
GATEWAY PACIFIC TERMINAL
FRIDAY HARBOR
PUBLIC COMMENTS

Taken at 45 Blair Avenue; Friday Harbor, Washington.

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

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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)
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 day of
16 , 2012.

17
18
19
20
21 _____
22 Washington Certified Court Reporter
23 CCR No. 2052
24
25