50 billion in damages. The global warming impact
14 from 48 million tons of coal per year from the
15 proposed terminal is clearly both significant and
16 unavoidable.

17 The argument has been raised that scoping
18 for this project should not include global warming
19 impacts since the same amount of coal would be burned
20 anyway. This argument falls apart easily under
21 scrutiny. Flood the Asian markets with cheap U.S.
22 coal that is strip mined from our federal lands at
23 pennies on the dollar, and the price of coal will go
24 down and consumption will go up.

25 The EIS must consider long-term effects such

1 as the lock-in of coal implicit in the construction of
2 coal power plants that last 30 years or more. The EIS
3 must consider the engineering constraints on renewable
4 energy dispatch posed by coal power plants. And, to
5 reiterate, the EIS must consider the social, economic,
6 and environmental impacts and quantify these impacts
7 associated with global greenhouse emissions from pit
8 to plant.

9 o-O-o

10 MARTA NIELSON: Good afternoon. My name is
11 Marta Nielson; I'm from Orcas Island. I'm an organic
12 grower and chicken rancher. I'm also the
13 owner/operator of the Salish Trader, a small 35 foot
14 cargo vessel on which I bring back, from Bellingham's
15 Squaw Harbor, organic animal food and other
16 organic stuffs that I travel to the different outlying
17 non-ferry-served islands, and serve orcas as well.

18 As an organic grower I have concern about
19 the impact of the coal dust. We have been told that
20 the ships once loaded will spray with some sort of
21 chemical that's supposed to keep this coal dust down.

22 I think I would like to see the EIS look at
23 that impact of its effectiveness in holding the coal
24 down, and also what this chemical is going to do.

25 We are probably supplanting one bad idea

1 with another.

2 This is a picture that was handed to me in
3 line showing coal dust residue on plants. The impact
4 on my growing operation and several other farmers on
5 the islands would be adversely impacted.

6 As I traverse the Rosario Strait to get from
7 the northeast section of the Island where I live over
8 to Squalicum Harbor, I find that even on a calm day
9 the currents are treacherous.

10 When I come face to face with a huge coal
11 ship that may become out of line drifting, I will be
12 screaming, "Where's the impact? Where's the
13 mitigation?" as I go down.

14 Really I would like this impact to also
15 question the effect of all of the smelting of the tar
16 sands, the refining of them, moving to the five coal
17 refineries in Washington, increasing our air pollution
18 by 60 percent of those chemical impacts.

19 o-O-o

20 BRIAN LYNCH: My name is Brian Lynch;
21 emeritus professor of applied linguistics, Portland
22 State University.

23 Thank you guys for making this possible. We
24 all here really appreciate it.

25 After visiting her parents regularly on Shaw

1 Island, my wife and I since the 1970s, we finally
2 moved up here and have lived full time on Shaw Island
3 for the past six years.

4 My son, who spent his childhood summers on
5 Shaw visiting his grandparents, and since then
6 visiting us as regularly as we can get him up here,
7 does consider Shaw to be his home base and will be the
8 third generation of our family caretaking our land
9 there.

10 We are seriously committed to life in the
11 San Juan Islands. And what we value about it is the
12 scenic beauty, but also the authentic sense of
13 community that the Islanders have and have created.

14 The specific concern I want to voice to you
15 today is the potential for vessel-induced oil and
16 other load spills in the Rosario and Haro Straits,
17 caused by the increased traffic of large ships
18 servicing this proposed terminal.

19 My fellow Islanders who depend on fishing
20 and those who depend on tourism for their livings will
21 suffer devastating impacts it seems clear. All of us;
22 our children, our pets, my dog Kayed in particular,
23 and others who recreate in and near the water will be
24 negatively impacted by the resulting water pollution.

25 So please, measure the probability of vessel

1 collisions due to increased vessel traffic. Study
2 spread scenarios for spilled fuels and loads in all of
3 the potential collision areas. Study the long term
4 impacts to the marine ecology of the San Juan Islands.
5 And measure the probable costs, both long and short
6 term, for the clean-up of vessel-induced spills,
7 including indirect costs to the San Juan County
8 economy. Thank you.

9 o-O-o

10 HOWARD GARRETT: Thank you for having this
11 meeting. My name is Howard Garrett. With my wife,
12 Susan, I have a nonprofit group on Whidbey Island
13 called Orca Network.

14 Since 1981 I've been studying, reporting on,
15 and advocating for the protection of the orcas of the
16 Salish Sea.

17 Before I talk about the local impacts of
18 this proposal, I'd like to give you sort of an
19 admonition. Less than a week ago the most
20 devastating, the most powerful, the biggest storm ever
21 to hit North America wiped out the Atlantic seaboard
22 from Cape Cod to Cape Hatteras. Many, many jobs were
23 lost, lives were devastated, lives were destroyed.
24 People will not have homes, will not have businesses,
25 for many, many years to come.

1 I've taken the liberty to rename that storm
2 Hurricane Exxon. And I believe there will be another.
3 All the indications are this is the start of more big
4 devastating storms. Next to hit could be from Key
5 West to Cape Hatteras; I would name that one Hurricane
6 Peabody.

7 The numbers of coal cargo ships that this
8 terminal would require would add more than one massive
9 coal carrier per day. Bear in mind that coal is a
10 very cheap commodity and it is very poorly regulated,
11 so there is not a lot of investment made in coal
12 transport ships or their crews. They're less valuable
13 than most other ships from the industry's viewpoint.
14 They tend to be shaky old cargo ships with cheap labor
15 operating them, loaded with heavy bunker fuel to cross
16 the Pacific.

17 If the industry gets their way, as they
18 usually do, these coal cargo ships will not only be
19 weaving and dodging around dozens of container ships,
20 barges, and tankers already going in and out of
21 ports -- I see. Thank you for your time.

22 o-O-o

23 CRAIG ABOLIN: Hi. My name is Craig Abolin
24 and I with my wife discovered Orcas Island in 1998. I
25 know that was a little later than many people.

1 What we noticed about it coming from the
2 East Coast is that it was clean. You could breathe
3 the air that didn't have a color. That was really
4 nice. And the waters were great and the orcas were
5 particular interesting, never seen them before, and
6 this is one reason we want to be here.

7 I notice that you've been listening to about
8 how the orcas are damaged by pollution and/or by
9 habitat change and by oil, potentially, and the
10 tankers will collide with rock or with another tanker,
11 it will happen, but that's a probability.

12 But a certainty is coal dust. Now, there
13 is -- about 35 miles from here there is the largest
14 North American coal terminal in this area, the whole
15 North America. It's called Roberts Bank Superport
16 coal terminal. It's just north of the U.S./Canadian
17 border, less than a mile, really close to Roberts
18 Point. And it's been in operation since 1970.

19 It's known to spill one and a half million
20 pounds of coal dust into the waters while they're
21 loading the tankers every year. So that's been 42
22 years of a million pounds a year. And it's smaller
23 than the one that's proposed at Gateway.

24 So if you want to study the effects of long
25 term coal dust on marine life, go to Roberts Point and

1 find out what's happened in 42 years of a real
2 terminal near here. That's all I have to say.

3 o-O-o

4 IZZY CHEUNG: Hello everyone. My name is
5 Izzy. I am an international student from Spring Sheet
6 International School. I have been living here for
7 almost a year. I'm from China, but I like here.

8 Today I just want to tell you guys a true
9 story. I have a friend in China, she is from Shanxi
10 Province. She told me that she has never seen birds
11 since she was little. I feel sorry for her.

12 After that, I looked up the pollution in
13 Shanxi Province the other day; I was totally tearing
14 up. Shanxi Province is one of the most polluted
15 places in the world because of digging and burning
16 coal.

17 In there, most newborn babies with deformed
18 bodies.

19 In there, most trees have no leaves.

20 In there, most rivers are not clear.

21 In there, the dead fish are floating on the
22 surfaces of the water.

23 In there, the soils lose their ability to
24 grow vegetables, and totally dried out.

25 In there, the people are crying because of

1 burning coal.

2 Especially in there those unlucky birds
3 cannot fly away, because their wings are filled of tar
4 sand.

5 As a Chinese standing here, I see what
6 happen in China because of digging and burning coal.

7 So how about here?

8 How about the people here?

9 How about the trees here?

10 How about the organic vegetables here?

11 How about those lovely whales here?

12 If you guys are interested in more detail in
13 Shanxi Province about the pollution, I'm welcome you
14 guys to go online and look it up. Thank you.

15 o-O-o

16 TIM CLARK: My name is Tim Clark; I work for
17 The San Juan County Land Bank as a preserve steward on
18 Lopez Island. In my job I manage several preserves,
19 most of which have shoreline. I manage over a mile
20 and a half of shoreline.

21 These areas have been named by the New York
22 Times Travel magazine as the number two destination
23 for travelers in the world.

24 As you have heard before, tourism is a huge
25 part of our economy. And this tourism is based on our

1 natural beauty.

2 I would ask that the agencies study impacts
3 to the economy of the Pacific Northwest on a whole
4 from increased vessel traffic interrupting ferry
5 traffic. Ferries routinely are delayed by deep draft
6 ship traffic. More than just an inconvenience, this
7 costs the state and the people involved lots of money
8 over time.

9 I would also like to study the economic
10 impacts to tourism from a loss of herring, which is
11 the preferred food of juvenile salmon, which is the
12 preferred food of our Southern resident orcas, and
13 orcas seem to be the preferred prey of tourists.

14 I would also ask for a study of impacts from
15 possible fuel spill within the waters of the Pacific
16 Northwest on local eelgrass beds which I work on a
17 lot.

18 The San Juan Islands have nurseries for the
19 juvenile salmon from all over Puget Sound and Salish
20 Sea, and the impacts on the salmon populations in
21 regions would be devastating. Thank you very much.

22 o-O-o

23 CINDY HANSEN: My name is Cindy Hansen and I
24 am the education curator at The Whale Museum, who I
25 represent today.

1 Along with so many other people, we at The
2 Whale Museum are concerned about the environmental
3 impacts of this coal facility, as well as the impacts
4 to all of the many species of wildlife that live in
5 the Salish Sea.

6 But I am here right now speaking
7 specifically on behalf of the Southern resident orcas,
8 who couldn't be here today. In addition to our
9 concern over the environmental impacts this project
10 could have on them, we are extremely concerned about
11 what this could do to the food chain for a population
12 of whales that is already food deprived and starving.

13 This facility would be built in the middle
14 of vital habitat for a population of herring that are
15 a very important food source for Fraser River Chinook
16 salmon.

17 Fraser River Chinook are the primary food
18 source for Southern resident orcas during the summer
19 months. If this facility impacts the herring
20 population, it's a pretty short chain to figure out
21 what will happen to the orcas.

22 This is a population of whales that is well
23 known and loved in this community. Every individual
24 whale has been identified. They have names. They
25 have families. The loss of even one of them to this

1 project is completely unacceptable. No job is worth
2 that.

3 Southern resident orcas are a very fragile
4 population. There are currently only 84 of them. 84.
5 They are endangered. They are protected by the
6 Endangered Species Act. They and that Act have to be
7 considered and have to be made a priority in the
8 process of creating this EIS.

9 If this project has even the slightest
10 potential to impact them in a negative way, it needs
11 to be abandoned. Thank you.

12 o-O-o

13 NORI PARMAN: (No card.) Hello. I'm Nori
14 Parman; I've lived on the Island since 1990. I'm a
15 retired sailboat captain. And then I'm also a
16 partially retired musician.

17 At any rate, I totally agree with almost
18 every issue that's been brought up to the challenge,
19 so I'm not going to be repetitive, but I would like to
20 just comment.

21 I first have a question. I don't know how
22 it was ever considered to transit through this area,
23 through these straits, when we have existing laws that
24 protect this wildlife under the Endangered Species
25 Act. So I don't see how this is even considered.

1 In the end, I'm saying in general is it
2 worth the jobs gained if more are lost in the process
3 when history shows, especially when history shows that
4 regulations (inaudible).

5 So the challenges that are faced, I don't
6 even see how they can be covered by mitigation because
7 it seems that in the past these corporations manage to
8 get out of a lot of their responsibility, even though
9 they're litigated.

10 So the overall -- and then I also say the
11 overall effect of global warming from coal dust, which
12 seems inevitable, seems to me to be a cheap solution
13 to our jobs market. So it's kind of like being warmed
14 up in the winter by taking off shingles off the roof
15 to burn in the fireplace.

16 o-O-o

17 DARYL WILLIAMS: Good afternoon. My name is
18 Daryl Williams. I'm here as both an employee and a
19 member of the Tulalip Tribes.

20 The Strait of Juan de Fuca is a very
21 important area for us. It's an area that Tulalip, as
22 well as several other Tribes, have treaty fishing
23 rights to go out and harvest.

24 Whether you talk about shipping traffic,
25 mooring buoys, docks, piers; those all impact the

1 Tribe's ability to fish. And the areas that we have
2 to fish have really severely impacted our abilities.

3 And with the Supreme Court decision in U.S.
4 v. Hall, and a few other court decisions, you cannot
5 issue permits that are going to impact our ability to
6 go out and fish without consent from the Tribes.

7 And with the amount of impacts we've had for
8 fishing in these areas, the Tribes are unwilling to
9 give consent for any more impacts. So we are strongly
10 opposed to this project.

11 This not only affects us, but it affects the
12 non-tribal commercial fisherman and many other types
13 of businesses that use the area.

14 We'll be submitting more detailed comments
15 later, because I mean a lot of issues came up today in
16 this meeting that need to be addressed, and there are
17 many more that have yet to be addressed.

18 The scope of the area really should go from
19 the coal pits to the ports to China and back again in
20 both the U.S. and Canada.

21 Canada is looking at expanding ports up
22 there as well, and those ports are going to impact our
23 waterways.

24 I've heard several people talk about oil
25 spills, but I think the potential of coal spills could

1 be just as damaging, if not more damaging to our
2 waters. The coal emissions coming back from China are
3 damaging to our waters. And with that I guess I'm out
4 of time. Thank you.

5 o-O-o

6 MELANIE PATTEN: My name is Melanie Patten
7 and I live on Orcas Island and my family has lived
8 here for more than 40 years.

9 I've heard a lot of people speak about the
10 dangers from large ships that might run aground, might
11 break up, old ships, single hulled ships, and so what
12 I wanted to say is just that I really hope that in the
13 environmental impact statement you include not only an
14 assessment of the risk to me and to my beach and to my
15 family and to my oysters, and salmon, and sand lance,
16 and to the wider community, to my neighbors, to the
17 hundreds of thousands of people who live in this area,
18 what the effect of a major spill would be on us, but
19 also not only how much it would cost to clean it up
20 and who will pay, which I don't think is going to be
21 the corporations entirely, it will be the taxpayers;
22 but can it be cleaned up. Can it be completely
23 cleaned up. And if not, if it can't be completely
24 cleaned up if such a thing should happen, just don't
25 let it happen.

1 o-O-o

2 MYRA KIMBALL: My name is Myra Kimball and I
3 am from Orcas Island High School.

4 I have questions from my peers who are in
5 classes oceanography and marine technology.

6 And we would like a study on how much more
7 tax we would have to pay in the event of an oil spill
8 or coal spill or a vessel collision. What would the
9 cost be for the government to clean this type of event
10 up.

11 We also would like a study on how much it
12 would affect our ecosystem if ships are bringing
13 ballast water from China and dumping it at Cherry
14 Point.

15 Please evaluate the risks of invacious
16 species to our local species.

17 We would also like a study and report on how
18 long it would take the marine environment to recover
19 from oil spills and coal spills. Would the
20 environment even be able to return to its natural and
21 beautiful state.

22 Is mitigation possible? How and with what
23 costs?

24 We also want a study on vessel traffic
25 interfering with fish migration, fish and other marine

1 life.

2 I don't want my kids and grandkids to have
3 to pay for our mistakes, because it's our future and I
4 think that it's most important for the high school and
5 younger community to realize how much is this -- all
6 of these effects, if they're really even worth it.

7 Thank you.

8 o-O-o

9 CHOM GREACEN: My name is Chom Greacen. I
10 am a property owner and a working mother of two living
11 on Lopez Island.

12 Tourism forms the main base of our economy.
13 According to the Washington government statistics, the
14 numbers of jobs here have been growing in the past
15 years. In the past two years alone we saw an increase
16 of around 1,000 jobs. This trend is due to gains in
17 the numbers of tourists visiting the islands.

18 All these jobs and businesses could be
19 jeopardized with one vessel breach. What does the
20 worst case scenario of an oil spill look like,
21 considering all possible natural and manmade causes
22 including a climate-change-fueled hurricane and a
23 pilot suffering from fatigue? These are just
24 examples.

25 Please analyze each risk factor separately

1 and in all possible combinations, also taking into
2 account existing and all planned increase in shipping
3 traffic.

4 How many jobs and businesses can a coal ship
5 kill in a worst case scenario? What does that all
6 mean in terms of economic losses, costs of clean up,
7 and lost tax revenues for school children's education?

8 And most importantly, who will pay? Are
9 there provisions to require SSA Marine, Peabody, and
10 Goldman Sachs to set aside sufficient funds from their
11 coal profits to fairly compensate and reverse the
12 ecological and economic damages? If so, how? If not,
13 why not?

14 We don't want just verbal assurances. We
15 need financially binding full coverage insurance or
16 legally enforceable and fair redress mechanisms. If
17 no such provisions can be offered to ensure our jobs
18 and economy are not threatened by a potential major
19 oil spill, please consider no build option.

20 Let's keep the good jobs we already have and
21 create more clean jobs. Coal kills. It is not worth
22 it. Thank you.

23 o-O-o

24 PETER ROLOFF: My name is Peter Roloff,
25 otherwise known as Shantparv. I've lived on Lopez for

1 40 years. Most of that time has been spent either
2 under the water or on the water.

3 As a commercial diver I consider myself an
4 insider into the workings of the marine infrastructure
5 of the oil and mining industry. I have personally
6 participated in massive pollution projects, as I call
7 them, and it caused me to resign from that industry.

8 There is no energy crisis; there is an
9 integrity crisis. Industry has only dictated
10 integrity from you people. You are our heros.

11 I ask you to consider what was said earlier
12 in your EIS and seriously consider the hope of my
13 children and my grandchildren. I also specifically
14 ask you to consider the challenge environment.

15 There has been talk of a pristine
16 environment. I have lived here for 40 years, I have
17 seen the loss of the true cod, complete loss of the
18 true cod in these waters.

19 I have seen the diminishment of the kelp
20 beds. I ask you to take a look at Leo Reef, for
21 instance, which once had a 52 acre kelp bed around it.
22 There is now nothing.

23 One of the most important impacts I feel
24 that can happen in these islands is the impact on the
25 sea urchins, both the deep water sea urchins and the

1 shallow sea urchins. They create an environment for
2 all of the marine life baby species, as a nursery for
3 the growing up. Babies of all the species actually
4 live in the spine canopy that the urchins create.

5 As far as the coal industry, it has been
6 killing our planet for over a hundred years while
7 promoting jobs and economy, and I want to remind you
8 there are no jobs and no economy on a dead planet.
9 Thank you.

10 o-O-o

11 JEANETTE ACOSTA: Greetings my relatives.
12 My name is Jeanette Acosta, which means Coastal Water,
13 and I travel here from the territory of the San Juan
14 Coastal Band of Chumash Indians in California.

15 I am here as an individual and as a
16 traditional woman in your midst. I work for the
17 ancestors, for the protection of sacred sites, and for
18 the rights of indigenous peoples.

19 The proposed GPT project poses high risk
20 areas to Coast Salish Seas' sacred watersheds, and
21 they have the highest probability of an oil spill
22 associated with them.

23 I request a comprehensive risk assessment to
24 include: Marine mammals; marine birds; salmonids;
25 herrings; eulachon; and tanker risks.

1 I request a comprehensive risk assessment
2 of: Animal use of intertidal zones; archeological
3 sites; social, cultural and economic values, like
4 ecotourism and fisheries; each assigned values and
5 then related to the probability of a spill. Such an
6 assessment would portray the real risks to the regions
7 surrounding this project's footprint.

8 The environmental risks introduced by
9 tankers, which are first associated with the
10 transportation of petroleum products such as: Bitumen,
11 condensate, light fuel, bunker oil and crude.

12 The spill of these substances from
13 catastrophic or chronic releases threatens the
14 presence of countless species, food webs, and
15 ecosystems that are relied upon for subsistence,
16 cultural, social, economic, physical, and spiritual
17 well-being by an untold number of individuals and
18 communities.

19 Many other contributors to environmental
20 risk exist; such as garbage disposal, sewage
21 discharge, water ballast, noise, ship wake and
22 anti-fouling substances that are again cumulative to
23 existing pressures.

24 For human beings the right to live is akin
25 to the right to eat. Whoever you may be, you do not

1 have the right to deprive others of their staple food
2 and pure waters.

3 The health of the ocean is at the very core
4 of our maritime cultural identity and tribal
5 existence. We need salmon to continue. An
6 environment where salmon cannot live will be an
7 environment where man cannot live.

8 So for your every deliberation, please
9 consider the seven generations to come. Thank you.

10 o-O-o

11 TOM REEVE: I'm Tom Reeve and I live with my
12 family on the south shoreline of Lopez Island. The
13 shipping lanes in and out of Rosario Strait go right
14 past my home.

15 You have heard much today about the
16 increased vessel traffic and the risk and costs of
17 catastrophic accidents. I want you to study a
18 specific broad impact; the impact to the economic and
19 social fabric of the community from the proposed
20 ongoing operations.

21 Nobody lives in the San Juan Islands because
22 it is convenient. You don't find people moving here
23 because of the great employment opportunities.
24 Hundreds of thousands of people visit the islands
25 every year and many choose to live on the islands

1 because of the islands' amazing landscapes and
2 waterways.

3 Many speakers have stated that a
4 catastrophic accident would have devastating impacts
5 for our local economy that could last for decades.
6 But the incremental increased industrialization of our
7 waterways will also have significant, unavoidable and
8 probably unmitigable corrosive impacts on island life.

9 Whether through the loss of uninterrupted
10 sunrise for a camper on Socia, increased vessel
11 traffic delays for the ferries we all depend on, or
12 increased ambient noise for those like me who live
13 near the vessel traffic, it lowers the appeal of these
14 islands to visitors and to residents, damaging our
15 economy, our property values and our choice of
16 lifestyle.

17 Study the impact on livability in our local
18 community and on tourism from this increased
19 industrialization of our waters. The loss off appeal;
20 whether driven by scenic blight, loss of wilderness
21 characteristics, loss of attractive habitats and
22 species, increased noise, or increased marine
23 congestion, needs to be assessed both in the
24 catastrophic scenario and in the normal operations
25 scenario. Measure the economic and the social cost to

1 our community and its visitors. Determine if there is
2 any way to mitigate that community degradation. Thank
3 you.

4 o-O-o

5 REIN ATTEMANN: Hello. My name is Rein
6 Attemann; and I'm here to represent People for Puget
7 Sound, a program of Washington Environmental Council.

8 Puget Sound is home to the endangered
9 Southern resident orca whales, the endangered salmon
10 they eat and we eat, and the places that whales and
11 the salmon depend on for their health.

12 These same places are special for the people
13 who live here and who visit this archipelago, myself
14 included, who fortunately I had an opportunity to get
15 married on O'Neal not far from here.

16 The San Juans are some of Washington's truly
17 special places. Their economy depends on natural
18 beauty, environmental health, and vibrant communities.

19 This proposed coal export proposal endangers
20 their way of life. An oil spill in these waters would
21 endanger the San Juan communities and would devastate
22 the orca whales and the salmon we are working so hard
23 to restore to health.

24 Even back in 2008, the Orca Recovery Plan
25 forewarned us about the threat of increase vessel

1 traffic in these waters.

2 "This volume of shipping traffic puts the
3 region at risk of having a catastrophic oil spill.
4 The possibility of a large spill is considered one of
5 the most important short-term threats to killer whales
6 and other coastal organisms in the northeastern
7 Pacific." That was four years ago.

8 Every year over ten thousand large vessels
9 enter and exit the Strait of Juan de Fuca to and from
10 the Pacific Ocean. For many years, a broad coalition
11 of stakeholders; including shellfish growers, whale
12 watchers, commercial fishermen, have advocated for
13 stricter oil spill prevention and for more rapid and
14 effective response to oil spills.

15 The EIS should examine:

16 How much more will large vessel traffic
17 increase the risk of an oil spill in these waters.

18 Here is a picture showing what the vessels
19 would look like compared to our ferry system.

20 I'm running out of time. But it should
21 include impact analysis on ecosystem services and
22 economic services of Puget Sound, assess the impacts
23 of coal dust on the trains on the water quality --
24 thank you for your time.

25 o-O-o

1 STEPHANIE BUFFUM: (No card.) Good
2 afternoon. Thank each and every one of you for
3 holding this scoping hearing in San Juan County today.

4 My name is Stephanie Buffum. I reside on
5 Shaw Island. And I've been sailing, fishing,
6 crabbing, kayaking in the islands for over 28 years.

7 I'm a mother, a property owner, and I'm the
8 executive director of a public interest environmental
9 organization Friends of the San Juans.

10 We represent over 2,000 members who live,
11 work, retire, and recreate in the San Juan Islands.

12 For over a decade I have worked with others
13 to protect over 410 miles of shoreline of the San
14 Juans and to help recover the endangered Southern
15 resident orca whale, the endangered salmon, herring,
16 sand lance, surf smelt, and the beaches that these
17 forage fish spawn on.

18 One oil spill would compromise our
19 environment and our economy overnight.

20 Each year 700,000 visitors come to the San
21 Juan Islands and contribute over \$116 million to our
22 economy. This generates thousands of jobs.

23 The San Juans are a staple to our regional
24 outdoor industry, which generates over \$8.5 million to
25 Washington State. One oil spill would change this

1 overnight.

2 I'm concerned about the cumulative marine
3 impacts from the 487 proposed cargo ships transiting
4 to and through the Gateway Pacific Terminal at Cherry
5 Point.

6 I request that this EIS scope include an
7 analysis of all large cargo ships that will transit
8 through our waters carrying tar sands, bitumen, and
9 coal from proposed export facilities throughout the
10 Salish Sea.

11 We request an analysis of the level of risk
12 from an oil spill from the 487 coal ships combined
13 with over 700 ships carrying tar sands and bitumen.

14 We request that there is a response to what
15 the likelihood of a low, medium, and large oil spill
16 would be. And we request that all of the coast Salish
17 tribes with the usual and custom fishing rights in the
18 San Juan Islands have all of their issues analyzed.

19 Thank you.

20 o-O-o

21 DAVID HOOPES: Good afternoon. I'm
22 Dr. David Hoopes. I live with my wife down at Cattle
23 Point; been there for over twelve years now.

24 I have, along with millions of other
25 Americans, COPD, chronic obstructive pulmonary

1 disease. It's the fourth leading cause of death in
2 the United States. And the trains and ships that
3 carry coal will contribute to air pollution which will
4 contribute to COPD.

5 I ask that the EIS address the level of
6 emissions of the various ships and other combustion
7 engines on land and sea, and their impact on humans
8 and other animals, as well as CO2 levels in the upper
9 atmosphere, and in addition to the dirty air the
10 Chinese people must have to breathe.

11 I also have one other thing to say. Why in
12 the hell are we sending all this coal to China when in
13 years in the future, future American generations will
14 probably have the opportunity for clean coal and
15 energy and resources for ourselves. Thank you.

16 o-O-o

17 GREG HERTEL: My name is Greg Hertel; I'm a
18 resident of San Juan Island. I've been here for a
19 long time.

20 I'm here to speak in favor of the coal port
21 and against increasing the scope of the EIS.

22 I'm in favor of the coal port because if we
23 oppose this and it finally is stopped completely, I'm
24 afraid that we would still see the coal shipped
25 through Canada. We would have no control over its

1 storage, over its shipment, over the loading of the
2 ships, and it would come even farther through the
3 Salish Sea.

4 I'm against increasing the scope of the EIS.
5 Right now I've heard expand the -- want to expand the
6 EIS almost cradle to grave from where it's mined, even
7 up the smoke stack.

8 I'm a commiserate for the Port of Friday
9 Harbor when we occasionally have to get an EIS for the
10 docks that we put it. If we have to consider not only
11 the local impact on the waters and the bottom, which
12 is what an EIS was originally intended for, but also
13 the impact of the boats as they're manufactured and
14 the fuel that they use, nothing will ever get built.

15 I'm afraid we might read in the history
16 books in the future that the United States was a
17 country that ceased to exist when the time it took to
18 process the permit exceeded the lifespan of the
19 applicant. I don't want to see that happen. Thank
20 you very much.

21 o-O-o

22 PERRY BLACK: (No card.) I'm Perry Black,
23 I'm 13, and live on Shaw Island.

24 I spend time at the shoreline or on the
25 water every day. I sail, kayak, fish, and crab. I

1 also make forts on the beach near us.

2 This summer on a kayak trip we were
3 underneath the lighthouse on Stewart and we turned
4 around scared and in danger by the wakes from existing
5 tanker traffic.

6 I'm worried about fuel, coal spills, coal
7 dust, and increase vessel traffic and its impact of
8 shoreline, fish, wildlife, and orca. Thank you.

9 o-O-o

10 UNIDENTIFIED FEMALE SPEAKER: I don't know
11 if we can scope such a question as is the earth our
12 mother and is the sky our father, but I believe it is
13 and it's very important to me. We have a song to
14 sing.

15 "I was born on these islands since first I
16 was my mother's daughter and you can't just take my
17 dreams away without me fighting, no, you can't just
18 take my dreams away.

19 Now you may drive a coal tanker but I was
20 born a great big woman and you can't just take my
21 dreams away.

22 These old islands raised our many children;
23 some died young, some still living.

24 You come here for to take our waters but we
25 didn't come here to give them.

1 I was born on this island since first I was
2 my mother's daughter and you can't just take my dreams
3 away without me fighting, no, you can't just take my
4 dreams away, without me singing, no, you can't just
5 take my dreams away."

6 o-O-o

7 PHIL BRANCH: Hi. I'm Phil Branch; I've
8 lived on Orcas Island for eleven years.

9 In the summer I work at Moran State Park and
10 Rosario Resort giving information to island tourists
11 and visitors about the local history, the natural
12 history, and tourist activities they're interested in.

13 One of the most common tourist questions is,
14 "Where do you most often see the orcas?"

15 One of my major concerns about the proposed
16 coal terminal involves the very likely significant
17 unavoidable adverse impacts that a terminal would
18 cause to our marine environment in the Salish Sea.

19 I ask that you study the impact of the black
20 carbon coal dust that will blow off the piles at the
21 terminal and settle on the marine plants and animals
22 near the terminal, and in the greater Salish Sea,
23 especially during the storms with winds of 60, 80, and
24 a hundred miles an hour that we have experienced in
25 the recent past.

1 The proposed terminal site is adjacent to
2 the Cherry Point aquatic reserve, one of our largest
3 beds for herring spawning on eelgrass.

4 Please include in the scope of your study
5 the known and observed effects on plants and animals
6 in the radius of about one mile from the existing coal
7 export terminal near Point Roberts, BC.

8 I request that your EIS include study of
9 these adverse effects on marine plants and animals, on
10 the microscopic, all the way up to the marine mammals
11 and birds, and the salmon.

12 As one of the many thousands of human
13 residents around the Salish Sea, I do not want to see
14 risk to our natural environment or our economic jobs
15 environment from the unavoidable adverse impacts of a
16 huge new coal terminal in this region, the Salish Sea.
17 Thank you.

18 o-O-o

19 KEN BURTNES: My name is Captain Ken
20 Burtness; I'm a fifth generation resident of the San
21 Juan Islands. I live on Lopez Island.

22 I worked professionally in these waters for
23 Washington State Ferries for a period of 38 years,
24 roughly the last 15 years I was master. I currently
25 hold United States Coast Guard license, master inland

1 water unlimited gross tons, second mate propulsion
2 gross tons, and first class pilots license for all
3 Puget Sound ferry runs.

4 There was previous reference to Commander
5 Moore, Retired Coast Guard, saying that these waters
6 are wide and deep. I must disagree.

7 My limited knowledge of Commander Moore is
8 that he spent his career in an office in Seattle. I
9 spent my career navigating ferries across Rosario and
10 Haro Strait. I've crossed these waters tens of
11 thousands of times with many, many encounters with
12 deep draft strata.

13 To the professional mariner these are
14 constrained waters with many hazards. We are required
15 to carry pilots on board as proof of this. In fog
16 these straits can get down right small for large
17 vessels. There is always a risk of marine casualty.

18 I made it through my career without a mess
19 up, but I was lucky. I've experienced complete rudder
20 failure on a ferry. I've experienced complete
21 propulsion failure. Either one of which could have
22 been catastrophic if occurring in the wrong location.

23 Mechanical failures happen. A mechanical
24 failure on one of these coal ships at the wrong place
25 could be catastrophic.

1 It would take far more time than I'm allowed
2 to outline all the other risk factors involved in
3 operating large vessels in these waters. The risk of
4 catastrophic accidents in these water exists and this
5 increase in traffic will increase that risk. We must
6 assess -- make an assessment of that risk and the
7 consequences of it.

8 o-O-o

9 KYLE LORING: Good afternoon. My name is Kyle
10 Loring and I'm the staff attorney for Friends of the
11 San Juans.

12 I'm here to ask that you include in your
13 scoping analysis all the costs, all the public costs
14 that will be borne for this project and also all the
15 other related projects in Longview, Hoquiam, Coos Bay,
16 and the Port of St. Helens in Oregon, and 141
17 international -- 141 million metric tons of coal that
18 will be shipped.

19 These costs include the subsidies, including
20 the difference between the cost of the lease price for
21 this coal and the fair market value on the
22 international commodities markets, for which it's
23 sold, the rail improvement costs to be borne by the
24 public, including but not limited to, safety and
25 mitigation costs, the crossing upgrades, I believe

1 there is a five percent private maximum, and capacity
2 improvements.

3 Other costs to be included are those of the
4 traffic delays on business opportunities and
5 productive time. Costs due to decreased property
6 values both due to increased train traffic at
7 different times than occurs now, and also due to the
8 coal pollution from the uncovered storage by all the
9 neighboring communities over there.

10 The costs of the lost redevelopment
11 opportunities along places like the Bellingham
12 waterfront and other areas that have increased impacts
13 from the maximum number of trains.

14 The costs of delays on emergency services
15 both in human life and in just other costs there too.

16 The costs of health impacts from particulate
17 matter due to any pollution in China, wherever it's
18 burnt, also here in the United States where it is
19 extracted, as well as coal dust shipping emissions,
20 things like that.

21 Costs attributable to responding to climate
22 change. This may be a significant cost, as we've
23 learned from Sandy recently. So those costs due to
24 that 141 million metric tons. Costs responding to an
25 oil spill. The costs associated with lost ecosystem

1 functions from the strip mining areas. The cost of
2 the public infrastructure like increased Coast Guard
3 presence needed to help ferry these vessels through
4 here.

5 The loss of Cherry Point herring and costs
6 associated with that. Costs associated with
7 responding to invasive species. Things like the
8 mitten crab or zebra mussel. And lastly, the costs
9 responding to derailments. As we know there have been
10 at least 19 in the U.S. just this year in 2012. Thank
11 you very much for your time.

12 o-O-o

13 DIANNE DYER: Hi. My name is Dianne Dyer
14 and I'm a public health nurse. I've been working in
15 this county for 22 years in that role and I've been a
16 resident of San Juan County for 26 years.

17 My husband was a ship captain for 25 years
18 with container ships running up and down the coast.
19 My daughter is an organic grower in this county and my
20 son is a commercial fisherman in Alaska.

21 I am speaking about health impacts in our
22 county and the region and globally, because I don't
23 think any of them are exclusive. Specifically I'm
24 concerned about the health effects on our air and
25 water quality, as well as negative effects of toxic

1 heavy metals on our local food supply.

2 In terms of air quality, already we have an
3 increase incidence in our county and in our state and
4 in our country with asthma. That is costing us
5 nationally in terms of health care costs. We also are
6 seeing increase in emphysema and COPD.

7 Beyond the direct exposure to coal dust, our
8 regional air quality would be affected by the low
9 quality fuel burned by cape class ships.

10 As others have stated, trans coal burning
11 would affect our global air quality as well. Heavy
12 metals will get into our soil potentially, including
13 our fresh supply of organic foods that are locally
14 grown, our lovely supply of shellfish and sea life as
15 well that our county residents are able to enjoy.

16 o-O-o

17 JULES McLELAND: Hi. My name is Jules
18 McLeland and I'm from Lopez Island. I'm a board
19 member of the Lopez Children's Center. I'm also a
20 vendor of the Saturday Market.

21 I'm concerned about the quality of the water
22 around -- in the San Juan Islands. I value the
23 recreation activities on Lopez.

24 I would like you to measure the impact of
25 vehicle collisions of the large cargo ships on

1 tourists, tourism, and residents of the San Juan
2 Islands.

3 I want you to measure the effects of a fuel
4 spill on the people who use the waters for both
5 recreation and work.

6 I want to know who pays for the damage
7 caused by large cargo ships and who pays for the
8 economic impact.

9 And how will you measure fair compensation
10 to everyone affected by an accident.

11 I also want to say can you positively say
12 that an accident won't happen in one of the big large
13 cargo ships; because I think it will. And if you
14 can't say it positively won't happen, I think we
15 shouldn't build it.

16 I also want to speak for the children on
17 Lopez. I work at the preschool there. We love to
18 take the children to the beach. We always, you know,
19 go beachcombing. I love the beach and I just want to
20 keep the beach. And can you talk about what the
21 beaches will be like in 20 years when they want to
22 walk on the beach with their children. And I'm just
23 worried about the impact from the coal. Thank you.

24 o-O-o

25 NOREENE IGNELZI: My name is Noreene Ignelzi

1 and I'm a marine educator and marine invertebrate
2 ecologist with The San Juan Nature Institute. We're
3 an affiliate of the University of Washington.

4 And I want to draw attention to the
5 importance of plankton in the food web of the Salish
6 Sea and the impacts of coal dust.

7 Phytoplankton produces 50 percent of the
8 world's oxygen through photosynthesis. Zooplankton
9 contains the larvae stages of many marine invertebrate
10 species; including sea stars, urchins, octopus, and
11 many commercially important species, crabs, mussels,
12 clams, shrimp, and squid.

13 All planktonic species are environmentally
14 significant. Phytoplankton species as primary
15 produces are the base of the food web, and we proceed
16 through the web with zooplankton consumed by herring,
17 herring consumed by salmon, and salmon consumed by the
18 apex predator orcas.

19 This is a complex process, but I am of
20 course simplifying it here.

21 Needless to say, any disturbance to this
22 already stressed system would be catastrophic.

23 Coal dust and the high PAHs it includes
24 would be the nail in the coffin for the Cherry Point
25 Pacific herring. Since 1970 Cherry Point herring have

1 declined from 17,000 tons of spawning biomass to less
2 than 1,000 tons. They are a linchpin in the food web
3 that includes endangered Chinook salmon, migratory
4 seabirds, and Southern resident orcas, already
5 threatened by multiple chronic stressors and listed as
6 an endangered species.

7 Herring eggs and larvae, part of
8 zooplankton, are acutely sensitive to impacts of pH
9 PAHs.

10 You must assess the risk and impact that
11 this proposed Gateway Pacific coal terminal would have
12 upon our already stressed Salish Sea Puget Sound
13 ecosystem.

14 More scientifically significant studies must
15 be completed in order to even consider this
16 development. Begin by computer modeling plankton
17 ecology using a model such as the bio geochemical
18 model for Puget Sound, by Neil Banas at the UW Applied
19 Physics laboratory. Other scientists such as Terry
20 Claner at the UW --

21 o-O-o

22 JOHN BRASH: Hi. My name is John Brash.
23 I'm a resident of San Juan Island and have been so for
24 34 years. I'm a retired United States Naval Officer.
25 I was Chief Engineer in the United States Merchant

1 Marine. I have a Bachelor of Science degree in Marine
2 Engineering from the California Maritime Academy. I
3 ran 900 foot container ships and passenger ships
4 around the world for more than 25 years.

5 I thank you for the opportunity to address
6 the proposed SSA Coal Terminal project.

7 Based on my experience, my major concern
8 with the proposed Coal Terminal in Whatcom County is
9 the 1800-plus transits of ships through Puget Sound
10 that are larger than aircraft carriers and have fewer
11 than 20 men each running them. Most of these ships
12 will be designed, built, and most importantly operated
13 by third world nations. The remainder will be
14 operated by run-away flag operators who are controlled
15 by and answer to no one.

16 Both these categories of ships have abysmal
17 safety records. The chances of a collision or
18 grounding are significant. When there are steering
19 gear malfunctions, generator failures, or main engine
20 problems, a large ship is out of control no matter how
21 qualified the Puget Sound pilot is aboard.

22 These huge ships all carry several hundred
23 thousand gallons of fuel that's called Bunker C or
24 residual oil.

25 The chances of a major oil spill in these

1 confined waters is imminent.

2 I ask you to investigate the accident
3 records of the above two categories of ships versus
4 American, Japanese, and Northern European-run ships
5 with the idea that third world and run-away flagships
6 not be allowed to operate in this trade due to the
7 potentially horrendous risk to Puget Sound.

8 o-O-o

9 DONNA RIORDAN: Thank you very much for
10 coming to the San Juan Islands to listen to our
11 concerns.

12 My name is Donna Riordan. For 25 years I
13 have worked in science policy and education, that is
14 bringing scientists and the best science and technical
15 knowledge to public policy discussions.

16 For two years I have lived on Orcas Island
17 where I am a mother, a wife, a business owner, and
18 co-founder of the Orcas No Coalition, which is a
19 non-partisan group of Orcas Island residents committed
20 to informing our community about the proposed
21 terminal.

22 The terminal would be located ten nautical
23 miles across Georgia Strait from my home, from which I
24 can see the lights and large numbers of vessels coming
25 and going from oil and tar sands refineries near

1 Neptune Beach.

2 The prospect of massive single hull
3 bulkers -- the largest ships ever to moor at U.S.
4 ports and measuring four football fields long --
5 navigating through the narrow Rosario and Haro Straits
6 around Orcas Island in all kinds of inclement weather,
7 disturbs me greatly.

8 Some of the significant adverse impacts I
9 respectfully request that you address as part of the
10 EIS include the following.

11 Number one, the risks associated with
12 massive vessels, in this case the Panamax and Capesize
13 vessels, to navigate safely through the narrow Rosario
14 and Haro Straits, and in particular, the numerous
15 NOAA-designated "precautionary areas" around Patos
16 Island; Matia Island; Between Orcas and Lummi Islands;
17 Between Lopez and Fidalgo Islands; Turn Point off of
18 Stuart Island; Beaumont Shoal; and Lawson Reef.

19 Second, the ability of these massive vessels
20 to slow down, change direction, or stop in a timely
21 way in these narrow channels in the event of power
22 loss, collision, or adverse weather events, including
23 relatively common fog and high winds.

24 Third, the environmental and marine clean-up
25 measures that would be required if an accident

1 accompanied by spillage of both bunker fuel and coal
2 were to occur, and if such measures would even be
3 possible to implement given the swift currents in
4 these straits.

5 Fourth, who is going to pay for these
6 clean-up measures?

7 Thank you.

8 o-O-o

9 SADIE BAILEY: Hi. Thank you for coming
10 today and allowing us to speak.

11 My name is Sadie Bailey; I'm an earth
12 citizen, but I live in the San Juans for 31 years.

13 I grew up in Pennsylvania in coal mining
14 country. I saw high suicide rate. I saw kids take
15 heroin because they didn't know any way out of it,
16 because their life was going to be coal just like
17 their fathers who died of black lung. So that's a
18 little bit of background about me.

19 So I would like to ask that you please study
20 any incidences where marine mitigations from
21 collisions or oil or coal spills have actually been
22 successful. I really want to know if there have been
23 successful mitigations, because I don't believe you
24 can mitigate marine environments.

25 Number two. Considering spills such as

1 Exxon Valdez -- and I'm just speaking of oil spills
2 here -- and the BP gulf disaster, please do a study, a
3 comparative study of how a collision here would impact
4 our much smaller waters and more miles of shoreline
5 than in open waters.

6 Three. I have asthma so I'm really
7 interested in learning more about the impacts of what
8 I'm going to be breathing once it's burned in China,
9 because I developed asthma just in the last ten years.

10 Four. Earthquakes. We're due for the big
11 one. We have the Pacific, Cascadia, San Juan faults
12 and many others; how will SSA and Peabody or anybody
13 guarantee that there will be no devastating accidents
14 and spills? What studies are being done to assess the
15 risk of a seven, eight, or nine earthquake on the
16 Richter scale.

17 I ask that you have academic studies have
18 more weight. I ask that you have programmatic and
19 comprehensive studies have the most weight.

20 And I'm concerned about if Peabody and SSA
21 do their own studies, how will those be monitored to
22 make sure that they are fair and not corrupt. Thank
23 you.

24 o-O-o

25 CHARLIE BRADY: My name is Charlie Brady and

1 I'm a fifth grader at Orcas Island.

2 I'm concerned about the impacts on marine
3 mammals, of the seabirds, and especially about
4 possible spill in the water. I'm especially worried
5 about how this will affect our already struggling
6 orcas who share our home.

7 Please consider how the coal station will
8 affect the health of people and animals before you
9 proceed on this project. Thank you.

10 o-O-o

11 CALLIE: (No card.) Quickly, we'd like to
12 introduce ourselves. I'm Callie and I was born on
13 Lopez and I've lived there my whole life, and I plan
14 to raise my children and grandchildren there.

15 KERA: (No card.) I'm Kera; I have lived on
16 Lopez my whole life and it is the closest thing to my
17 heart. And here is another song for you guys.

18 "Grandmother's (inaudible) down down down.

19 Grandmother's (inaudible) down down down.

20 (Inaudible.)

21 Her body is not a commodity. Her body is
22 not a commodity. Not a product to be bought and sold.
23 Not to be mined for coal. (Inaudible).

24 So wake up, wake up people one and all.

25 Wake up, wake up people one and all,

1 grandmother's back, grandmother's back."

2 o-O-o

3 FRED KLEIN: My name is Fred Klein; I've
4 lived on Orcas Island for 26 years.

5 I couldn't begin to give you any additional
6 information than you've already received from the
7 scientists and concerned citizens, but by this time
8 I'm sure you know that the orcas and the waters
9 surrounding San Juan is a very special place, so I
10 offer some comments in the form of a poem.

11 "For too many days now I have not written of the sea,
12 nor the rivers, nor the shifting currents

13 we find between the islands

14 For too many nights now I have not imagined the salmon
15 threading the dark streams of reflected stars,

16 nor have I dreamt of his longing

17 nor the lithe swing of his tail toward dawn

18 I have not given myself to the depth to which he goes,
19 to the cargoes of crystal water, cold with salt,

20 nor the enormous plains of ocean swaying beneath the
21 moon.

22 I have not felt the lifted arms of the ocean
23 opening its white hands on the seashore,

24 nor the salted wind, whole and healthy

25 filling the chest with living air.

1 I have not heard those waves
2 fallen out of heaven onto earth,
3 nor the tumult of sound and the satisfaction
4 of a thousand miles of ocean
5 giving up its strength on the sand.

6 But now I have spoken of that great sea,
7 the ocean of longing shifts through me,
8 the blessed inner star of navigation
9 moves in the dark sky above
10 and I am ready like the young salmon
11 to leave his river, blessed with hunger
12 for a great journey on the drawing tide."

13 Good luck.

14 o-O-o

15 SUSAN KEY: Hello. My name is Susan Key and
16 I've lived on San Juan Island for 20 years.

17 Many speaking here today have focused upon
18 the "significant unavoidable adverse impacts" of this
19 project. I agree and add my voice to their concerns.
20 That said, I'd like to focus upon job creation and a
21 "reasonable range of alternatives."

22 We have the technology to develop
23 alternative energy production, including wind and
24 solar. We have the technology to merge these types of
25 power generation with existing electrical transmission

1 lines.

2 Imagine the number of jobs that would be
3 created by giving tax breaks to companies that
4 manufacture, install or maintain alternative energy
5 facilities, from large regional projects to small
6 single family households.

7 Take the thousand or so projected jobs
8 created by building this terminal in Bellingham, add
9 the hundred or so created by mining coal, and add the
10 hundred or so created by increased rail activity. Now
11 multiply by 50 or more, and spread throughout the
12 United States. 50,000 plus engineers, technicians and
13 staff who manufacture, install and maintain
14 alternative energy systems based in small local
15 businesses or larger regional companies. Import this
16 technology to Asia and other countries, sending over
17 engineers and technicians.

18 Clean jobs. If you live in Bellingham,
19 would you rather be part of a regional effort to
20 install wind generators and solar power arrays in
21 appropriate locations, or work shipping coal to Asia
22 and then breathing the air pollution generated by its
23 burning? If you live in Montana or North Dakota,
24 would you rather mine dirty coal or install wind
25 generators? Would you rather your sons and daughters

1 work in a mine or work maintaining a solar power
2 array?

3 In conclusion: More jobs and clean jobs.
4 Thank you.

5 o-O-o

6 GREGG BLOMBERG: My name is Gregg Blomberg;
7 I live on Lopez. I've been there since 1968, so I've
8 had 44 years on the islands.

9 Interesting testimony today. A few people
10 talking about jobs and a little bit of gain from
11 taxes, but not a whole lot of testimony in the other
12 direction.

13 I'd like to talk about the jobs. Today in
14 America and many other countries around the earth we
15 hear much about jobs. Jobs are important to all of
16 us. We need jobs. This is where our families pay the
17 rent and buy our food.

18 But in fact I think in the future there may
19 not be jobs on this planet for all of us. That's just
20 a part of our reality.

21 And in thinking about it, I believe there is
22 no guarantee we will be able to keep supporting what
23 surely must be, when compared to the earth's people, a
24 pretty lavish life-style.

25 How much of our souls are we willing to

1 trade for jobs? How much of our grandchildren's
2 future are we willing to trade for jobs? How much is
3 the orca worth to us, the salmon, the herring at
4 Cherry Point? How much is breathable clean air and
5 water, pure and replenishing, worth to us?

6 Could we leave the coal in the ground for a
7 day in the future when we truly need it and the means
8 of turning it into a clean burning fuel has been
9 invented?

10 Could we grow up a little and learn to share
11 our combined riches, learn to be good stewards of the
12 earth's resources which surely belong to us all.

13 The earth is suffering from too many of us
14 wanting too much too fast. We're squandering the
15 future in a rush to get all we can right now. The
16 earth is dying by increments; it could be saved by
17 increments. This is the good place to start. No
18 coal.

19 o-O-o

20 SCOTT FINLEY: Thank you all so much for
21 coming today and making this opportunity for input
22 possible. I imagine by now your attention span is
23 running a little thin, but I think we're very close to
24 the end so hang in there.

25 My name is Scott Finley; I live on Lopez

1 Island with my wife, specifically on Rosario Strait,
2 so I have a number of concerns.

3 The one I really wanted to bring out today
4 concerns ballast water that's going to be in these
5 cargo ships when they come back here.

6 The introduction of invasive marine species
7 into new environments was identified by the United
8 Nations as one of the four greatest threats to the
9 world's oceans.

10 International Maritime Organization
11 established ballast water discharge standards to
12 minimize the risk of spreading these species; however,
13 the U.S. Coast Guard has not adopted these guidelines
14 so at this point we are not protected by them.

15 So these vessels are going to be filling
16 their ballast tanks with water from Asian ports, over
17 a million gallons, between 100,000 and possibly
18 10 million gallons of this water, which may be
19 discharged into our waters.

20 My concern is that this ballast water will
21 contain potentially invasive aquatic species; animals,
22 plants, microbes, that could threaten the biodiversity
23 and health of our marine environment.

24 So my request is that an environmental
25 impact statement address these issues. Where will

1 these ships be taking on this water? What potentially
2 damaging species could be present in that water?
3 Where will they be discharging the water locally?
4 What will be the possible impacts of the contents of
5 that water on local marine life? And what, if
6 anything, can be done about it?

7 o-O-o

8 GARY COYE: Hello. My name is Gary Coye.
9 My mom and my brother and sister-in-law live on Lopez
10 Island. I grew up on the waters in San Juans, in the
11 Bellingham Bay, whatnot, and it's all about this; it's
12 all about this coal.

13 But time has changed. We're not burning
14 coals in furnaces, like my uncle did when I grew up.
15 My wife's family had a coal furnace in their house.
16 We don't do that anymore; we've gotten smarter -- or
17 have we?

18 You might be interested knowing here is the
19 1997 Gateway Pacific, the last proposed terminal
20 environmental impact statement, the final
21 environmental impact statement for that. It's a
22 pretty quick read.

23 The interesting thing about it is for the
24 draft environmental impact statement there were only
25 13 public comments, and none of those were citizen

1 comments, there was not a single citizen that
2 commented on that. Times have changed; we've got to
3 change with the times.

4 The thousands of comments that have already
5 been submitted on this project certainly means that we
6 need to be thinking a lot harder about big projects,
7 big projects.

8 This little piece of coal, I can burn it up
9 and it won't have a lot of effect. But if you take
10 billions and billions of pieces of this coal and burn
11 it up, it has a lot of effect.

12 Thank you very much and I hope you study all
13 the major effects.

14 (End of GPT Friday Harbor scoping
15 comments.)

16

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25

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF KING)
4
5
6

7 I, the undersigned Washington Certified Court
8 Reporter, do hereby certify:

9 That the foregoing public comments on the date
10 indicated on the caption sheet were reported
11 stenographically by me and thereafter reduced to
12 typewriting under my direction;

13 I further certify that the transcription is
14 true and correct to the best of my ability.

15 Signed this 8th day of November, 2012.
16
17
18
19
20

21 _____
22 Brenda Steinman
23 Washington Certified Court Reporter
24 CCR No. 2717
25