

# MILLENNIUM BULK COAL TERMINAL S

SAY NO TO NEW COAL EXPORTS

## What are the Millennium Bulk Terminals?

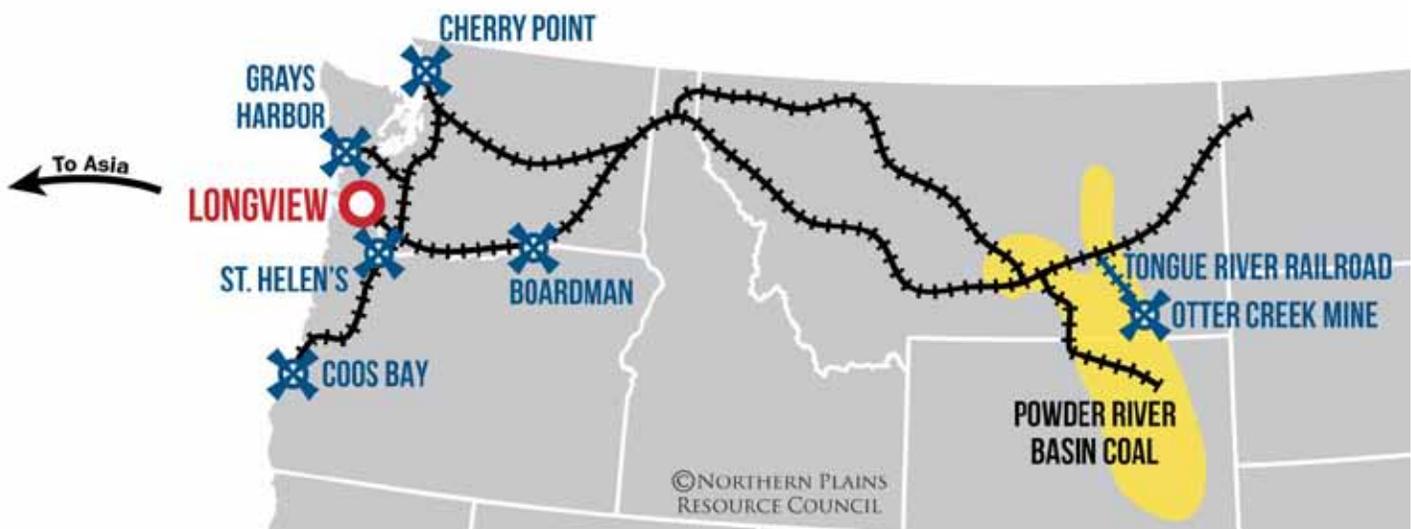
The Millennium Bulk Terminals (MBT) is a proposed coal export project in Longview, Washington, that would export coal to Asia from mines in the Powder River Basin (PRB) of Montana and Wyoming. The Washington State Department of Ecology recently released a draft Environmental Impact Statement (EIS) analyzing the impacts of the MBT for public comment.

If permitted, the terminals would add 44 million tons of coal per year – that’s 16 full-length coal trains each day (8 loaded, 8 empty) – added to the rail lines through Billings, Livingston, Bozeman, Helena, Missoula, and other Montana towns. The journey from PRB mines to Longview is approximately 1,100 rail miles. Unfortunately, the draft EIS grossly under-represents the effects the terminals would have on Montana rail communities.

In 2011, six coal export terminals were proposed in the Pacific Northwest to ship Montana and Wyoming coal to Asia. Today, only one remains. Over the next few months, we have the opportunity to make it clear that the future of our region is one of clean energy, not fossil fuel extraction for the sake of export.

## 21st Century Economy for Montana

We’re at a turning point. Coal prices (Asian and domestic) are near record lows, while America’s solar industry is growing 20 times faster than the rest of the U.S. economy. We can’t build the economy of the future on the energy of the past. Building new coal export infrastructure would lock us into decades of additional pollution (including carbon dioxide) and degradation of our natural resources. The time is now to act against catastrophic global climate change and build the future we want for our children and grandchildren.



*Of the original 6 proposed Pacific Northwest coal export terminals, five have been defeated in recent years. The fight is on to defeat the last one and prevent decades of costly new coal-export infrastructure. The Tongue River Railroad and Otter Creek Mine has also recently been defeated.*

# How would Millennium Bulk Terminals affect Montana?

Montana's rail communities would likely receive 100% of the rail traffic that MBT would produce. Billings, Livingston, Bozeman, Helena, Missoula, and dozens of other rail communities are bisected by the rail line, and would bear significant impacts if the port were constructed. In addition to the coal already being transported on Montana's railroads, the MBT would move 44 million new tons of coal through Montana every year. That's an additional 16 coal trains (8 loaded, 8 empty) every single day.

## These trains would:

- Create more frequent and longer traffic delays at rail crossings
- Degrade water quality
- Damage wildlife habitat
- Increase the likelihood of derailments
- Delay emergency response vehicles at crossings
- Spew coal dust along 1,100 miles of railroad
- Pollute the air with carcinogenic diesel fumes and fine particulate matter
- Increase noise pollution along the tracks
- Add up to 27 million tons of CO<sub>2</sub> to the atmosphere every year.

Building the MBT will drive new and expanded strip mining, which would tear up Montana land, destroy Montana aquifers, and pollute Montana streams for years to come, all to ship coal to Asia.



# What does the draft Environmental Impact Statement say?

## Rail impacts: more pollution, more coal dust, more delays for emergency responders

The draft EIS recognizes the significant ways that the increased coal train traffic from the MBT would affect rail towns. These impacts include rail congestion, air pollution



from coal dust and diesel exhaust, long traffic waits, and decreased access across train tracks for emergency response vehicles.

However, the draft EIS does not assess the rail impacts the MBT would have in Montana. The document acknowledges that trains destined for the port will originate in the PRB and travel through Montana, but does not study the impacts of increased rail transportation outside of Washington's borders. This is an important issue that needs to be raised.

### **Climate impacts: the equivalent of more than 672,000 cars**

The draft EIS concludes that the operation of MBT would have significant climate impacts, likely ranging around 3.2

million metric tons of CO<sub>2</sub> annually. This is equivalent to adding about 672,100 passenger cars on the road each year. The draft EIS presents scenarios under which the climate impacts could be even higher – up to 27 million tons/year.

**The draft EIS completely ignores the impacts of new mining in Montana to meet demand created by construction of the port.** Montana's natural resources will pay a heavy price for the export of all this coal to Asia.

**Exporting a dirty, 19th century fuel is not an effective or sustainable path to prosperity or energy security in the 21st century.**

## **Coal's long-term costs**

**E**xporting a dirty, 19th century fuel is not an effective or sustainable path to prosperity or energy security in the 21st century. Coal exported overseas doesn't keep lights on or homes warm anywhere in the United States.

Exporting coal means we have to deal with the on-the-ground impacts here in Montana, including water and air pollution, ruined land, wrecked aquifers, condemnation of private property for coal infrastructure, and large increases in rail traffic across our state.

No matter where the coal is burned, the skies above Montana will be polluted. We will be adding substantially to the load of carbon dioxide in the Earth's atmosphere. In the process, we will be undermining our efforts to curb air pollution in America. Every dollar America invests in new coal development is a dollar that can't be spent to develop clean energy jobs and true energy independence for our nation.

# How to get involved

The draft EIS was made available for public review and comment on April 29, 2016. The Washington Department of Ecology will collect written comments online or by mail, and has made comment forms available to the public. Comments must be postmarked by June 13, 2016. Written comments should be mailed to Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104.

The department will also accept oral testimony given at the public hearings in Washington state, recorded in front of an audience, or recorded in a private setting. Public hearings will be held on May 24 in Longview, on May 26 in Spokane, and June 2 in Pasco. Each city will host two hearings, one from 1-4 p.m. and the other from 5-9 p.m.

To access the draft EIS, learn more about how to comment, or comment online, visit

<http://www.millenniumbulkeiswa.gov/sepa-draft-eis.html>



.....

## Keep informed! Take action!

Northern Plains Resource Council is a conservation and family agriculture group that organizes Montana citizens to protect our water quality, family farms and ranches, and unique quality of life.

We're stronger with you as a member.

220 S. 27th Street, Suite A  
Billings, MT 59101  
(406) 248-1154



**Join, renew, or donate to Northern Plains or view more information about this topic on our website.**

[www.northernplains.org](http://www.northernplains.org)

**Contact us for additional information!**

[info@northernplains.org](mailto:info@northernplains.org) • (406) 248-1154

**If you would like to sign up for our e-Newsletter visit our website!**

(click on "Sign up for our e-Newsletter" on the home page)

