

January 17, 2013

Mr. Randel Perry ✓
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Care of GPT/BNSF Custer Spur EIS Co-Lead Agencies
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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.

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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 cursive script, appearing to read "C. Westland".

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.

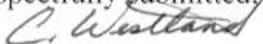
Therefore, please conduct a scientific in depth study the increased health effects, not only for humans breathing these contaminants every second of every day, but also the effects on a cellular level in the ocean for the marine life, especially on Herring eggs and other spawning coastline fish. If a 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.

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,



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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 that reads "C. Westland".

Christine Westland
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Blaine, WA 98230

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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 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 CO₂ 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.

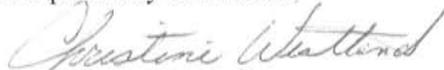
Washington State has a policy in place to *reduce* greenhouse gas emissions by 30 million metric tons between 2008 and 2035. At full build-out, GPT's effect on greenhouse gas emissions will double this amount and will, therefore, be in direct and illegal opposition to Washington's Policy. Burning coal 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 CO₂ in the atmosphere, where it remains for many years. The natural systems of the earth which absorb CO₂ 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 CO₂ 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,



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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,



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