

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), 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 times of 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 our precious 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.

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