

Will Cowlitz County power past coal?

COAL COMPANIES, seeing little future growth domestically, have a new plan: strip mine coal in Montana and Wyoming, transport it on long coal trains through Cowlitz County to a massive coal export terminal in Longview, WA.

WHO'S BEHIND THE PLAN?

Millennium (a subsidiary of the Australian-based Ambre Energy) and Arch Coal want to ship up to 44 million tons of coal/year out of Longview.

CONGESTION FROM COAL TRAIN TRAFFIC

Communities in and along the rail lines could see up to 18 mile-and-a-half long coal trains rolling through town every day. Every crossing on Industrial Way would be impacted, with the most serious at the foot of the Lewis and Clark bridge.

There would be tie-ups at four major crossings at the same time.

Increased traffic delays at busy rail crossings would clog commuter traffic and could slow response times for emergency responders.

Cowlitz County has a big stake in the proposed coal terminals, and we need to make our voices heard.

WATERFRONTS AND NEIGHBORHOODS CUT OFF BY COAL TRAINS

Added coal train traffic along the Cowlitz County 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 and rail-adjacent communities in Cowlitz County.

HEALTH IMPACTS FOR COWLITZ COUNTY

Coal Train Emissions: Diesel exhaust is associated with asthma, cardiopulmonary disease and increased incidences of cancer. Burlington Northern Santa Fe (BNSF) railroad studies estimate up to 500 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 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've been shown to poison our air, water, fish and food supply.

(cont)



Communities in and along rail lines in Cowlitz County could see up to 18 coal trains rolling through town every day.

PHOTO CREDIT: PAUL K. ANDERSON



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Exporting coal promotes deeper global fossil fuel dependence. It delays the urgently needed transition to cleaner alternatives. It makes climate disruption inevitable, including extreme flooding and ocean acidification and impacting our shoreline.

IMPACTS TO THE COLUMBIA RIVER

Close to the terminal, the shoreline would be given over to an industrial site with enormous piles of coal and constant dust.

The companies would ship the coal on massive cargo ships. This would mean ongoing threats to wetlands, the Columbia River and wildlife.

BAD FOR THE ECONOMY

Major public ports, such as the Ports of Seattle, Tacoma, Vancouver, and Portland have rejected coal export as inconsistent with their

economic development strategies. The proposed sites have potential for hundreds of jobs in light industrial and smart-tech growth instead of being mired in a single-commodity, unpredictable dirty export trade.

Increased coal train traffic would lower property values along the rail lines and in communities impacted by congested traffic.

It would also make it more difficult for ports and shippers to get higher value goods to market along the rail lines.

COUNTY CONTACTS:

- **Landowners and Citizens for a Safe Community**
PO Box 2484
Longview, WA 98632
360.703.2200

“I want to say no to this project. Not just a polite no... but hell no. Because hell is what we create with dirty coal – pouring pollutants into the air, dumping them on the ground and in the water – contaminating the lives of the folks who not only live on the wrong side of the tracks, but all along the tracks where the mess is made.”

— **REV. KATHLEEN PATTON, ST. STEPHEN'S EPISCOPAL CHURCH, LONGVIEW, WA**

WHAT YOU CAN DO:

1

Call Senators Cantwell and Murray and tell them they need to demand the Army Corps conduct a full Environmental Impact Statement (EIS) at Ambre Energy's Port of Morrow proposal on the Columbia River - the only project without an EIS - because it would impact WA communities. Congressional Switchboard: 202-224-3121.

2

Call WA State Commissioner of Public Lands Peter Goldmark at 360-902-1004 and tell him “please don't use Washington's public waters for coal export.”

3

Call Gov. Inslee at 360-902-4111 and tell him it is more important than ever that he protect our communities. Governor Inslee must ensure his state agencies conduct the broadest possible review of the cumulative impacts of all the coal export proposals.

POWER PAST COAL

communities against coal export

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