

IMPACTS OF COAL EXPORT AT PORT OF ST. HELENS

Coal companies, seeing little future growth domestically, have a new plan: strip mine coal in Montana and Wyoming, and transport it on long coal trains to massive coal export terminals on the Columbia River. **Who's behind the plan?** The world's largest coal companies, like Peabody and Arch Coal, are pursuing local ports.



The world's largest coal export facility in South Africa exports 60-70 million tons per year. For example, the Millennium proposal in Longview also proposed to export 60 million tons per year.

CONGESTION FROM COAL TRAIN TRAFFIC

Communities in and along rail lines, including Portland, **Scappoose**, **St. Helens**, and **Rainier** face **several mile-long coal trains** rolling through town *every day*. A terminal handling 15 million tons of coal would add **6 noisy coal trains** (3 full, 3 empty) *every day*. A single slow-moving coal train traveling at 5 mph can obstruct a rail crossing by 18 minutes or more. Increased traffic delays at busy rail crossings would clog traffic and could slow response times for emergency responders.



Coal trains would clog traffic and emit toxic coal dust in communities throughout the Pacific Northwest.

COMMUNITIES CUT OFF FROM COAL TRAINS

Added coal train traffic along Oregon's rail line would limit access to neighborhoods, schools, and business corridors close to the train tracks. This could drive away investors for new residential, retail and commercial developments in waterfront communities in Oregon.

The City of Marysville, WA, conducted a traffic study on coal trains downtown. If the train traveled at 30 mph, it would take 6 to 7 minutes between warning gate closure to gate opening. **At 5 mph, the delay is 14-18 minutes** to clear a crossing. The city's "Level of Service" would be downgraded to an F.

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TONS OF COAL

Kinder Morgan proposes to export 15 million tons of coal per year, which would be the largest coal terminal in the western United States. Kinder Morgan could expand to an even larger facility.

HEALTH IMPACTS FOR OREGON

Coal Train Emissions and Dust: Coal dust and diesel exhaust from coal trains can cause serious long-term health problems like lung and heart disease and cancer. Burlington Northern Santa Fe (BNSF) railroad studies estimate 500 to 2000 pounds of coal can be lost in the form of dust from each rail car en route. The wide ranging health dangers of coal dust include exposure to toxic heavy metals like mercury and increased rates of asthma, especially in children. Coal dust and diesel exhaust from coal trains can cause serious long-term health problems like lung and heart disease and cancer. Coal dust would pollute our clean air and water.

Toxic fish: Mercury and other pollutants from coal-burning power plants travel from Asia to the West Coast of North America where they poison our air, water, fish and food supply.

IMPACTS TO OUR RIVER & FISH

To feed the Kinder Morgan coal terminal, trains would be traveling along the Columbia and through communities spewing dirty and dangerous coal dust. The terminal site itself would include enormous piles of coal, constant dust, and increased ship traffic.

PORTS HAVE ALREADY REJECTED DIRTY COAL

Major public ports, such as the Ports of Tacoma, Vancouver, Kalama, and Portland have rejected coal export. Coal threatens new and existing businesses. Vancouver did not want coal dust coating its Subaru terminal. Being mired in a single-commodity, unpredictable dirty coal export trade is incompatible with jobs in light industrial and some shipping. Increased coal train traffic could lower property values along the rail lines and would create congestion for critical business corridors.

The community near Newport News, Virginia coal export terminal has asthma rates more than twice the citywide and state averages. Mayor Mckinley Price, who lives a mile from a coal export terminal, said on bad days the dust coats his house and porch furniture.



PAUL K. ANDERSON

Coal export pollution will harm salmon.



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