Co-lead Agencies, Gateway Pacific Terminal EIS

My name is Kim Feringer and I have lifelong lived on or near the shores of the Salish Sea. I have witnessed firsthand the profound degradation of these waters over the last 50+ years. The decline of this ecosystem is scientifically well-documented as well, and very significant State and Federal money has been dedicated to reversing this decline. It makes no sense to proceed with a project such as the proposed marine terminal at Cherry Point until we know whether its construction and operation would be inimical to these cleanup efforts.

Therefore, I am asking that detailed studies be included in the E.I.S. to identify impacts to the Salish Sea that the Gateway Pacific Terminal and its operation can be anticipated to have, both economical and ecological. Recreation and tourism are obvious activities that could be adversely impacted, as is the commercial fishery. Both pump considerable money into the local economy, and both depend upon the health of Puget Sound and the Salish Sea.

My particular concern is the impact that greatly increased ship traffic will have on this central feature of Western

Washington. There is already a large amount of ship traffic, and particularly probematic are "choke points" where traffic must concentrate to arrive at or leave ports in the inland waterways. Since many of the ships would be carrying toxic cargoes — eg. coal or petroleum products — any accident could have disastrous consequences. Even with no major accidents this greatly increased presence of large oceangoing ships could have a major impact on boat traffic in the region. Further, since these ships burn bunker fuel — a very polluting fuel — air quality could suffer.

At least 2 species classified as endangered — the Puget Sound Chinook salmon and the Southern Resident Orcas — call these waters home and are protected by law. Any impacts of a large shipping terminal with all the associated risks can have nothing but a detrimental impact on them.

Mitigation of these problems may be possible or it may not but at the very least we need an <u>honest</u> appraisal of what the problems are likely to be, before any mitigation can be proposed. We should have specific numbers placed on any possible/probable economic

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impacts as well, not a vague concession that some impact is possible.

Only with complete and honest information can E.I.S. achieve its goal of assessing the true and accurate environmental impact of the shipping terminal and ALL of the associated activities.

Thank You

Kim Feringer
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Everson, WA. 98247.