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January 14, 2013

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:  
MANAGING GPT WHARF TRAFFIC**

**Docket #COE-2012-0016: Proposed GPT/Custer Spur EIS Scoping Comments**

Agency Representatives,

Upon review of Pacific International Terminal, (SSA's subsidiary) permit application ([www.co.whatcom.wa.us/pds/current/gpt-ssa/pdf/20120319-permit-submittal.pdf](http://www.co.whatcom.wa.us/pds/current/gpt-ssa/pdf/20120319-permit-submittal.pdf)), it is mentioned in Chapter 4.5.7, that site-specific emergency response and marine spill response plans *will be developed*. Regardless of what plans are developed for emergencies or spills, the size and scope of this much traffic and activities associated with it, will be enormous and probably impossible to mitigate.

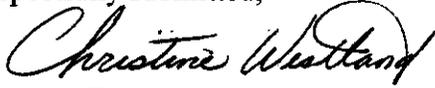
Currently, the three existing industrial docks located at Cherry Point accommodate about 850 oil tankers transits per year and these tankers are no where near the size of what SSA will use to transport coal from Gateway Pacific Terminal (GPT). The Cape-sized or Panamax bulk carriers used for GPT are among the largest ships ever built - they are longer than 3 football fields and too wide to fit through Panama Canal locks. The combined total of oil tankers and bulk carriers in and out of Cherry Point each year will then be over 1,824. It seems inevitable that a gridlock of gigantic proportions will result and create untold chaos.

The scale of the proposed GPT wharf and pier will dwarf what is currently at the BP Cherry Point Refinery. GPT will build a 3000-foot wharf with three berths, accommodating two Cape-size and one Panamax bulk carrier at once. The GPT wharf will be less than 3000 feet southwest of the BP refinery dock. With the size and number of ships using an area of less than 3000 feet, how do you plan to safely manage this traffic, especially during intense ocean disruption?

The public, including myself, deserve to know and understand what is specifically being planned and/or omitted. **Please provide a detailed study on how you intend to accommodate the amount of ship traffic which will result from the GPT wharf and the cape-size ships that will use it, include site-specific emergency response and marine spill response plans.**

It would appear that SSA Marine's subsidiary, Pacific International Terminals, will be creating environmental catastrophe, which will result in accidents, loss of life and property, and the deliberate, unconscionable ruin of precious natural resources. The jobs which will result from this will be environmental clean-up and restoration of life and property over time, so that your company can profit.

Respectfully submitted,

A handwritten signature in cursive script that reads "Christine Westland". The signature is written in black ink and is positioned above the printed name.

Christine Westland  
Birch Bay, WA

November 19, 2012

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**FUGITIVE COAL DUST 10-10-10**

Agency Representatives:

How big is 5-10 microns? Can you see it or feel it? If you research this question, you will find that a red blood cell is about 5 microns. Coal dust, like milled flour, is usually only visible with a microscope, but the particles range all the way from 0.5 microns to over 40 microns, which is the width of an average human hair. Therefore, at the 5 to 10 micron level we won't see fine coal dust particles entering our eyes, nose, throat, or landing on our skin. However, we may feel it in the same way as one reacts to allergens in the air. Eventually these very tiny particles can lodge in our lungs and do irreparable damage to the air sacs, causing breathing problems and ultimately disease. Over time, this is a serious threat to human health.

I am retired and hope to remain in my Birch Bay home indefinitely. Thus, I care deeply for the quality of air, land and water which surrounds me, my neighbors, and my loved ones. Coal dust will gravely affect my health because I am sensitive to allergens and occasionally experience asthma. Smog and air pollution is the reason I moved to Washington over 15 years ago. The pollution which will result from coal contamination, accumulating over time will cause me and my family to relocate.

**Cherry Point is one of the windiest areas in the Pacific Northwest. Therefore, please scope the amount of coal dust likely to blow off the planned mountains of coal in speeds from 20 – 100 mph, all of which are common to this area. For this study, please initially analyze the windblown fugitive coal dust within a 15 mile radius from the Gateway Pacific Terminal over a 10-year period because the coal dust will accumulate over time.**



At the Westshore Terminal in Tsawassen, B.C., wind-blown coal dust has already been estimated at 715 tons per year. At the Seward, Alaska coal terminal coal dust in the amount of approximately 500 tons per year settles downwind, as Seward experiences similar gale force winds as Cherry Point. According to the EPA's AP-42 standard equation using an average wind speed of about 10 mph, it can be estimated that Fugitive coal dust emissions at Cherry Point will be at least 1,000 tons per year. This does not take into account wind events exceeding 20 mph, which are frequent here, nor does it calculate stronger winds from the NE and ENE, which occasionally swoop down from the Fraser River Valley.

Efforts to mitigate cannot possibly contain fugitive coal dust 100% of the time and winds can never be predicted with total accuracy. But, from living in Birch Bay for over 10 years, I know that the prevailing winds into Birch Bay are S-SW and blow directly into our community. Sometimes they are fierce, as much as 80 mph, but the average windy day is probably 20-30 mph. In short, we have lots and lots of wind and we do not look forward to having coal dust spread all over our community and affecting our health.

Respectfully submitted,  
  
Christine Westland  
Birch Bay  
westlandstar@comcast.net

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**CHERRY POINT AQUATIC RESERVE**

Agency Representatives:

In 2003 the Department of Natural Resources finalized their decision to set aside the area we call Cherry Point Aquatic Reserve. This stretches from the southern end of Birch Bay State Park to the northern boundary of the Lummi Indian Nation Reservation and includes tidelands and bedlands extending 5000 feet from the shoreline. This was a 90-year mandate for the purpose of protecting the ecosystems which thrive there. This area has many valuable resources, including the abundant submerged vegetation which forms the habitat and refuge area for many species of ocean life. Since the vegetation functions as rearing and forage habitat for many commercially important species such as juvenile salmon, forage fish and Dungeness crab. Many species of fish use nearshore waters to spawn and feed and several of these are already listed on the federal Endangered Species Act.

**Please scope the detrimental effects on submerged aquatic vegetation in the Cherry Point Reserve which would result from building of the pier for the Gateway Pacific Terminal (GPT). This should specifically include disruption by building, disruption by sound, and ultimate shading on eelgrass, attached macroalgae such as kelps, red algae such as Turkish towel, green algae such as sea lettuce, most importantly, Pacific Herring spawning beds, as outlined in WAC220-110-300(6). Although SSA Marine has stated that no dredging will be needed to build the Pier, please also study and report to the public the probability of any dredging, as it is strictly prohibited in herring spawning beds by the WA Dept of Fish and Wildlife under WA Admin Code 220-110-320(8).**

One of the many things that make the Pacific Northwest so special is the rich and relatively healthy marine ecosystems. The Orcas, seals, dolphins, salmon, herring and many more harmoniously together, depending on each other for the continuation of their life cycles. If we allow contamination from industry to adversely affect any of the natural species which reside in our waters, this will contribute to the degradation and species survival of the entire Puget Sound, as well as having a negative impact on fishing and tourist industries. Puget Sound is the Jewel of the Pacific Northwest. As humans, we are entrusted to take care of all aspects of our environment since our lives depend on it.

As a retired person living in Birch Bay, I plan to remain in my home which looks out over the Bay indefinitely. However, if the marine life is compromised and further polluted with the by-products of a coal terminal or, God forbid, an oil spill from a supertanker, I doubt that I would be able to stay and watch the destruction. There is so much to lose when we invade natural systems with toxic materials, noise, and unnecessary commerce that is generally not supportive of a sustainable energy future.

There is no imaginable mitigation which will preserve the abundant and flourishing life we now enjoy, except to NOT allow the building of a coal export terminal at Cherry Point, or anywhere in the Pacific Northwest. I stand with thousands of others in objection to this project.

Respectfully submitted,



Christine Westland  
Birch Bay  
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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:  
CHERRY POINT RESERVE OCEAN FLOOR COAL DUST ACCUMULATION**

Agency Representatives:

Because I live in the Puget Sound area, specifically Birch Bay, I am deeply concerned for the state of health of all the aquatic life forms - from Orcas, seals, dolphins, salmon, herring and ultimately microplankton. All of these life forms live harmoniously together, depending on each other for the continuation of their life cycles. If we allow contamination from industry to adversely affect any of the natural species which reside in our waters, this will contribute to the degradation and species survival of the entire Puget Sound, as well as having a negative impact on fishing and tourist industries. Puget Sound is the Jewel of the Pacific Northwest. As humans, we are entrusted to take care of all aspects of our environment since our lives depend on it.

**Please study and scope the impact on Pacific Herring and their spawned eggs once toxic coal dust settles and accumulates over time onto the ocean floor from spillage, runoff, and/or wind. Herring are already endangered and are a keystone species, responsible for the survival of many other marine species.**

As the coal dust accumulates on the ocean floor, it will deposit polycyclic aromatic hydrocarbons as well as heavy metals such as mercury, cadmium and lead into the eelgrass beds and onto the sea floor. Once the contaminants find their way into the herring diet, it is possible that we could have an entire species die-off, which would impact the already threatened populations of Chinook salmon and resident Orcas.

It has already been established at the Westshore Terminal near Vancouver that 10% of the nearshore ocean floor is comprised of coal dust. Since coal dust is toxic and has no beneficial effects on life forms in any environment, allowing it in our environment cannot be mitigated, therefore it should never be considered.

Respectfully submitted,

A handwritten signature in black ink that reads "Christine Westland". The signature is written in a cursive, flowing style.

Christine Westland

Birch Bay

westlandstar@comcast.net

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October 26, 2012

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**CLIMATE CHANGE AND BURNING FOSSIL FUELS**

Agency Representatives;

Before SSA Marine builds coal-shipping terminals on the Pacific Northwest coast, it seems like it would be in everyone's best interest to know how the eventual burning of up to 150 million additional tons per year of coal, a fossil fuel, will affect the overall well-being of the environment and the health of the human population. **Therefore, as a part of the Environmental Impact Study (EIS) for Gateway Pacific Terminal, please scope the impact and publish your findings regarding the amount of additional CO<sub>2</sub> which will be released into the atmosphere each year when the coal is shipped from GPT and burned in Asia. Since CO<sub>2</sub> remains in the atmosphere for many years, please show the increase cumulatively year by year until the goal of approximately 54 million tons is achieved.**

The ocean waters and the atmosphere both sequester carbon from CO<sub>2</sub>. Burning coal releases huge amounts of CO<sub>2</sub>. Since at least half of the oxygen we breathe is produced in the ocean from photosynthetic activity, we owe our very existence to the health of the oceans and its interaction with the atmosphere; what happens in the ocean and to the ocean affects each and every one of us in the most personal of ways.

When too much CO<sub>2</sub> is released and trapped into the atmosphere, the oceans become acidic and the earth warms; climate disruption is the result. Ocean acidification and warming impairs the ability of phytoplankton to thrive, thereby reducing our oxygen supply. When landmasses warm, climate patterns are altered dramatically, as we are now beginning to see. Droughts and floods, melting glaciers, and all sorts of chaos are beginning to happen and, if we don't change our activity, much worse chaos will ensue causing food shortages, destruction of infrastructure, population migration and disease. Climate change on this level should be avoided at all costs.

Worldwide, scientists have concluded that rising levels of CO2 caused by fossil fuel burning is the chief contributor to climate change. Current levels of CO2 stand at 395 ppb, which greatly exceeds the maximum calculated to alter climate, melt ice caps and glaciers, cause droughts, etc. For over 800,000 years of life on earth up until the Industrial Revolution, the number remained constant at 275 ppb. Burning more fossil fuels contributes directly to the ultimate destruction of all life forms and causes the natural balance to spin out of control.

Building GPT to ship millions more tons of fossil fuels yearly to Asia will significantly increase the levels of CO2 in the atmosphere and in the ocean. Please study the impact of this project on the increase of CO2.

Respectfully submitted,

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:  
OCEAN CONTAMINATION FROM TOXIC COAL PARTICLES**

Agency Representatives:

**Please study and scope the cumulative effect over time on plant and animal life of toxic coal dust runoff at the proposed Gateway Pacific Terminal site as sediments are contaminated in the nearby ocean waters of Cherry Point.** The huge piles of coal located at the terminal will be constantly moved, rained upon, and disrupted, causing dust and particles to be dispersed. Over time, a significant amount of these particles will be washed into the adjacent ocean. These toxic particles will become part of the general environment where important species of fish feed, live and reproduce. Some of the microscopic coal will accumulate in fish, impairing growth, resistance to disease and reproductive capability. Over a minimum of 10 years, this will become more significant and detrimental for all life forms in the nearby ocean. Every life form in the ocean is a critical link in the diversity and health of the entire ecosystem. By releasing toxic chemicals of any kind into the ocean, we alter the natural balance and destroy untold amounts of life. The effect continues along the chain of life, all dependent on one another.

It is documented knowledge that coal contains high concentrations of arsenic, mercury, lead, chromium, cadmium, selenium, nickel, vanadium, copper and uranium, which are all bio-toxic and have negative, chronic and acute physiological effects on contact with living organisms. Further, when coal is exposed to air or water, bio-toxic sulphur compounds are released into the environment as gases, becoming acid rain or sulphuric acid. This is a vicious cycle, since acid conditions increase the absorption rate of the heavy metals by plant and animal life, whether it is in the ocean or on land. Because piles of toxic coal will be stored in close proximity to our nearby oceans, and loaded into ships waiting in the water, sooner or later some of this coal will be spilled or transported through air or water, polluting and causing chemical changes to these waters and the life forms therein.

By their own admittance, building and operating GPT will impact at least 12 species of sea life *that are already listed as endangered under the Endangered Species Act*. In addition, the GPT pier and loading activities will be in the direct path of already declining herring. Herring population at Cherry Point has historically provided spawning habitat for more than 50 percent of the entire herring population of Puget Sound and the Strait of San Juan de Fuca. Herring are a Keystone Species – critical in the biological chain of life in the sea. If this “link” in the food chain is weakened, all species which depend on it are weakened, and so on, ad infinitum.

Many other species of bottom fish, such as cod, Pollock, flounder, sole, lingcod and rockfish are important food sources as well as maintaining a place in the balance of the marine ecosystem. If you affect one, you affect others. There are many ways in which one species of fish can be affected. For instance, Rockfish are unique in that they give birth to live young which float on and feed in tidal currents then settle in sheltered bays before moving to deeper water. Anything that disrupts the close-to-shore areas, will affect the young fry. Many young fish are dependent on clean habitats in shallow waters where they mature. Near shore activities that disrupt eelgrass and kelp beds in bays and inlets where young fish find shelter and grow take away important nursery areas. If toxic chemicals are a part of their environment, they will accumulate in the tissues and could cause numerous problems, including mutations, disease, and death.

I don't know if any sort of mitigation would eliminate coal contamination in the ocean from a shipping terminal on the coast. Coal is a fine particulate matter, becoming airborne at particle size of 500 microns and will easily disperse, spill, or blow into the surrounding environments. The best mitigation for coal is to not ship it anywhere, but leave it in the earth and find alternate clean energy sources that do not poison our earth. By supporting more coal consumption, we are adding huge amounts of CO2 to the atmosphere causing the oceans to become more acidic and warm, and will first affect the ability of phytoplankton to remain on the surface where the oxygen is released and carbon dioxide is absorbed. In time this phenomenon will result in certain extinction of some if not all life forms.

Respectfully submitted,

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**COAL DUST AND HUMAN HEALTH**

Dear Representatives:

My husband and I live in Birch Bay, a community of about 8000 which lies well within a 10-mile radius of the proposed Gateway Pacific Terminal (GPT). Our home faces the Bay and we can see Cherry Point Refinery from our balcony. We have spoken with many people who live close to coal-shipping terminals, people who have to suffer from the dust which is visible on everything and builds up in and on their homes. With the prevailing SW winds in our area, it is a no-brainer that we will have a similar problem with coal dust from GPT. We are seriously concerned about breathing coal dust – particles too small to be seen with the naked eye – and about the ultimate value of our lovely home over time.

**Please include an in-depth study of the cumulative health impacts of breathing fugitive coal dust particles that are less than 10 microns in size to include in the final Environmental Impact Statement (EIS). This study should encompass every community with a 3 mile radius of the train tracks, since BNSF openly states that significant coal is lost in every car that carries coal.** The coal dust at the terminal created by processing, storage, and shipping will lead to fugitive emissions approximating those of an open pit coal mine and could violate OSHA standards. The 80-acre, 60-foot high piles of coal will release fine particles of dust, which will be carried by prevailing winds inland to all communities. Everyone is at risk to some degree, so we expect your study to cover sub-microscopic analysis as well as wide range geographic coverage.

It is known that Powder River Basin (PRB) coal contains numerous heavy metals, all of which are **biotoxic**: lead, mercury, nickel, cadmium, selenium, manganese, antimony and arsenic, as well as thorium and strontium, which are both radioactive. PRB coal is notorious for being fragile in that it breaks up easily into fine particles. Inhaling coal dust particles **less than 10 microns**, leads to a wide range of health problems: emphysema, chronic bronchitis, asthma, stroke, and cancer. In addition to respiratory effects, coal dust causes many cardiovascular, neurologic, and metabolic disorders and diseases such as heart attacks, strokes, and cancer.

It has been scientifically proven that coal dust particles smaller than 3 microns can be directly inhaled into the lungs, larger, coarser particles can also be inhaled and caught in the hairs and mucous membranes of the nose and bronchi. When a coal dust particle lodges in the lung, it is “walled off” with fibrous tissue. This leads to COPD in time. Every community within 3 miles of the rail line is at risk from fugitive coal dust. In Australia, the world’s largest coal exporter, COPD is their 4<sup>th</sup> largest killer. When coal communities in the UK were studied by air pollution experts, it was found that children who lived approx. 1 mile from a coal mine site had a 33% greater risk of asthma.

Particles of 10 microns or larger are initially a nuisance, causing a build-up of black dust on all surfaces, but these particles can and do make their way into water supplies where the toxins are dissolved, producing negative health impacts on all living things. Mercury and cadmium have especially pernicious health effects on humans and other aquatic life forms

Certainly, it seems as if the community of Birch Bay is at the high risk for fugitive dust from the terminal, but the coal dust will affect many communities along the rail route. All persons from the Powder River Basin Mine to Cherry Point will be at risk for airborne effects of breathing toxic coal dust. A no-action alternative should be taken, meaning NO COAL, with an alternative of using the terminal to ship commodities other than coal, as outlined in the permits obtained in 1997.

Respectfully submitted,

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:  
SPONTANEOUS COMBUSTION AND FIRE POTENTIAL**

Agency Representatives:

We live in Birch Bay with a front row seat to the Cherry Point Refinery. We watched with concern the February, 2012 fire. Now, as plans for the Gateway Pacific Terminal (GPT) plans are available, we have concerns about spontaneous combustion of Power River Basin Coal. According to the Major Project Permit and Shoreline Substantial Development Permit for GPT, which can be viewed on-line, the coal will ultimately be stored in five huge piles at the terminal site, which is adjacent to the Cherry Point Refinery. These piles will be at least 60-feet high and will cover a total area of 2.5 miles.

**Please study in depth the potential for spontaneous combustion within the coal piles at the terminal or in the rail cars during transportation. Please include a realistic and scientific study of the effect on human health of release of toxic gases in case of fire, property damage likely to be affected both at the terminal and in adjacent communities, and the likelihood of fire from the terminal jumping to the refinery or of being carried by wind.**

It is documented that Powder River Basin (PRB) coal is a high moisture, highly volatile sub-bituminous coal which can easily smolder and catch fire while in storage piles. PRB coal has been delivered in rail cars partially on fire. Therefore, it seems likely that the piles of coal planned for storage at Cherry Point will be a fire hazard over time, and may cause fires. The fact that this terminal is in close proximity to the Cherry Point Refinery is also very unsettling and the potential for fire at one location to ignite fire in the other should also be studied. We have strong winds almost daily which buffet the coast and blow inland. Obviously, these winds will exaggerate any fire hazards.

Stockpiles of coal are known to emit concentrations of carbon monoxide, hydrogen, and hydrocarbons like methane and propane. If there is a fire at the coal terminal, additional toxic gases will be released into the atmosphere, quite the same as if we were burning the coal here instead of in Asia. The idea of toxic plumes of chemicals such as mercury, sulfur, and other heavy metals does nothing to make those of us who live in close proximity to the terminal feel safe and secure.

The geographic scope of fire potential could be unlimited, depending on size of fire and reaction time. Certainly, Birch Bay and Ferndale, Custer would be adversely affected by fires, but all of Whatcom County would be duly concerned about fires at or near the terminal. People living all along the transportation route would also be at risk. What affects one affects all in an indirect way.

The costs of damages from potential fires should be studied and calculated as a significant risk in the EIS. It seems that no amount of mitigation will ever completely eradicate the fire potential. Coal is coal and that fact cannot be mitigated. No amount of water will change the potential for smoldering coal deep within the piles and there is no mitigation for the capricious winds. Whatever water is sprayed onto or into the coal piles will simply cause further problems with runoff and groundwater contamination. The toxicity and volatility of coal cannot be mitigated.

Respectfully submitted,

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January 17, 2013

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**DRINKING WATER FOR FERNDAL RESIDENTS**

Agency Representatives,

The Nooksack River is one of our many natural resources that we depend upon here in Whatcom County. As glaciers worldwide continue to recede due to climate change from burning ever more fossil fuels, the glacier-fed Nooksack River is also likely to diminish.

In December, 2011, PUD contracted with Pacific International Terminals (the subsidiary that SSA Marine created to build GPT) to allow the use of 1.9 billion gallons per year from the Nooksack River to operate the terminal. This amounts to 5.3 million gallons of water per day, which is *more* water than Ferndale residents currently use in one day! Ferndale residents must now rely on groundwater, and my understanding is that they are not happy about it. **Please conduct a scientific study on whether or not there will be enough quality water for the next 20 years or more for industry, irrigation, and Ferndale residents since Pacific International Terminals has teamed up with PUD to compete for that water supply. The EIS must include this important issue.**

I am specifically disturbed by this reality, knowing that as residents compete for water, it will affect surrounding communities. I live in Birch Bay and dread the thought of not only water shortages caused by shrinking glaciers caused by CO2 related climate change, but further problems and conflicts with PUD as they compromise with Pacific International Terminals, giving away a large portion of what human beings rely on.

Page 2

You cannot significantly mitigate anything you are planning to do as you carry on with your plans for a coal shipping terminal at Cherry Point eliminate the further degradation and depletion of existing healthy resources. You are stealing and contaminating our lives and those of generations to come.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "C. Westland". The signature is written in a cursive, flowing style.

Christine Westland  
8293 Fawn Crescent  
Birch Bay, WA 98230

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**BUNKER FUEL CONTAMINATION**

Agency Representatives:

In conjunction with my last scoping request on the amount of bulk carrier traffic in and out of the Cherry Point area, I failed to mention an even more serious result of having a total of about 1,824 each year coming and going through the Puget Sound, over nine hundred of which will be loading coal at the Gateway Pacific Terminal (GPT) at full build out. Initially, at Stage I build-out the amount of ships will be about 221 per year, each having 2 to 4 tugboats to guide them. These Panamax and Cape-sized ships burn Bunker "C" fuel, a sticky black liquid with a consistency of liquid honey or corn syrup at 50 degrees Fahrenheit. Burning of this heavy marine fuel oil produces high emissions of polycyclic aromatic hydrocarbons (PAH).

Diesel engines are used on ships which are used for loading bulk cargo. Diesel exhaust contains 40 toxic air contaminants listed by the Environmental Protection Agency (EPA, including acetaldehyde, benzene, 1,3-butadiene, formaldehyde, and polycyclic aromatic hydrocarbons (PAHs). Substances in the exhaust such as arsenic, benzene, formaldehyde and nickel have the potential to contribute to mutations in cells.

**Therefore, please conduct a scientific in depth study the increased health effects, not only for humans breathing these contaminants every second of every day, but also the effects on a cellular level in the ocean for the marine life, especially on Herring eggs and other spawning coastline fish. If a spill or accident occurs at any time, the ocean life will be changed forever. GPT is helping to create a nightmare which will cause nothing but death and destruction to all that lives on our coastline and beyond.**

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This is hugely important and serious to me and should be to the entire world, when you also consider the additional amount of CO2 which will result, once the coal is burned overseas. Since I live in Birch Bay, not only will I have to contend with coal dust blowing straight onto my property, I will also be breathing the 40 toxic air contaminants being emitted every day for the next 10 or more years. I am sure this will have a negative effect on my personal health, as I am sensitive to air contaminants in general and I do get asthma from such pollution. All the other potential human health concerns have probably been submitted, such as heart and lung diseases, but I don't believe people realize the increase in pollutants you are planning to add to our environment.

There is already plenty of air pollution with the traffic from the three existing terminals near Cherry Point, but at full build-out of GPT, it will increase to over 1800 bulk carriers every year – that's about 5 per day. Each one of these huge bulk carriers loading and unloading coal carry up to about 250,000 dry weight tons. That's a lot of weight and will burn a huge amount of fuel as they cruise over the waters of Puget Sound.

It would appear that SSA Marine's subsidiary, Pacific International Terminals, is deliberately planning environmental catastrophe, which will result in accidents, loss of life and property, and the unconscionable ruin of our precious marine resources. The jobs which will result from this will be environmental clean-up and restoration of life and property over time, so that your company can profit.

Respectfully submitted,



Christine Westland  
8293 Fawn Crescent  
Birch Bay, WA 98230

January 20, 2013

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**SCOPING COAL DUST TRANSIT**

Agency Representatives,

I agree and support Mary Ruth Holder's scoping comment #6108 regarding coal dust contamination from the trains which will be used to transport coal from the Power River Valley to the Pacific Northwest terminals in progress. Like Mary Holder, **I request that the EIS study include an in-depth study of how much coal dust will be lost in transit to Cherry Point, whether BNSF comes up with ideas for mitigating some of it or not.** No matter how much coal dust is lost in transit, it does accumulate over time and in 5, 10 or 20 years, it's toxic effects will change the way we live and alter our quality of life. At what point do the levels of mercury, arsenic, cadmium, uranium and other elements in coal reach "dangerous" levels in our soils, waters, and that which we consume? The costs in reparations and health will be in the billions.

Since I live in Birch Bay, I am at the heart of this project in terms of coal dust. I've written about this impact before, since I plan to stay in my home which overlooks the Bay. I also plan to remain healthy and enjoy our beautiful healthy Northwest environment.

Respectfully,



Christine Westland  
8293 Fawn Crescent

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:  
SCOPING COPPER CONTAMINATION FROM COAL DUST**

Agency Representatives,

I agree with Richard Steinhardt's comment (#3850) regarding copper contamination from the accumulation of coal dust all along the proposed transit line from the Power River Valley in Montana and Wyoming to Cherry Point in Ferndale, WA.

The study he cites found that about 9.4 kilograms (20 lbs) of copper was released into the environment per kilometer of railway per year. Twenty pounds of copper per kilometer per year equals 200 pounds of copper for every six miles of railway per year. This is for rail stretches where the trains are not accelerating or braking. Larger amounts of copper would be released at railway terminals and in maneuvering areas, such as at the proposed Gateway Pacific Terminal. The Gateway Pacific Terminal is upland from the Cherry Point Herring spawning grounds. The negative impact of copper from railways on this genetically unique strain of herring could be significant. The contamination would be cumulative over the life of the terminal. If the Gateway Pacific Terminal expansion is approved, copper contamination could pose a significant threat to the aquatic ecosystems that are near the railways that experience increased traffic.

Living in Birch Bay, my neighbors and I will receive the brunt of the coal dust as it blows from and seeps into the groundwater and ocean surrounding the terminal. However, the toxic effects from copper and other heavy metals will accumulate all along the route and millions of people will be affected and suffer from this contamination. This personally involves me and my daily

life as I continue to live in the Pacific Northwest. This issue relates specifically with other comments I have submitted as well.

**I urge you to study this issue of copper contamination along the rail route all the way to the GPT terminal, particularly focusing on the accumulation in the surrounding wetlands and the way it will affect the already endangered Herring spawning grounds.**

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "C. Westland".

Christine Westland  
8293 Fawn Crescent  
Blaine, WA 98230

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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**SCOPING GLOBAL WARMING**

Agency Representatives,

The fundamental purpose of creating the Environmental Impact Report (EIS) is to find out the facts of the ways that building the Gateway Pacific Terminal (GPT) will affect the public interest by way of impacting our environment. Since there are currently at least five other coal shipping terminals in the planning stages for the coastlines of the Pacific Northwest, I do believe there should also be a comprehensive EIS done on each and every concern that relates to the public interest, but that is another topic.

We, the public – every living human being, including myself - has a right to clean water and air in order to stay alive. The most vital subject which should be studied in depth is what the effect will be on global warming, once we begin shipping 24 tons initially of coal each year across the globe for burning. The science on this issue is clear and can no longer be disputed. Since 98 percent of all scientific studies have concluded that burning fossil fuels is the main contributor to increasing the earth's temperature, since it adds huge amounts of CO<sub>2</sub> to the atmosphere where it remains like a blanket, trapping the warm, moist air. It is crystal clear that we have to immediately start decreasing fossil fuel use, not increase it. In fact, the U.S. has already decreased it's use of coal, as we are creating more and more ways to create energy from solar, wind, and natural gas; by so doing, we are also creating a lot of jobs in new industries - far more jobs than GPT will ever be able to create and maintain.

Over the next 21 years, if GPT is allowed to ship and therefore burn 48 million tons more of coal each year, the rise in overall earth temperature will far exceed the limit within which we must remain (2 degrees centigrade) in order to avoid run-away climate chaos and catastrophic

environmental destruction, which, by the way is already beginning. Anything over a two (2) degree increase will begin species destruction in a cascading effect. Part of this will be because of ocean acidification in combination with overall global warming. In the last 50 years or so, we have already raised the overall temperature of the earth by 1.8 degrees centigrade and this increases each day.

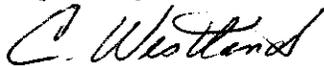
Washington State has a policy in place to *reduce* greenhouse gas emissions by 30 million metric tons between 2008 and 2035. At full build-out, GPT's effect on greenhouse gas emissions will double this amount and will, therefore, be in direct and illegal opposition to Washington's Policy. Burning coal is at the top of the list of greenhouse gas emitting industries, along with diesel fuel emissions and air/car travel which uses oil, the other fossil fuel.

None of this makes any sense and is of the greatest concern to me as I continue to live out my life and anticipate my children's and their children's future. The science is clear and simple: burning fossil fuel raises the amount of CO<sub>2</sub> in the atmosphere, where it remains for many years. The natural systems of the earth which absorb CO<sub>2</sub> cannot keep up with the amounts we are currently adding, and will continue to physically react by raising the air temperatures, which increase the amount of moisture in the air, which causes greater and greater storms and catastrophic climate events. As evaporation rates increase with increased heat, droughts and food loss will also result.

While it is true that China currently uses the most fossil fuels on earth, it is primarily because of the huge number of people who live there. However, they are ahead of every other country in terms of trying to change over to sustainable energy industries. The people in China can barely see or breathe right now in certain areas because of the greenhouse gases, and we all know that the jet stream blows a lot of the pollutants right back over the ocean to the U.S. Inhabitants on earth are already close to 7 billion, so it's only going to get worse.

**Please put this at the top of your list: to seriously study and scope the result of adding more CO<sub>2</sub> into our earth's atmosphere by continuing to mine, ship, and burn coal from the Powder River Valley, where it will be transported all across the Pacific Northwest and finally burned in Asia. Increasing greenhouse gases by burning fossil fuels in coal plants is priority number one for everyone on earth.**

Respectfully submitted,



Christine Westland  
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**EIS SCOPING FOR GATEWAY PACIFIC TERMINAL PROJECT:**  
**SCOPING NOOKSACK RIVER SALMON**

Agency Representatives,

In reference to Comment 3621 by Terry Wechsler, I have already written a scoping request about the water which GPT plans to use from the Nooksack River. I agree with Ms. Wechsler's comments in their entirety, but wish to emphasize the impact it may have on salmon migration and spawning as the Nooksack River is further depleted.

The commitment from PUD to allow Pacific International Terminals, Inc. (SSA's newly created subsidiary for building the terminal) to use 1.9 billion gallons per year – which is 5.3 mil. gallons per day from the Middle Fork of the Nooksack River will most likely significantly impact the migration and spawning patterns of our local salmon. The Nooksack River, like all our natural resources is of Public Interest and therefore, should be included in the EIS. The salmon and other species of fish that migrate, live, and spawn in that river are also "public property" to be used for the good of our State. Building the GPT Terminal 'in order to create a few insignificant jobs', but primarily to ship toxic fossil fuel to Asia to burn, is not in the interest of the people Washington State, or any state for that matter.

Most people realize the importance of salmon all over the world – the impact on the fishing industries, the impact on the enrichment of the coastal environments, and the impact all along the food chain from the oceans to mountains and the wildlife contained therein. I, personally, am greatly concerned about anything which threatens salmon and/or our drinking water. All these issues are inter-related and all of them affect our lives directly. My life and my way of living will change for the worse if the Nooksack is threatened or depleted in any way, and I strongly object

to using that valuable resource for shipping coal to Asia. I live in Birch Bay, and plan to stay here for the rest of my life. When I moved here in 1997. I found the quality of life and environment to be superior and exceptional and I would like to keep it that way.

**Please study in depth the impact on the public interest of using water from the Nooksack River to mitigate the coal dust piles at the proposed terminal. Please include the probable effect this may have for the salmon migration which has occurred there for thousands of years. There is no conceivable mitigation that will ever eliminate all of the dust, so to use the pristine Nooksack River which is already jeopardized by melting glaciers caused by global warming, is ludicrous.**

Respectfully submitted,



Christine Westland  
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