

Subject **Comments on Docket Number 2013-19738**  
From Don Kiehn <kiehndix@bresnan.net>  
To <comments@millenniumbulkeiswa.gov>  
Reply-To <kiehndix@bresnan.net>  
Date 2013-10-19 12:00



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Dear U.S. Army Corps of Engineers, Washington Department of Ecology, and Cowlitz County Commission,

Dear U.S. Army Corps of Engineers, Washington Department of Ecology, and Cowlitz County Commission,

Re: Docket number 2013-19738: Comment on Millennium Bulk Terminals Longview LLC Coal Export Terminal

As you look at the proposed coal export terminal at Longview, you need to take impacts to Montana into account. These coal trains don't just materialize at the Washington border. This proposal will increase congestion, noise, and pollution with more coal train traffic, delay emergency responders, and harm existing businesses and property values. They will also cost Montanans millions of dollars as we're left picking up the bill for overpasses, underpasses, quiet zones and other necessary infrastructure to deal with those impacts.

The terminal at Longview could also lead to more strip-mining of coal. Arch and Ambre, the project's co-owners, both own existing and proposed mines in Montana and Wyoming. Arch also co-owns the proposed Tongue River Railroad. Coal mining has serious impacts on land, air, and water; as well as on the agricultural economies that depend on these valuable resources. The Tongue River Railroad would condemn productive farm and ranch land that families have owned for generations and spread weeds and fires, further threatening agriculture. Given Arch's stake in all three of these projects, it is clear that these projects are connected and shouldn't be looked at in isolation.

Looking at the big picture, there are several levels of deep concern. First, global warming is at the point of no return so we can no longer procrastinate by thinking in terms of "phasing out" or "phasing in" this or that action or energy source. We must take strong action now. Coal is clearly the dirtiest energy source and China will burn it the dirtiest way possible. A multinational group of scientists, including Chinese, recently reported that pollution due to the heavy use of coal in northern China is cutting 6 years off the human lifespan in comparison to that in southern China where less coal is burned. We must ignore the highly exaggerated profit/jobs reasoning and do the right thing here, the moral thing, and "just say NO" to coal, yes - just leave it in the ground.

Second, the traffic congestion we already experience here in Helena, MT, due to coal trains that bisect and disable our city is more than enough. Since we now know that the coal industry lobby has craftily and severely underestimated future coal production and transport figures, it is easy to predict that the traffic stoppages here in Helena will be far higher than the already unacceptable lowball estimates of 2-5X increases when production ramps up.

Third, coal dust is highly toxic and needs to be intensively studied with clear baselines established before there are any commitments to new mining and transport. High standards need to be set for coal pollution of water, aquifers, air, public health, ranchlands, agriculture, Native American cultural and treaty rights, and wildlife habitat. Last winter I discovered in the snow on the Bill Roberts golf course in Helena clear and obvious contamination by coal dust, hundreds of yards north of the tracks!

Finally, there are currently six coal export proposals that would transport as much as 150 million tons through the Northwest. I have strongly opposed the construction of a coal export terminal at Cherry Point, Washington, as well as the other terminals and the transport of strip-mined coal from Montana and Wyoming on trains and ships throughout the Northwest. These proposals would negatively affect my community by increasing congestion and noise with more coal train traffic, polluting our air and local waterways, harming existing businesses, delaying emergency responders, damaging aquatic ecosystems and fishing grounds at the terminal site, increasing tanker traffic and the potential for serious shipping accidents and escalating global warming.

I urge you to look at all of these factors as you evaluate the proposed port. Montana shouldn't have to pay the costs of coal export.

Sincerely,

Don Kiehn  
823 Gilbert  
Helena, MT 59601