

Power Past Coal

Stopping Coal Export from the Northwest



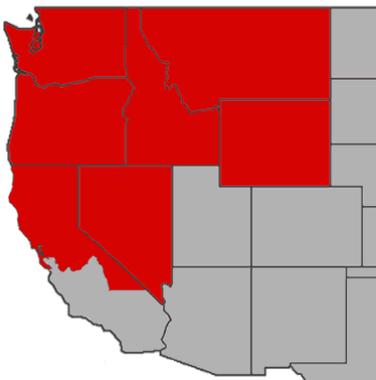
Coal companies, recognizing that there is little future growth to be had domestically, have a new plan: export the coal that we're not using to Asia – especially China – to feed their rapidly growing appetite for energy. The Powder River Basin is one of the largest coal reserves in the world, and the easiest gateway to get that coal to Asia is through Northwest ports.

Being a gateway for coal export would fly in the face of our region's commitment to climate solutions and leadership in the clean energy economy. The most jobs, the best jobs, are in building our clean energy economy.

Astonishing Amounts of Coal – Dirty Coal Export Terminals Proposed in Washington

Coal Exports in Context

60 million tons causes as much carbon pollution as a year of gasoline for the 27 million people in red.



Cherry Point/ Bellingham: SSA Marine's proposed Gateway Pacific Terminal at the privately-owned Cherry Point would initially handle at least 24 million tons of coal annually, possibly up to 50 million tons. The coal would be supplied by Peabody Energy, the world's largest privately-held coal company.

Longview: Millenium Bulk Logistics recently bought a 416 acre site along the Columbia River for a coal export terminal. Arch Coal, the second largest coal company in the United States, owns a 38 percent stake in the project, which would supply the coal for export. Arch's holdings include 2.8 billion tons of coal reserves in Montana and Wyoming. Millenium recently withdrew its request for a permit to ship 5.7 tons of coal annually after revelations that the company deliberately deceived Longview residents and public officials about the its plans to expand the facility to handle 20, 40 or even 80 tons of coal annually.

Under current proposals, Arch Coal and Peabody Energy would ship as much as 130 million tons of coal per year through Washington State. That's enough dirty coal to run 25 power plants the size of the state's only coal-fired plant in Centralia, Washington.

Exporting Coal to Asia Means More Pollution at Home and Abroad

China would put the coal to use manufacturing goods, some of which used to be made in America and many of which will be consumed in America . The other major import that would result? Pollution.

The poorly regulated Chinese coal plants are major sources of global warming pollution and toxic air contaminants. Burning the 130 million tons of coal annually that may be shipped through Washington ports would produce approximately 208 million tons of the pollution that causes global warming.

Recent scientific studies show that Asia is an increasing source of mercury and other pollutants on the West Coast.

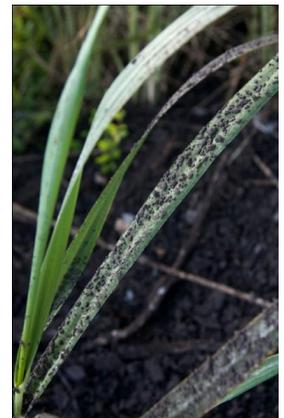


Coal train (Scott Granneman - flickr)

Just one of these proposals would involve seven mile-long trains filled with coal disrupting communities every day, generating huge volumes of toxic coal dust and tying up rail lines and blocking traffic. Shipping 130 millions of tons of coal annually would add more than 9000 thousand mile-long coal trains to Washington's rail system every year. According to calculations by BNSF railroad, each train car can lose 500 pounds of coal dust en route, polluting rivers, coastline, farms, cities and towns along the way.

Washington shorelines would be given over to industrial sites with enormous piles of coal and constant noise and dust. The proposed terminal site at Cherry Point would span 1200 acres, fill 141 acres of wetlands and sit directly on herring grounds, which are a primary food source for Chinook salmon. Salmon in turn are the main food source for imperiled Puget Sound Orcas.

Asia would suffer too. As the world's largest coal user, China produces at least 375 million tons of toxic coal ash annually or enough to fill an Olympic-sized swimming pool every two and a half minutes. Coal ash disposal sites release lead, boron, selenium, cadmium, thallium and other pollutants.



Coal dust (Sierra Club)

We Can Do Better

Exporting natural resources like coal would create a lot more jobs in Asia than it would here. We have a long and proud history of economic innovation and better choices going forward than serving as a resource colony for the growth of Asian industrial economies.

Let's establish a new vision for our ports. The Port of Tacoma recently stood at the crossroads and said no to a coal export proposal. Now we need to do the same for the rest of the Northwest.

Governor Gregoire, Lands Commissioner Goldmark and other public officials can be leaders in saying "no" to coal and "yes" to continuing the legacy of Washington's leadership on climate change and a clean-energy economy.

Take Action:

climatesolutions.org/powerpastcoal

More Information:

daily.sightline.org/daily_score/series/the-dirty-truth-about-coal
www.climatesolutions.org/Washington

For more information on how you can help, contact:

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