General Public Part 1

Table B-7. General Public

Submission Number	Commenter Name
0225	22 Designs
2816	Abel, Don
3063	Abel, Don
2871	Abell, Greg
3090	Abell, Greg
0669	Abrams, Carla
1842	Ackerman, Donald
TRANS-PASCO-M2-00048	Ackerman, Laura
2182	Ackerman, Lisa
2413	Ackerman, Robbie
3618	Ackley, Blaine
TRANS-LV-Q2-00017	Ackley, Blaine
TRANS-PASCO-M2-00039	Adam
1150	Adam, Emmett
3619	Adams, Bill
2843	Adams, Illa
2936	Adams, Illa
2293	Adams, John
2762	Adams, Ken
1870	Adams, Matthew
3469	Adkins, Sharon
1661	Adkins, Zachary
2506	Akins, Judith
0566	Albright, Jay
0643	Alden, Jim
3660	Alder, John
2647	Alderman, Kathy
TRANS-PASCO-M1-00031	Aldrich, Nancy
0542	Alemdar, Kay
TRANS-PASCO-M2-00038	Alex
3344	Alford, James
0394	Alger, Philip
1756	Allee, Pamela
2025	Allen, Gary
1659	Allen, Josey
0368	Allen, Paul
TRANS-SPOKANE-M1-00040	Allen, Rich
3432	Allen, Rick
1864	Allen, Shahraim
1009	Allington, Howard
TRANS-PASCO-M1-00009	Allison, Rich
TRANS-LV-M1-00061	Allison, Richie
1154	Alma, Shawn
0123	Alman, Kris
0699	Almond, Gordon
3268	Alonso, Ruby
2751	Altimus, Scott
2671	Alvarado, Mirella
2677	Alvarado, Tia
2010	Alvis, James
0685	Alward, Jessi
0697	Alward, Josh
TRANS-LV-M2-00092	Ambly, Sheila
3204	Amelon, Peggysue
2803	Amos, Sherry
2814	Amos, Sherry
2919	Amos, Sherry
0586	Ana, John
0967	Anders, Donald
TRANS-LV-M2-00017	Anders, Dustin
0278	Andersen, Denise
1361	Anderso, Lauri
1884	Anderson, Bonnie
1279	Anderson, Carla
2162	Anderson, Carla
TRANS-LV-Q1-00051	Anderson, Carol
2701	Anderson, Corey
3152	Anderson, Cynthia
3228	Anderson, Darryl
1376	Anderson, David
3154	Anderson, Doug
2480	Anderson, Jennifer
2121	Anderson, Jeromy
1605	Anderson, Jim
TRANS-LV-M2-00091	Anderson, Lee
TRANS-LV-M2-00096	Anderson, Les
0153	Anderson, Michael
2624	Anderson, Monty
0244	Anderson, Robin
2122	Anderson, Robin
0540	Anderson, Rory
TRANS-SPOKANE-Q1-00005	Anderson, Sandy
3024	Anderson, Steven
3661	Anderson, Terri
TRANS-SPOKANE-M1-00036	Anderson, Vanessa
1367	Anderson, Zachary
1042	Anderton, John
0342	Andres, Michelle
1901	Andrews, Bradley
0588	Andrews, Richard
3214	Andros, Carrie
3251	Andros, Carrie
0325	Anfinson, Ron
TRANS-LV-M2-00028	Angelina
2631	Anguiano, Anthony
2634	Anguiano, Renee
0082	Anonymous
0196	Anonymous
0209	Anonymous
0216	Anonymous
0363	Anonymous
0371	Anonymous
0372	Anonymous
0863	Anonymous
1128	Anonymous
1139	Anonymous
1149	Anonymous
1190	Anonymous
1457	Anonymous
1618	Anonymous
1730	Anonymous
1733	Anonymous
1955	Anonymous
2050	Anonymous
2198	Anonymous
2414	Anonymous
2426	Anonymous
2494	Anonymous
2605	Anonymous
2659	Anonymous
2664	Anonymous
3296	Anonymous
3316	Anonymous
3416	Anonymous
3509	Anonymous
3510	Anonymous
3511	Anonymous
3512	Anonymous
3513	Anonymous
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3765	Anonymous
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3767	Anonymous
3768	Anonymous
3769	Anonymous
3770	Anonymous
3771	Anonymous
3772	Anonymous
3773	Anonymous
3774	Anonymous
3824	Anonymous
TRANS-LV-M1-00011	Anonymous
TRANS-LV-M1-00012	Anonymous
TRANS-LV-M1-00013	Anonymous
TRANS-LV-M1-00026	Anonymous
TRANS-LV-M1-00029	Anonymous
TRANS-LV-M1-00074	Anonymous
TRANS-LV-M2-00006	Anonymous
TRANS-LV-M2-00013	Anonymous
TRANS-LV-M2-00071	Anonymous
TRANS-LV-M2-00097	Anonymous
TRANS-LV-M2-00103	Anonymous
TRANS-LV-M2-00105	Anonymous
TRANS-LV-M2-00112	Anonymous
TRANS-LV-Q1-00002	Anonymous
TRANS-LV-Q1-00006	Anonymous
TRANS-LV-Q1-00008	Anonymous
TRANS-LV-Q1-00011	Anonymous
TRANS-LV-Q1-00012	Anonymous
TRANS-LV-Q1-00013	Anonymous
TRANS-LV-Q1-00025	Anonymous
TRANS-LV-Q1-00026	Anonymous
TRANS-LV-Q1-00031	Anonymous
TRANS-LV-Q1-00035	Anonymous
TRANS-LV-Q1-00037	Anonymous
TRANS-LV-Q1-00038	Anonymous
TRANS-LV-Q1-00039	Anonymous
TRANS-LV-Q1-00040	Anonymous
TRANS-LV-Q1-00050	Anonymous
TRANS-LV-Q1-00053	Anonymous
TRANS-LV-Q1-00055	Anonymous
TRANS-LV-Q1-00063	Anonymous
TRANS-LV-Q1-00069	Anonymous
TRANS-LV-Q1-00073	Anonymous
TRANS-LV-Q2-00003	Anonymous
TRANS-LV-Q2-00006	Anonymous
TRANS-LV-Q2-00018	Anonymous
TRANS-LV-Q2-00019	Anonymous
TRANS-LV-Q2-00032	Anonymous
TRANS-LV-Q3-00001	Anonymous
TRANS-LV-Q3-00004	Anonymous
TRANS-LV-Q3-00007	Anonymous
TRANS-LV-Q3-00009	Anonymous
TRANS-LV-Q3-00010	Anonymous
TRANS-LV-Q3-00017	Anonymous
TRANS-LV-Q3-00018	Anonymous
TRANS-LV-Q3-00042	Anonymous
TRANS-PASCO-M2-00012	Anonymous
TRANS-PASCO-M2-00013	Anonymous
TRANS-PASCO-M2-00018	Anonymous

Submission Number	Commenter Name
TRANS-PASCO-M2-00022	Anonymous
TRANS-PASCO-M2-00025	Anonymous
TRANS-PASCO-M2-00027	Anonymous
TRANS-PASCO-M2-00029	Anonymous
TRANS-PASCO-M2-00032	Anonymous
TRANS-PASCO-M2-00033	Anonymous
TRANS-PASCO-M2-00034	Anonymous
TRANS-PASCO-M2-00035	Anonymous
TRANS-PASCO-M2-00044	Anonymous
TRANS-PASCO-M2-00046	Anonymous
TRANS-PASCO-Q2-00002	Anonymous
TRANS-PASCO-Q2-00003	Anonymous
TRANS-PASCO-Q2-00004	Anonymous
TRANS-PASCO-Q2-00007	Anonymous
TRANS-PASCO-Q2-00009	Anonymous
TRANS-PASCO-Q3-00002	Anonymous
TRANS-SPOKANE-M1-00009	Anonymous
TRANS-SPOKANE-M1-00026	Anonymous
TRANS-SPOKANE-M1-00034	Anonymous
TRANS-SPOKANE-M1-00073	Anonymous
TRANS-SPOKANE-M2-00038	Anonymous
TRANS-SPOKANE-M2-00052	Anonymous
TRANS-SPOKANE-M2-00070	Anonymous
TRANS-SPOKANE-M2-00079	Anonymous
TRANS-SPOKANE-Q2-00003	Anonymous
TRANS-SPOKANE-Q2-00004	Anonymous
TRANS-SPOKANE-Q4-00003	Anonymous
1141	Anthony, Hal
2038	Antikainen, Eric
0695	Anttila, Amanda
2835	Appel, Dianne
2933	Appel, Dianne
2607	Appel, Walter
1594	Arambel, Bob
1019	Archibald, Michael
1402	Archuleta, Connie
0970	Ardire, Stella
3260	Armon, Caroline
3470	Armstrong, Diana
TRANS-SPOKANE-Q1-00013	Armstrong, Diana
2877	Armstrong, Nathan
1218	Arnold, Kevyn
1539	Arnusch, Kurt
2026	Arrieta, Dwain
TRANS-SPOKANE-M1-00014	Art
2075	Arthun, Emily
1517	Artman, Brian
1286	Ashby, Deana
0705	Ashcroft, Kyle
2981	Ashley, Dane
TRANS-SPOKANE-M2-00001	Assertia, Caitlin
3139	Atkinson, Albert
TRANS-SPOKANE-M2-00061	Attwood, Wayne
0567	Atwood, Lincoln
1412	Auch, Georgia
0470	Aunans, Steve
TRANS-LV-M2-00069	Austin, Billy
2811	Austin, Joshua
3437	Austin, Kathleen
2793	Averill, Ronald
1411	Avery, Dave
1827	Avery, Elaine
0657	Avery, Jean
0658	Avery, Jean
0659	Avery, Jean
0660	Avery, Jean
1443	Avery, Jean
1444	Avery, Jean
1729	Avery, Jean
3623	Avery, Jean
TRANS-LV-Q1-00027	Avery, Jean
3438	Avery, Judy
TRANS-SPOKANE-M1-00002	Avery, Judy
1175	Avery, Robert
1970	Avinger, Marquise
0999	Awe, Barbara
0849	Axt, Emily
TRANS-LV-Q2-00028	Ayres, Val
0943	Babor, Daniel
3138	Bachman, Benjamin
3181	Bacon, Susan
0979	Badger, Greg
0933	Bagby, Nancy
0822	Bailey, Chan
0139	Bailey, Dixie
1126	Bailey, Dixie
1971	Bailey, Dixie
2338	Bailey, Dixie
TRANS-LV-M1-00076	Bailey, Dixie
1876	Bailey, Kathie
2144	Bailey, Ken
TRANS-PASCO-M1-00021	Bailey, Ken
3397	Bailey, Kenneth
0111	Bailey, Larry
0110	Bailey, Lisa
3129	Bain, Greg
TRANS-LV-M1-00036	Baker, Judy
1879	Bakken, Laurie
2945	Baldwin, Jim
0101	Bales, Carol
2376	Bales, Carol
1856	Ballard, Brendan
2205	Balleck, Shirley
1628	Bandy-Smith, Charlene
2055	Bankhead, Marty
2856	Bannan, Isaac
3078	Bannan, Isaac
TRANS-SPOKANE-M2-00074	Barber, Jason
0681	Barberi, Brian
0651	Barberi, Christine
3471	Barcklay, Roderick
TRANS-LV-Q1-00021	Barden, Judy
1304	Barela, J.E.
2369	Barker, Dan
0452	Barker, Daniel
0451	Barker, Donna
2367	Barker, Donna
TRANS-SPOKANE-M2-00071	Barkley, Rob
TRANS-LV-M1-00056	Barnes, Bruce
1604	Barnes, Dan
2867	Barnes, Dan
1231	Barnes, Joshua
0949	Barnes, Larry
0507	Barnes, Sharon
0851	Barney, Reo
0505	Barr, Jack
2636	Barron, Eddie
3230	Barron, Jan
2581	Barry, Ann
0617	Bart
2941	Bartb, Todd
0531	Bartell, Barbara
2468	Barthel, Don
2593	Bartholomew, Cliff
0530	Bartlett, Sandra
2299	Bartlett, Stephen
0493	Bartlett, Wendy
0497	Bartolus, Florence
1472	Bassett, Bev
2732	Bassett, Kamden
2725	Bassett, Melanie
2726	Bassett, Ryan
1084	Bate, Eric
0552	Bates, Bill
3587	Bateson, Vicky and Roger
0302	Bathen, Edward
2710	Baudhuin, Brandon
1194	Bauer, Bruce
3169	Bauer, Dehlia
0114	Baughman, Nancy
2368	Baughman, Nancy
3176	Baughman, Nancy
2180	Baumann, Patricia
1377	Baumann, Patrick
1722	Baumchen, David
0359	Bausler, Kanaan
2204	Beal, Bob
TRANS-SPOKANE-M2-00017	Beale, Laverne
2124	Beard, Andrew
2818	Beasley, Maryrose
2922	Beasley, Maryrose
1340	Bechdolt, Frank
0250	Beck, Barbara
0251	Beck, Barbara
TRANS-LV-M1-00038	Beck, Katie
0874	Becker, John
1612	Becker, Scot
3700	Beckers, Sharon
2211	Beckmann, Michele
1926	Bedalov, Patty
3463	Beeber, Douglas
2302	Beede, Aynsley
0985	Beeler, Joseph
0248	Beisel, Ken
0703	Bekemeier, Ronnie
0909	Belcher, Richard
0473	Belden, Curtis
0667	Beldin, Joan
1338	Bell, Britt
1862	Bell, Jeffrey
TRANS-SPOKANE-M2-00080	Bell, Justin
0956	Bellamy, George
TRANS-SPOKANE-M1-00070	Bellamy, Patricia
TRANS-SPOKANE-Q3-00002	Belyea, Diane
1916	Belzer, Ben
1046	Benefit-Coppock, Shannon
1914	Bennett, Jacqueline
1802	Bennett, Larue
1371	Bennett, Peter
0376	Benson, David
1562	Benson, Jennifer
0275	Benson, Leroy
3197	Bentley, Jer
0183	Benton, Steve
2642	Berg, Daryl
0087	Berg, Shannon
0732	Bernard, Madra
1201	Berry, Carl
TRANS-PASCO-M1-00050	Berry, Mickey
3184	Bertholf, Dave
1656	Bertolino
3122	Besten, Henry
TRANS-PASCO-M2-00011	Beth
TRANS-SPOKANE-M1-00047	Bethany
2437	Betts, Marty
1934	Betts, Robert
3439	Beuham, Mary
0785	Bevacqua, Jennifer
1688	Beye, Wendy
1394	Beyl, Marty
1249	Bezik, John
2079	Biegel, Jeff
3172	Biel, Laverne
1992	Bierei, Gregg
3142	Bifulco, Troy
0057	Bil, Kris
1008	Bill
TRANS-PASCO-M1-00019	Bilsich, Richard
0061	Bilskis, Richard
2626	Bingham, Mike
2502	Binks-Lyman, Nancy
2042	Birkeland, Paul
1134	Birkmeyer, Arthur
1998	Bishop, Jason
2242	Bisiar, Rosemarie
0905	Bissell, Clifford
2111	Bissey, Jeff
2703	Bissey, John
TRANS-SPOKANE-M2-00023	Biviano, Andrew
0399	Black, Anita
3033	Black, Brian
1280	Black, Kevin
0099	Black, Lori
0231	Black, Lori
1817	Black, Lori
1974	Black, Lori
TRANS-LV-M1-00060	Black, Lori
TRANS-PASCO-M1-00022	Black, Lori
3279	Black, Trent
2459	Blackburn, Althea
1418	Blackman, Gerry
1746	Blagg, Merna
3195	Blake, Laura
2583	Blake, Stan
1538	Blakeman, Loren
3624	Blank, Vonda
1119	Blankenship, Chad
1236	Blau, Jeff
3775	Bleazard, Bryan
3776	Bleazard, Debra
TRANS-PASCO-Q3-00004	Bleazard, Lynn
2418	Blevins, Chesley
0181	Blogin, Derek
1449	Blomberg, Holly
0303	Blomfeldt, Lindsey
2923	Bloomfield, James
2525	Bloxham, Gary
2183	Blythe, Kathy
0717	Boatman, Steve
2308	Boatrite, Earnest
TRANS-SPOKANE-M1-00075	Bob
0862	Bobzien, Anthony
0861	Bobzien, Linda
0867	Boehm-Brady, Leah
1935	Boleneus, David
2848	Boleneus, David
2880	Boleneus, David
3075	Boleneus, David
3827	Bolt, Michael
0434	Bolte, Connie
TRANS-SPOKANE-M1-00071	Bonnie
2388	Bonnin, Kelly
TRANS-PASCO-M1-00063	Boonstra, Charley
TRANS-PASCO-M1-00042	Boonstra, John
1160	Booth, Scott
0041	Bordelon, Tika
0165	Boren, Joyce
1193	Borg, Stephen
2301	Borsheim, Seana
0782	Borso, Pam
2971	Bosma, Julie
2830	Bosman, Dennis
2927	Bosman, Dennis
2610	Bossman, Cassie
2944	Bostick, J.E.
1668	Bostow, Nicholas
0866	Boswell, Debra
2244	Bott, Delores
3165	Boucias, Judy
0205	Boultinghouse, Marci
1209	Bowen, Kevin
1387	Bowen, Larry
1762	Boyer, Lydie
0918	Boyer, Rebecca
2428	Boyle, Matthew
2899	Boyle, Matthew
3218	BNSF Railway Company
2613	Brad
0965	Brady, Cary
2073	Brady, Leo
0013	Brake, William
0351	Brake, William
0358	Brake, William
0367	Brake, William
0374	Brake, William
0623	Brake, William
0813	Brake, William
1129	Brake, William
1169	Brake, William
1713	Brake, William

Submission Number	Commenter Name
2260	Brake, William
2572	Brake, William
1323	Brandjord, Eric
1771	Brandt, Kristen
1558	Brandt, Marie
0901	Brannen, Anita
0426	Brantley, Debbie
0908	Brantley, Marjorie
2279	Brantz, Kyle
2571	Bratz, Cynthia
1004	Brauer, Roberta
2896	Braun, Amy
0258	Breece, Bobby
2103	Breen, Toney
2104	Breen, Toney
1871	Brehe, Jessica
1872	Brehe, Jessica
0888	Brett, Padey
1846	Bretz, Belinda
2421	Brewer, Barry
2912	Brewer, Thomas
2657	Breyer, Janice
2662	Breyer, Janice
2775	Breyer, Monica
0539	Brickell, Timothy
TRANS-LV-M2-00024	Bridges, Mike
2053	Briggs, Mike
2757	Briggs, Robin
2918	Bright, Leroy
0599	Brigman, Scott
3440	Brimhall, John
0188	Brinlee, Frederick
1400	Brisch, Cameron
1816	Brisch, Jeff
1692	Briscoe, Edward
2925	Bristol, Linda
1999	Brix, Courtney
2002	Brix, Vivian
0430	Brockett, Tim
1021	Bronski, Frank
1357	Brooke, Phil
2716	Brooks, Kara
2484	Brooks, Kayce
2464	Brooks, Scott
2730	Brothers, Leah
2729	Brothers, Lindsey
2736	Brothers, Marshall
3036	Brotherton, Philip
0339	Brown, Bob
2218	Brown, Bob
1777	Brown, Bobby
3788	Brown, Craig
TRANS-PASCO-M1-00027	Brown, Craig
1606	Brown, Darren
0996	Brown, Debra
0642	Brown, Hugh
2883	Brown, Jim
TRANS-LV-M2-00044	Brown, Keith
2203	Brown, Kim
2523	Brown, Landon
3100	Brown, Larry
2704	Brown, Mark
1268	Brown, Michael
0062	Brown, Robert
0147	Brown, Tim
1014	Brown, Tim
1214	Brown, Tim
1307	Brown, Tim
2372	Brown, Tim
3132	Brown, Tim
1866	Brown, Todd
1234	Brown, Tracy
1518	Browne, Todd
3312	Brownson, Derek
1912	Brunner, Elizabeth
2957	Bruso, John
TRANS-SPOKANE-M2-00050	Bryan, Carol
0982	Bryan, Jeanene
1918	Bryan, Marykay
0528	Bryant, Aul
1025	Bubenheimer, Fredrick
1524	Bucel, Steven
0257	Buchanan, Scott
2951	Buchanan, Will
1589	Buchholz, Nora
1178	Budner, Brooke
1681	Buell, Toy
TRANS-LV-M2-00003	BuffaloSpirit, Alana
1905	Bukoskey, Ed
2170	Bumbaca, Dave
2379	Burch, Tim
TRANS-LV-Q1-00048	Burchets, Cindy
1889	Burckhard, Jeff
1353	Burke, Susan
1554	Burkhart, Jay
3032	Burleson, Colter
1039	Burnham, Bob
1040	Burnham, Kathy
2132	Burnham, Robert
2391	Burnham, Robert
2463	Burns, John
0645	Burns, Susie
3120	Burns, Wyatt
1506	Burpee, Joyce
1028	Burri, Vic
1599	Burright, Diane
2284	Burton, Amanda
0274	Butcher, Greg
0854	Butler, Jade
0852	Butler, Michelle
0281	Butler, Norma
1831	Butt, Jason
1812	Button, Barbara
3192	Buxcel, Aly
0280	Byrne, Josephine
0787	C, Am
2188	Cabe, Nancy
0384	Cagle, Trish
0090	Cain, Ryan
1091	Cajal, Edward
3194	Calaway, Bonnie
2358	Calbert, Alan
2359	Calbert, Anita
TRANS-SPOKANE-M2-00058	Calbert, Jennifer
TRANS-LV-Q3-00015	Caldwell, Kelly
1345	Calkins, Tanner
2095	Calvert, Rick
2621	Camblin, Charlene
TRANS-LV-M2-00043	Camniche, Ben
TRANS-SPOKANE-Q1-00009	Camp, David
0178	Campbell, Cate
TRANS-SPOKANE-M1-00027	Campbell, Kate
1435	Campbell, Larry
1274	Campbell, Matt
0637	Campbell, Sandra
3472	Canright, Rebecca
1485	Cap & Seal Co.
TRANS-LV-M2-00102	Carasco, Elyse
2083	Carbone, Kendal
3000	Carder, Laura
1256	Cardona, Amie
0931	Carducci, Rick
0226	Carlson, Gary
1198	Carlson, Joel
2591	Carlson, Terrance
0606	Carlson, Wayne
0334	Carman, Colette
3777	Carol
TRANS-LV-M2-00061	Carol, Bob
TRANS-PASCO-M2-00051	Caroline
0406	Carpenter, Barbara
1429	Carr, Janet
0319	Carrier, William
1563	Carter, Elizabeth
TRANS-LV-Q1-00032	Carter, Josh
0752	Carter, Keith
TRANS-SPOKANE-M1-00046	Carter, Laura
TRANS-SPOKANE-M1-00060	Carter, Linda
0581	Carter, Paul
1275	Carter, Stephanie
1050	Carter, Susan
3588	Carver, Carol
0675	Carver, Heather
2682	Carver, Mckenna
2436	Carver, Sue
TRANS-SPOKANE-Q3-00003	Casler, Ken
TRANS-SPOKANE-M2-00002	Casmeric, Jason
0751	Caspari, Dick
1988	Cassat, Edward
2976	Castle, Holly
2989	Cates, Stephanie
TRANS-PASCO-M2-00004	Cathy
0415	Catlin, Rose
2289	Catt, Melanie
2176	Caudle, Jerry
0290	Caulfield, Dale
TRANS-LV-Q2-00020	Caulkins, Chris
3589	Cavallaro, Carol
1522	Caywood, Colton
0758	Cederholm, Tammie
1545	Celms, Yvonne
3625	Cemulini, Margaret
TRANS-LV-M2-00093	Ceravolo, Caroline
TRANS-LV-M2-00094	Ceravolo, Kaleb
TRANS-LV-Q3-00040	Ceravolo, Tracy
1528	Chafee, Richard
TRANS-LV-M1-00059	Chaffe, Art
0433	Chaffin, Tate
2131	Chambers, Marianne
0764	Chambers, Raymond
1064	Chamblee, Enid
1066	Chamblee, James
1079	Chamblee, James
1062	Chamblee, Jeff
TRANS-LV-M1-00005	Chandler, Steve
TRANS-LV-Q2-00015	Chandler, Steven
1649	Chapell, Jason
2446	Chapin, David
1557	Chapman, Jeff
1789	Chappell, Tim
1613	Charles, Bill
2560	Chase, James
0784	Chenhall, Ann
2827	Chervenock, Robert
1213	Cheseborough, Steve
TRANS-LV-Q2-00030	Chesky, James
0172	Childers, Charles
0835	Childers, Charles
0962	Childers, Charles
1383	Childers, Charles
1492	Childers, Charles
1944	Childers, Charles
2118	Childers, Charles
2226	Childers, Charles
2333	Childers, Charles
2347	Childers, Charles
2362	Childers, Charles
2363	Childers, Charles
2473	Childers, Charles
0220	Childers, Dawna
0834	Childers, Dawna
0961	Childers, Dawna
1493	Childers, Dawna
1943	Childers, Dawna
2117	Childers, Dawna
2225	Childers, Dawna
2332	Childers, Dawna
2346	Childers, Dawna
2361	Childers, Dawna
2472	Childers, Dawna
0173	Childers, Donna
0836	Childers, Donna
0963	Childers, Donna
1382	Childers, Donna
1491	Childers, Donna
1945	Childers, Donna
2119	Childers, Donna
2227	Childers, Donna
2334	Childers, Donna
2348	Childers, Donna
2364	Childers, Donna
2474	Childers, Donna
3215	Childers, Ella
0108	Childers, J
TRANS-LV-Q1-00056	Childers, Jacob
0107	Childers, Jeff
0113	Childers, Jeff
TRANS-LV-M2-00086	Childers, Jeff
TRANS-LV-Q1-00005	Childers, Jeff
TRANS-PASCO-M1-00026	Childers, Jeff
0171	Childers, Jeffery
0833	Childers, Jeffery
0960	Childers, Jeffery
1384	Childers, Jeffery
1494	Childers, Jeffery
1942	Childers, Jeffery
2224	Childers, Jeffery
2331	Childers, Jeffery
2345	Childers, Jeffery
2360	Childers, Jeffery
2471	Childers, Jeffery
TRANS-LV-M2-00077	Childers, Rebecca
0219	Childers, Rebekah
1738	Choate, Aaron
1364	Christensen, Brett
0595	Christensen, Chris
0679	Christensen, David
0682	Christensen, Jayne
3243	Christensen, Sheri
3318	Christensen, Sheri
3240	Christensen, Steve
3789	Christenson, John
2773	Christian, Leonard
3008	Christian, Leonard
TRANS-PASCO-M1-00033	Christiansen, Cleo
3310	Christiansen, Steve
TRANS-PASCO-M2-00002	Christianson, John
1375	Christina
TRANS-LV-M2-00065	Christina
1951	Christison, Cleo
0155	Christison, George and Cleo
0464	Christmas, David
1165	Chudy, Cathryn
TRANS-LV-M2-00085	Chutney, Cathryn
0195	Clarion, Susan
TRANS-PASCO-M2-00019	Clark, Dan
1623	Clark, Inez
0283	Clark, John
1774	Clark, Juanita
1180	Clark, Lance
0158	Clark, Peter
1243	Clark, Will
0716	Claussen, Lela
2962	Clayton, April
0622	Clements, Burton
1022	Clements, Connie
0958	Clemetson, Bonnie
3391	Cleveland, Klint
0152	Clinch, Bud
3341	Close, Raney
2447	Cloud Peak Energy
1619	Clouston, Kenneth
2343	Cluf, Conard
1655	Cobb, Weston
0059	Cobbs, Richard
1906	Coble, Donna
1907	Coble, Steve
0869	Cochrane, Julia
3473	Cockrell, Elaine
3474	Cockrell, Harold
3475	Cockrell, Lauren
2161	Cockroft, Stephen
3272	Coffelt, Claire
0857	Coggeshall, Bruce
TRANS-LV-M1-00034	Coie, Calvin
TRANS-PASCO-M2-00037	Cole
0743	Coleman, Robert
0241	Coleman, Samuel
TRANS-LV-M2-00116	Coleman, Sophia
2653	Colgan, Judy
2656	Colgan, Judy
3117	Collins, Donald
3335	Collins, Donald
1356	Collins, Jason
1677	Collins, Phillip
0803	Combs, Curtis
0634	Combs, Shaun
1331	Compau, Mark
1088	Condon, Kevin
TRANS-LV-Q2-00009	Cone, Bob
2585	Cone, Richard
0008	Conley, Felicia
2992	Connelly, Michael
0913	Conner, Cassie
TRANS-LV-M2-00040	Connery, Lucinda
TRANS-LV-M2-00081	Connor, Ray
1699	Connor, Raymond
1760	Consalvo-Olson, Caprice
2451	Conte, Wiilliam
2011	Cook, Pat
1006	Cool, Don
0706	Coole, James
1320	Cooley, Christopher
1381	Cooley, Dylin
1390	Cooley, Sirena
0696	Cooney, James
2261	Cooper, Audrea
TRANS-SPOKANE-Q1-00003	Cooper, Christine
2051	Cooper, Doug
1166	Cooper, Forres
1167	Cooper, Forres
1083	Cooper, Jaide
1676	Cooper, Kymberlee

Submission Number	Commenter Name
0592	Cooper, Matt
0781	Cooper, Ray
3342	Cooper, Steve
2258	Coover, Mae
0416	Copeland, Kevin
1223	Copeland, Myles
1571	Copenhagen, Craig
1711	Corcoran, James
TRANS-PASCO-M1-00012	Coresco, Mike
3701	Corgin, Jack
0628	Cornoyer, Jeff
2357	Coryell, Dale
0912	Cosby, Kenneth
1423	Costello, Brian
2134	Coudret, Phillip
3064	Coulimore, Michael
0898	Courtney, Kent
1341	Cowger, Justin
2315	Cox, Gary
1202	Cox, Harold
1414	Cox, James
2276	Cox, James
0138	Cox, Russ
0150	Coyle, John
3137	Craft, Lecia
0859	Craig, Linda
TRANS-SPOKANE-Q4-00004	Crane, Curt
TRANS-PASCO-M1-00073	Crater, Emily
2084	Crawford, Cliff
1054	Crespo, Abigail
2071	Crist, Judy
1303	Crist, Pamela
1346	Criswell, Lindsy
TRANS-LV-M2-00046	Cronbach, Nancy
1534	Crook, Jr
2006	Cross, Fallon
1784	Cross, Kenneth
2836	Crowder, Judy
3073	Crowder, Judy
2411	Crowell, Charles
0608	Crumley, Donald
2490	Crumpacker, Nancy
1669	Cruse, Claudine
2277	Cruze, Angela
2809	Cuglievan, Fernando
3030	Cuglievan, Fernando
0053	Cullinane, Patrick
TRANS-LV-M1-00028	Culver, Patricia
1227	Cunningham, Ryan
0583	Curran, Clara
TRANS-PASCO-M2-00007	Curtis
0185	Curtis, Andrew
2489	Curtsinger, Leah
0613	Cyrsr., Joseph
2828	Czoski, Kathleen
3067	Czoski, Kathleen
2580	D, Kristen
0707	Dahmer, Lisa
3476	Daily, Marylou
0410	Dakota, Ron
2202	Dalgarno, Stacy
TRANS-LV-M2-00084	Dalquist, Daniel
TRANS-PASCO-M1-00039	Dalquist, Daniel
2241	Dalton
2290	Damiano, Joe
2159	Damori, Conrad
2415	Daniel, Merle
2237	Darby, Hayley
2269	Darcy, Edward
3702	Darden, Pat
1615	Darling, Ben
1616	Darlington, Kristine
0230	Darlow, Laurie
1973	Darrington, Brian
0762	Daszkiewicz, Nadine
0621	Daughenbaugh, Barry
TRANS-SPOKANE-M2-00035	Dave
TRANS-SPOKANE-Q2-00007	David
0016	David, Wolter
0315	Davidson, Duane
2606	Davidson, Larry
TRANS-SPOKANE-Q2-00006	Davidson, Patrick
TRANS-LV-M2-00118	Davidson, Todd
2102	Davis, Adam
3477	Davis, Barbara
1548	Davis, Becky
0294	Davis, Bill
2851	Davis, Brad
3077	Davis, Brad
0937	Davis, Carl
1082	Davis, Danny
1173	Davis, Deb
2531	Davis, James
0921	Davis, Jerry
0964	Davis, Jimmy
0035	Davis, Larry and Sherry
1551	Davis, Richard
3001	Davis, Sandra
3005	Davis, Sandra
3007	Davis, Sandra
3011	Davis, Sandra
3013	Davis, Sandra
3014	Davis, Sandra
3017	Davis, Sandra
3022	Davis, Sandra
3626	Davis, Sandra
TRANS-LV-M2-00011	Davis, Sandra
2172	Davis, Weller
1225	Dawson, Greg
TRANS-SPOKANE-M1-00063	Day, Marilee
1887	Dayton, Gary
TRANS-PASCO-M1-00003	Dayton, Lisa
1739	Deanna
2024	Deanna
TRANS-SPOKANE-M1-00042	Decker, Ken
3703	Decker, Paul
2296	Decker, Tro
0668	Dee, Lenny
2924	Degoede, Alexander
2839	Degoede, Jack
2855	Dejager, Shelli
2840	Delay, Joseph
1031	DelRio, Kathy
3322	Delvin, Jerome
1445	Demitruk, Dennis
0761	Denis, Sandy
1919	Denison, Marcia
2578	Denison, Marcia
TRANS-LV-Q3-00037	Denison, Marcia
1093	Dennehy, Ashley
TRANS-SPOKANE-M2-00030	Dennis
2779	Dennis, Cherryl
2901	Dennis, Cherryl
0709	Dennison, Leo and Janet
TRANS-LV-M2-00126	Dennison, Marsha
1591	Denowh, Candice
2640	Denson, Lynell
1749	Depuydt, Raymond
0810	Derby, Mona
1017	Derrjr., Joseph
0897	Derry, Michael
1923	Derusseau, Robert
1038	Deruyter, Ineke
1921	Deschene, Patricia
TRANS-SPOKANE-M1-00067	Devlin, Julie
1821	Dewitt, Emery
TRANS-LV-M2-00124	Diamond, Jim
TRANS-LV-M1-00073	Diana
2257	Dianna, Maish
2687	Dick, Diane
3627	Dick, Diane
TRANS-LV-M2-00056	Dick, Diane
TRANS-LV-M2-00088	Dick, Norm
2435	Dick, Norman
0860	Dickinson, Adrienne
1824	Dickinson, Jessica
0299	Dickman, Dwight
0701	Dickman, Dwight
TRANS-LV-M1-00055	Didiranda, Nicole
1437	Dieterle, Ursula
0097	Dietrich, Auburn
3704	Dill, Ryan
2915	Dilley, Kim
1858	Dilley, Lora
2958	Dilley, Steve
1598	Dillinger, Lawrence
3790	Dillman, James
0233	Dills, Jacob
0234	Dills, Jeremiah
TRANS-PASCO-M1-00035	Dimore, Nadine
TRANS-SPOKANE-M1-00044	Dina
3778	Dirks, Judith
3705	Dirwin, Mary
3478	Dishman, Donna
2917	Disiere, Jennifer
0734	Ditch, Dennis
3833	Dittloff, Dave
2442	Dixon, Annica
0512	Doane, Sharon
1359	Dockery, Aaron
0779	Dodge, Su
2795	Dolezal, Lawrence
2914	Dolezal, Lawrence
1137	Dolling, Hannah
0439	Donahue, Matthew
0916	Donaldson, Ray
2037	Doney, Kevin
2527	Donnelly, John and Sara
0137	Donston, Alden
3084	Dooley, Donald
TRANS-SPOKANE-Q1-00012	Dooley, Nancy
2577	Dooley, Sheila
1654	Dooley, Virginia
TRANS-PASCO-M2-00010	Dorothy
TRANS-PASCO-M2-00016	Doug
3628	Dougherty, Laurie
2940	Douthit, David
2864	Dow, Chet
2392	Downes, Timothy
1978	Downes, Trevor
0009	Downing, Devon
0091	Downing, Devon
0270	Downing, Devon
1011	Downing, Devon
2371	Downing, Devon
2394	Downing, Max
TRANS-LV-Q1-00033	Doyle, John
3629	Dragich, Steve
3630	Dragich, Steve
1553	Drake, Jim
TRANS-PASCO-M1-00062	Drake, Paul
1559	Drake, Tiffany
0382	Drake, Wilrose
0383	Drake, Wilrose
TRANS-LV-M2-00031	Dregage, Mr.
0056	Driemeyer, Chris
3706	Druffel, Pauline
3707	Druffel, Pauline
TRANS-PASCO-M1-00018	Dual, Mitch
1673	Dube, Dj
0828	Dubrow, Rick
2281	Dudley, Lyndsey
0576	Dufoe, Gene
2485	Dunbar, Richard
2100	Duncan, Keith
1419	Dunham, Marilyn
1962	Dunham, Mike
1525	Dunlap, Barbara
0847	Dunlap, Joe
3086	Dunlap, Joe
1146	Dunlap, William
2106	Dunmeyer, Gary
2309	Dunn, Patricia
2311	Dunn, Russell
1298	Dunn, Shelia
2903	Dunning, Ross
1569	Durant, James
TRANS-PASCO-M2-00009	Duranto, Taylor
TRANS-SPOKANE-M2-00069	Durheim, Brian
TRANS-LV-M1-00057	Durheim, Lori
1408	Durns, Kenneth
1836	Durns, Kenneth
TRANS-LV-M2-00036	Dutrabondo, Amber
0720	Dvorak, Frank
3043	Dye, Daniel
TRANS-PASCO-M1-00047	Dye, Jessica
0953	Dyer, David
0939	Dyer, Gary
3433	Dykes Ehrlichman PS
1556	Dymond, Jackie
2467	Ealey, Gordon
2441	Easley, Mike
1630	Eastwood, Ron
1826	Eaton, Gary
1312	Eaton, Jon
1003	Eckardt, Guenter
2416	Eckardt, Guenter
3031	Eckardt, Guenter
3151	Eckardt, Guenter
TRANS-PASCO-M2-00050	Eddy
0715	Edwards, Billy
3708	Edwards, Gary
0318	Edwards, Maryruth
2870	Edwards, Maryruth
1498	Edwards, Michelle
0027	Edwards, Ron
1043	Egan, Michael
0533	Egan, Sharon
0733	Eggers, Riley
2507	Eichenberger, Michael
1596	Eiland, Dana
0514	Eiland, Guinn
3709	Eilren, Eric
1703	Eiselein, Jon and Bev
0272	Eisenbraun, Boyd
0907	Eisenhauer, Lanore
TRANS-SPOKANE-M1-00003	Eklof, Todd
2328	Elder, Brandy
0154	Eldridge, Robert
1389	Elinski, Crystal
TRANS-PASCO-M2-00040	Elizabeth
0488	Elkins, Anne
0194	Ellerbrock, Andrew
3262	Ellingsen, Lyndsey
TRANS-PASCO-M1-00034	Elliott, Mike
TRANS-SPOKANE-M2-00032	Elliott, Mike
TRANS-SPOKANE-M2-00045	Ellis, Carol
TRANS-SPOKANE-Q4-00006	Ellis, Carol
1530	Ellis, Dennis
2942	Ellis, James
3035	Ellis, Jeremy
0501	Em, Barbara
3047	Embley, Sheila
0286	Embree, William
3590	Emlen, Sarah
2785	Emmons, Bruce
3015	Emmons, Bruce
2765	Emtman, Randy
3710	Endo, Kathy
1446	Engel, Kim
TRANS-LV-M1-00068	Engelfried, Nick
1648	Engle, Dave
0572	Englin, Jerry
2314	Erickson, Britani
3412	Erickson, Connie
1568	Erickson, Mark
3038	Ericson, Eric
2389	Erven, John
TRANS-LV-M2-00074	Esparza, Kathleen
1290	Esper, Richard
0940	Estep, Hr
2430	Estes, Judith
TRANS-LV-M1-00004	Estrada, Raymond
0678	Etter, Art
0793	Evans, Andrew
2317	Evans, Andrew
1104	Evans, Bryon
1841	Evans, Mike
2569	Everett, Gail
0508	Evitt, Terry
0055	Ewer, Ryan
2214	Fafard, Thomas
1593	Fahlsing, Paul
TRANS-LV-M2-00051	Fairhurst, Richenda
TRANS-PASCO-M1-00032	Faline, Dixie
3591	Farrell, Phyllis
3592	Farrell, Phyllis
1053	Faulk, William
1550	Faulkner, Gary
2717	Favilla, David
3332	Favro, Claire
1013	Feck, Norman
2422	Feck, Norman
3242	Feldhausen, Jessica

Submission Number	Commenter Name
0297	Feltz, Pter
1636	Fenrich, George
TRANS-LV-M1-00022	Fenwick, Kevin
1526	Ferber, Sara
2466	Ferguson, Richard
1127	Ferguson, Sheldon
3593	Ferraro, Natalie
3441	Ferry, Erik
1590	Fetscher, Norman
1850	Fickler, Todd
TRANS-SPOKANE-M2-00018	Field, Andy
2810	Fields, Kevin
3058	Fields, Kevin
0193	Filfein, Jeff
0229	Filkin, Scott
2961	Finlayson, Frank
3171	Fischer, Maria
1047	Fisher, Doug
0254	Fisher, Doug and Judy
0532	Fisler, Benjamin
0336	Fitzgerald, Blaine
2196	Fitzgerald, Dennis
0335	Fitzgerald, Gloria
TRANS-SPOKANE-M1-00058	Fix, Mark
3264	Flanary, Bryan
3295	Flanary, Bryan
1161	Flint, Amy
1799	Flood, Danise
1570	Fluck, Steve
3189	Flynn, Donald
3190	Flynn, John
3185	Flynn, Michael
3442	Follansbee, Diane
0490	Follett, Thelma
0311	Folnagy, Attila
2216	Force, Patricia
0616	Ford, Denise
TRANS-LV-M2-00037	Ford, Ingrid
TRANS-LV-Q3-00014	Ford, Ingrid
2724	Ford, Jaiden
1269	Fornengo, Bridget
1270	Fornengo, Tresa
2476	Forsell, Pauline
1322	Forster, Patrick
2264	Forsythe, Kay
TRANS-LV-M1-00037	Fosmark, Ryan
0783	Foss Maritime
1453	Foster, Bryan
3407	Foster, Michael
TRANS-LV-Q1-00016	Foster, Michael
1182	Foster, Robin
1851	Fournier, James
TRANS-PASCO-Q2-00006	Fox, Catherine
0641	Fox, David
1489	Fox, Jean
1585	Fox, Jesse
0640	Fox, Luetta
1282	Fox, Tom
0369	Francis, Sam
1709	Franck, Dave
2090	Franco, Frank
3076	Francom, Mandijo
3254	Francom, Mandijo
2616	Frank, Ronald
3216	Franke, Scott
3385	Franklin, James
1845	Fraser, Melissa
TRANS-SPOKANE-M1-00056	Fred
TRANS-LV-Q3-00025	Frei, Katie
1731	Freilich, Alex
2322	Fricke, Charles
1479	Frink, Jason
1204	Fritz, Brook
0263	Fritz, Doyl
2401	Fritz, Doyl
1349	Fritz, Jack
3415	Fritz, Jane
1308	Frostad, John
1309	Frostad, Penny
0271	Fruechte, Carl
0477	Frymire, Jack
1130	Fuchs, Karl
1369	Fuger, Karl
1839	Fuhr, Russel
3055	Fuhr, Russel
2740	Fulgham, Barry
2427	Fuller, Eric
2028	Fuller, Steve
0424	Fulton, James
0243	G, Jorge
0702	Gabriel, Larry
0361	Gallagher, Linda
3193	Gallagher, Michael
0204	Gang, Peter
1781	Ganieany, Lance
1875	Ganieany, Lance
TRANS-PASCO-M2-00017	Gann, Steve
2638	Garcia, Alicia
2665	Garcia, Gabriela
1096	Garcia, John
2666	Garcia, Jose
2635	Garcia, Laurie
2667	Garcia, Olivia
1410	Gardner, Randy
TRANS-SPOKANE-M1-00039	Gardner, Randy
0895	Garger, Paul
2611	Garger, Paul
2663	Garia, Micaela
0346	Garland, Bryan
0161	Garriffa, Dave
0462	Gaston, A.N.de
3594	Gaston, Georgeann
3711	Gaston, Mary
2788	Gates, Thomas
3016	Gates, Thomas
1956	Gaub, Leroy
2120	Gee, Alison
0906	Geffre, Tony
0911	Geffre, Tony
0951	Geisler, Ronald
0952	Geisler, Ronald
1257	Geist, Ashley
1351	Geist, Sabrina
1352	Geist, Shailah
1354	Geist, Tristen
2061	George, Damon
3779	George, F.W.
1026	George, Ruby
3273	Gerhard, Ayssa
1237	Gerlach, Julia
TRANS-PASCO-Q1-00002	Geroge, Fred
2620	Gervais, Cristal
1186	Ghan, Steven
1579	Giacalone, Ben
1714	Giampietro, Joseph
0556	Gibbons, Dona
0207	Gibbs, Robert
0759	Gibson, Doug
TRANS-LV-M2-00101	Gibson, Holly
3712	Gibson, Jacqueline
TRANS-LV-M2-00041	Gibson, Linda
3780	Giddings, Ray
1170	Giddings, Ron and Maryann
3781	Giddings, Susan
0511	Giesen, Robert
1099	Gili, Steve
2251	Gillaspy, Linda
1496	Gillett, Terry
0317	Gilley, Martin
TRANS-PASCO-M1-00004	Gilligan, Dave
TRANS-LV-M1-00007	Gillihan, Dave
0441	Gillilan, Greg
3392	Gillis, Edith
1734	Gillis, Robin
2625	Gillum, Suzanne
1737	Gilman, Cadie
3348	Gimenez, James
2862	Gimness, Marcia
3083	Gimness, Marcia
3321	Gisi, Dennis
0239	Glasgow, Brian
3410	Gleichman, Ted
1707	Glenn, Steve
1107	Gloor, Skyler
0536	Goble, Gregg
0285	Goedker, William
2092	Goff, David
1691	Goffena, Tania
1110	Goich, Jack
TRANS-LV-M2-00127	Goldberg, Dave
1238	Gomez, Phillip
3276	Gonzales, Egla
0646	Goode, Jennifer
0014	Goodnough, Beth
2040	Gordon, Diana
2520	Gordon, Diana
2521	Gordon, Diana
2543	Gordon, Diana
2544	Gordon, Diana
2575	Gordon, Diana
2977	Gordon, Diana
3383	Gordon, Diana
3423	Gordon, Diana
3791	Gordon, Diana
TRANS-LV-Q3-00006	Gordon, Diana
1168	Gordon, Louis
0661	Gordon, Thomas
0662	Gordon, Thomas
2579	Gordon, Thomas
2646	Gordon, Thomas
3173	Gordon, Thomas
3208	Gordon, Thomas
3217	Gordon, Thomas
3380	Gordon, Thomas
3399	Gordon, Thomas
3414	Gordon, Thomas
3417	Gordon, Thomas
3419	Gordon, Thomas
3427	Gordon, Thomas
TRANS-LV-Q3-00005	Gordon, Thomas
TRANS-PASCO-M1-00001	Gordon, Thomas
TRANS-SPOKANE-M1-00012	Gordon, Thomas
0986	Gorton, Steve
2179	Gosney, Tarlton
1897	Gottschalk, Alan
0615	Gottschalk, Margaret
1913	Gottschalk, Sharon
0680	Gouse, Frank
2844	Gower, Gary
2377	Gower, Thomas
2907	Goyt, Bob
0558	Gragg, Glenn
2351	Graham, Joanne
0310	Gramont, Mickael
1324	Grams, Angelica
3320	Graner, Jerome
2804	Granger, Adam
2660	Granger, Jacob
0170	Gratrix, Grant
0904	Gravely, Richard
0557	Gray, James
0296	Gray, John
1573	Gray, Leo
0770	Gray, Rebecca
0607	Greco, Glen
TRANS-LV-Q1-00047	Green, Christopher
0605	Green, Darrell
TRANS-LV-Q2-00005	Green, John
TRANS-LV-M1-00010	Green, Richard
1094	Green, Shawn
2875	Greenawalt, James
2822	Greenawalt, Kathy
TRANS-SPOKANE-M2-00078	Greenblug, Heather
TRANS-SPOKANE-M1-00016	Greene, Ann
3595	Greenway, Juanita
0344	Gregory, Brad
2094	Gregory, E.Clint
2955	Gren, Frank
1672	Griffin, Robert
3631	Griffith, Bob
0991	Griffith, Curt
TRANS-LV-Q1-00019	Griffith, Ed
TRANS-LV-Q2-00023	Griffith, Harriet
0817	Grigsby, Sara
TRANS-SPOKANE-Q3-00004	Grimsrud, Eric
TRANS-LV-Q2-00024	Groff, Marta
1051	Grohs, Cindy
0419	Groninga, Helen
0649	Groomer, W.P.
1436	Groose, R.W.
3044	Gross, Casey
2197	Gross, Ken
3596	Grossman, Deena
1155	Grossmiller, Luke
0871	Grotkier, Gerald
2335	Grover, Marty
1033	Groves, David
TRANS-LV-Q1-00042	Grunbaum, Arthur
0085	Gryniewski, Bruce
1385	Guernsey, Craig
1885	Guglielmo, Damaris
1787	Guglielmo, Dan
TRANS-SPOKANE-M2-00047	Guick, Elizabeth
2171	Gulley, Chris
1076	Gulley, Christopher
2027	Gulley, Christopher
2278	Gulley, Jerry
1077	Gulley, Mary
2030	Gulley, Mary
1434	Gundlach, Mike
0463	Guptill, Matthew
2594	Gurr, Tom
1393	Gussler, Thomas
2754	Gustafson, Carl
0409	Gutierrez, John
0738	Gyorvary, Stephen
2966	Haberman, Brad
0423	Hadden, Nels
1061	Haeck, Elizabeth
3267	Haerting, Sarah
1732	Hagedorn, Dan
1416	Hagel, Vern
1516	Hagel, Vern
1911	Hagemann, Daniel
1471	Hagopian, Chere
0237	Haight, Rebecca
0166	Haight, Rick
1049	Haight, Roger
0021	Hake, Buffy
0023	Hake, Buffy
0037	Hake, Buffy
0046	Hake, Buffy
0070	Hake, Buffy
0079	Hake, Buffy
0119	Hake, Buffy
0124	Hake, Buffy
0126	Hake, Buffy
0129	Hake, Buffy
0238	Hake, Buffy
0479	Hake, Buffy
0485	Hake, Buffy
0624	Hake, Buffy
0652	Hake, Buffy
0034	Hake, Sherwood
0040	Hake, Sherwood
0078	Hake, Sherwood
0080	Hake, Sherwood
0120	Hake, Sherwood
0125	Hake, Sherwood
0127	Hake, Sherwood
0240	Hake, Sherwood
0481	Hake, Sherwood
0486	Hake, Sherwood
0625	Hake, Sherwood
TRANS-LV-Q1-00046	Hale, Dave
0064	Haler, Larry
2684	Hales, James
2686	Hales, Makala
2628	Hales, Talmage
0802	Half, Oliver
3241	Halko, Craig
1880	Hall, Austin
0109	Hall, Bonnie
2249	Hall, George
3597	Hall, Karen
3360	Hall, Kat
0088	Hall, Lori
1888	Hall, Roberta
1095	Hallanger, Bill
2400	Hallanger, Bill
0492	Hallett, William
0210	Halme, Rachel
1595	Halsey, Larry
1752	Halverson, Marti
TRANS-LV-M2-00068	Halvorson, Jo
2126	Hamilton, Edward
0997	Hamling, David
0602	Hammond, Lance
0824	Hannon, Daniel
0882	Hansen, Charles
1717	Hanson, Jan
0095	Hanson, Mark
1016	Hanson, Mark
0773	Hanson, Marsha
1396	Hanson, Ruby
0174	Hanson, Steve
1360	Harber, Colby
2291	Harbin, Rick
2032	Harbonic, Larry
0437	Harders, Donald
0212	Hardy, Kelly
TRANS-SPOKANE-M1-00068	Hardy, Kelly
0443	Harfield, Deanna
0666	Hargrove, Bourtai
TRANS-LV-Q2-00004	Hargrove, Bourtai
2721	Harker, Meredith
2722	Harker, Sam
0397	Harlan, Robert
1693	Harlan, Stephen
0305	Harmel, Douglas
2493	Haroian, Rose
3205	Harris, Allyson
3633	Harris, Bill
0796	Harris, Bronwyn

Submission Number	Commenter Name
0795	Harris, Eddie
0268	Harris, Jerald
1205	Harris, Mark
1469	Harris, Natalie
TRANS-SPOKANE-M1-00057	Harris, Veronica
3634	Harrison, Howard
2048	Harrison, Nancy
0157	Harrod, Cody
TRANS-LV-M2-00052	Hart, Chris
TRANS-SPOKANE-M1-00015	Hart, Corrine
1098	Hart, Larry
1147	Hartford, Susan and Patrick
3128	Hartley, Ben
2540	Hartshorn, Vicki
1780	Haskew, Calvin
0526	Hass, John
3325	Hastings, Claire
2750	Hastings, Warren
TRANS-PASCO-M1-00057	Hatch, Dan
3231	Hatch, Dylan
3109	Hatch, Jason
3102	Hatch, Kimberly
2711	Hatch, Lawanda
3288	Hatch, Madisen
2709	Hatch, Mike
TRANS-SPOKANE-Q1-00002	Hathaway, Arthur
1015	Hauber, Bob
1203	Hawk, Gary
1188	Hawk, Ronald
2609	Hawken, Harvey
2156	Hawkins, Mary
1048	Hayden, Mike and Brenda
TRANS-SPOKANE-M1-00038	Hayes, Corey
3187	Hayes, Monique
2016	Hayes, Steven
1927	Haygood, Allen
TRANS-SPOKANE-M2-00076	Hayman, Eddie
1235	Haynes, Laresa
0504	Hays, Darlene
0502	Hays, Paul
1665	Heaphy, Hayden
0946	Heaps, Diane
3300	Hearting, Sarah
0327	Heath, Kimberly
2310	Heck, Kenda
1311	Hecker, Kelvin
0065	Hedengren, David
2699	Hedgecock, Ryan
0304	Hedrick, Vickie
2013	Heerensperger, Bart
3179	Hefner, Jeffrey
2245	Hefty, Bonnie
0398	Heimann, Rob
0232	Heiner, Crystal
0435	Heinzle, Gary and Pat

Submission Number	Commenter Name
TRANS-SPOKANE-M2-00011	Helenius, Dave
0249	Hellem, Jeff
0765	Hellmers, Dwight
2676	Hellyer, Greg
3443	Hemmingsen, Alan
2483	Henaghan, Tom
TRANS-PASCO-M1-00077	Henderson, Mercedes
0026	Hendricks, Tiaunna
0794	Hendrickson, Carl
0256	Hendrickson, Dave
2194	Hendrickson, Derek
0118	Hendrickson, Joel
1407	Hendrickson, Kate
2321	Henman, Larry
3200	Hennessey, Kendra
3713	Hennings, Marian
3235	Henry, Staci
3309	Henry, Staci
TRANS-LV-Q1-00058	Hentz, Carolyn
3072	Hepner, Matthew
TRANS-SPOKANE-M2-00041	Hepner, Matthew
0820	Herbert, Emily
3422	Herbert, Jack
TRANS-LV-M1-00024	Herder, Josh
3714	Hermann, Carol
2231	Hermen, Matt
TRANS-LV-Q3-00033	Hernstadt, Jessica
TRANS-LV-Q3-00034	Hernstadt, Kayla
TRANS-LV-Q3-00032	Hernstadt, Liane
2113	Herr, Tim
1689	Herrera, Sarel
1192	Herrick, James
1401	Hettinger, Andrew
1852	Heuck, Doreen
1503	Heuer, Sean
1794	Heward, Steve
0442	Hiatt, Ty
1156	Hibbits, Jolly
0917	Hicks, Charles
1533	Higbee-Sudyka, Debra
0300	Higgins, John
TRANS-LV-M2-00007	Higgins, Kimberly
0316	Higgins, Ron
0063	High, Brenda
0619	Hilgreen, Ray
3209	Hill, Chris
TRANS-LV-M2-00095	Hill, Chris
TRANS-LV-Q1-00045	Hill, Chris
TRANS-LV-M1-00031	Hill, Jim
0929	Hill, Kathleen
2448	Hill, Maryl
0896	Hill, Paul
3089	Hill, Thomas
1793	Hill, Tyson
2680	Hill, Wayne

Submission Number	Commenter Name
3191	Hille, Linda
2320	Hillger, Andrew
TRANS-LV-M1-00002	Hillis, Edith
0560	Hillyard, Mark
0983	Hink, Alfred
0102	Hinkle, David
3598	Hinojosa, Hector
0395	Hintermeyer, Bruce
0093	Hislop, Brenda
0094	Hislop, Clark
TRANS-LV-M2-00057	Hissup, Clark
1417	Hoard, Rick
0010	Hoban, Mike
2602	Hoban, Mike
0786	Hobson, Cheryl
3349	Hobson, Lance
3479	Hoem, Harold
3830	Hoem, Harold
TRANS-SPOKANE-M1-00041	Hoem, Harold
0902	Hoerner, Paul
3091	Hoffman, Dan
1397	Hoffman, Jerome
2213	Hoffman, Kathleen
1806	Hoffmann, Carola
1807	Hoffmann, Carola
1808	Hoffmann, Carola
1403	Hoffmann, Dale
0284	Hoffmann, Daniel
1336	Hoffmann, Garry
1565	Hoffmann, Kerry
1415	Hogg, Brian
3049	Hohman, Michael
1683	Hoiland, Bruce
2532	Holder, Mary
0744	Hollett, Allen
2761	Holloway, John
3002	Holloway, John
1398	Holman, Dan
TRANS-PASCO-M2-00024	Holmes, Cat
0098	Holmes-Solo, Karinsa
TRANS-SPOKANE-Q1-00001	Holmquist, Gunnar
2419	Holmquist, Jack
0565	Holstein, Sandra
2983	Holt, Robert
0149	Holthus, Bart
1523	Holthus, Bart
2107	Holthus, Marla
0549	Holtman, William
2406	Honken, Scott
2881	Hooks, Maurice
2882	Hooks, Maurice
0535	Hooper, Mari
2047	Hopkins, Deborah
2178	Hoppert, Colleen
0547	Horn, Thomas
2086	Horsley, John
TRANS-LV-Q1-00010	Horsley, Thomas
3635	Horst, Larry
TRANS-LV-M1-00021	Horst, Linda and Larry
0449	Horst, Milton

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0308	Houston, Joel
2649	Houtz, Robert
2826	Hovde, David
0832	Howard, Celeste
3782	Howard, Chris
TRANS-PASCO-M2-00020	Howard, Chris
1868	Howard, Jason
1540	Howe, Wilfred
TRANS-PASCO-M1-00078	Howell, Gary
3149	Howell, Thomas
3435	Hoyt, Dave
2217	Hubbard, Charles
1941	Hubbard, Shaun
1825	Huckfeldt, Fred
TRANS-LV-Q1-00041	Hudson, Glen
1705	Huff, John
0015	Huff, Keath
2157	Huggins, David
2947	Hughes, Sean
TRANS-LV-Q3-00016	Hulbert, Susi
0724	Hulings, Jeffrey
1143	Hulteen, Noreen
0593	Humes, Shirley
0627	Humes, Terrance
1702	Hunnicutt, Ryan
1763	Hunt, David
3715	Hunt, David
TRANS-SPOKANE-M2-00034	Hunt, David
0203	Hunter, Jay
3357	Hunter, Rhonda
TRANS-LV-Q1-00054	Hunter, Rhonda
2412	Hunter, Toni
1861	Huntley, Sean
1726	Hurd, Julia
0146	Hurley, Brad
2398	Hurley, Brad
3405	Hurley, D
TRANS-SPOKANE-M2-00056	Hurst, Adele
0135	Huseth, Glen
2148	Huston, John
1899	Hutcheon, Paulette
TRANS-SPOKANE-M1-00001	Hutchinson, Wendy
TRANS-SPOKANE-M2-00053	Hylavich, Bob
0704	Inglima, Gaetano
1814	Inglima, Tom
0159	Ingram, Robert
2542	Innes, Gwen
2541	Innes, John
2685	Irving, Bill
3444	Irving, Virginia
1362	Isaac, Miguel
0573	Isaacson, Rick
TRANS-SPOKANE-M2-00028	Isaid, Rick

Submission Number	Commenter Name
0727	Isom, Mike
2149	Isum, Eva
TRANS-LV-M2-00098	Iverson, Carly
2243	Jack
3207	Jacobs, David
3136	Jacobsen, Toby
2600	Jacobson, Frederick
2528	Jaffe, Daniel
TRANS-PASCO-M2-00036	Jaime
2068	James, Mel
TRANS-SPOKANE-M1-00061	Jan
0330	Janicek, George
0246	Jaquier, Gary
2859	Jarrad, Thomas
3080	Jarrard, Thomas
0808	Jarvik, Tyler
1005	Jarvis, Janis
2475	Jarvis, Michael
0380	Jarzabek, James
2679	Jenkins, Jaime
2719	Jenkins, Karen
2723	Jenkins, Nathan
2700	Jenks, Kevin
2705	Jenks, Rhonda
2698	Jenks, Wesley
3079	Jennings, Andrew
2963	Jensen, Dena
3004	Jensen, Dena
0968	Jensen, Kevin
2815	Jensen, Larry
1326	Jensen, Mike
2093	Jessen, Tim
0825	Jewell, Michael
1989	Jewett, Rick
1666	Jhansen, Eric
3256	Jimenez, Litzy
TRANS-PASCO-M2-00015	John
2395	Johns, Angel
TRANS-SPOKANE-Q2-00002	Johns, Bill
1045	Johns, Janell
1701	Johnson, Benjamin
TRANS-PASCO-M1-00002	Johnson, Brad
TRANS-SPOKANE-M1-00033	Johnson, Brad
2088	Johnson, Darlene
TRANS-SPOKANE-M2-00039	Johnson, Dave
2938	Johnson, David
2568	Johnson, Emma
TRANS-LV-M2-00122	Johnson, Ethan
TRANS-LV-Q1-00072	Johnson, Ethan
2190	Johnson, Gabe
1395	Johnson, Heidi
0086	Johnson, Holli
2786	Johnson, Jim

Submission Number	Commenter Name
3041	Johnson, Joseph
3384	Johnson, Josh
3402	Johnson, Josh
3404	Johnson, Josh
3409	Johnson, Josh
3428	Johnson, Josh
3434	Johnson, Josh
TRANS-LV-M2-00123	Johnson, Josh
TRANS-LV-Q3-00013	Johnson, Josh
1399	Johnson, Judy
1642	Johnson, Kenneth
1063	Johnson, Michael
1332	Johnson, Michael
0355	Johnson, Nancy
2566	Johnson, Owen
2567	Johnson, Owen
TRANS-LV-Q3-00026	Johnson, Owen
1278	Johnson, Peggy
2790	Johnson, Richard
3018	Johnson, Richard
3313	Johnson, Rob
1296	Johnson, Ronald
2563	Johnson, Rosie
2898	Johnson, Skip
0992	Johnson, Terrell
1253	Johnson, Trevor
TRANS-LV-Q1-00070	Johnston, Brian
TRANS-LV-Q1-00068	Johnston, Claire
2869	Johnston, Jonathan
3087	Johnston, Jonathan
1073	Johnston, Steve
3174	Johnston, Vance
2778	Joiner, Ed
3377	Jokela, Mary
3729	Jokela, Mary
1712	Jones, Alta
2022	Jones, Anthony
2070	Jones, Blake
2127	Jones, Bruce
1191	Jones, Camille
1700	Jones, David
3834	Jones, David
3125	Jones, Errol
TRANS-PASCO-M2-00049	Jones, Helen
2210	Jones, Jesse
0654	Jones, Judy
1454	Jones, Judy
1179	Jones, K
0301	Jones, Mary
1721	Jones, Nathaniel
2689	Jones, Rachel
1685	Jones, Sandra
3211	Joost, Phillip
2956	Jordan, Elaine
1241	Jordan, Jeremy
0935	Jorgensen, David
3716	Jose, Julia
TRANS-LV-M2-00090	Josh
TRANS-LV-Q2-00022	Joshua
0603	Jozwik, Darryl

Submission Number	Commenter Name
2378	Jozwik, Darryl
2934	Jozwik, Darryl
0587	Jud, William
2252	Judd, Leata
1337	Juel, Erling
1575	Julian, John
0227	Junnikkala, Angie
0837	Junnikkala, John
0942	Junnikkala, John
1263	Junnikkala, John
1624	Junnikkala, John
1805	Junnikkala, John
2003	Junnikkala, John
2145	Junnikkala, John
2319	Junnikkala, John
2420	Justis, Daniel
2547	Kaeding, Beth
3599	Kaieh, Ed
2164	Kalama
0977	Kalbfleisch, Gary
3056	Kamber, Scott
0689	Kanekeberg, Lyle
2327	Karasek, Thomas
0737	Karr, Ann
TRANS-LV-Q2-00027	Kasch, Bill
0309	Kasteline, David
2995	Katz, Alisa
1993	Kaufmann, Chris
1994	Kaufmann, Tasha
1597	Kautzman, Karen
3319	Kearns, Cesia
3480	Keatley, John
2866	Keck, Roy
3636	Keefe, George
1953	Keeler, Brent
TRANS-LV-Q1-00030	Keely, Cambria
TRANS-LV-Q1-00022	Keely, Mark
TRANS-LV-Q1-00029	Keely, Sally
0926	Keeser, Mark
0072	Keippela, Teri
1481	Kelch, Mark
0585	Kelley, Patrick
0845	Kellog, Casey
0261	Kelly, Greg
1105	Kelly-Smith, Renee
2965	Kemp, Brad
2404	Kendall, Rick
2654	Keney, Robert
2266	Kenison, Bob
2012	Kennedy, Ryan
3285	Kenworthy, Brady
1012	Kenyon, James
3481	Kenyon, Robert
2537	Kershner, David
1440	Kersting, John
TRANS-LV-Q3-00030	Kersting, John
2953	Keske, Marvin
TRANS-LV-Q3-00022	Kessel, Cecilia
0971	Kesseru, Juanita
3092	Kessie, Sarah
3307	Kessie, Sarah
2930	Kettenring, Charles
1358	Keyser, Robert

Submission Number	Commenter Name
TRANS-LV-Q1-00064	Kibel, Laney
0677	Kidde, Andrew
3210	Kiepe, Anthony
0298	Kilbourne, Ira
0199	Kille, Brad
1037	Kimble, Colleen
TRANS-SPOKANE-M1-00013	Kinder-Pyle, Sheryl
0673	KinetiQ Group
TRANS-PASCO-M1-00075	King, Charles
1466	King, Ellen
3103	King, Janet
TRANS-LV-Q3-00003	King, Jayme
2130	King, John
0163	Kinner, Daniel
1706	Kinnes, Dwight
1260	Kinsinger, Ben
2383	Kinzel, J
3121	Kipp, Gary
0806	Kircher, Marjorie
0042	Kirkland, John
1607	Kiskis, Charlotte
3196	Klein, Tom
1300	Kleinleinjr., Eddie
3398	Kling, David
2782	Klippert, Brad
0221	Knapp, Marchelle
2385	Knight, Brian
2339	Knoll, Dennis
0829	Knoll, Tricia
0073	Knutzen, Steve
TRANS-PASCO-M2-00030	Kobiak, Margo
TRANS-SPOKANE-M1-00017	Kobiak, Margo
0653	Kocer, Dianne
0809	Kocer, Dianne
2847	Kocian, Michael
0938	Koelle, Charles
2837	Koempel, Josh
0393	Koerner, Keith
2021	Koistinen, Annette
1301	Koistinen, Jaren
3183	Koistinen, Loren
0596	Kolke, Daniel and Selma
0518	Komadina, James
0998	Kopaunik, John
3783	Korenko, Mike
1582	Koski, Dawna
1820	Kosters, Arlan
2387	Kotka, Randy
1355	Kowski, Mat
2057	Kramer, Alan
2601	Krantz, Nicholas
2970	Krautscheid, Samuel
1195	Krebill, Kerry
2498	Krieger, Emily
3148	Kring, Kirt
1521	Kris
0265	Krista
TRANS-LV-M2-00108	Kristofferson, Rose
2193	Kroger, Frank

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3353	Krogh, Matt
3106	Kroner, Mitchel
1302	Kroupa, Heather
1035	Krouse, Susan
1041	Krug, Dennis
TRANS-LV-Q1-00014	Krummrich, Connie
3637	Krygier, Mary
1484	Kuhn, Tom
0467	Kuk, James
0722	Kula, Ryan
2393	Kula, Ryan
1529	Kula, Trisha
0143	Kupko, John
TRANS-LV-M2-00070	Kursing, John
TRANS-LV-M1-00033	Kylee
0033	L, M
1152	Labadie, Judith
3446	Labriola, Kathy
TRANS-SPOKANE-M2-00049	Lacander, Lori
1564	Ladd, Scott
2340	Ladd, Scott
1972	Lafave, Kathy
0148	Lafave, Mike
1378	Lafave, Mike
1976	Lafave, Mike
2087	Lafave, Mike
2374	Lafave, Mike
TRANS-PASCO-M1-00036	Lahigh, Brenda
0746	Laitinen, Carol
0568	Lamartina, Joyce
0975	Lamb, Dennis
2937	Lancaster, Penny
0831	Landauer, Mark
1675	Landers, Christian
1267	Landers, Gary
0198	Landrieu, Corine
TRANS-PASCO-M1-00074	Lane, Ross
2538	Lang, Joan
2984	Lange, David
1426	Lankford, Terrialee
2058	Lanning, Lawrence
0600	Lantz, Harry
3638	Lapic, Greg
2868	Largent, Larry
3116	Largo, Ross
TRANS-PASCO-Q1-00003	Larimor, Ilene
0379	Larner, Deborah
2067	Larsen, Kevin
0012	Larsen, Leland
1963	Larsen, Leland
1379	Larson, Leland
1610	Larson, Lj
0386	Larson, Mark
0392	Larson, Mark
2175	Larson, Wesley
0096	Lassle, Rose
2603	Latham, Joni
0052	Latham, Stan
0574	Latta, Shane

Submission Number	Commenter Name
0934	Lauck, Craig
2023	Laur-Cronin, Suzanne
1172	Laurenzi, Adrian
2959	Lautensleger, Steve
0266	Lavender, Johnnie
0142	Lavender, Judy
0885	Lavey, Denise
0045	Lavonne, Nadine
3114	Law, Charles
0404	Law, Jerry
TRANS-PASCO-M1-00010	Lawman, Mike
2396	Laws, Richard
3098	Lawson, Matt
1034	Leach, Craig
1609	Leair, Angelia
2271	Leair, Angelia
0555	Leaming, Gary
2688	Leavens, Stephen
2627	Leavens, Susan
2163	Lebeck, Benjamin
0944	Lebrun, Michael
2813	Lebsack, Matthew
2946	Lebsack, Matthew
3061	Lebsack, Matthew
TRANS-LV-M1-00066	Lechandler, Marcel
0582	Leduc, Tim
0799	Lee, Clint
2926	Lee, John
1581	Lee, Thomas
1504	Leegaard, Angel
1904	Leeling, Ruth
1867	Legerski, Betty
1109	Lehar, Nicole
3212	Lehrman, Scott
3250	Lehrman, Scott
2477	Leibel, Heath
TRANS-LV-M1-00067	Lein, Tim
2920	Leinweber, Georgie
3289	Leland, Pam
0920	Leloff, Tom
2425	Lemiere, Nick
1335	Lemmons, Donald
0197	Lemmons, Mike
1640	Lemon, Paul
TRANS-LV-M2-00035	Lemons, Mike
3358	Lenander, Sue
2876	Lenoch, William
0068	Leombruno, Steve
1704	Leonhart, Scott
0169	Lerch, Russell
1092	Lerch, Russell
1658	Lesko, Cindy
TRANS-PASCO-M1-00028	Lethengren, David
TRANS-SPOKANE-M2-00054	Letourneau, Allan
2186	Levan, Jo
2975	Levanen, Carol
2300	Lewandowski, Robert
1744	Lewellan, Arthur
0206	Lewis, Heather
2313	Lewis, Jim

Submission Number	Commenter Name
2288	Lewis, Joyce
1261	Lewis, Lulu
TRANS-SPOKANE-M2-00027	Lewis, Mike
1984	Lewis, Shane
0580	Lhotak-Crippen, Donna
3368	Lichatowich, Paulette
1438	Lieuallen, Scott
0976	Limone, Barbara
3237	Lind, Lee
2078	Lindblom, Grant
1586	Linde, Steven
1894	Lindemann, Erich
2153	Lindgren, Paul
2201	Lindship Maritime Services
TRANS-LV-M2-00023	Lindship Maritime Services
2431	Lindstrand, Alene
2892	Lindstrand, Arlene
TRANS-LV-M2-00063	Linich, Deacon
1863	Lippert, Jeff
2590	Lish, Christopher
TRANS-LV-Q1-00052	Little, Ann
0431	Little, Cheryl
1078	Little, Cheryl
TRANS-LV-M1-00064	Little, Dawn
0579	Little, Frank
TRANS-LV-M2-00025	Little, Robert
3600	Littleleaf, Anthony
TRANS-LV-M2-00015	LittleLeaf, Anthony
TRANS-LV-Q1-00061	Livella, Therese
3294	Llama, Cinthia
3261	Llamas, Cintia
3382	Llewellyn, Steve
0876	Lockard, Ronald
1090	Locke, Edward
3393	Lockejr., Louis
3367	Locken, Korrie
1458	Lockwood, Stephen
3095	Loera, Juan
2744	Loera, Kimberly
1985	Loewen, Thomas
1315	Lofgren, Eric
0444	Lofing, Gail
0445	Lofing, Toby
1838	Lofquist, Barbara
1505	Loftsgaard, Thor
0187	Logosz, Heidi
1181	Lohrer, Roger
1819	Long, Malisa
TRANS-SPOKANE-M2-00063	Long, Matthew
2160	Long, Mike
1069	Lonnie
2109	Loomis, Tom
0966	Lopez, Leonel
1633	Lorber, Brian
1020	Lorince, Russ
3220	Loring, Kyle
0469	Lotito, Wendy
3108	Lott, Marilyn
3104	Lott, Sandra

Submission Number	Commenter Name
2184	Lotze, Kelly
1333	Loucks, Barbara
2263	Loucks, Bunky
3082	Loughan, Sawyer
2177	Loupin, David
TRANS-SPOKANE-M2-00044	Lovesack, Matthew
0459	Lowder, Clara
1027	Lowe, Carl
0522	Lowe, Kimberly
1200	Lowe, Teresa
0500	Lowe, Wendy
2496	Lowe, Wendy
1273	Lowman, Sara
3395	Lozier, Russell
3057	Lozier, Sue
TRANS-PASCO-M1-00079	Lucas, Shirley
0543	Lucking, William
1288	Ludwig, Mike
0262	Luhn, Harold
TRANS-LV-Q1-00015	Lumiansky, Janet
2275	Lumpkin, Sybil
0889	Luna, Chris
1486	Lund, Betty
2222	Lundahl, Kevin
3601	Lute, Kea
1646	Luthi, Cody
2674	Luthi, Devin
2672	Luthi, Jineta
TRANS-SPOKANE-M2-00065	Lutz, Kelly
TRANS-LV-M2-00060	Luxe, Kevin
3447	Luzza, Michael
2972	Lyall, Charles
1653	Lykins, Denny
2555	Lynch, Nancy
1254	Lynch, Peter
TRANS-LV-Q1-00062	Lynn, Shelby
0476	Lyons, Doug
TRANS-LV-M2-00053	Lyons, Mary
1420	Macdonald, Ethel
0753	Macdonald, Harvey
3400	Macdonald, Nina
2769	Macdonnell, Ryan
1171	Macey, Joann
0529	Macfarlane, Cathy
3146	Macfarlane, Ross
0414	Macintyre, Bruce
3150	Macintyre, Bruce
2908	Mackey, Jim
0610	Mackintosh, Steven
TRANS-SPOKANE-M2-00024	Macon, Susan
1460	Macormic, James
1461	Macormic, Penny
2524	Macormic, Penny
2312	Macquarrie, Zachary
1778	Macy, Philip
TRANS-LV-M2-00072	Macy, Shaline
1380	Mager, Greg

Submission Number	Commenter Name
0517	Magoffin, Richard
2802	Magoffin, Richard
TRANS-LV-M1-00015	Mahan, Dana
2151	Mahar, Robert
TRANS-PASCO-M1-00067	Mahlberg, Nathaniel
3448	Maiers, Carol
1915	Main, Jerri
0873	Maines, Jerry
TRANS-LV-Q2-00016	Maitland, Christine
1135	Majewslo, Carol
1995	Maki, Aric
TRANS-PASCO-M1-00013	Malcom, Brian
1635	Malik-Byers, Taylor
2630	Malin, Nasen
2850	Malloy, Harry and Vicki
2964	Malloy, Harry
3042	Malmsten, Harold
0438	Maloney, Patricia
TRANS-PASCO-M1-00071	Malor, Ken
2074	Malyurek, Lucke
TRANS-LV-Q3-00011	Mann, Cheri
0235	Manning, Nellie
1153	Mansour, Rouhana
0519	Mar
2031	Marcoux, Ethan
0032	Marcus, Susan
TRANS-SPOKANE-M2-00051	Margaret
0176	Maria, Matt
0323	Marichalar, Sabastian
2187	Mariner, James
3602	Marino, Betty
TRANS-PASCO-M1-00070	Mark, Amy
1829	Markert, Neil
1121	Marko, James
1120	Marko, Kacie
TRANS-PASCO-Q2-00005	Marks, Amity
1100	Marler, Freddy
0348	Marlynne
3639	Marshall, Cassi
3640	Marshall, Rick
0797	Marshall, Travis
3482	Marshall, Wendy
3483	Marshall, Wendy
3484	Marshall, Wendy
3603	Marten, Mike and Jo
1363	Martens, Doug
0228	Marthaller, Curtis
0688	Marthens, John
2714	Martin, Daleanne
2768	Martin, David
3006	Martin, David
2832	Martin, Douglas
3069	Martin, Douglas
3071	Martin, Douglas
1421	Martin, Kenneth
1960	Martin, Phil
2080	Martin, Phil
1791	Martin, Randy
2208	Martin, Randy
1386	Martinez, Mark
3096	Martinez, Natalie
3257	Martinez, Nathali
1908	Marx, Amedee
1909	Marx, Emmett
TRANS-LV-Q1-00075	Mary
3381	Masis, Kathleen
0772	Mason, Julia
0287	Mason, Lawrence
1233	Mason, Tracy
3485	Masson, Stephanie
2399	Masters, Ivy
TRANS-LV-M2-00120	Matheson, Leah
1768	Mathews, Clint
1769	Mathews, Tracy
2409	Mathis, David
TRANS-PASCO-M2-00042	Matthew
1277	Matthews, Ronald
1647	Matthews, Stuart
3831	Mattson, Gary
1176	Mattus, Martha
2167	Maupin, Elizabeth
0718	Maxwell, D
0537	May, Jerry
1809	Mayberry, Larenda
0827	Mayers, Marilyn
1822	Mayfield, Keith
1075	Maynard, Gene
3604	Mayou, Christine
1964	Mcanelly, William
1133	Mcarthur, Steve
TRANS-SPOKANE-M2-00031	Mcauliffe, Dede
1118	Mccain, Tony
2382	Mccall, Bo
3153	Mccall, Bo
1305	Mccalla, Mike
1740	Mcclellan, Maveret
TRANS-SPOKANE-M2-00072	Mcclure, Craig
0516	McCollough, Philip
1514	Mccook, Belinda
TRANS-PASCO-M1-00081	Mccord, Harvey
1833	Mccord, Patrick
1339	Mccorkle, Brenda
3028	Mccreary, Richard
1145	Mccuen, Annie
1164	Mccuen, Gary
2879	Mcculloch, Donna
3088	Mccullough, Ranae
1228	Mccurdy, Jeremy
0563	Mcdaniel, Linda
0521	McDaniel, Scott
2641	Mcdevitt, Gretchen
TRANS-PASCO-M1-00014	Mcdonald, Rich
3449	Mcdowell, D.
1294	Mcdowell, Kami
1310	Mcedward, Charles
0341	Mcenderfer, Peter
0177	Mcewen, David
0474	Mcfadden, Bob
1828	Mcfarland, Michelle
TRANS-LV-M1-00071	Mcfarland, Ross
0815	Mcfarlane, Ann
0168	Mcfarlane, Marilyn
0337	Mcgary, Curtis
2274	Mcgary, Julie
3135	Mcglenn, Randy
TRANS-SPOKANE-M1-00011	Mcgrath, George
2344	Mcguigan, Thomas
2007	Mcilvoy, Lane
0352	Mcintosh, Ian
0484	Mckay, Amy
2913	Mckay, Virginia
0461	Mckenna, Bruce
0755	Mckenzie, Rich
TRANS-LV-Q1-00028	Mckiernan, Leigh
TRANS-SPOKANE-M1-00035	Mckinley, Andrew
1555	Mcleanjr., Eudis
1174	Mcleod, Mark
2592	Mcmichael, Wayne
1979	Mcmillan, Donald
1940	Mcmurry, Peter
3133	Mcneese, C.
3140	Mcneese, Laree
3605	Mcneil, Mona
0798	Mcneil, Sean
2405	Mcpherson, Bob
2297	Mcqueen, Keith
2101	Mcreynolds, Patrick
TRANS-LV-Q1-00007	Mcreynolds, Peter
0366	Mctierney, Joe
1782	Mctimmonds, Tyson
2968	Meacham, Travis
TRANS-LV-M2-00047	Mead, Christa
0884	Meadows, Paul
TRANS-LV-M1-00072	Medford, David
0740	Medina, Jim
1810	Meeks, Nancy
2465	Meeks, Nancy
2890	Meeks, Nancy
3199	Meenach, Hal
0894	Melton, James
1983	Melton, Roger
0559	Melucci, John
1343	Melvin, Paul
1055	Mendenhall, Dale
3258	Mendoza, Nathaly
TRANS-PASCO-M1-00051	Mere, Paul
0766	Merk, Vernon
1070	Merritt, Jeffery
3134	Messer, Scott
2200	Metcalf, Keith
1627	Metz, August
1157	Metzgar, Lee
TRANS-SPOKANE-M1-00048	Metzger, Lee
3450	Meyer, Edgard
0483	Meyer, Teresa
0981	Michaels, Joseph
1931	Michalek, David
1468	Michel, Morgan
2424	Micheletti, Joe
TRANS-PASCO-M2-00014	Michelle
2604	Miholovich, Donald
0496	Miknaitis, Gajus
TRANS-LV-M2-00058	Milani, Jose
3606	Milla, Charles
3346	Millage, Erika
1081	Millard, Troy
1961	Millard, Troy
1775	Millem, Dave
3070	Millennium Bulk Terminals-Longview
TRANS-LV-M2-00001	Millennium Bulk Terminals-Longview
TRANS-PASCO-M1-00082	Millennium Bulk Terminals-Longview
TRANS-PASCO-M2-00001	Millennium Bulk Terminals-Longview
0812	Miller, Anne
2065	Miller, Brandon
1297	Miller, Brett
2561	Miller, Dave
1776	Miller, Diane
1608	Miller, Doug
0140	Miller, Ed
0295	Miller, Edward
1859	Miller, Edward
1948	Miller, Edward
1698	Miller, Jayme
1736	Miller, Katherine
2800	Miller, Ken
TRANS-SPOKANE-M1-00004	Miller, Ken
1975	Miller, Max
2819	Miller, Perry
3792	Miller, Rich
2236	Miller, Suzette
0277	Mills, Kimberly
0329	Milne, David
0340	Milne, Nicole
0482	Miner, Asteroid
1431	Minium, Dana
0648	Minnes, Edward
2482	Minuss, Chris
0747	Mischnick, Ronald
2776	Missal, William
2410	Mitch, Roni
1108	Mitchell, Jacob
2806	Mitrovich, Michael
3026	Mitrovich, Michael
3027	Mitrovich, Michael
3175	Mitrovich, Ryan
2669	Miura, Madelyne
2517	Mizutani, P
2612	Moberg, Yvonne
1507	Mobley, Garron
1632	Mohr, Jim
2833	Mollenhauer, Darryl
0990	Monroe, Wanda
3060	Montague, James
1650	Monteleone, Shelly
1488	Montez, Heidi
3607	Montgomery, Bill
3201	Montgomery, Marilyn
3641	Montgomery, Toni
TRANS-LV-M1-00025	Montgomery, Toni
1299	Montgomery, Vicki
2807	Moomau, Bill
1641	Moon, Conley
2054	Moon, Stan
2661	Mooney, Wendy
1891	Moore, Amanda
TRANS-PASCO-M1-00024	Moore, Curtis
3608	Moore, D.
TRANS-PASCO-M1-00016	Moore, Fred
0731	Moore, James
1216	Moore, Jess
1543	Moore, John
0989	Moore, Michael
1795	Moore, Richard
TRANS-PASCO-M2-00043	Moore, Richard
1292	Moore, Robert
1463	Moore, Shawn
0899	Morgan, Robert
0391	Morgan, Steven
TRANS-LV-Q1-00003	Morgan, Tess
0756	Morgan, William
1391	Morgareidge, William
0978	Moriarty, M
3219	Morkill, Barbara
0291	Morr, Dennis
1208	Morris, David
TRANS-SPOKANE-M1-00077	Morris, Laura
1071	Mortensen, Carsten
0750	Moses, Frances
1792	Moskalenko, Val
0089	Moss, Jessica
0167	Most, Scott
2632	Mouat, Darla
0791	Moue, Stephanie
1462	Moulin, Aurelie
1900	Moulton, C
2582	Moyer, Paul
1089	Mucci, M.
3388	Mueller, R. Joris and Marilynne
3363	Muller, Janey
3054	Mullinax, Dick
0432	Muma, Michael
0804	Mundy, Tyson
TRANS-LV-M1-00063	Munky, Harry
2979	Munn, Ryan
0601	Murphy, David
1751	Murphy, Donna
3642	Murphy, Donna
2349	Murphy, Janice
2516	Murphy, Naomi
1790	Murphy, Robyn
2574	Murphy, Roger
3236	Murray, Ethan
0694	Murray, Sean
0388	Musche and Richards, Ann and Alan
0980	Myers, Coralynn
3486	Myers, Jill
1374	Myers, Todd
TRANS-SPOKANE-M1-00064	Nadia
2766	Nagel, Clinton
2457	Naglich, Francis
1439	Naish, Robert
1580	Nannemann, Denise
3837	Narcisco, Claudia
TRANS-SPOKANE-M1-00031	Narcisco, Claudia
TRANS-SPOKANE-M1-00076	Nate
0083	Nathan, Lisa
TRANS-LV-M1-00048	Nathan, Lisa
TRANS-SPOKANE-M1-00045	Nathan, Lisa
0840	Naylor, Michelle
1283	Neary, Shawn
0842	Nebeker, Bob
2350	Nebeker, Bob
1696	Nelson, Brennan
1639	Nelson, Charlotte
1287	Nelson, Dirk
0413	Nelson, Fred
0723	Nelson, John
3170	Nelson, John
3643	Nelson, John
TRANS-LV-Q2-00031	Nelson, John
0856	Nelson, Karen
1087	Nelson, Lynn
0638	Nelson, Michelle
2370	Nelson, Michelle
3178	Nelson, Rod
0972	Nelson, Shane
0331	Nemec, Frank
2872	Ness, Daryl
2562	Neuman, Margaret
2152	Neuman, Rob
2584	Neumann, Kirk
TRANS-SPOKANE-Q4-00005	Nevins, Teresa
3369	Newberg, Ellen
0475	Newhouse, Daniel
2008	Newman, Thomas
0736	Newsome, Bryan
TRANS-SPOKANE-M1-00065	Newton, Amber
TRANS-SPOKANE-M1-00029	Newton, Don
1652	Nicholls, Anthony
TRANS-LV-Q1-00043	Nichols, Majorie

Submission Number	Commenter Name
TRANS-LV-M2-00119	Nichols, Margie
2072	Nichols, Matt
2655	Nield, Kaylynn
1232	Niemiec, Richard
0252	Nihipali, Clyde
TRANS-LV-Q1-00067	Nina
0741	Nixon, George
0620	Noble, Russell
1535	Noblin, Sam
TRANS-SPOKANE-M1-00032	Nolan, Hap
3124	Nolan, Mackenzie
1495	Norby, Leonard
1508	Norby, Leonard
1982	Norby, Leonard
3167	Nordahl, Arne
TRANS-LV-M2-00100	Nordgren, Tim
0947	Nordhougen, Michael
3019	Norgren, Tim
TRANS-PASCO-M1-00064	Norgren, Tim
2852	Normile, David
0214	Norris, Anthony
0748	Norton, Randall
TRANS-LV-Q3-00024	Norton, Sonya
1895	Nuess, Mike
0868	Nussbaum, Fred
0202	O, Kevin
0106	Oberg, Kathy
0760	O'Bryan, Kristy
1761	O'Byrne, Ernie
2189	Ochs, Kathleen
1512	Ochs, Richard
1869	Ockinga, Michael
0510	O'Connell, Tim
TRANS-LV-Q3-00043	O'Connor, Jenny
2220	O'Donnell, Mike
2526	Oetinger, John
2166	Ogden, Sandra
1708	Ogle, Shane
2077	O'Hair, Todd
2246	O'Hanley, Kelly
TRANS-LV-M2-00027	O'Hanley, Kelly
0708	O'Hara, Franque
2114	O'Herron, Patrick
0201	Oldemar, Roger
0353	Oldendorp, Lisa
TRANS-LV-M2-00110	O'Leary, Michael
2173	Oliver, Ruben
0436	Olsen, Alan
0993	Olsen, Byron
2812	Olsen, Eric
0941	Olsen, Kevin
0049	Olson, Ben
1898	Olson, Kenny
0570	Olson, Kimi
2771	Olson, Trent
TRANS-LV-Q2-00007	Olson, William
0826	O'Mara, Jan
2805	O'Neil, Lauralee
1044	Opfer, James
1058	Opsal, Richard
2615	Opstedahl, Elizabeth
1097	Ori, Andrew
TRANS-SPOKANE-Q3-00005	Ornsby, Diane
1674	Orr, Jerry
0247	Osborn, Daniel
3793	Osterman, Norm
TRANS-PASCO-M1-00076	Osterman, Norm
1670	Ostrom, Dale
1511	Otto, Teresa
2098	Owens, Heidi
0768	Owens, Martin
1634	Owler, Al
TRANS-SPOKANE-M2-00003	Ozzie
2248	Packard, Dee
2192	Packard, Richard
0273	Page, Scott
3487	Paglieri, James
TRANS-LV-M1-00014	Painter, Mary
1725	Pakootas, Joe
TRANS-SPOKANE-M2-00015	Pakootas, Joe
0778	Palmer, Patrick
3292	Palmer, Randy
2854	Para, Jake
3829	Parker, Jim
0910	Parker, Marlene
1662	Parker, Patrick
0403	Parker, Ralph
0259	Parker, Sharon
TRANS-LV-M2-00104	Parks, Carey
0313	Parr, Dallas
1584	Partridge, Paul
1329	Paterakis, Deborah
TRANS-PASCO-M2-00031	Patricia
3610	Patrick, Sean
3123	Patterson, Andrew
1125	Patterson, Frank
TRANS-LV-Q2-00001	Patterson, Frank
1116	Patterson, Patricia
1217	Patterson, Robert
2097	Patterson, Teresa
0373	Patti, Christina
1206	Patton, Dan and Joann
TRANS-LV-M2-00005	Patton, Kathleen
0025	Paul, Michael
0577	Paul, Randall
2059	Paula
TRANS-SPOKANE-M1-00030	Pauline
1080	Pavka, John
1798	Pavloff, Peter
2250	Pavon, Ms.
1122	Pawlowski, Ryan
0841	Payne, John
2539	Payton, Gary
0115	Peacock, Mike
0428	Peacock, Mike
1271	Pearson, Dawn
1265	Pearson, Terry
0338	Peck, Brad
TRANS-PASCO-M1-00041	Peck, Brad
2878	Peck, Greg
3094	Peck, Greg
2887	Peck, Trudie
3097	Peck, Trudie
3611	Peffley, Alan
1801	Peggy
2045	Pemberton, Marvin
2905	Penner, George
2479	Penning, Les
0242	Penny, Bradley
2670	Peppel, Faith
2155	Percifield, Christopher
1291	Perezjr., Robert
TRANS-LV-Q2-00026	Perk, David
TRANS-PASCO-M1-00025	Perkins, Carol
0879	Perkins, Clarence
2324	Perkins, Nicole
1372	Perleberg, Brian
1980	Perry, Judith
2438	Peters, Mary
0775	Peters, Milt
1947	Petersen, Bonnie
0028	Petersen, Jeffrey
2792	Petersen, Michael
1997	Peterson, Brandon
1996	Peterson, Kellie
1537	Peterson, Paul
0767	Peterson, Tom
0077	Petes, William
0396	Petitto, Judy
1001	Pettigrew, John
2886	Pettigrew, John
0691	Petty, Betty
2559	Pfeiffer, Ben
0075	Pfeiler, Nancy
0487	Phalan, Ben
3232	Phillips, Amy
3308	Phillips, Amy
3286	Phillips, Brandon
3040	Phillips, Diane
1922	Phillips, Glenda
1724	Phillips, Lance
2565	Phillips, Newton
0757	Phillips, Robert
3141	Phillips, Roy
0584	Pickett, Jon
3162	Pierce, Brent
3159	Pierce, Lynnette
1865	Pierre, Emmanuela
1800	Pietrzak, Tim
0698	Piger, Jerry
2076	Pikula, Fredrick
1532	Piland, Robert
0513	Pinterich, Glenn
2019	Pisarchuk, Sergey
0407	Pitsch, Alexie
1621	Plaisted, Clint
0350	Platteeuw, Sacha
TRANS-SPOKANE-Q2-00005	Plemons, Steve
0714	Plowman, Patricia
1625	Plummer, S
TRANS-LV-M2-00079	Plunket, Jim
TRANS-LV-Q1-00071	Plunkett, Jim
1601	Poelman, Vicki
1603	Poelman, Vicki
2386	Pollock, Bruce
1958	Pollock, Robert
1459	Pool, Linda
0693	Pope, Jan
0711	Porter, Lorin
2645	Potts, Jenny
3429	Poulin, Rick
0578	Poulos, John
0060	Poulson, Barbara
1936	Powell, Andrea
2596	Power, Tom
3034	Prader, Kyle
2433	Pratt, Lovel
0792	Prentice, Selden
2950	Prey, Michael
2952	Prey, Michael
0969	Price, Beverly
3832	Price, George
TRANS-PASCO-M1-00068	Probst, Bart
0031	Proszek, Susan
0848	Pryor, Raymond
0400	Pset, Earline
1967	Puderbaugh, Kody
2557	Puigh, Barbara
2353	Punteney, Shawnna
0805	Pyles, Lance
0347	Quarles, Neil
0128	Quiaenberry, Ray
2639	Quick, Kendra
TRANS-LV-Q2-00021	Quigley, Eileen
0405	Quigley, Robert
TRANS-LV-M2-00030	Quinn, William
0471	Quinton, Marion
TRANS-LV-Q2-00013	Quisenberry, Ray
1272	Rabe, Carl
2135	Rader, Mark
1773	Radike, Shirlee
2064	Radike, Shirlee
0853	Rael, Greg
2169	Rago, Jeff
TRANS-PASCO-M1-00030	Rainey, Dina
TRANS-LV-M2-00055	Rainy, Dina
1000	Rajala, Arne
0116	Ramenofsky, David
TRANS-LV-M2-00117	Ramero, Linda
0084	Ramey, Gena
1002	Ramey, Gena
2380	Ramey, Gena
0112	Ramey, Steve
2235	Ramkumar, Cb
2158	Ramos, Anthony
3003	Randall, Allen
TRANS-PASCO-M2-00021	Randy
1785	Raney, Brad
3451	Rappe, Gene
0447	Rasmussen, Frank
1754	Rasmussen, Fraser
1433	Rasmussen, Jorgen
TRANS-PASCO-M1-00056	Rathbone, Laura
1321	Rathbun, John
3717	Rathmann, Pat
TRANS-SPOKANE-M2-00048	Ratliff, Patty
3718	Ratz, James
2845	Raub, Debbie
1541	Rausch, Robert
1741	Ray, Gisela
0180	Re, Sa
0683	Rea, Lisa
1086	Rea, Monica
2863	Reagan, Dave
0545	Reavey, Richard
2085	Reavey, Richard
0987	Record, Lori
1664	Rector, Billie
1660	Rector, Justion
0133	Ree, Mark
3143	Ree, Mark
3362	Reed, Dawna
3364	Reed, Dennis
2865	Reed, Leanna
3085	Reed, Leanna
1248	Reed, Tyler
1873	Reeher, Kyle
2829	Reese, Jyll
TRANS-SPOKANE-M2-00075	Reese, Melissa
2081	Rehbein, Kevin
0571	Reichert, Karl
1259	Reid, Michael
1881	Reid, Philip
0217	Reigeluth, William
1317	Reilly, Jacque
3719	Reinbold, Sheryl
2253	Reise, Tayvyn
0870	Remley, Jeff
0260	Remmers, John
1450	Rempe, Diana
1163	Renfro, Carl
1797	Renk, Rory
0043	Renner, Agnes
2921	Rennick, Linda
0814	Renstrom, Greg
1892	Reuther, Richard
TRANS-PASCO-Q1-00001	Reuther, Richard
3644	Reynolds, Mara
1680	Reynolds, Scott
0735	Reynolds, Tiffanie
1327	Rhea, Cynthia
0208	Rice, Jesse
0320	Rice, Shelby
0024	Rich, Robert
TRANS-PASCO-M1-00011	Richard, Ken
3488	Richards, Belle
TRANS-LV-M2-00114	Richardson, Phyllis
0222	Richardson, Willis
0450	Richter, Chuck
2355	Richter, Marc
2015	Richter, R.Max
TRANS-LV-M1-00062	Rick
3394	Ricker, Dennis
TRANS-SPOKANE-M2-00008	Rickman, Sarah
0044	Rickman, Sharon
0858	Riedl, Kenneth
0092	Rieger, Paul
2123	Rieger, Paul
1470	Riener, Lisa
2842	Riggs, John
3229	Riggs, John
3328	Riggs, John
1316	Riley, Mike
1690	Riley, Pat
2650	Riley, Robert
2206	Rinaldi, David
2458	Rinard, Julie
2056	Rinta, David
2039	Rinta, Jaime
3009	Riordan, Michael
0925	Risley, Mary
1766	Ritchie, Jeff
TRANS-LV-M2-00121	Rittenhouse, Ryan
TRANS-PASCO-M1-00037	Rittenhouse, Ryan
0498	Rittenhouse, Virgil
3612	Ritter
TRANS-LV-M2-00064	Ritter, Mike
0468	Ritz, Susan
2460	Rivers, Darren
1464	Roach, Donna
3836	Roach, Jim
TRANS-SPOKANE-M1-00037	Roach, Jim
3340	Roach, Mitch
1226	Roach, Trista
2044	Robbins, John
0321	Robert
1552	Roberts, Geri
0551	Roberts, Leonard
0186	Roberts, Rob
3046	Roberts, Robbie
0506	Roberts, Sharon
2112	Roberts, Will
0192	Robertson, Marc
2949	Robertson, Michael
TRANS-LV-M2-00004	Robindaris, Frank
1928	Robinson, Bob
0561	Robinson, Dennis
0838	Robinson, Eben

Submission Number	Commenter Name
TRANS-SPOKANE-M2-00025	Robinson, Joella
TRANS-SPOKANE-M2-00073	Robinson, Joelle
1313	Robinson, Jon
1510	Robinson, Randy
3489	Robinson, Robert
1365	Robinson, Sharon
0893	Robinson-Sim, Cynthia
3413	Robson, Sandy
3421	Robson, Sandy
1903	Rock, Clinton
2932	Roderick, Barbara
1536	Roderick, Brian
1716	Rodgers, Gayle
TRANS-PASCO-M1-00043	Rodney, Tamir
2304	Roesler, Tracy
2622	Rogers, Barbara
1549	Rogers, Christie
0421	Rogers, Jan
3269	Rojas, Vivana
3301	Rojas, Vivana
0777	Romano, Tony
TRANS-SPOKANE-M2-00036	Romero, Alfredo
2329	Romero, Angelo
TRANS-LV-Q3-00041	Romero, Deborah
2841	Rommereim, Ramona
1515	Romph, Frank
0370	Roos, Steven
0644	Root, Paula
0721	Rose, Carol
3270	Rose, Chey
2096	Rose, Jeffrey
2099	Rose, Jeffrey
0932	Rose, Shelly
0930	Rosenbaum, Warren
0525	Rosenbladt, William
0647	Rosengren, Viola
2988	Rosenhaft, Richard
2728	Rosenlund, Aaron
TRANS-SPOKANE-M2-00019	Roskell, John
3720	Roskelley, John
TRANS-LV-M2-00054	Ross, Erin
2550	Rotondi, Paula
2553	Rotondi, Paula
2554	Rotondi, Paula
2556	Rotondi, Paula
0590	Roush, Bob
1427	Rowland, Elaina
1432	Rowland, Elaina
1067	Rowley, Jeff
3278	Roy, Hailey
0100	Royce, Karen
0995	Royce, Karen
3182	Royce, Karen
0081	Rt5t3
1197	Rubenstein, Steven
0914	Ruch, Jack
0959	Ruff, David
1542	Ruffin, Jacqueline
2794	Rugh, Aaron
3020	Rugh, Aaron
1187	Rugheimer, Hallie
3188	Ruiz, Javier
3283	Ruiz, Roman
3403	Running, Steve
2801	Rush, Michael
3023	Rush, Michael
2796	Rush, Tracy
3021	Rush, Tracy
2846	Rushing, Ed
3378	Russell, Dennis
3147	Russell, Holly
0465	Russell, Jason
TRANS-LV-Q1-00066	Ruth, Tadine
TRANS-SPOKANE-Q2-00009	Rutherford, James
TRANS-SPOKANE-M2-00077	Rutherford, Jim
0293	Ryan, Christopher
0389	Ryan, Michael
0973	Ryland, Douglas
0276	Rynish, Robert
1631	Sager, Ronald
2108	Sager, Ronald
2286	Sailer, Natasha
0066	Salinas, Elizabeth
TRANS-LV-Q1-00004	Salisbury, Margo
2001	Salvo, Patricia
1258	Samagaio, Kyle
2295	Sample, Michael
1531	Samples, Kacy
0594	Samsel, Lee
1755	Sandaker, Aaron
TRANS-LV-Q1-00001	Sanders, Gloria
3074	Sanders, Steven
1602	Sandidge, Bob
3246	Sandoval, Adrian
3315	Sandoval, Adrian
3248	Sandoval, Angie
3314	Sandoval, Angie
2195	Sandra
0156	Sandstrom, Andrew
2651	Sanford, Elizabeth
0343	Sant, Shawn
3721	Sargeant, Helen
0611	Sargent, Frederick
3203	Sarles, Cindy
TRANS-SPOKANE-Q1-00011	Sater, Shane
TRANS-LV-M1-00008	Sauer, Brad
TRANS-LV-Q3-00023	Sauer, Brad
2326	Saueressig, David
2509	Savery, William
0544	Savoy, Andrew
2043	Sawyer, Grant
TRANS-LV-M2-00106	Sawyer, Grant
1478	Saxe, Bradford
1348	Sayer, Shiloh
TRANS-LV-Q1-00018	Scavezze, Barbara
TRANS-SPOKANE-M2-00059	Schaffer, Dan
0200	Schafranka, David
2136	Schantz, Jennifer
2706	Scharosch, Michael
0612	Scharp, Robert
0994	Scharringhausen, Hank
1929	Schauer, Diane
3247	Scheer, David
3225	Schilt, Will
0725	Schimmelpfennig, Mike
0878	Schimmelpfennig, Shirley
1818	Schinke, Gerald
2817	Schirkofsky, Barbara
2337	Schlauch, Kathleen
0729	Schlegel, Art
0674	Schmid, Stephen
1949	Schmidt, Chris
TRANS-LV-Q3-00029	Schmitt, Rick
3266	Schmitt, Tyler
3298	Schmitt, Tyler
2354	Schmutz, Mark
2181	Schneider, Robert
3265	Schneiderman, Haley
2510	Schoettler, Joanne
0887	Scholes, Patricia
0780	Schoonover, Kymberlee
1986	Schossow, Jodie
3452	Schott, Lynn
0554	Schrade, Elaine
3390	Schrammeck, Joan
3396	Schrammeck, Joan
1583	Schreckengost, Barry
2292	Schrupp, Joanne
0134	Schuening, Bob
1117	Schuler, Brett
1115	Schuler, Faith
1123	Schuler, Faith
0289	Schultz, Lana
0811	Schumacher, Cynthia
2020	Schurle, Jennifer
0927	Schwab, Dean
1723	Schwab, Joe
0928	Schwab, Karla
3202	Schwartz, Angela
3835	Schwartz, Steve
1177	Schwartz, Susan
TRANS-LV-M2-00111	Schwartz, Susan
0955	Schweer, Randall and Diane
2116	Schwend, David
1490	Schwend, Molly
1682	Schwend, Molly
3144	Scott, Ashton
TRANS-PASCO-M1-00052	Scott, Phil
2742	Scrimsher, Gary
2860	Scrimsher, Gary
2861	Scrimsher, Michael
2857	Scrimsher, Skyler
2633	Seaberg, Erik
2046	Searle, Alan
2232	Searle, Jerline
1667	Seekell, Peter
2614	Seeley, Todd
0988	Seibel, Natasha
0883	Selby, Virginia
1788	Selsor, Daniel
0020	Sennett, Mike
3330	Sennett, Mike
2461	Septka, Fred
1893	Sessions, Aaron
2407	Sessions, Aaron
2223	Setchfield
0922	Setser, Lisa
1448	Severinghaus, John
TRANS-LV-M1-00042	Sewell, Marilyn
2935	Shadden, Patricia
TRANS-SPOKANE-M2-00013	Shadden, Patty
2874	Shagool, Scott
3093	Shagool, Scott
0017	Shaida, Julia
TRANS-PASCO-M2-00045	Shandra
TRANS-SPOKANE-M1-00072	Shane
1813	Shangin, John
0411	Shank, Robert
0807	Shapiro, Alice
0175	Shapiro, Beppie
0672	Shapiro, Howard
TRANS-LV-Q1-00057	Shapiro, Howard
0267	Sharkey, Dyarle
TRANS-LV-Q1-00023	Sharpe, Elaine
3657	Shaver Transportation Company
TRANS-LV-M1-00009	Shaver Transportation Company
2373	Shaver, Steve
2280	Shaw, Lori
TRANS-SPOKANE-M1-00023	Shaw, Lori
1112	Shaw, Walter
3722	Shaw, Walter
TRANS-LV-Q1-00060	Shawn
0145	Shea, Mitchell
1060	Sheard, William
0671	Shelman, Dave
1220	Shepard, Nichole
3723	Shepard, Timm and Marie
0771	Shepherd, Austin
1837	Shepherd, Gregory
2323	Sherman, Ryan
3361	Sherman-Peterson, Deejah and Ron
2595	Sherrer, Randal
2052	Sherwin, John
1184	Sherwin, Stacey
3053	Shew, Eric
3351	Shibley, Bill
2648	Shields, Jeanelle
0160	Shinkle, Gordon
1285	Shipley, Charles
0224	Shipmanjr., Paul
1497	Shirley, Denise
2693	Shoemake, Austin
2690	Shoemake, Jeralyn
2629	Shoemake, Ken
2694	Shoemake, Mckenzie
3613	Shoemaker
1671	Short, Keith
2973	Short, Roger
TRANS-SPOKANE-M1-00028	Short, Vic
1924	Shoutis, William
0754	Shubert, Joseph
3453	Shue, Johnny
0425	Shuster, Kenneth
1954	Sickler, Grace
1567	Sidener, Monica
3037	Siegert, Mike
1030	Siekierka, Cindy
TRANS-LV-M2-00042	Siemens, Paul
3645	Siipola, Rosemary
2336	Sillik, Traci
TRANS-LV-M2-00115	Silloth, Elyse
0548	Silva, Pat
TRANS-LV-M1-00065	Silverman, Ben
1142	Simard, Catherine
0472	Simeoli, David
1544	Simmons, Jonna
TRANS-PASCO-M1-00058	Simmons, Laura
TRANS-SPOKANE-M2-00033	Simmons, Robin
2994	Simmons, Robyn
TRANS-PASCO-M1-00066	Simmons, Steve
1823	Simmons, Trevor
TRANS-SPOKANE-M1-00062	Simon
0864	Simone, Dorethea
TRANS-LV-Q1-00065	Simone, Dorethea
1587	Simons, Duane
1715	Simonsen, Gary
1877	Simonson, David
0418	Simpson, Alden and Kimberly
1561	Sims, Carol
1264	Sims, Lara
1467	Singletary, Preston
0357	Sinker, Mary
1221	Siroky, Chad
2000	Sisson, Karen
0328	Skeels, Brian
0631	Skokan, Jacob
1295	Skorcz, Josh
0429	Skordas, Steve
0739	Slack, Bruce
1007	Slagle, William
0215	Slater, Keith
3339	Small, Shon
3293	Smallman, Dawn
1368	Smith, Anthony
2619	Smith, Caren
TRANS-SPOKANE-M2-00067	Smith, Catherine
3239	Smith, Cathy
2858	Smith, Cheryl
2230	Smith, Clyde
0728	Smith, Cody
0211	Smith, David
0900	Smith, David
1804	Smith, David
0719	Smith, Delbert
TRANS-PASCO-M1-00038	Smith, Eric
0018	Smith, Gary
3401	Smith, George
0919	Smith, Harriett
2985	Smith, Janice
TRANS-LV-M2-00045	Smith, Janice
1162	Smith, Jeff
0553	Smith, Keith
0427	Smith, Laurie
2753	Smith, Michael
2017	Smith, Nels
3825	Smith, Paul
1106	Smith, Phil
0499	Smith, Ron
1196	Smith, Rozanne
0030	Smith, Scott
TRANS-PASCO-Q3-00003	Smith, Scott
1023	Smith, Sterling
0117	Smiths, The
0412	Smoak, Julius
3145	Snapp, Mark
1441	Sneddon, Sharon
3299	Snider, Greg
1425	Snider, Mark
2495	Snow, Donna
2644	Snow, Martha
0050	Snyder, Cary
0686	Snyder, Chris
0945	Snyder, Mark
TRANS-SPOKANE-Q4-00002	Soeldner, Thomas
0236	Soha, Louis
0710	Solliday, David
0712	Solliday, David
0630	Solum, Robert
0218	Somers, Sid
1052	Sondrol, Kevin
2429	Sondrol, Kevin
2894	Sondrol, Kevin
3259	Sorano, Mireya
3290	Sorano, Mireya
1830	Sorensen, Molly
1330	Sorenson, Chris
TRANS-LV-M2-00062	Sosa, Allison
2623	Sostrom, Jared
2303	Spang, Bridgette
TRANS-SPOKANE-M1-00043	Spangler, Ted
0191	Sparhawk, Sally
TRANS-SPOKANE-M2-00026	Speilega, Jay
TRANS-LV-M2-00125	Spencer
0332	Spencer, Kenneth
0333	Spencer, Natalie

Submission Number	Commenter Name
3048	Spencer, Peggysue
TRANS-LV-Q1-00049	Spindell, Paul
0387	Spiteri, Andrew
TRANS-LV-Q2-00010	Spofford, Cathy
2737	Sporcic, Mike
2849	Sporcic, Mike
TRANS-LV-M2-00008	Sprague, Ted
TRANS-LV-Q2-00002	Spring, Ken
1878	Spromberg, Dave
0269	Sprunk, Wesley
TRANS-LV-M2-00082	Spurea, Ryan
1103	Spurlock, Delores
0546	Squier, Barbara
1242	Squier, George
1860	St. Germain, Robert
1293	Stahl, Harry
2063	Staiger, Scott
1210	Stameroff, Natalie
1211	Stameroff, Natalie
3646	Stampfer, Orly
TRANS-LV-M2-00002	Stanford, Arlene
0843	Stange, Hal
0844	Stange, Hal
2221	Stange, Hal
3050	Stange, Hal
3052	Stange, Hal
1452	Stanley, Barbara
0069	Stanley, Becky
TRANS-LV-M2-00087	Staples, Roy
1679	Stark, Len
0495	Starshine, D.
2462	Steele, Michael
1447	Steen, Charles
1840	Steere, Alicia
2282	Steere, Alicia
TRANS-LV-Q3-00021	Steig, Andrea
0891	Steiner, Mark
3226	Steinke, Don
TRANS-LV-M1-00032	Steinke, Don
TRANS-LV-M1-00070	Steinki, Floda
TRANS-SPOKANE-M1-00055	Stephanie
3614	Stephens, Don
0713	Stephenson, Christine
TRANS-LV-M2-00029	Steppert, John
2764	Sterrett, Robin
2884	Sterrett, Robin
TRANS-PASCO-M2-00006	Steve
TRANS-SPOKANE-M2-00043	Steven
3615	Stevens, Sally
TRANS-SPOKANE-Q1-00004	Stevenson, Ann
TRANS-LV-Q3-00038	Stevenson, John
3724	Steward, Mark
2154	Steward, Sam
1965	Stewart, Bethany
2375	Stewart, Bethany
2143	Stewart, Bob
TRANS-LV-M2-00089	Stewart, Bob
0104	Stewart, Darrin
1029	Stewart, Darrin
1347	Stewart, Dorie
1977	Stewart, Dorie
2091	Stewart, Dorie
TRANS-SPOKANE-M2-00057	Stewart, Mark
0103	Stewart, Robert
2755	Stewart, Robert
2996	Stewart, Robert
0639	Stillman, John
2287	Stinson, Kathy
TRANS-LV-Q3-00020	Stiverson, Carly
3234	Stock, Blake
TRANS-PASCO-M1-00049	Stock, Frank
TRANS-PASCO-M1-00048	Stock, Jay
TRANS-PASCO-M1-00046	Stock, Julie
2617	Stoddard, Cindy
3359	Stoddard, Thad
0307	Stodola, Janette
1224	Stolte, John
2066	Stone, D
TRANS-LV-Q1-00044	Stone, Joel
0324	Storm, Mike
0604	Storts, Orland
0726	Stottlemeyer, Charles
0288	Stout, Colleen
TRANS-SPOKANE-Q2-00001	Strange, Brenda
0312	Street, Alex
1366	Strickland, Paul
2748	Strickler, Jarold
0314	Strickler, Jerry
TRANS-PASCO-M1-00065	Strickler, Jerry
3408	Strid, Eric
2929	Strid, Julius
1306	Strom, Erik
2219	Strong, Blair
1314	Strugeon, Shawn
0614	Stuart, John
2082	Stuart, Troy
0597	Stubblefield, Gary
1520	Stuber, Alan
2974	Stuhlmiller, Bob
0503	Stump, Rhonda
2390	Sturgell, Billy
1319	Sturgeon, Marilyn
1392	Sturtz, John
1678	Sturtz, John
0818	Such, Renee
1102	Suhr, Fawn
2115	Sullivan, Don
2777	Sullivan, Todd
3010	Sullivan, Todd
2207	Sunde, Paul
1056	Sunseri, Edward
1185	Sunshine, Susan
3304	Suter, Alice
2147	Sutherland, Kory
1592	Sutherland, Mike
1276	Sutherland, Tammy
0245	Sutinen, Joshua
TRANS-PASCO-M1-00045	Sutriotra, Lori
0136	Sve, Norman
2356	Svrko, Lois
TRANS-LV-M1-00020	Swan, Jacob
TRANS-SPOKANE-M2-00016	Swan, Twila
3252	Swanberg, Samantha
0067	Swanberg, Stephanie
3365	Swannack, Art
1018	Swanson, Jennie
0591	Swaykus, Thomas
2834	Sweeney, John
0460	Sweeney, Jordan
1930	Sweeney, Judy
3282	Sweet, Tim
1219	Swenson, Renae
TRANS-LV-M2-00075	Swenson, Rodney
0575	Swift, Linda
2743	Switzer, Theresa
1939	Szumigala, David
2034	Tamerasidle
2885	Tankink, Rudolf
0279	Tanner, Jon
0131	Tarver, Letitia
2014	Taylor, Ajani
0656	Taylor, Brenna
0839	Taylor, Clay
TRANS-SPOKANE-M2-00037	Taylor, George
0984	Taylor, Jackie
0650	Taylor, Sharon
1318	Taylor, Tereasa
1767	Taylor, Tereasa
2283	Taylor, Tereasa
3045	Taylor, Terry
TRANS-SPOKANE-M1-00010	Taylor, Terry
1857	Taylor, Todd
1938	Teagle, Matthew
TRANS-LV-M2-00107	Teeter, David
1566	Teig, Randy
TRANS-LV-Q2-00029	Teigen, Caren
0362	Teigen, Grace
1883	Teigland, Dave
3490	Teneau, Peter
0589	Tenold, Duane
0769	Teran, Reuben
1252	Terry, Michael
2417	Terry, Murray
2904	Terry, Murray
1422	Terry, Peter
3118	Thayer, Jim
0455	Thliveris, Paul
2125	Thomas, Aloma
3491	Thomas, Anita
TRANS-LV-M2-00099	Thomas, Anita
1325	Thomas, Micah
1430	Thomas, Mike
3206	Thomas, Raymond
2239	Thompson, Bill
0385	Thompson, Gloria
TRANS-SPOKANE-M1-00069	Thompson, Jackie
1638	Thompson, Joe
1576	Thompson, Josh
TRANS-LV-M1-00052	Thompson, Kathy
3131	Thompson, Norris
1966	Thompson, Patricia
1611	Thompson, Roberta
1950	Thompson, Russ
2270	Thompson, Steve
TRANS-SPOKANE-M1-00059	Thompson, Steve
1745	Thompson, Sunny
2906	Thompson, William
0655	Thompson-Bernard, Amy
1230	Thornburg, Bryon
3274	Thorne, Shayla
2330	Thorstenson, Brad
2486	Threewitt, Donald
1748	Thrun, Nina
3647	Thrun, Nina
1600	Thuente, Gerald
2450	Tidewater Barge Lines
TRANS-LV-Q3-00012	Tidewater Barge Lines
TRANS-PASCO-Q3-00001	Tidewater Terminals
3784	Tidwell, Ray
1239	Tilden, Robert
1629	Tillotson, Eric
2798	Tillotson, Eric
0223	Tilton, Chuck
1786	Tilton, Warren
1499	Timkin Company
2873	Tiner, Darrell
2551	Tinney, Val
1917	Tlustos, Ann
3725	Tobin, Anthony
2552	Todd, Roxane
1059	Todd, Stephani
1991	Toivonen, Damon
3379	Tokarczyk, Linda
1990	Tollefson, Damian
3281	Tome, Mateo
0923	Tomlinson, Diana
2229	Toney, Edith
1074	Toney, Robert
1796	Tongate, Dave
0440	Tonozzi, Tay
2381	Tonozzi, Tay
0164	Topliss, James
3244	Torp, Arkell
2146	Torske, Jamie
0365	Tracy
TRANS-LV-Q1-00017	Tran, Julie
0420	Tranfaglia, Twyla
0957	Traver, Randy
1637	Travis
3297	Treadway, Carolyn
3324	Treadway, Roy
TRANS-SPOKANE-M2-00006	Tribbs, Steve
1199	Trick, Jill
0039	Trojan, Liz
1981	Tromble, Tim
1527	Trujillo, Christopher
1617	Trujillo, Lance
3305	Trunbull, Emily
0924	Truppe, Eric
0524	Tryhus, Trueman
TRANS-LV-M1-00030	Tsongas, Theodora
1742	Tsukuda, Toyoko
TRANS-PASCO-Q2-00001	Tsukuda, Toyoko
2608	Turnbull, Robert
TRANS-LV-M1-00069	Turner, Ann
2439	Turner, Christine
1874	Turner, Fredric
0453	Turner, George
0954	Turner, Ron
2307	Tuss, Bill
TRANS-LV-Q3-00036	Ula, Zubaida
TRANS-LV-M1-00053	Union Pacific Railroad
TRANS-PASCO-M1-00008	Union Pacific Railroad
TRANS-SPOKANE-M1-00025	Union Pacific Railroad
2954	Unruh, David
2759	Unruh, Jeremy
TRANS-LV-Q1-00020	Upadhyay, Sabrina
1614	Upton, Randy
1937	Uribe, Francisco
1946	Uroszek, Larry
0058	Urquidez, John
3418	Ury, Edward
3648	Ushimaru, Kenji
2133	Vaccari, Joe
2564	Vadas and Stonick, Robert and Cynthia
1405	Valdez, Alex
TRANS-LV-M2-00067	Valdez, Alisa
1750	Valo, Melissa
0264	Vanarsdale, Chris
2384	Vanarsdale, Chris
3726	Vanbrocklin, Gil
3785	Vancleve, David
2916	Vandyk, Susan
1620	Vangorder, Sharon
2185	Vanhook, Matthew
0636	Vanhorn, James
2316	Vankeuren, Carol
0255	Vannelli, Dan
TRANS-PASCO-M2-00026	Vargas
3081	Vargas, Erica
3255	Vargas, Erica
0022	Vaughan, George
1815	Vaughan, Ronald
1645	Vaughn, Helen
1114	Vaughn, Matt
1113	Vaughn, Michael
3163	Vaughn, Michael
1222	Vaughn, Nathan
1215	Vaughn, S.Rose
1835	Vdovich, Oleg
2478	Veentjer, John
2598	Velder, Tim
0626	Venzke, Kathryn
1487	Vercimak, Marilyn
2165	Verlanic, Ed
1262	Verlanic, Jolene
1843	Verlanic, Jolene
2272	Vetter, Paul
2469	Vetter, Paul
1686	Vezzani, Cheryl
2403	Vezzani, Cheryl
3291	Vezzani, Cheryl
1710	Vick, Laura
1574	Vincent, Devin
2294	Vincent, Devin
TRANS-LV-Q2-00025	Vining, Barbara
2481	Virgil, Edward
1132	Vogel, Mary
1159	Vogel, Mary
TRANS-LV-M2-00113	Vogel, Mary
1456	Voget, Connie
1442	Voget, Richard
1036	Volk, Crystal
1547	Vomacka, Karla
0051	Voorhees, Jack
2423	Vorse, Michael
1757	Vosler, Leigh
TRANS-LV-M2-00020	Vydra, Scott
2853	Wachowiak, Adam
2999	Wachowiak, Monika
3111	Wadsworth, Brett
2618	Wagaman, Sandra
0457	Wagle, Ross
0670	Wagner, Robert
2209	Wagner, Zachary
TRANS-LV-Q3-00002	Waldorf, Elizabeth
3649	Waldvogel, Lisa
TRANS-LV-M2-00076	Waldvogel, Lisa
2487	Walker, Bill
3828	Walker, Carolyn
0253	Walker, Gary
0665	Walker, Jerome
1131	Wall, David
0763	Wall, Shirley
TRANS-PASCO-M1-00017	Wallace, Courtney
TRANS-LV-Q1-00074	Wallace, Gary

Submission Number	Commenter Name
TRANS-LV-Q2-00008	Wallace, Gary
TRANS-LV-Q3-00035	Wallace, Gary
TRANS-LV-Q2-00014	Waller, Gary
0213	Wallin, Mike
0569	Walling, Jerry
3249	Wallwork, Cajsa
TRANS-LV-Q1-00009	Walmark, Linda
2036	Walsh, Kathy
3245	Walstra, Scott
TRANS-LV-M1-00049	Walstruf, Scott
1229	Walter, Michael
TRANS-LV-Q1-00036	Walton, Darla
1266	Walworth, Diane
1957	Wampler, Lonnie
TRANS-PASCO-M1-00044	Wanberg, Stephanie
3616	Ward, Marion
TRANS-SPOKANE-M1-00074	Ward, Rebecca
0054	Ward, Rob
1577	Ward, Steven
0402	Ward, Sue
2824	Ward, Timothy
3426	Warner, Allison
0326	Warner, Claire
0011	Warner, George
1968	Warner, George
2708	Warner, Kacy
2897	Warner, Kacy
2009	Warner, Larry
0850	Warner, Scott
2702	Warren, Adaline
2695	Warren, Colt
2697	Warren, James
0456	Warren, Jeanne
TRANS-SPOKANE-M1-00024	Warren, Richard
1455	Wasierski, Katelyn
2545	Wasserburger, Jeff
1695	Wasson, Robert
0184	Waters, Marc
1519	Waters, Tom
3105	Watson, Cia
0446	Watson, Roy
0872	Watson, William
0632	Watzek, Stephen
0801	Waugh, Jack
2018	Waugh, Jack
2285	Wayne, Shelly
TRANS-LV-M1-00050	Weage, Robert
0130	Weaver, Nora
1546	Weaver, Scott
3198	Webley, Jared
0515	Weeden, Melody
1772	Weeks, Dan
0950	Wegener, Jane
1803	Wegner, Allen
0038	Wegner, Chris
2004	Wehage, Rodger
2943	Wehrle, Mike
2060	Weiler, Myra
3650	Weinstein, Elyette
2110	Weis, Martin
1834	Welch, Fred
1779	Wellington, Shalma
3420	Welsh, Deborah
3333	Welsh, Susan
0282	Welt, Kathy
2652	Welter, Byron
0880	Welter, Lisa
0903	Welter, Lisa
1657	Wendland, Kayla
TRANS-LV-M2-00066	Wendy
3039	Werner, Anita
3051	Wertz, Ron
1643	West, Kerry
TRANS-SPOKANE-Q1-00008	Westbrook, Nancy
3012	Westby, Billiejo
2780	Westby, Billyjo
3323	Westerholm, Jordan
TRANS-LV-M2-00050	Westrick, Barb
TRANS-LV-Q3-00027	Westrick, Barb
TRANS-SPOKANE-M2-00040	Whalen, James
0823	Wheeler, M
2440	Whipple, Darrel
2518	Whipple, Darrel
2519	Whipple, Darrel
TRANS-LV-Q3-00019	Whipple, Darrel
TRANS-LV-M2-00014	Whipple, David
3284	Whitby, Gavin
1783	White, Carla
TRANS-SPOKANE-M2-00060	White, Jerry
2967	White, Joanne
0564	White, Scott
TRANS-LV-M1-00035	White, Will
2035	Whiteside, Jacob
1212	Whiting, Kay
TRANS-PASCO-M2-00028	Whitlatch, Bob
0306	Whitmore, William
2982	Whitten, Richard
2305	Whittle, Trent
3651	Wichar, Den
0541	Wieck, Patrick
1925	Wieda, Karen
3115	Wienbarg, George
2637	Wier, Kerry
2105	Wigger, Tina
TRANS-SPOKANE-Q1-00010	Wilburn, Carol
2240	Wilcox, R.
3786	Wilde, Cynthia
3727	Wilhelm-Clark, Christine
1832	Wilhelms, Cathy
TRANS-LV-Q1-00024	Wilhelmson, Larry
TRANS-LV-M2-00073	Wilkerson, Cameron
1844	Wilkins, Lynn
1694	Wilkinson, Peter
2341	Wilkinson, Thomas
2900	Willett, David
2911	William, Smith
0141	Williams, Cameron
2673	Williams, Carolyn
2821	Williams, Craig
3066	Williams, Craig
1010	Williams, Debbie
3113	Williams, Eric
3652	Williams, Inga
0742	Williams, John
0745	Williams, John
1849	Williams, John
2306	Williams, John
TRANS-PASCO-M1-00020	Williams, Rachel
2238	Williams, Raymond
3787	Williams, Raymond
TRANS-PASCO-M1-00023	Williams, Raymond
2889	Williams, Robert
2893	Williams, Robert
1370	Williams, Steve
0846	Williamson, David
3653	Williamson, Harvey
2128	Williamson, John
2129	Williamson, John
1247	Williamson, Lindsey
1246	Williamson, Lori
1882	Williamson, Michael
1244	Williamson, Taylor
1245	Williamson, Travis
TRANS-LV-Q2-00011	Willie
3386	Willing, Peter
2746	Willman, Elaine
1765	Willson, Ivan
2733	Wilson, A.G.
TRANS-LV-Q3-00008	Wilson, Al
2735	Wilson, Audrey
TRANS-SPOKANE-Q1-00007	Wilson, Charlotte
1451	Wilson, Chris
TRANS-LV-Q3-00039	Wilson, Jeff
2668	Wilson, Josh
0466	Wilson, Kit
0458	Wilson, Robert
0881	Wilson, Sharon
2928	Wilson, Thomas
2960	Wilson, Tom
0408	Wilson, Ty
2228	Wilson, William
1572	Wimber, Mike
3654	Win, Diane
0527	Winch, Jack
1847	Winchell, Kendra
0562	Winey, Matt
1428	Wingenroth, Janet
2255	Winter, Kevin
0609	Winters, Al
2408	Winters, Al
1334	Wirkkala, Bruce
0618	Wirtel, Gregory
TRANS-LV-M2-00034	Wise, Allen
3062	Wise, Earl
3161	Wise, Michael
1189	Withnall, Emily
3263	Witt, Craig
3655	Wittwer, Paulette
0875	Woeste, Ronald
0915	Wold, Gary
2997	Wolfe, Ann
TRANS-LV-Q1-00034	Wolfe, Karen
3029	Wolfe, Tyler
TRANS-LV-M1-00058	Wolfe, Virginia
2366	Wolff, Kenneth
1342	Wolff, Kenny
1344	Wolff, Tammy
2365	Wolff, Tammy
2511	Wolff, Virginia
2512	Wolff, Virginia
2513	Wolff, Virginia
0692	Wolpers, Jerry and Marie
2948	Woo, Mae
2049	Wood, Cynthia
1284	Wood, Davin
0700	Wood, John
3303	Wood, Karen
0730	Wood, Lorena
0890	Wood, Michael
1811	Wood, Richard
2041	Wood, Sherard
TRANS-LV-M2-00010	Woodard, Sharon
0345	Woodge, Warren
3826	Woodland, John
TRANS-SPOKANE-M2-00012	Woodland, John
3343	Woodruff, Jan
1560	Woods, John
3099	Woodward, Krista
0538	Woolery, Teresa
3728	Wooley, Kathy
3164	Wooten, Samantha
2215	Worster, John
1684	Worthen, Wayne
0974	Woten, Tammy
0190	Wray, Dave
2696	Wright, Ashley
2738	Wright, Brenda
0151	Wright, David
1024	Wright, Gary
1388	Wright, Jj
3158	Wright, Nick
2707	Wright, Quentin
3130	Wright, Roger
0189	Wright, Stephen
0774	Wright, Thomas
2168	Wrightjr., Willis
2298	Wulf, Laura
2318	Wunker, Barry
3224	Wyatt, Sean
1373	Wygant, Jeff
1281	Wylie, Casey
TRANS-LV-M1-00054	Wynne, Diane
2089	Yates, Stven
1959	Yeary, Dennis
TRANS-PASCO-Q2-00008	Yocum, Marylou
0635	Yost, Connie
TRANS-SPOKANE-M2-00064	Yost, Helen
0629	Young, Heather
3454	Young, Maryjane
0892	Young, Montie
2454	Young, Paul
2456	Young, Paul
TRANS-PASCO-M2-00041	Young, Rachel
2267	Youngs, Cecilia
0322	Yrjanson, Richard
1890	Zackheim, Hugh
0690	Zahlen, Gary
2573	Zahn, Andy
1289	Zainfeld, Mike
0182	Zangle, Drew
TRANS-SPOKANE-M2-00029	Zapotocky, Cindy
TRANS-SPOKANE-Q2-00008	Zaretzke, Ken
0877	Zeidman, Alan
0364	Zeigler, Bob
TRANS-SPOKANE-Q3-00001	Zembryki, Denise
2891	Zickert, Bill
0401	Zintz, Daniel
TRANS-SPOKANE-M2-00046	Zookoski, Michael
TRANS-LV-Q2-00012	Zuckerman, Jan
2643	Zuehlsdorff, Jenni
0633	Zulauf, K.E.
1413	Zumbrennen, Cindy
2191	Zumot, Dana
2212	Zumot, Dana
2597	Zundel, Scott
TRANS-SPOKANE-Q4-00001	Zutter, Jeremy

Submission Number: ***MBTL-SEPA-DEIS-0000225***

Received: 5/10/2016 5:07:26 PM
Commenter: Chris Valiante
Organization: 22 Designs
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
As a business which relies on winter to sell our products, we strongly oppose this coal terminal. The terminal would have a significant impact on climate change, as well as contribute to significant coal-by-rail traffic throughout the Northwest, including our home state of Idaho. We urge you to reject this terminal. Thank you, Chris Valiante Owner 22 Designs

Submission Number: ***MBTL-SEPA-DEIS-0002816***

Received: 6/13/2016 2:35:38 PM
Commenter: Don Abel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003063***

Received: 6/13/2016 5:12:09 PM
Commenter: Don Abel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002871***

Received: 6/13/2016 2:55:58 PM
Commenter: Greg Abell
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003090***

Received: 6/13/2016 5:23:46 PM
Commenter: Greg Abell
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000669***

Received: 5/22/2016 4:00:02 PM
Commenter: Carla Abrams
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

To whom it may concern: I live work and play in Missoula Montana. It's a rail town. There are many reasons why it should NOT be a coal rail town. 1) shipping coal thru MT will negatively impact MT 2) shipping coal will meaning using more coal and contributing to global warming 3) money spent developing coal resources should be used to continue developing clean renewable energy and creating new well paying jobs. Please do not permit the marine terminal for MBTL. Thank you carla abrams

Submission Number: ***MBTL-SEPA-DEIS-0001842***

Received: 6/2/2016 5:56:00 PM
Commenter: DONALD ACKERMAN
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! I appreciate you considering this feedback.

Submission Number: ***TRANS-PASCO-M2-00048***

Received: 6/2/2016 12:00:00 AM
Commenter: Laura Ackerman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good evening. I'm Laura Ackerman. I'm from (inaudible).

In the U.S., coal energy consumption has dropped 23.8 percent of the total and it's continuing to drop.

Powder River Basin coal will go to Canada. The don't have the capacity even with the expansion, and they want Powder River Basin coal.

Read Stranded Assets and Thermal Coal in Japan by Oxford University. In Japan, coal use growth is driving its own (inaudible) because of the competition from renewables and other energy and by regulatory risks because coal is so dirty.

Coal-fired energy is the biggest source of water pollution, air pollution, and carbon emissions. Coal technology to carbon is 30 to 40 percent of the cost. It can't compete with cheaper energy.

No one talks about coal ash, which is very, very detrimental to human's health and water and what is prevented from going into the air, it ends up in the coal ash.

Are we poisoning other people in Asia with coal ash because we're poisoning them with our coal pollution?

Building the new Pacific Northwest coal port is now viewed as nothing more than a risky long-term bet. (Inaudible).

Millennium Bulk Terminals said that we'd get a health-risk assessment. We don't have it yet.

And Burlington Northwest Santa Fe has gotten 800 million in federal dollars in 2009, and that needs to be looked at for the fossil fuel industry. If you want to talk about hypocrisy, hypocrisy is keeping us tied to really a very old form of energy, coal. If you want to move beyond hypocrisy, we need to move to clean energy, renewable sources.

The taxes that we get from this, they are -- they're not worth the money that we have to pay for upgrades.

Submission Number: ***MBTL-SEPA-DEIS-0002182***

Received: 6/7/2016 7:02:42 PM
Commenter: Lisa Ackerman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it's time to move forward. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***MBTL-SEPA-DEIS-0002413***

Received: 6/9/2016 6:19:30 PM
Commenter: Robbie Ackerman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Blaine Ackley testimony

May 24, 2016

Cowlitz County Commisioners &
Washington Department of Ecology

RE: Longview Coal Export Terminal

I would like to ask you to role play for a moment by putting yourselves in the place of the 13 endangered species of salmon and steelhead on the Columbia River.

After you emerge from your egg, you are subject to the currents and tides in the river. As little fish in a big water, you will stick close to shore but with large ships coming up and down the river at full power, you will be subject to washing up on the shore and dying. You will also be subject to the many environmental degradations and possible derailing of the coal trains plus predation by birds and other fish.

If you are lucky enough to survive all of that, you will find yourself in an ocean that grows more acidic each year. The increased ocean acidity comes in part as a result of the global climate change caused by the burning of coal and other carbon fuels that might be exported from Longview.

And if you are one of the 5% of all salmon that survive in the ocean for several years, you will return to the Columbia River to spawn and complete the cycle.

Unfortunately for you, more ships will be using the waterway and space will be limited for you to make your way back to your home streams. There will be increased environmental degradation of your habitat since you have been at sea if this plant is built.

Leaving your roles as salmon and looking back on your experience isn't it time that we give the salmon and our environment a break. The combined federal and state governments have spent billions of dollars for salmon survival. The scientific evidence is clear – building this plant will harm the environments of the people and animals who are your neighbors. It is time to say NO to corporate greed and YES to your fellow citizens and creatures.

Sincerely yours,

Blaine Ackley
655 NW 229th Ave., Hillsboro, OR 97124

Submission Number: ***TRANS-LV-Q2-00017***

Received: 5/24/2016 12:00:00 AM
Commenter: Blaine Ackley
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Blaine Ackley. I would like to ask you to role play for a moment by putting yourselves in the place of the 13 endangered species of salmon and steelhead in the Columbia River. After you emerge from your egg, you are subject to the currents and tides in the river. As little fish in big water, you will stick close to the shore. But with large ships coming up and down the river at full power, you'll be subject to washing up on the shore and dying. You will also be subject to the many environmental degradations, and possible derailing of the coal trains, plus predation by birds and other fish. If you are lucky enough to survive all of that, you will find yourself in an ocean that grows acidic each year. The increased ocean acidity comes in part as a result of the global climate change caused by the burning of coal and other carbon fuels that might be exported from Longview. And if you are one of the five percent of all salmon that can survive in the ocean for several years, you will return to the Columbia River to spawn and complete the cycle. Unfortunately for you, more ships will be using the waterway and space will be limited for you to make your way back to your home streams. There will be increased environmental degradation of your habitat since you have been at sea if this plant is built. Leaving your roles as salmon and looking back on your experience, isn't it time that we give the salmon and our environment a break? The combined federal and state governments have spent billions of dollars for salmon survival. The scientific evidence is clear building this plant will harm the environments of people and animals who are your neighbors. It is time to say no to corporate greed and yes to your fellow citizens and creatures.

Submission Number: ***TRANS-PASCO-M2-00039***

Received: 6/2/2016 12:00:00 AM
Commenter: Adam
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. Mu name is Adam. I'm a senior at Chiawana High School. I'm graduating in a week.

I support Millennium because of the job opportunities it creates. Almost 4,000 pages, that's the length of the Draft Environmental Impact Statement document. It's a waste of time and a waste of government resources. Ultimately, the project met all of the state and federal government's strict environmental standards.

That's all I need to hear. Let's get Millennium its permits and start getting people in Longview back to work.

Submission Number: ***MBTL-SEPA-DEIS-0001150***

Received: 5/25/2016 11:34:32 AM
Commenter: Emmett Adam
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

To whom it is concerned, I am writing as a citizen of Washington State and a member of the general public to express my vehement opposition to the proposed Millenium Bulk Coal Terminals in Longview. 1. Coal transport will increased potentially harmful and disruptive train traffic and related pollution in many communities along the route from the Rockies to Longview. These communities will not benefit in any way from the proposed terminal. 2. Coal burned in Asia will affect us here in Washington and others around the world. In an era of airborne carbon and related disastrous climate change, we must make every attempt to keep coal from being burned and focus on sustainable energy alternatives. 3. We need to consider the communities in which exported coal will be burned. In the US we have made great progress in environmental regulations related to the burning of coal and it is immoral to sell it abroad knowing that it will not be used in an environmentally responsible way. 4. Increased vessel traffic and the potential for marine accidents will be very harmful to the Columbia River ecosystem. This will adversely affect the species that live in this special environment and adversely affect our human uses and the relate economy (fishing, eco-tourism, water use, etc.). This includes undermining the treaty rights of indigenous people in the area. 5. The number of jobs that would be created by the proposed terminal is not significant. The only entities that stand to benefit from a terminal are the corporations involved in mining and transporting coal. Job creation efforts should be focused on environmentally-responsible and sustainable industries. 6. Despite its polluting nature, coal is a valuable national energy resource. In exporting coal, we are allowing the selling of our natural resources so that a few corporations can make a buck. We need to keep coal in the ground and also maintain it as a national reserve. Please deny the proposal for this coal export terminal. To do otherwise would be irresponsible, immoral, and unintelligent. Thank you for your time, Emmett Adam Deer Harbor

Thank you for allowing me to testify today. My name is Bill Adams and I'm from Des Moines, WA. I'm a member of the Des Moines Saltwater Unitarian Church Climate Action Now! Team.

My testimony will be based on 4 paragraphs from Mr. Eric de Place's May 4, 2016 article in the Sightline Institute's daily online publication. Mr. de Place's article is entitled "Coal Trains Mean Coal Dust – Period (and trackside communities should worry)."

After reading the entire article, I believe these 4 paragraphs cover the coal dust problem in a concise and very adequate manner.

1. "So much coal dust escapes from the open-top rail cars used for transporting coal that it can create safety problems for rail traffic. Coal dust deposits sometimes cause spontaneous fires, and in 2005, for example, coal dust that had accumulated in ballast, the layer of crushed rock that supports rail tracks, caused derailments. Given the coal export industry's designs on the Northwest, it is important for residents to know more about the coal dust hazard."

2. "If shippers wished to reduce or prevent coal dust from escaping, they could do so by filling cars less full or covering them with tarps or chemical sprays. However, these measures run up the cost of moving coal, so coal shippers prefer not to employ them."

3. "Complicating matters for the Northwest, Powder River Basin (PRB) coal – the type that would be exported from proposed terminals in the region—is notoriously difficult to handle. One technical analysis finds that "PRB coal is extremely friable [easily pulverized] and will break down into smaller particles virtually independent of how the coal is transported or handled." According to the study's authors, "PRB coal represents the extremes of handling problems." The same analysis found that:

4. "Spontaneous combustion of coal is a well-known phenomenon, especially with PRB coal. This high-moisture , highly volatile sub-bituminous coal will not only smolder and catch fire while in storage piles at power plants and coal terminals, but has been known to be delivered to a power plant with the rail car or barge partially on fire."

Based on the above, it would not be a safe environment for the Longview community if this coal terminal project were allowed to go forward. Please do not let it happen.

Submission Number: ***MBTL-SEPA-DEIS-0002843***

Received: 6/13/2016 2:44:26 PM
Commenter: Illa Adams
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. This project will also insure jobs in Montana. Please help bring jobs back to the USA. Thank you.

Adams, Illa (2936)

Submission Number: ***MBTL-SEPA-DEIS-0002936***

Received: 6/13/2016 3:20:55 PM
Commenter: Illa Adams
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. This project will also insure jobs in Montana. Please help bring jobs back to the USA. Thank you

Submission Number: ***MBTL-SEPA-DEIS-0002293***

Received: 6/9/2016 4:56:32 PM
Commenter: John Adams
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0002762***

Received: 6/13/2016 2:14:02 PM
Commenter: Ken Adams
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001870***

Received: 6/2/2016 6:21:13 PM
Commenter: Matthew Adams
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. We need to move this project along. Thank you for your consideration.

From: Butorac, Diane (ECY) <dbut461@ECY.WA.GOV>
Sent: Tuesday, June 14, 2016 8:19 AM
To: Pace, Erin
Subject: FW: LETTER REGARDING TRAINS CARRYING COAL THROUGH TRI-CITIES, WA

Categories: Orange Category

Received by June 13

On Jun 12, 2016, at 1:16 PM, Sharon Adkins <movnboots@yahoo.com> wrote:

To Whom It May Concern: PLEASE SEE THAT MY EMAIL GETS TO THE PEOPLE WHO WOULD HAVE HEARD MY COMMENTS AT THE PASCO MEETING.

I heard you were taking comments regarding allowing trains to travel through the Tri-Cities - specifically Kennewick, to carry train cars full of coal many times a day, through the middle of Kennewick, WA. I planned on coming to the Tri-Cities meeting but something came up and I was not able to attend. My first response was ABSOLUTELY NOT!!! Coal - creates coal dust - even with the "special coating" you will spray on it at the Pasco yard, prior to them coming though. Once I listened and read about the facts of them starting this I AM ADAMANTLY OPPOSED !!!

Our train tracks are busy enough and currently you may sit 10-15 minutes for some of the trains to cross through Kennewick. Cars are backed up for a long way each time, unless a short train happens through. Adding up to 6-7 trains full of coal a day, coming right through our city, will only cause not only health concerns, but traffic tie ups of which we haven't seen yet. People have jobs to get to, places to go, without being stopped numerous times during our days and nights to carry coal - which would not benefit the Tri-Cities in any way. Maybe 200 jobs - big deal. IS THAT WORTH OUR HEALTH RISKS AND THE INCONVENIENCE IT WILL CREATE FROM DAY ONE??? NO! NO! NO!

PLEASE TAKE YOUR COAL TRAINS SOMEWHERE ELSE!!!!

Sharon Adkins

Submission Number: ***MBTL-SEPA-DEIS-0001661***

Received: 5/31/2016 6:25:33 PM
Commenter: Zachary Adkins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002506***

Received: 6/10/2016 5:14:53 PM
Commenter: Judith Akins
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am a citizen of the State of Washington, also known as the Evergreen State. I am asking that Cowlitz County and Ecology take the "No Action" alternative and work on using this site for clean energy jobs and/or making this area a safe environment for the citizens of Cowlitz County and the terrestrial and marine inhabitants of the area. I would like "no action" taken on this EIS because by contributing to the distribution of coal,which with this project, will add 44 million tons of coal going overseas which will contribute over 90 million tons of CO2 in the atmosphere,not exactly in line with our Paris Climate Change commitment. The Draft EIS clearly states there are severe health hazards to those living in the surrounding area of the site and along the rail corridor. It has failed to mention all the health hazards that come with the increased traffic of the diesel particulates which will be inhaled by all along the corridor. I am asking for Additional studies to be made in this area as well. This is the Evergreen State and we need to keep our environment healthy for us now and into the future. We want clean renewable energy and leave the past coal generation behind. Please say no this project, it contributes to the world's greenhouse gases and is driving extreme climate changes and it impairs the health of those along the rail corridor as well those living in Cowlitz County.

Submission Number: ***MBTL-SEPA-DEIS-0000566***

Received: 5/19/2016 6:10:41 PM
Commenter: Jay Albright
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000643***

Received: 5/20/2016 1:38:09 PM
Commenter: Jim Alden
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely used and transported all over this planet. This export terminal should not be viewed or studied as if it is a major departure from work that has been happening for centuries. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and should be treated as such. An environmental review of this time and scope should not have been needed to redevelop an old smelter site. The Draft EIS is sufficient, it’s time to move forward. This is an old industrial property being redeveloped. Keep the review to what is normal and factual.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☑ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

First of all I don't Like the Fact that railroad tracks run over our main water acquifer. The fact that want (46) Trains a day with coal over that same acquifer makes me madder. We don't need coal / oil / any trains going over our main water acquifer, Move it all someplace else, better ~~start using~~ yet start using Solar/Wind energy

John Alder
Executive Board Member
SEIU Local 6(

(comment continued)

(additional space is provided on the back)

Alderman, Kathy (2647)

Submission Number: ***MBTL-SEPA-DEIS-0002647***

Received: 6/13/2016 12:16:01 PM
Commenter: Kathy Alderman
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***TRANS-PASCO-M1-00031***

Received: 6/2/2016 12:00:00 AM
Commenter: Nancy Aldrich
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good afternoon. My name is Nancy Aldrich. I'm from West Richland. In the mid '70s I attended Missouri University of Science for green mining engineering with a specialty in underground coal production. I've worked for Peabody in my summer months in college.

I'm aware of the coal companies, how they produce their coal, either strip mining or underground. And I'm aware of the techniques they take to reduce coal dust by spraying as the trucks or trains leave the mines or the strip mines. And further, again, once they hit Pasco they're also sprayed again. So coal dust is kept to a minimum.

The train companies are well aware of how to handle trains that go off the tracks. So I'm well assured that any train that should go off the track in the Columbia Gorge would be well taken care of by the rail companies.

Coal dust, the EPA has many regulations in place to reduce the impact of coal to the populations through pollution control systems on all factories.

My thing is that if we're talking about climate control, wouldn't we prefer China, which is where the coal will go, to burn low sulfur coal instead of high sulfur? In my opinion, it will go far in reducing impacts to the climate.

Thank you.

Alemdar, Kay (0542)

Submission Number: ***MBTL-SEPA-DEIS-0000542***

Received: 5/19/2016 5:45:34 PM
Commenter: Kay Alemdar
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to reach out on this important issue. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments â€" it’s time to let it. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***TRANS-PASCO-M2-00038***

Received: 6/2/2016 12:00:00 AM
Commenter: Alex
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hi. I'm Alex, and I've lived here in Pasco my whole life.

This project has taken long enough. The people at Millennium have waited more than four years just to make it this far. The government's red tape is strangling business and if any businesses had to wait five or six years before it opens its doors, then it most likely would move to California or even offshore.

We're not doing any favors for the State, and those of us that want to work by subjecting businesses to this sort of process. We hope you speed it up from here and those permits are issued soon. We've waited long enough.

Submission Number: ***MBTL-SEPA-DEIS-0003344***

Received: 6/13/2016 9:20:48 PM
Commenter: James Alford
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000394***

Received: 5/17/2016 6:12:47 PM
Commenter: Philip Alger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! The opening of Millennium Bulk Terminals proposed coal export facility will have a significantly positive impact not only on the state of Washington but the entire country. So I not only urge you to keep this permitting process moving forward at an efficient pace, but to also to accept the DEIS as sufficient. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001756***

Received: 6/2/2016 3:12:10 PM
Commenter: Pamela Allee
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Caving in to this will only dirty our air and subject the mighty Columbia to catastrophic "accidental" pollution and chaos, especially for ships exiting the bar. I have crossed that bar many times over nearly twenty years as a merchant seaman, and even with an experience pilot it must be respected, and never taken for granted. I know you are being told that this is a "jobs versus those dammed enviros" issue, but if we screw up our planet, no one will have a job, no one's children will have a future. Also, in terms of "jobs," while this may seem like an "easy fix" it is not a sustainable one; being forced to create green jobs will bring us the greatest return on a wise investment. Coal is dying, and has been for a few years now. Why sell off a better future for a mess of ashes?

Submission Number: ***MBTL-SEPA-DEIS-0002025***

Received: 6/6/2016 3:07:47 PM
Commenter: Gary Allen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear, the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001659***

Received: 5/31/2016 6:24:20 PM
Commenter: Josey Allen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

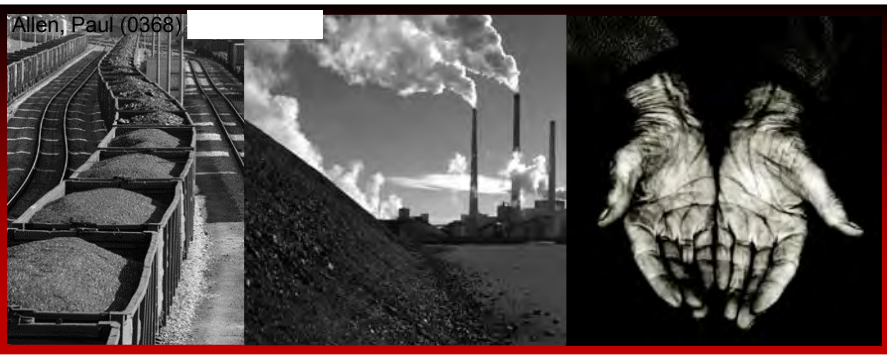
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0000368***

Received: 5/15/2016 2:12:31 PM
Commenter: Paul Allen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Coal dust is harmful and it is released from coal trains in quantities that will increase disease in the local population. I am an Occupational Medicine physician and the facts prove the harm of coal dust. http://www.mackayconservationgroup.org.au/coal_dust Do not allow this marine terminal in Longview or any such terminal anywhere in WA State. Paul J Allen MD



BEYOND COAL

COMMUNITY HEALTH IMPACTS OF COAL MINING & TRANSPORTATION

Higher rates of disease:

A study of West Virginians showed that people in high coal-producing counties had higher rates of health problems like **cardiopulmonary disease, chronic obstructive pulmonary disease (COPD), high blood pressure, lung disease, and kidney disease**.[1]

A study in West Virginia, Kentucky, and Pennsylvania found that coal mining was significantly related to risk of hospitalization for **high blood pressure and COPD**.[2]

Injuries and mortality:

People in coal mining communities may be adversely affected by **injuries and mortality** related to the effects of blasting (physical damages to land, soil erosion & flooding),[3] and flood-related injuries and mortality related to buried streams from rubble deposits.[4]

For workers in the US, the coal mining industry is a leading cause of fatal injuries.[5,6] The National Institute for Occupational Safety and Health reported that the fatality rate for coal mining in 2006 was 49.5 per 100,000 workers, more than 11 times greater than the fatality rate in all private industry (4.2 per 100,000).[3,7]

Exposure to water pollutants:

Exposed rock from rubble deposits and abandoned mines releases heavy metals and other pollutants that contaminate drinking water and surface water.[3,8,9,10]

Exposure to noise pollution from blasting.[3]

Respiratory and cardiovascular system effects from exposure to air pollutants:

Trains and trucks hauling coal release toxic air pollutants, including over 600,000 tons of nitrogen oxide (NOx) and 50,000 tons of particulate matter (PM) into the air every year,[10] primarily through diesel exhaust. Health effects of NOx and PM include:

- Nitrogen oxides and $PM_{2.5}$ are linked to **stunted lung development**[11] and hospital admissions for potentially fatal **cardiac rhythm disturbances**[12]
- $PM_{2.5}$ concentrations in ambient air also increase the probability of hospital admission for **heart attacks,**[13] **ischemic heart diseases, disturbances of heart rhythm, and congestive heart failure**.[14]
- **Death rates** in cities with high nitrogen dioxide concentrations were found to be 4 times higher than in cities with low nitrogen dioxide concentrations[15]
- Nitrogen oxides and PM are linked to **worsening of asthma,**[16,17,18] **COPD,**[19,20,21] **infant mortality,**[22,23] **and ischemic stroke**[24,25,26,27]
- PM is associated with **lung cancer**[28,29,30]

Coal dust covers snow in Seward, 2010

Coal trains and trucks also release coal dust into the air, which degrades air quality and exposes nearby communities to dust inhalation.[31] Health effects of coal dust exposure include:

- **Increased asthma, wheezing & cough** in children.[32]
- Wide range of health problems associated with exposure to heavy metals designated as hazardous air pollutants, such as lead, selenium and mercury.
- Coal dust may be **carcinogenic**, depending on its chemical composition. There is evidence linking coal dust to **lymphomas** in laboratory animals.[33]
- Inhalation of respirable coal dust causes **pneumoconiosis**, or **black lung disease** (permanent scarring of lung tissues) in coal mine workers.[3,34]

For more information, please contact:

ACAT Alaska Community Action on Toxics

907- 222-7714
www.akaction.org
sarah@akaction.org

[1] Hendryx M, Ahern MM. Relations between health indicators and residential proximity to coal mining in West Virginia. *American Journal of Public Health* 2008;98:669–671.
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CURRENT INTELLIGENCE BULLETIN 64

Coal Mine Dust Exposures and Associated Health Outcomes

A Review of Information Published Since 1995

DEPARTMENT OF HEALTH AND HUMAN SERVICES
Centers for Disease Control and Prevention
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Foreword

Since its inception in 1970 the National Institute for Occupational Safety and Health (NIOSH) has extensively investigated and assessed coal miner morbidity and mortality. This history of research encompasses epidemiology; medical surveillance; laboratory-based toxicology, biochemistry, physiology, and pathology; exposure assessment; disease prevention approaches; and methods development. The experience gained in those activities, together with knowledge from external publications and reports, was brought together in 1995 in a major NIOSH review and report of recommendations, entitled *Criteria for a Recommended Standard—Occupational Exposure to Respirable Coal Mine Dust*. This document had the following major recommendations:

1. Exposures to respirable coal mine dust should be limited to 1 mg/m^3 as a time-weighted average concentration for up to a 10 hour day during a 40 hour work week;
2. Exposures to respirable crystalline silica should be limited to 0.05 mg/m^3 as a time-weighted average concentration for up to a 10 hour day during a 40 hour work week;
3. The periodic medical examination for coal miners should include spirometry;
4. Periodic medical examinations should include a standardized respiratory symptom questionnaire;
5. Surface coal miners should be added to and included in the periodic medical monitoring.

This Current Intelligence Bulletin (CIB) updates the information on coal mine dust exposures and associated health effects from 1995 to the present. A principal intent is to determine whether the 1995 recommendations remain valid in the light of the new findings, and whether they need to be updated or supplemented. The report does not deal with issues of sampling and analytical feasibility nor technical feasibility in achieving compliance.

John Howard, MD
Director, National Institute for
Occupational Safety and Health
Centers for Disease Control and Prevention

Executive Summary

Information relating to occupational pulmonary disease morbidity and mortality of coal miners available up to 1995 was reviewed in the NIOSH publication: *Criteria for a Recommended Standard—Occupational Exposure to Respirable Coal Mine Dust*, or Coal Criteria Document (CCD). This led to the following principal conclusions concerning health effects associated with coal mining:

1. Exposure to coal mine dust causes various pulmonary diseases, including coal workers' pneumoconiosis (CWP) and chronic obstructive pulmonary disease (COPD).
2. Coal miners are also exposed to crystalline silica dust, which causes silicosis, COPD, and other diseases.
3. These lung diseases can bring about impairment, disability and premature death.

This Current Intelligence Bulletin updates the previously published review with respect to findings relevant to the health of U.S. coal miners published since 1995. The main conclusions are:

1. After a long period of declining CWP prevalence, recent surveillance data indicate that the prevalence is rising.
2. Coal miners are developing severe CWP at relatively young ages (<50 years).
3. There is some indication that early development of CWP is being manifested as premature mortality.
4. The above individuals would have been employed all of their working lives in environmental conditions mandated by the 1969 Coal Mine Health and Safety Act.
5. The increase in CWP occurrence appears to be concentrated in hot spots of disease mostly concentrated in the central Appalachian region of southern West Virginia, eastern Kentucky, and western Virginia.
6. The cause of this resurgence in disease is likely multifactorial. Possible explanations include excessive exposure due to increases in coal mine dust levels and duration of exposure (longer working hours), and increases in crystalline silica exposure (see below). As indicated by data on disease prevalence and severity, workers in smaller mines may be at special risk.
7. Given that the more productive seams of coal are being mined out, a transition by the industry to mining thinner coal seams and those with more rock

intrusions is taking place and will likely accelerate in the future. Concomitant with this is the likelihood of increased potential for exposure to crystalline silica, and associated increased risk of silicosis, in coal mining.

The main conclusions drawn from review of the new information are:

1. While findings published since 1995 refine or add further to the understanding of the respiratory health effects of coal mine dust described in the NIOSH CCD, they do not contradict or critically modify the primary conclusions and associated recommendations given there. Rather, the new findings strengthen those conclusions and recommendations.
2. Overall, the evidence and logical basis for recommendations concerning prevention of occupational respiratory disease among coal miners remains essentially unaffected by the newer findings that have emerged since publication of the CCD.

In summary, as recommended by the CCD, every effort needs to be made to reduce exposure to both coal mine dust and to crystalline silica dust. As also recommended in the CCD, the latter task requires establishing a separate compliance standard in order to provide an effective limit to exposure to crystalline silica dust.

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Table 4. Excess (exposure-attributable) prevalence of decreased lung function among U.S. coal miners at age 65 following exposure to respirable coal mine dust over a 45-year working lifetime.

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Abbreviations

CAO	chronic airway obstruction
CCD	coal criteria document, formally *NIOSH Criteria for a Recommended Standard—Occupational Exposure to Respirable Coal Mine Dust*
COPD	chronic obstructive pulmonary disease
CWP	coal workers' pneumoconiosis
CWXSP	Coal Workers' X-ray Surveillance Program
FEV_1	forced expiratory volume in 1 second
ILO	International Labour Office
mg/m^3	milligrams per cubic meter
MSHA	Mine Safety and Health Administration
NIOSH	National Institute for Occupational Safety and Health
PAH	polycyclic aromatic hydrocarbons
PDM	personal continuous dust monitor
PMF	progressive massive fibrosis
REL	recommended exposure limit
YPLL	years of potential life lost

Glossary

Aerodynamic diameter: The diameter of a sphere with a density of 1 g/cm^3 and with the same stopping time as the particle. Particles of a given aerodynamic diameter move within the air spaces of the respiratory system identically, regardless of density or shape.

Chronic obstructive pulmonary disease (COPD): Includes chronic bronchitis (inflammation of the lung airways associated with cough and phlegm production), impaired lung function, and emphysema (destruction of the air spaces where gas transfer occurs). COPD is characterized by irreversible (although sometimes variable) obstruction of lung airways, and should be considered in any patient who has dyspnea, chronic cough or sputum, and/or a history of exposure to risk factors for COPD. The diagnosis should be confirmed by spirometry.

Coal rank: A classification of coal based on fixed carbon, volatile matter, and heating value of the coal. Coal rank indicates the progressive geological alteration (coalification) from lignite to anthracite.

Coal workers' pneumoconiosis (CWP): A chronic dust disease of the lung arising from employment in a coal mine. In workers who are or have been exposed to coal mine dust, diagnosis is based on the radiographic classification of the size, shape, profusion, and extent of parenchymal opacities.

Crystalline silica: Silicon dioxide (SiO_2). "Crystalline" refers to the orientation of SiO_2 molecules in a fixed pattern as opposed to a nonperiodic, random molecular arrangement defined as amorphous. The three most common crystalline forms of free silica encountered in general industry are quartz, tridymite, and cristobalite. The predominant form is quartz.

Excess (exposure-attributable) prevalence: The prevalence (cases/population at risk) attributable to workplace dust exposure (in the case of CWP, the prevalence adjusted for radiographic appearances associated with lung aging).

International Labour Office (ILO) classification system: A standardized method for assessing abnormalities related to the pneumoconioses based substantially on comparison of test with reference radiographs. In the system there are 4 categories of simple pneumoconiosis (categories 0, 1, 2, and 3), with 0 implying no definite abnormality.

Progressive massive fibrosis: Coal workers' complicated pneumoconiosis. Diagnosis is based on determination of the presence of large opacities (1 cm or larger) using radiography or the finding of specific lung pathology on biopsy or autopsy.

Quartz: Crystalline silicon dioxide (SiO_2) not chemically combined with other substances and having a distinctive physical structure.

Respirable coal mine dust: That portion of airborne dust in coal mines that is capable of entering the gas-exchange regions of the lungs if inhaled: by convention, a particle-size-selective fraction of the total airborne dust; includes particles with aerodynamic diameters less than approximately 10 μm.

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External Expert Peer Review Panel

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Robert Cohen, M.D., F.C.C.P.
Cook County Health and Hospitals System
Chicago, IL

Dennis O'Dell
United Mine Workers of America
Washington, DC

Joseph Lamonica
Bituminous Coal Operators Association
Washington, DC

Cecile Rose, M.D.
National Jewish Health
Denver, CO

1 Introduction

The publication of the *NIOSH Criteria for a Recommended Standard—Occupational Exposure to Respirable Coal Mine Dust* or Coal Criteria Document (CCD) in 1995 (1) followed a long period of extensive research activity focused on exposure to coal mine dust and its health effects in coal miners. From this research, substantial information had emerged about the extent and severity of respiratory disease caused by coal mine dust, its quantitative relationship with dust exposure, its pathology and toxicology, environmental patterns of relevant exposures, and methodologies for assessing these variables. In particular, the findings demonstrated that not only was there a considerable burden of coal workers' pneumoconiosis (CWP) in the U.S. and other countries, but that underground coal miners were vulnerable to other lung diseases, notably chronic obstructive pulmonary disease (COPD). The evidence came from extensive and well-planned epidemiologic and laboratory-based investigations undertaken primarily in the U.S., the United Kingdom, and (West) Germany, with supporting information coming from studies in other European countries and Australia.

The available information was thoroughly summarized in the CCD. It showed that, in 1995, CWP was in decline in the U.S., with downward trends in prevalence in all tenure groups (Figure 4–2 of the CCD (1), included here as Figure 1). This decline was consistent with reductions in coal mine dust exposure mandated by the 1969 Coal Mine Health and Safety Act (1969 Coal Mine Act) (CCD Figure 4–1 (1); Figure 2). Despite this decline in disease levels, NIOSH concluded from review of the surveillance data and quantitative risk estimates based on the epidemiologic studies that the current dust exposure regulations for U.S. coal mines were not sufficiently protective. Consequently, it proposed lower dust limits for coal mines, enhanced medical surveillance, and other requirements.

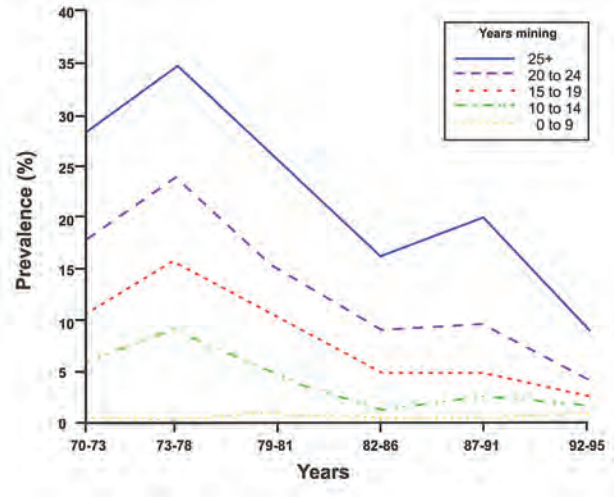

Figure 1. Prevalence of CWP category 1 or greater from the NIOSH Coal Workers' X-ray Program from 1970–1995, by tenure in coal mining. (Figure 4–2 of the CCD (1)).

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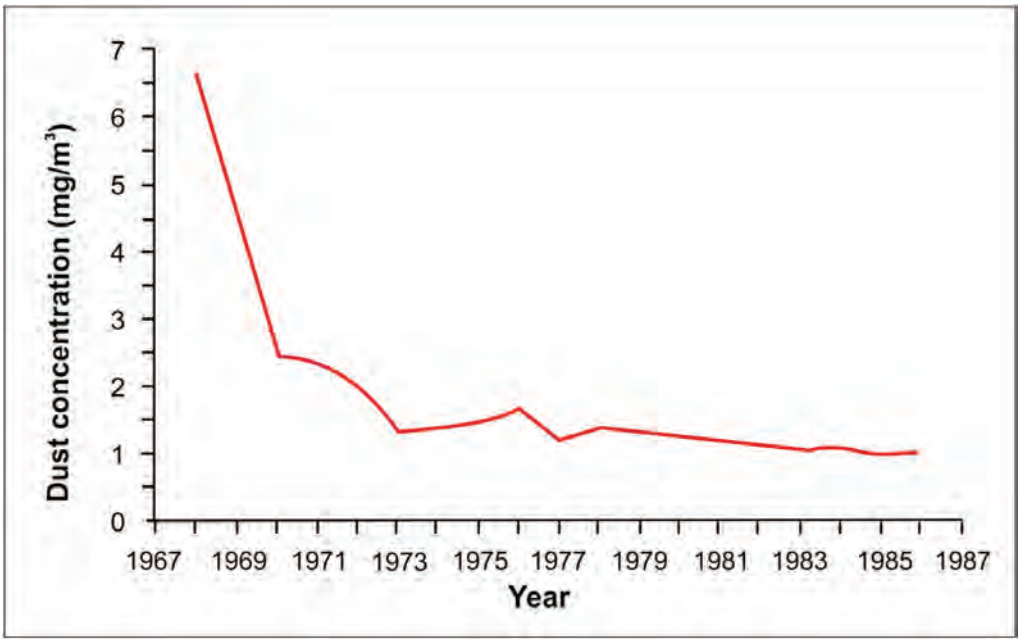

Figure 2. Trend in reported dust concentrations for continuous miner operators, 1968–87. [Figure 4–1 of the CCD (1)] (Source: Attfield and Wagner (2)).

The CCD noted that the current U.S. federal dust limit for underground coal mines dated back to the 1969 Coal Mine Act, which mandated a compliance permissible exposure limit of 2 milligrams per cubic meter (mg/m^3) of respirable coal mine dust. This limit was derived from British research, which provided the only quantitative exposure-response relationship available at that time. This exposure-response curve (CCD Figure 7–2 (1); Figure 3) predicted that no cases of CWP as severe as category 2 on the International Labour Office (ILO) classification system (3) would develop among miners who worked 35 years at 2 mg/m^3. Similarly at that time, the current information indicated that the disabling form of CWP, progressive massive fibrosis (PMF), was very unlikely to develop from less severe ILO categories (e.g., category 1 CWP). Therefore, adoption of the 2 mg/m^3 limit was believed, at that time, to be protective against the risk of disability and premature mortality that accompanies PMF.

Subsequent scientific findings, emerging between 1969 and 1995, disproved some of the assumptions inherent in the adoption of the 2 mg/m^3 standard. Firstly, the assumption that miners with CWP less severe than category 2 were at minimal risk of PMF was found to be incorrect. Moreover, additional findings from the British data (CCD Figure 7–6 and Table 4–6 (1); Figure 4 and Table 1), together with new results on U.S. underground coal miners from research undertaken by NIOSH (CCD Figure 7–4 and Table 4–6 (1); Figure 5 and Table 1) showed that there was no threshold at 2 mg/m^3 as had been indicated by the original British study (CCD Figure 7–2 (1); Figure 3). Furthermore, the CCD reviewed findings on other lung diseases and their relationship with coal mine dust exposure. It concluded that coal miners were at additional risk of developing ventilatory function deficits, respiratory symptoms, and emphysema in addition to CWP (CCD Table 4–7 (1); Table 2). (Note that the

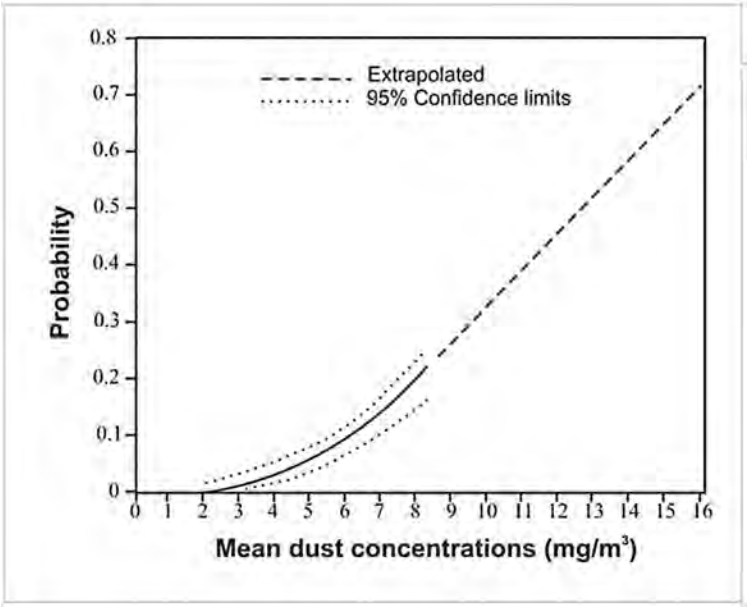

Figure 3. Probability that an individual starting with no pneumoconiosis (category 0/0) will be classified as 2/1 or greater after 35 years of exposure to various concentrations of coal mine dust. [Figure 7–2 of the CCD (1)] (Source: Jacobsen et al. (4)).

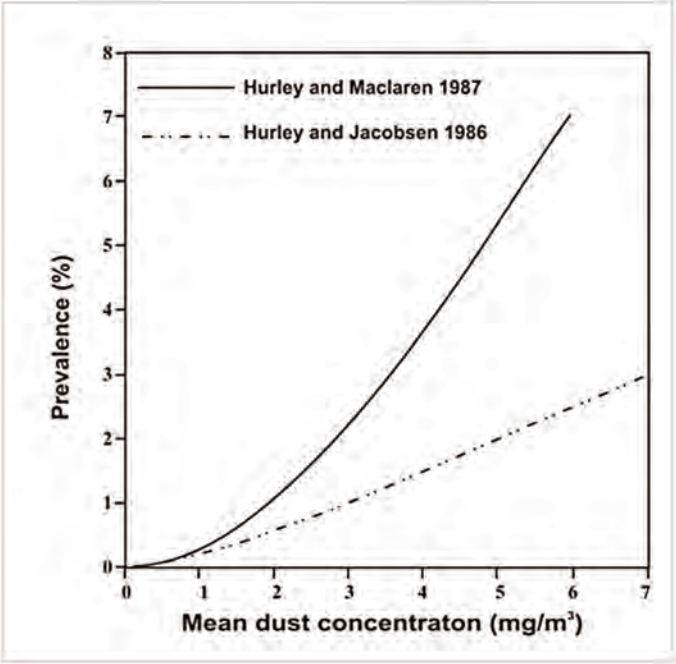

Figure 4. Predicted prevalence of PMF among British coal miners after a 35-year working lifetime by mean concentration of respirable coal mine dust. [Figure 7–6 of the CCD (1)](Source: Hurley and Maclaren (5)).

Table 1. Predicted prevalence of simple CWP and PMF among U.S. or British coal miners at age 58 followingT exposure to respirable coal mine dust over a 40-year working lifetime. (Table 4–6 of the CCD(1))

Study and coal rank	Mean concentration of respirable CMD (mg/m³)	Predicted prevalence (cases/1,000)		
		CWP≥1	CWP≥2	CWP≥3
Attfield and Seixas (6):*				
High-rank bituminous	2.0	253 (204–308)†	89 (60–130)	51 (30–85)
	1.0	116 (88–150)	29 (16–51)	16 (7–36)
Medium/low-rank bituminous	2.0	144 (117–176)	31 (20–49)	14 (7–27)
	1.0	84 (64–110)	17 (9–30)	9 (4–19)
Attfield and Morring (7):‡				
Anthracite	2.0	316 (278–356)	142 (118–172)	89 (69–113)
	1.0	128 (108–152)	46 (35–60)	34 (24–48)
High-rank bituminous (89% carbon)	2.0	282 (250–317)	115 (94–141)	65 (49–85)
	1.0	119 (100–142)	41 (31–54)	29 (20–41)
Medium/low rank bituminous (83% carbon)	2.0	121 (108–136)	40 (33–49)	22 (17–29)
	1.0	74 (62–89)	24 (18–31)	17 (12–24)
Medium/low-rank bituminous (Midwest)	2.0	89 (73–108)	28 (20–39)	15§ (9–26)
	1.0	63 (52–77)	20 (14–27)	14§ (9–21)
Medium/low rank bituminous (West)	2.0	67 (52–86)	15 (8–26)	13§ (7–24)
	1.0	55 (44–68)	14 (10–21)	12§ (8–20)
Hurley and Maclaren				
High-rank bituminous (89% carbon)	2.0	89	29	18
	1.0	40	12	7
Medium/low-rank bituminous (83% carbon)	2.0	65	16	7
	1.0	28	7	3

*Attfield and Seixas (6) define the coal rank groups as follows: 1- high-rank bituminous (89–90% carbon)—central Pennsylvania and southern West Virginia; 2-medium/low-rank bituminous (80–87% carbon)—western Pennsylvania, northern and southwestern West Virginia, eastern Ohio, eastern Kentucky, western Virginia and Alabama; 3- low-rank—western Kentucky, Illinois, Utah, and Colorado.

†Ninety-five percent confidence intervals, where available, are in parentheses under the point estimates for prevalence (cases/ 1000).

‡In Attfield and Morring (7), the predicted prevalences for CWP category 1 or greater and category 2 or greater did not include PMF (correction from CCD original).

§Attfield and Morring (7) define the coal rank groups as follows: 1- anthracite - two mines in eastern Pennsylvania (~93% carbon); 2- medium/low-volatile bituminous (89–90% carbon)—three mines in central Pennsylvania and three in southeastern West Virginia; 3- high-volatile "A" bituminous (80–87% carbon)—16 mines in western Pennsylvania, north and southwestern West Virginia, eastern Ohio, eastern Kentucky and Illinois.

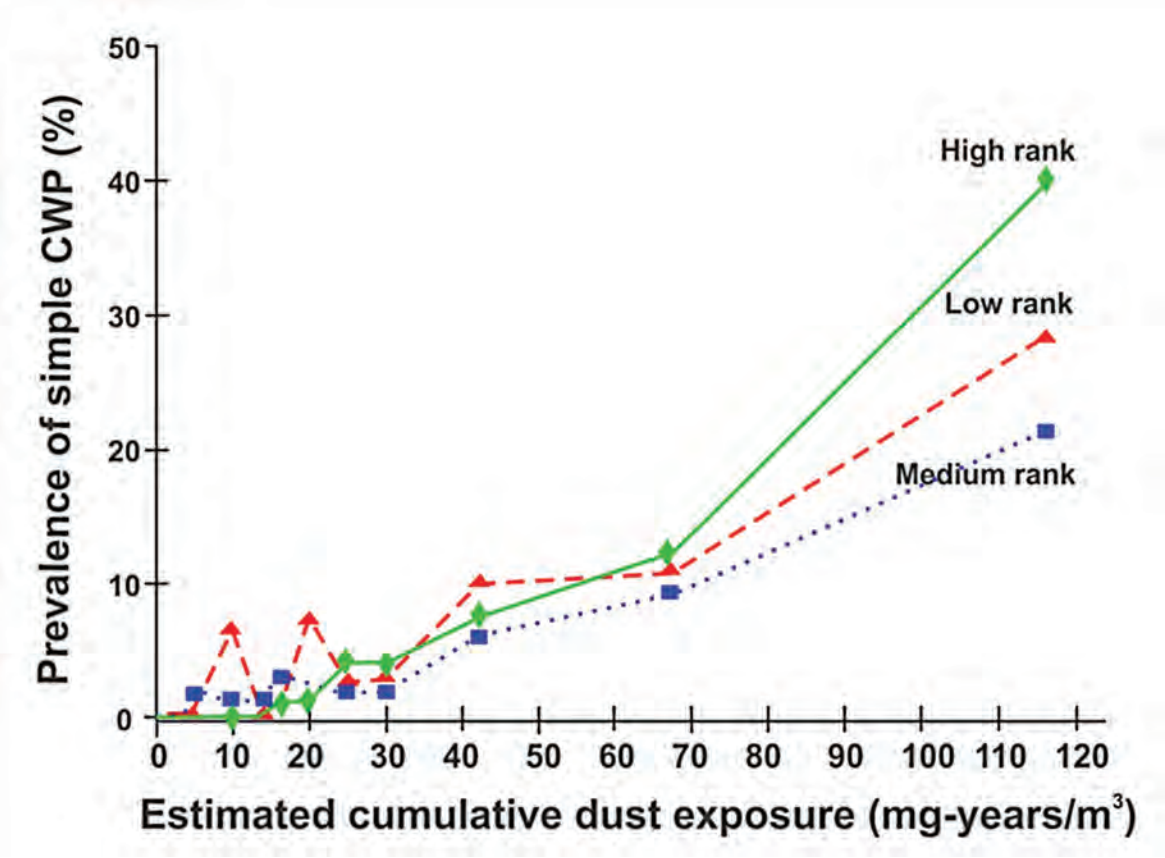

Figure 5. Prevalence of simple CWP category 1 or greater among U.S. coal miners by estimated cumulative coal mine dust exposure and coal rank. [Figure 7–4 of the CCD (1)](Source: Attfield and Seixas (6)).

results provided here are selected to illustrate the main CCD conclusions. For a full understanding of the complete body of knowledge, please see the CCD (1).)

On the basis of the updated body of evidence on the adverse health effects and an evaluation of the technological feasibility of reducing dust exposures, NIOSH recommended that the federal coal mine dust limit be reduced to 1 mg/m^3. Critical to this decision were computed excess (exposure-attributable) prevalences of CWP derived from two studies of U.S. coal miners undertaken by NIOSH (CCD Table 7–2 (1); Table 3). Predictions were derived from each study for a working lifetime (i.e., 45 years) exposure at 2 mg/m^3 and 1 mg/m^3. Another source of information critical to the recommendations was information on predicted excess lung function decrements for a lifetime's exposure to 1 mg/m^3 and 2 mg/m^3 respectively (CCD Table 7–3 (1); Table 4). Details of the rationale for, and development of, the risk analyses employed in the CCD were subsequently published separately (8). NIOSH also evaluated information from other epidemiologic studies in coming to its recommendations in the CCD. However, because no other studies had quantitative exposure-response information, apart from strengthening the

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Table 2. Predicted prevalence of decreased lung function* among U.S. or British coal miners at age 58 following exposure to respirable coal mine dust over a 40-year working lifetime. (Table 4–7 of the CCD (1))

Study and region†	Mean concentration of respirable coal mine dust (mg/m^3)	Lung function decrement (% FEV_1)	Predicted prevalence (cases/1,000)	
			Never smokers	Smokers
Attfield and Hodous (8)				
East	2.0	<80	141	369
		<65	22	102
	1.0	<80	123	336
		<65	18	87
West	2.0	<80	125	340
		<65	16	80
	1.0	<80	108	309
		<65	13	68
Marine et al. (9):				
	2.0	<80	153	372
		<65	63	173
	1.0	<80	125	314
		<65	52	159

*Decreasing lung function is defined as FEV_1 <80% of predicted normal values. Clinically important deficits are FEV_1 <80%, which approximately equals the lower limit of normal (LLN), or the fifth percentile (9, 10); and FEV_1 <65%, which has been associated with severe exertional dyspnea (11, 12).

†Attfield and Hodous (13) define the following coal rank regions: East—anthracite (eastern Pennsylvania) and bituminous (central Pennsylvania, northern Appalachia [Ohio, northern West Virginia, western Pennsylvania], southern Appalachia [southern West Virginia, eastern Kentucky, western Virginia]), Midwest (Illinois, western Kentucky), and South (Alabama).

‡Conversion from gh/m^3 to $mg\text{-}yr/m^3$; assumed 1,920 hr/yr for U.S. miners.

case for more stringent regulation, these additional study results did not provide any numerical basis for standard setting. For simplicity, NIOSH recommended one exposure limit for the nation rather than different limits by coal rank, based on technological feasibility of reducing exposures, even though CWP prevalence has been shown to vary according to the rank of the coal in studies of miners in the U.S. and other countries.

In addition to recommending a reduction in the exposure limit for coal mine dust, NIOSH also recommended a change in the exposure limit for crystalline silica dust and the method by which it is enforced. Currently, silica levels are intended to be controlled by a reduction in the level of coal mine dust commensurate with the proportion of the dust that is silica. NIOSH proposed a separate limit for respirable crystalline silica in order to more effectively monitor

Table 3. Excess (exposure-attributable) prevalence of simple CWP or PMF among U.S. coal miners at age 65 following exposure to respirable coal mine dust over a 45-year working lifetime. (Table 7–2 of the CCD (1))

Study and coal rank	Disease category	Cases/1,000 at various mean dust concentrations		
		0.5 mg/m³	1.0 mg/m³	2.0 mg/m³
Attfield and Seixas (6):*				
High-rank bituminous	CWP ≥ 1	48	119	341
	CWP ≥ 2	20	58	230
	PMF	13	36	155
Medium/low-rank bituminous	CWP ≥ 1	27	63	165
	CWP ≥ 2	9	22	65
	PMF	4	10	29
Attfield and Morring (7):†				
Anthracite	CWP ≥ 1	45	120	380
	CWP ≥ 2	17	51	212
	PMF	17	46	167
High-rank bituminous (89% carbon)	CWP ≥ 1	41	108	338
	CWP ≥ 2	15	43	168
	PMF	13	34	114
Medium/low-rank bituminous (83% carbon)	CWP ≥ 1	18	42	111
	CWP ≥ 2	6	15	42
	PMF	4	9	21
Medium/low-rank bituminous (Midwest)	CWP ≥ 1	12	26	64
	CWP ≥ 2	4	9	22
	PMF	1	3	6
Medium/low-rank bituminous (West)	CWP ≥ 1	7	14	32
	CWP ≥ 2	<1	<1	1
	PMF	<1	<1	1

*Attfield and Seixas (6) define the coal rank groups as follows: 1- high-rank bituminous (89–90% carbon)—central Pennsylvania and southern West Virginia; 2- medium/low-rank bituminous (80–87% carbon)—western Pennsylvania, northern and southwestern West Virginia, eastern Ohio, eastern Kentucky, western Virginia and Alabama; 3- low-rank—western Kentucky, Illinois, Utah and Colorado.

†Attfield and Morring (7) define the coal rank groups as follows: 1- anthracite - two mines in eastern Pennsylvania (~93% carbon); 2- medium/low-volatile bituminous (89–90% carbon)—three mines in central Pennsylvania and three in southeastern West Virginia; 3- high-volatile "A" bituminous (80–87% carbon)—16 mines in western Pennsylvania, north and southwestern West Virginia, eastern Ohio, eastern Kentucky and Illinois.

Table 4. Excess (exposure-attributable) prevalence of decreased lung function* among U.S. coal miners at age 65 following exposure to respirable coal mine dust over a 45-year working lifetime. (Table 7–3 of the CCD (1))

Study and region	Lung function decrement	Smoking status	Cases/1,000 at various mean dust concentrations		
			0.5 mg/m³	1.0 mg/m³	2.0 mg/m³
Attfield and Hodus (8):†					
East	<80% FEV_1	Never smoked	10	21	44
		Smoker	12	24	51
West	<80% FEV_1	Never smoked	9	19	40
		Smoker	11	23	48
East	<65% FEV_1	Never smoked	2	5	12
		Smoker	4	8	19
West	<65% FEV_1	Never smoked	2	4	9
		Smoker	3	7	15
Seixas et al. (14):	<80% FEV_1	Never smoked	60	134	315
		Smoker	68	149	338
	<65% FEV_1	Never smoked	18	45	139
		Smoker	27	67	188

*Decreasing lung function is defined as FEV_1 <80% of predicted normal values. Clinically important deficits are FEV_1 <80%, which approximately equals the lower limit of normal (LLN), or the fifth percentile (9, 10); and FEV_1 <65%, which has been associated with severe exertional dyspnea (11, 12).

†Attfield and Hodous (8) define the following coal rank regions: East—anthracite (eastern Pennsylvania) and bituminous (central Pennsylvania, northern Appalachia [Ohio, northern West Virginia, western Pennsylvania], southern Appalachia [southern West Virginia, eastern Kentucky, western Virginia]), Midwest (Illinois, western Kentucky), and South (Alabama).

‡Coal rank was not provided in Seixas et al. (14) However, miners were included from bituminous coal ranks and regions across the United States, as described in Attfield and Seixas (6): 1. High-rank bituminous (89%–90% carbon): central Pennsylvania and southeaster West Virginia; 2. Medium/low-rank bituminous (80%–87% carbon): medium-rank—western Pennsylvania, northern and southwestern West Virginia, eastern Ohio, eastern Kentucky, western Virginia, and Alabama; low-rank—western Kentucky, Illinois, Utah, and Colorado.

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and control exposures. The NIOSH recommendations for coal mine dust and crystalline silica dust were explicitly intended for both underground and surface coal operations. In addition, NIOSH recommended enhancing worker medical monitoring, and extending it to surface coal mine workers. An independent advisory committee, which was convened by MSHA in 1996 in response to the NIOSH CCD, affirmed each of the recommendations in the CCD (15).

The following material comprises a summary of results from reports that have been published since 1995 on CWP, other respiratory diseases, cancer outcomes, and overall mortality. In addition, new information summarized from the current NIOSH medical monitoring program for coal miners is included. There are also sections on aspects relating to dust levels, control, and compliance, and on surface coal mining.

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2 Coal Workers' Pneumoconiosis

2.1 Surveillance

Over time since 1995 it has become increasingly apparent that the observed prevalence of CWP in U.S. underground coal miners examined in the Coal Miners' X-ray Surveillance Program (CWXSP) was no longer declining as it had from 1969–1995, but had begun increasing. This situation was first noticed in a 2003 CDC/NIOSH report (16). This report also drew attention to the fact that CWP was developing in underground coal miners who had spent all of their working life in a working environment where the dust conditions should have been as mandated by the 1969 Coal Mine Act. Based on findings that showed higher CWP prevalences in certain worker groups, the publication raised concerns about possible excessive dust exposures in certain states, at smaller mines, and by some surface and contract miners.

Reports in 2006 and 2007 called attention to advanced pneumoconiosis in working underground miners in Kentucky (KY) and Virginia (VA) (17, 18); as with the prior report (2003), most of the affected miners had started work after 1969 yet had still developed severe CWP. Possible reasons put forth as explanations for the findings were: 1) inadequacies in the mandated coal mine dust regulations; 2) failure to comply with or adequately enforce those regulations; 3) lack of disease prevention innovations to accommodate changes in mining practices (e.g., thin-seam mining); and 4) missed opportunities by miners to be screened for early disease and take action to reduce dust exposures. Further explanations, noted in other reports included: 5) longer hours being worked by today's coal miners; 6) excessive exposure to crystalline silica, perhaps associated with the mining of thinner seams of coal; and 7) lack of resources for dust control and miner/operator education, particularly in smaller mines (19–21).

To gain a better understanding of the extent of the problem, NIOSH undertook a systematic analysis of rapidly progressive CWP (22). Statistics were derived based on each miner's radiographic steps of progression of CWP using the standard ILO categorical scores standardized to a five-year interval. These data were summarized by county and then plotted to reveal 'hot spots' of rapid disease progression (Figure 6; from Antao et al, 2005 (22)). These tended to be located on the eastern edge of the Appalachian coal field but were particularly concentrated in the southern West Virginia (WV)/western VA/eastern KY tri-state region (central Appalachian region).

In response to these observations, NIOSH undertook a series of field surveys in the hot spot regions in an attempt to enhance the quality of data (i.e., improve participation). The field surveys were undertaken as part of the Coal Workers' X-ray Surveillance Program (CWXSP) administered by NIOSH, as mandated by the 1969 Coal Mine Act. The targeted surveys comprised an "Enhanced Program" to complement the regular CWXSP program. Those findings are included in an overall tabulation that can be found in the NIOSH *2007 Work-related Lung Disease (WoRLD) Surveillance Report* (disseminated in hard copy (23) and

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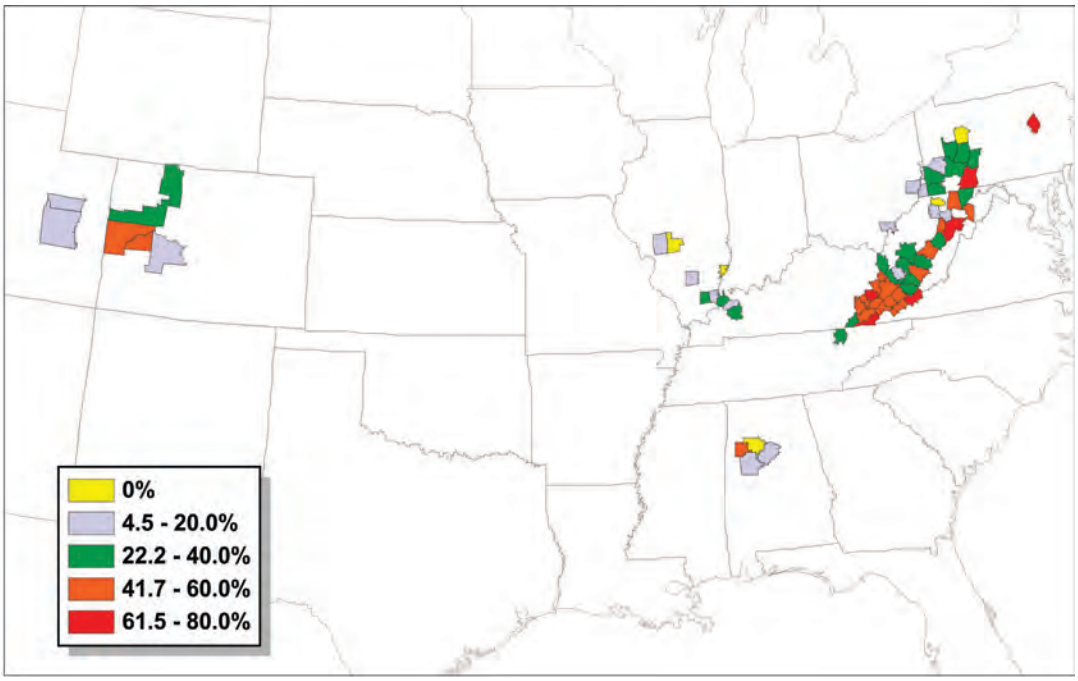

Figure 6. Percentage of evaluated miners with rapidly progressive coal workers' pneumoconiosis by county (not shown are counties with fewer than five miners evaluated). (Source: Antao et al. (22)).

on the NIOSH internet site (24). These results showed that the prevalence of CWP appeared to have stopped declining around 1995–1999, and has risen since then. The trend reversal appears most apparent in the longer-tenured miners. Virtually that entire group had spent their whole working life in dust conditions mandated by the 1969 Coal Mine Act. An updated (unpublished) version of this graphic, taking the data up to 2009, shows the increased CWP prevalence observed over the past decade (Figure 7).

The upward trend visible in Figure 7 for all pneumoconiosis cases (category 1+) is even more evident for PMF (Figure 8). Of particular concern are the prevalence values for the last three five-year periods (1995–2009) for miners with <25 years tenure, which are well above those observed in the early 1990s. In 2005–2009 alone, 69 coal miners examined in the CWXSP were determined to have PMF. Of these, 11 had less than 25 years total tenure in coal mining, and the majority (56, or 81%) were working in the central Appalachian region.

Since the data from 2005 in Figures 7 and 8 were derived, in part, from the special NIOSH surveys targeted at hot spot areas, there could be the concern that the recent CWXSP findings may be upwardly biased, with the implication that the apparent rise in prevalence may be an artifact. However, overall prevalences for 2005–2009 for the Enhanced and regular programs, derived from state-specific prevalences weighted by the participation rates for the whole program from the different states gives rise to figures of 3.2% prevalence for data from the targeted surveys (Enhanced program) compared to 3.1% for data from the regular program. There is therefore no indication whatsoever of any major bias. Moreover, it is

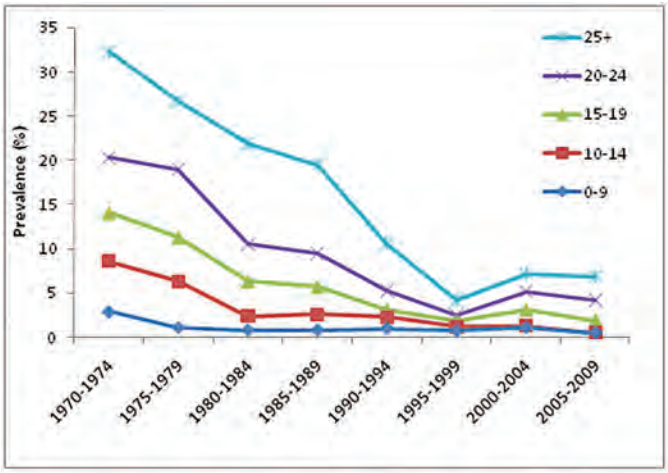

Figure 7. Percentage of miners examined with CWP category 1 or greater from the NIOSH Coal Workers' X-ray Program from 1970–2009, by tenure in coal mining. (Source: NIOSH CWXSP data).

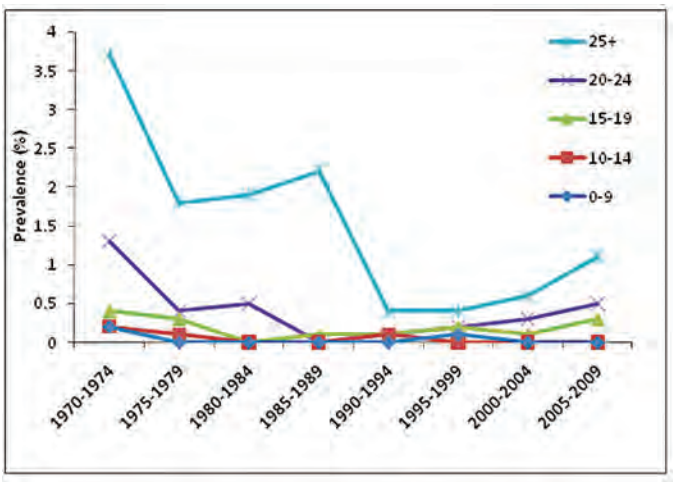

Figure 8. Percentage of miners examined with PMF from the NIOSH Coal Workers' X-ray Program from 1970–2009, by tenure in coal mining. (Source: NIOSH CWXSP data).

clear from Figures 7 and 8 that the upswing in prevalence of CWP was underway before the targeted surveys began in 2005.

The finding of severe CWP in the CWXSP was confirmed among West Virginia coal miners with a report of 138 compensated cases of PMF from 2000–2009 (25). These miners had worked virtually all of their lives under post-1969 Coal Mine Act conditions, and had developed PMF at age 52.6 years on average. Of the 138, 21 had died by publication date.

A number of reports of surveillance information from other countries have emerged since 1995 (26–31). Although mining conditions differ in these other countries, these studies are supportive of the findings in U.S. coal miners.

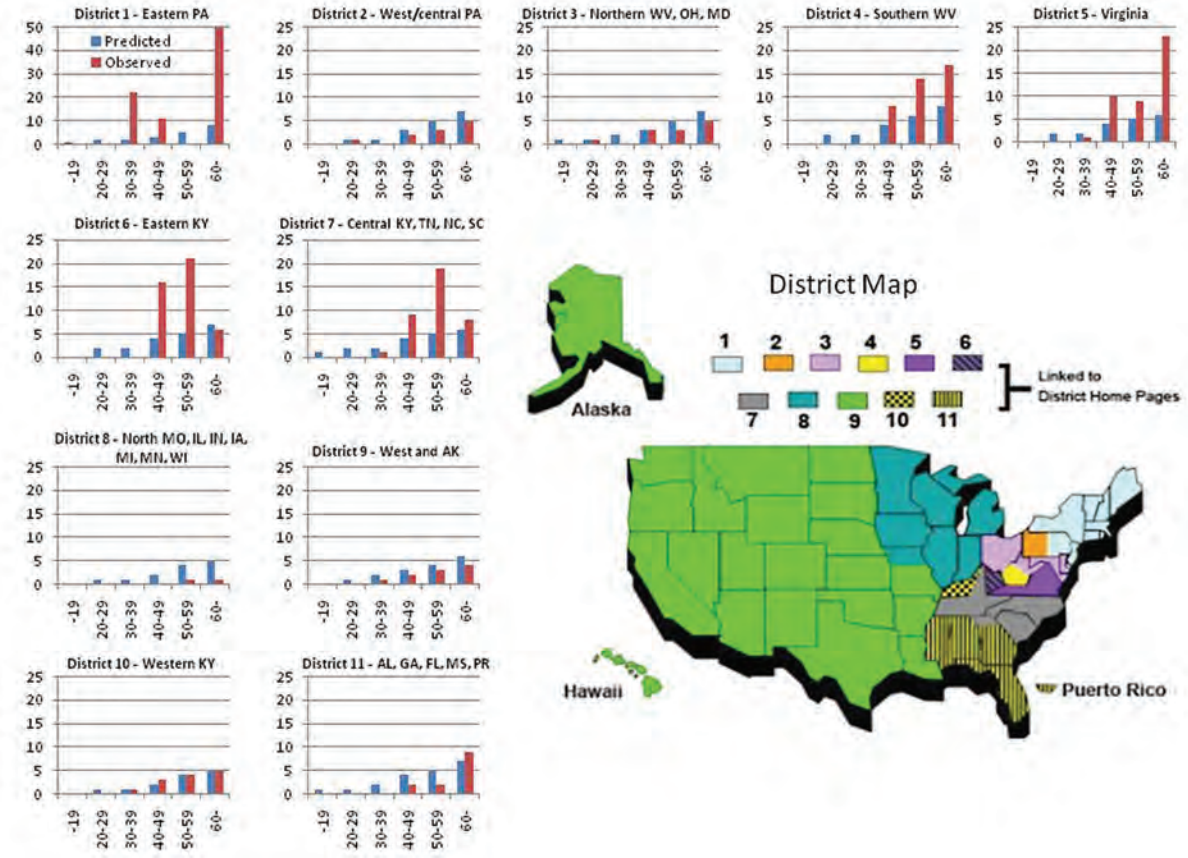

Figure 9. Observed and predicted prevalences (%) of CWP category 1 or greater by age group and MSHA District. (Source: Data from the NIOSH CWXSP for 1995–2009. Charts based on data provided in Suarthana et al (32).)

2.2 Epidemiology

The CWXSP finding of increased prevalence of CWP has prompted a series of analyses by NIOSH aimed at identifying factors that might be causing the increase. In an analysis undertaken as part of this series (32), predicted risk of CWP was derived for each individual who participated in the CWXSP from 2005–2009 using published exposure-response models (7). The models were coal-rank specific, and used both age and cumulative coal mine dust exposure as predictors. The resulting individual risks (lying between 0 and 1) were then summed over subsets of the data and compared with the observed prevalences. (Further models, published later, were also available, but the early relationships were preferred because they were based on greater numbers of observations and had more specific adjustment for coal rank. The later predicted prevalences were somewhat higher than those presented here.) The results tabulated by MSHA region and age are shown here in Figure 9. It is clear that CWP prevalence is less than expected in some regions (observed ≤ predicted) but substantially greater than expected in others

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(observed > predicted). That is, in the northern Appalachian region and the mid-west and western coal fields the observed prevalences are generally below those predicted in all age groups. However, in the southern WV, eastern and central KY, Tennessee, and VA MSHA regions the observed prevalences are 2–4 times greater than predicted from cumulative coal mine dust exposure and age. Clearly, some factor or factors must be acting differently across the regions to cause this regional pattern.

At least three environmental factors impact the central Appalachian region in this respect. These are: thin seams, small mines, and, for VA, high coal rank. The mining of thin coal seams, which often involves the deliberate cutting and extraction of substantial amounts of (often siliceous) rock overlying or underlying the coal seam, is particularly prevalent in Appalachia (33). NIOSH has been investigating the health implications of possible excessive crystalline silica exposure arising from the cutting of the rock adjacent to the coal seams (34). This analysis used the presence of r-type pneumoconiotic opacities on the chest X-ray as an indicator of crystalline silica exposure. This type of opacity is a radiographic manifestation of nodules in the lung having a typology often associated with excessive exposure to silica dust. An increase in the prevalence of such opacities could then well indicate that miners are more frequently being exposed to crystalline silica dust, or are experiencing exposure to higher levels of silica dust. Increased exposure to crystalline silica dust may well be arising from industry trends, whereby there is greater focus on mining thinner seams of coal as the more productive thicker seams are mined out.

The findings from this study indicated that the proportion of radiographs showing r-type opacities increased during the 1990s, and particularly after 1999, in KY, VA, and WV, compared to the 1980s. They could potentially be explained by an increase in the frequency and/or intensity of silica exposure among underground coal miners. This hypothesis was confirmed by evidence from dust sampling in mines in that region indicating that excessive silica exposures are occurring (35). In the CCD, NIOSH not only recommended that compliance procedures for crystalline silica be made more effective, but that the exposure limit be reduced. In the light of these epidemiological findings (34), therefore, this recommendation remains appropriate and even more urgent. A report on British coal miners also associated an increase in CWP prevalence with rock cutting (36).

In another NIOSH analysis (19) trends in CWP prevalence were examined by mine size (i.e., employment). The hypothesis investigated was that smaller mines lack resources in many areas for the full protection of workers, including dust suppression and up-to-date knowledge of means to prevent disease development. (It may also be that smaller mines tend to be those mining the thinner coal seams.) The results show that CWP prevalence is increasing in mines of all sizes, but the trend is much more obvious and much greater among miners employed in smaller coal mines.

Of the other factors listed above that may be contributing to the rise in CWP prevalence, increased working hours gives rise to special concern. Overall, U.S. coal miners are working longer hours. Figure 10, derived from data collected by MSHA shows a steady increase in the number of hours worked. This increase appears to arise from not only working longer shifts (e.g., 10 or 12 hours), but from working on weekends as well. Although no epidemiologic data exist that implicate longer hours as

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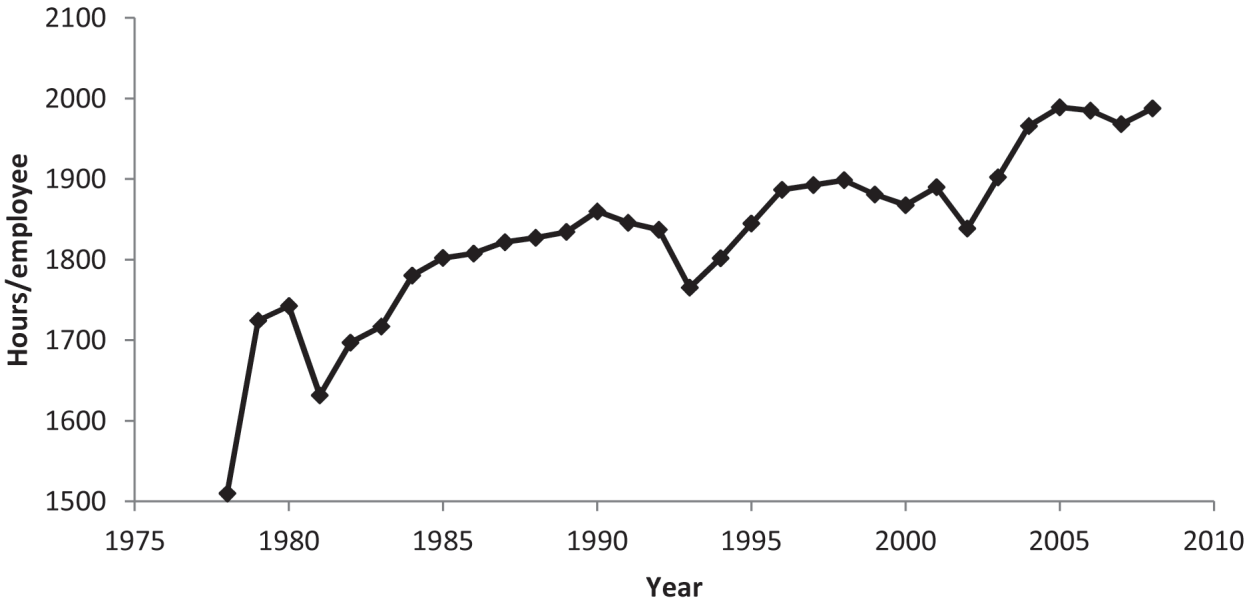

Figure 10. Hours worked per underground coal miner, 1978–2008. (Source: http://www.msha.gov/ACCINJ/BOTHCL.HTM).

a contributory causative factor for CWP, working longer hours leads to the inhalation of more dust into the lungs. For example, working 12 hours leads to 50% more dust entering the lung compared to a regular 8-hour shift, assuming all other factors are equal (e.g., exposure concentration and breathing rates). Additionally, working longer workshifts reduces the time available between workshifts for the process of clearing the dust deposited in the lungs. Unfortunately, the available information on working hours in U.S. coal miners is not miner-specific but rather by coal mine, substantially reducing the validity of a formal analysis of this hypothesis. A report on British miners concluded that longer working hours were a factor in causing an increase in CWP prevalence at two mines (36). In the CCD, NIOSH recommended reducing dust exposures below the 1 mg/m^3 REL for work shifts exceeding 40 hr/week (using the method of Brief and Scala (37)). This approach has also been recommended for British coal mines (38).

Finally, productivity per hour worked also increased from 1978–2000, although it has since declined (Figure 11). Of course, these increases in productivity (and, presumably, increased potential for dust generation) should have been met by commensurate increases in dust prevention measures (e.g., ventilation and water sprays) in order to maintain compliance with the permissible exposure limit. Superficially, the current data appear to confirm this, in that airborne dust levels have apparently not risen during that period (Figure 12). However, the veracity of coal mine dust data has been challenged in the past (39). Moreover, the discovery of abnormal white centers in the dust sampling filters prompted a special inspection

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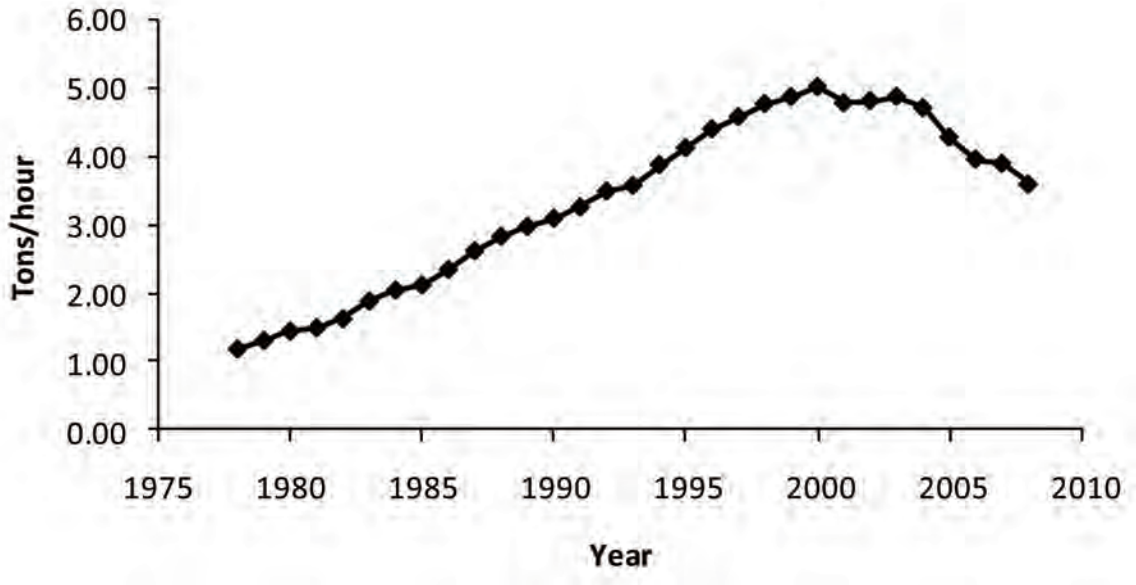

Figure 11. Tons produced per hour worked at underground coal mines. 1978–2008. (Source: http://www.msha.gov/ACCINJ/BOTHCL.HTM).

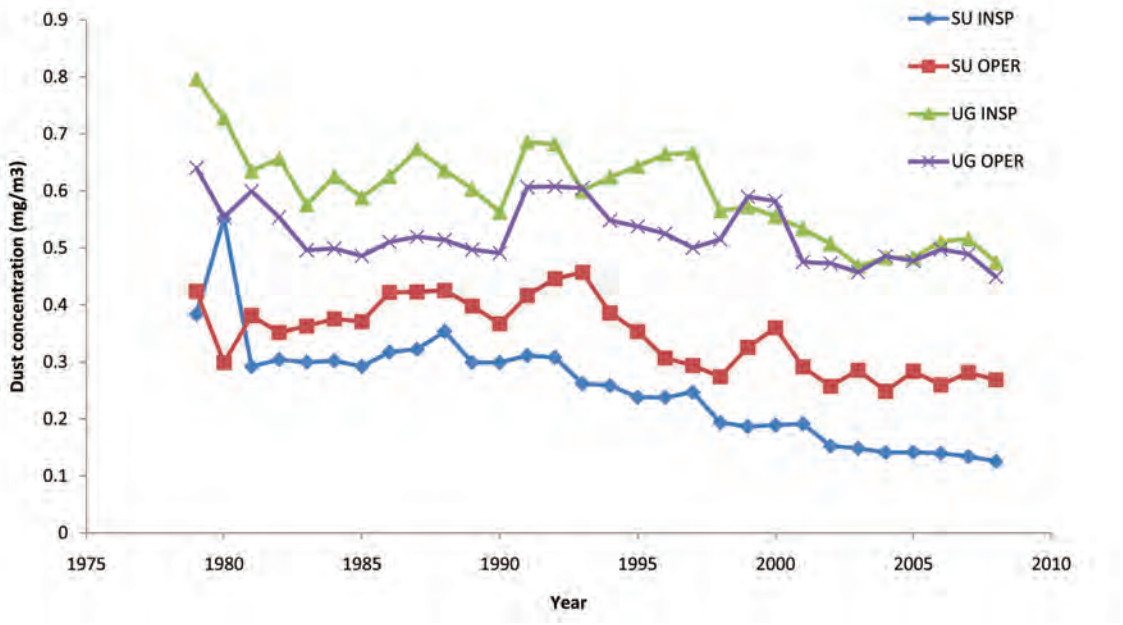

Figure 12. Respirable coal mine dust: Geometric mean exposures by type of mine (UG=underground, SU=surface), MSHA inspector (INSP) and mine operator (OPER) samples. [MSHA coal mine inspector and mine operator dust data].

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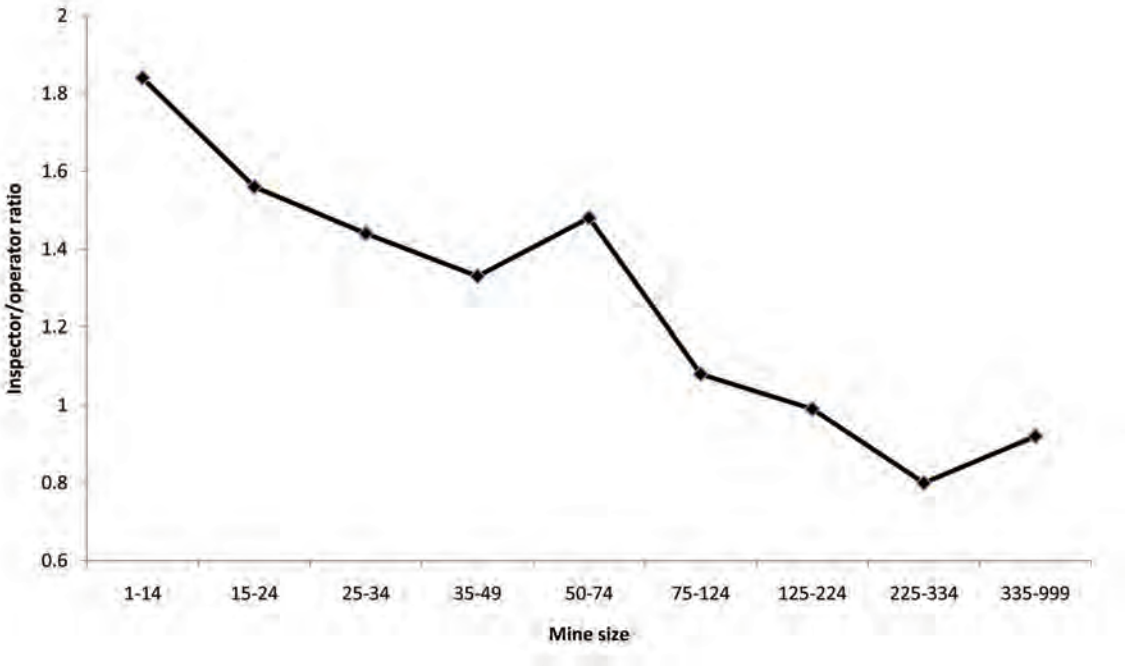

Figure 13. Ratio of special inspection sample values to preceding operator compliance sample values by mine size. (Source: MSHA Report of the Statistical Task Team of the Coal Mine Respirable Dust Task Group. (40)).

program (40) that showed that dust levels from operator samples consistently were lower than those from MSHA inspector samples, and that these differences were greater the smaller the mine (Figure 13). As with hours worked, there is a lack of reliable productivity data linkable with the health outcome data in order to investigate this issue further.

2.3 Mortality

A report on temporal patterns in pneumoconiosis mortality in the U.S. showed a substantial decline in numbers of deaths from CWP between 1968 and 2000 (41). This decline is consistent with the reductions in dust level mandated by the 1969 Coal Mine Act. A major additional factor contributing to the declining number of CWP deaths is the diminishing coal mining workforce in the U.S. Figure 14 (Figure 1, from CDC (42)) shows the CWP death rate results extended to 2006. A similar situation has been observed in other developed countries, e.g., Australia (26). Recent U.S. results have shown, however, a disconcerting increase in years of potential life lost (YPLL) due to CWP in the U.S. since 2002 (42). Not only has the YPLL been increasing in younger CWP decedents (<65 years old), but the YPLL per CWP decedent has also been increasing over those same years (Figure 15; Figure 2 from CDC (42)). This may be related to the observed increase in CWP prevalence observed in recent years as noted earlier.

The post-1995 period saw the publication of a number of mortality analyses that augmented the earlier mortality findings on coal miners.

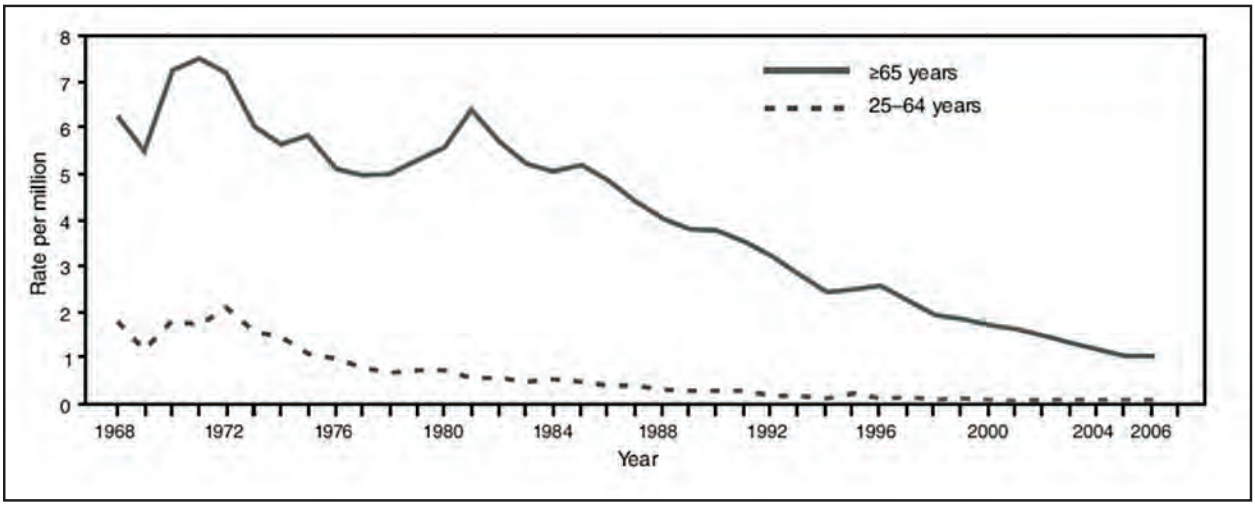

Figure 14. Age-adjusted death rates (per million) for decedents age ≥25 years with coal workers' pneumoconiosis as the underlying cause of death—United States, 1968–2006. (Source: CDC (42)).

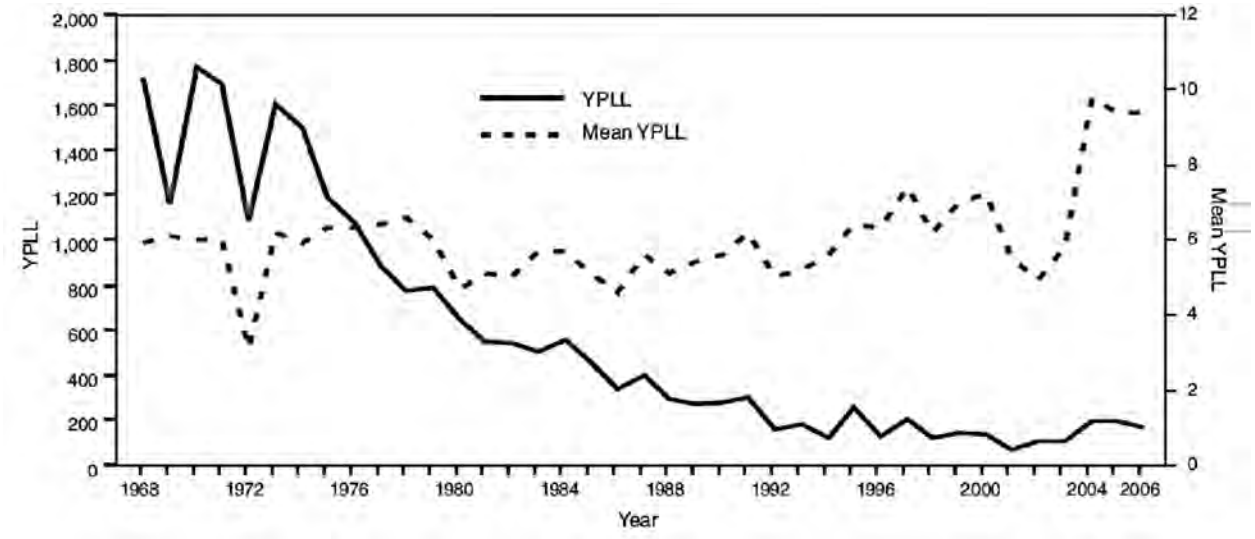

Figure 15. Years of potential life lost (YPLL) before age 65 and mean YPLL per decedent for decedents aged ≥25 years with coal workers' pneumoconiosis as the underlying cause of death—United States, 1968–2006. (Source: CDC (42)).

Most of those studies outside of the United States and United Kingdom did not have quantitative measurements of dust exposure. However, they do support previous findings concerning the overall increased mortality of coal miners and the additional risk imposed by the development of CWP (43–45). Studies using quantitative exposures showed that mortality from CWP increased with increasing cumulative exposure to coal mine dust (46). The British study (47) included exposure estimates for respirable quartz; cumulative exposure to respirable coal mine dust and respirable quartz were each highly significant predictors of pneumoconiosis mortality, although the relationship was stronger with coal dust than quartz. Respirable quartz exposure was associated with a small but statistically significant relative risk for lung cancer mortality (47).

2.4 Toxicology

Although coal mine dust and crystalline silica dust remain the two exposures of primary concern for environmental control, the post-1995 period has seen the publication of results from analyses aimed at eliciting information on what constituents of coal mine dust predict CWP development. These include: 1) free radicals, in which particles from freshly-fractured siliceous rock have been found to be more fibrogenic than aged particles (48); 2) particle occlusion, in which clay present in the rock strata can surround the silica particles and render them less toxic (49); and 3) bioavailable iron, which has been found to predict coal mine dust toxicity (50, 51).

McCunney et al. (52), favored the third explanation (bioavailable iron) and downplayed the role of quartz in the etiology of coal workers' pneumoconiosis. However, in an analysis of lung inflammatory cell counts from bronchoalveolar lavage in coal miners and non-miners, Kuempel et al. (53) showed that quartz dust (as either cumulative exposure or estimated lung burden) was a significant predictor of pulmonary inflammation and radiographic category of simple CWP. Cumulative coal dust exposure did not significantly add to those predictions, which may have been due to the high correlation between the coal and quartz cumulative exposures, such that separate effects for these two dusts could not be clearly demonstrated.

Against this, epidemiologic research has not demonstrated a strong effect of crystalline silica on CWP development in situations where silica levels are low. Rather, the level of coal mine dust, per se, has been the strongest predictor of CWP. However, the work of Laney et al. (34), as noted above, showed clear evidence of an increase in r-type radiographic opacities (typically associated with silicosis) and rapid progression of pneumoconiosis among U.S. coal miners in Kentucky, Virginia, and West Virginia, suggesting that they were exposed to excessive levels of respirable crystalline silica, and were thus at risk of silicosis. As noted previously, dust sampling results support this hypothesis (23). There is, therefore, the clear need to minimize exposure to silica dust, especially for those jobs involving drilling or cutting sandstone and other siliceous rock. Moreover, as noted above, this is particularly pertinent because changing mining conditions might be leading to an increase in the potential for exposure to silica dust.

Page and Organiscak (54) linked the issue of coal rank, a known risk factor for CWP development in the U.S., Britain, and Germany, with the potential for higher levels of free radicals to be encountered where such coals are mined, and noted above by Dalal (48) and others to have greater levels of cytotoxicity.

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2.5 Risk Analysis

Kuempel et al. (13) describe in more detail the risk analyses provided in the NIOSH CCD, including the excess (exposure-attributable) prevalence of CWP and PMF in underground coal miners exposed to various levels of coal mine dust for a working lifetime (as shown in the CCD and also presented here in Table 1). More recent risk estimates have been provided from research on British coal miners (Figure 16, from Figure 1 of Soutar et al. (55)). The latter apply to coal composed of 86.2% carbon (coal rank) and to underground coal miners who work 40 years at the designated coal mine dust level. Risks of PMF range from 0.8% at 1.5 mg/m^3 to about 5% at 6 mg/m^3, while risks of category 2 or greater CWP range from about 1.5% at 1.5 mg/m^3 to about 9% at 6 mg/m^3. Note that due to the different ways in which the risk estimates are derived, these are not directly comparable with those from U.S. studies shown in Table 1. However, the findings are consistent with those from U.S. studies in indicating that even at the lower coal mine dust levels recommended by NIOSH, and as noted in the CCD, some incidence of CWP would still be expected, especially among miners of higher rank coal.

Soutar et al. (55) also provide information on the risk of silicosis in underground coal miners. Their findings were developed from observations at one mine in which unusually high concentrations of crystalline silica dust occurred periodically (56). In their analysis, the authors chose to divide the analysis between exposures < 2 mg/m^3 and ≥ 2 mg/m^3. This dichotomy, in the authors' presentation, was associated with more rapid development of silicosis in the ≥ 2 mg/m^3 exposure range compared to chronic silicosis development at exposures < 2 mg/m^3. The findings indicate that short excursions to high silica dust intensities are considerably more hazardous than the same level of cumulative exposure at a lower intensity. They therefore demonstrate that mining situations involving the cutting of rock should be avoided if at all possible, or if necessary, that all precautions should be taken to minimize dust exposures. The findings for <2 mg/m^3 (which apply to most coal mining environments that do not involve direct rock cutting) are given in Figure 17 (Figure 3 of Soutar et al. (55)).

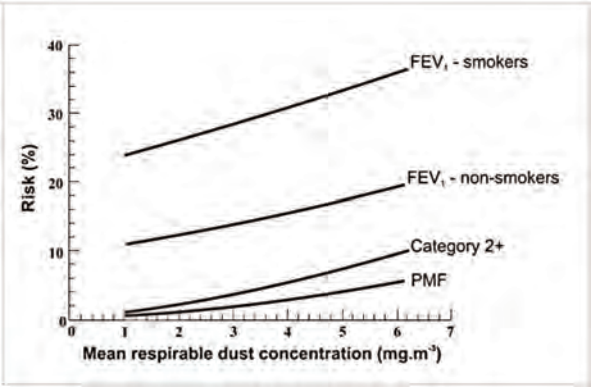

Figure 16. Risks at age 58–60 after 35–40 working years of: PMF; category 2 or greater (2+); 993 ml deficit of FEV_1 in nonsmokers; 993 ml deficit of FEV_1 in smokers. (Source: Soutar et al. (55)).

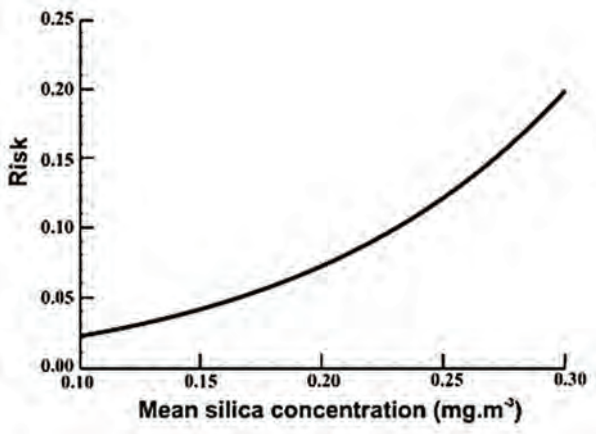

Figure 17. Risks for category 2 silicosis in relation to respirable silica concentration (<2 mg/m^3) averaged over 15 years. (Source: Soutar et al. (55)).

3 Other Respiratory Disease Outcomes

Coggon and Taylor (57), in an extensive review, concluded that the "…balance of evidence points overwhelmingly to an impairment of lung function from exposure to coal mine dust, and this is consistent with the increased mortality from COPD that has been observed in coal miners." Findings on COPD and related outcomes in coal miners since 1995 (58–64) have continued to support their conclusion (which was largely based on pre-1995 information). The findings have also identified other risk factors in coal mining for pulmonary disease development. These include work in roof bolting, exposure to explosive blasting fumes, and exposure to dust control spray water previously stored in holding tanks (65).

The post-1995 findings have also elucidated patterns of lung function decline in coal miners, indicating that new miners tend to suffer more severe declines on starting work, after which the declines attenuate somewhat. This finding, derived initially from the analysis by Seixas et al. (66), was explored further by Henneberger and Attfield (58), who confirmed that the temporal pattern of lung function decline was different in newly-hired coal miners as compared to experienced miners. A possible reason for this could be a healthy worker survival effect. A study to explore this issue further, undertaken on new Chinese coal miners, confirmed that starting work in coal mining led to large initial drops in lung function, after which lung function declined at a lesser rate (67). In a follow-up analysis, the researchers reported that the development of respiratory symptoms consistent with bronchitis contributed to the early declines in lung function (68).

A recently published mortality study from the United States (46) comprised a longer follow-up of a study on the same cohort of underground coal miners published in 1995 (69). It showed that mortality from chronic airway obstruction (CAO) was elevated. Smoking, pneumoconiosis, coal rank region, and cumulative coal mine dust exposure were all predictors of mortality from CAO. Dust exposure effects were observed within the never-smoker subset of the cohort. The observed dust-related relative risks for CAO were similar to those for pneumoconiosis. The findings showed dust-related effects for chronic bronchitis and emphysema as well as CAO. A recent British study re-affirmed that mortality from COPD was related to coal mine dust exposure (47). Finally, the implications of COPD (due to coal mine dust exposure as well as smoking) in causing increased mortality was explored by examining mortality risk in relation to rates of ventilatory function decline in coal miners (70). Rates of ventilatory decline 2–3 times the normal age-related decline were associated with distinct increases in subsequent mortality.

Past pathologic studies have shown that emphysema severity in coal miners is related to dust exposure. Recent studies on South African and U.S. coal miners confirmed these findings (71, 72). Important additional information on this topic, using quantitative estimates of both coal mine dust exposure and smoking amount, has been recently published by Kuempel et al. (73). These authors found a highly significant relationship between cumulative exposure to respirable coal mine dust and emphysema severity at autopsy, controlling for effects of

smoking, age, and other variables. The effect of dust exposure was similar in magnitude to that of smoking, and was seen in the never-smoking subgroup. In a further analysis, Kuempel et al. established that exposure to coal mine dust can produce clinically important levels of emphysema in coal miners (74).

The above findings support the CCD's recommendation to reduce the permissible coal mine dust exposure limit in underground coal mines to prevent the development of COPD, the associated severe declines in lung function, and the ensuing premature mortality.

There have been several reports of interstitial disease associated with exposure to coal mine dust, perhaps representing a manifestation of CWP, although little systematic research on this topic has been undertaken (75, 76).

3.1 Risk Analysis

Kuempel et al. (13) describe in more detail the risk analyses summarized in the NIOSH CCD, including the excess (exposure-attributable) prevalence of lung function deficits in underground coal miners exposed to various levels of coal mine dust for a working lifetime (CCD Table 4–7 (1); Table 2). More recent risk estimates from research on U.K. coal miners have been published (Figure 15; Figure 1 of Soutar et al. (55)). They apply to coal composed of 86.2% carbon (coal rank) and to underground coal miners who work 35 years at specified coal mine dust levels ranging from 1 to 6 mg/m^3. Risks of a deficit of approximately 1 liter in forced expiratory volume in 1 second (FEV_1) among never smokers range from 10% at zero dust exposure to about 19% at 6 mg/m^3. The concomitant risks for smokers range from about 22% to 36%, respectively. Note that due to the different ways in which the risk estimates have been derived, these are not directly comparable with those shown from U.S. studies shown in Table 2. However, they are consistent with findings from U.S. studies in that even at the 1 mg/m^3 coal mine dust exposure limit recommended by the CCD, some occupational effect on ventilatory function is expected.

4 Cancer Outcomes

Two cancer outcomes—lung cancer and stomach cancer—have been of particular interest with respect to work in coal mining. Lung cancer has been suspected to arise in coal miners because of their exposure to crystalline silica dust, which has been determined to be a Group I carcinogen by the International Agency for Research on Cancer, at least in some occupational settings (77). However, findings in coal miners have been conflicting and have not strongly supported a relationship between coal mine dust exposure and lung cancer. The post-1995 findings continue this picture. No overall excess or relationship with increasing dust exposure was seen in lung cancer mortality in a study of U.S. underground coal miners (46). However, this study, lacking silica dust exposure measurements, could not effectively evaluate the hypothesis of interest. In contrast, a recent British study that did include cumulative crystalline silica dust exposures found a weak relationship of silica exposure with lung cancer mortality (47). A recent development in this regard is the finding that lung-deposited silica or coal dust inhibits the induction of cytochrome P4501A1 by polycyclic aromatic hydrocarbons (PAH) (78–80). It is hypothesized that the resulting lower cytochrome activity might to some extent counteract the carcinogenic effects of tobacco smoke by limiting metabolism of PAH in tobacco smoke into carcinogenic metabolites. This may explain the lack of clear findings on dust exposure and lung cancer in coal mining.

There have been occasional reports of elevated stomach cancer mortality among coal miners. The post-1995 results from various reports have not confirmed these findings. In particular, no relationship was detected in the two studies having quantitative exposure measurements (46, 47).

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5 Dust Exposure Levels, Control, and Compliance

5.1 Dust Exposure Levels

Overall trends in reported coal mine dust and crystalline silica exposure levels for the United States are shown in Figures 12 and 18. These follow the format of the *2007 WoRLD Surveillance Report* (23) Figures 2–6 and 3–5a, but are updated to 2008. The data in both figures imply that dust levels have declined over time, with those from recent years being about 75% of those around 1980, overall. This has occurred over a time period when underground production levels from both longwall and continuous miner operations significantly increased. However, the reductions vary depending on the type of mine, the source of the data, and the type of dust. The biggest reduction in reported levels was for coal mine dust at surface mines as sampled by inspectors (recent levels are ~40% of those around 1980). The smallest decline was for silica levels in underground mines, where there has been essentially no change over the time period (recent levels are ~98% of those in the early 1980s). Overall, levels of both coal mine dust and crystalline silica dust were reported to be higher in underground mines than in surface mines.

5.2 Dust Exposure Assessment

The primary advance since 1995 in the dust assessment arena has been the development of a

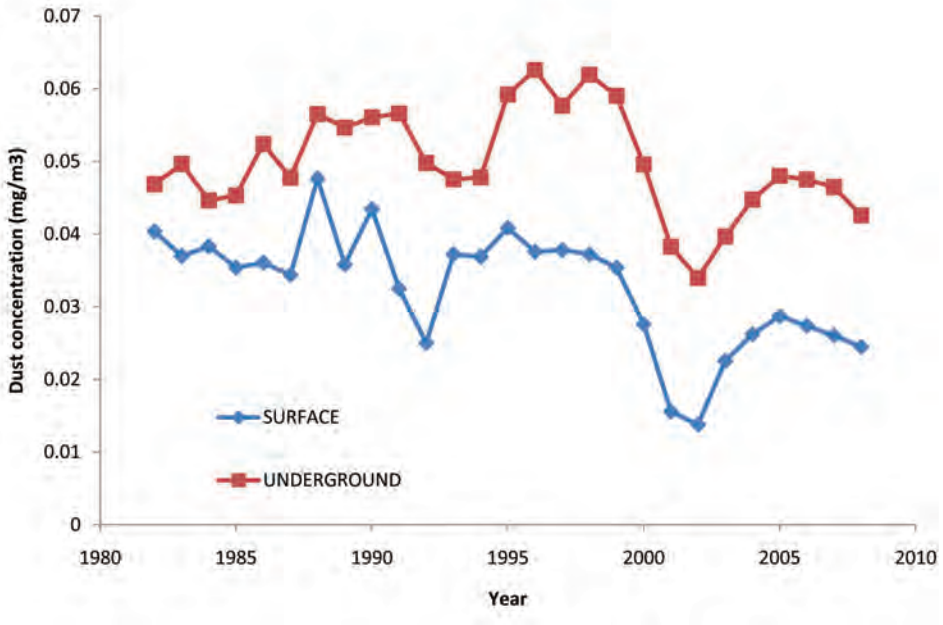

Figure 18. Respirable quartz dust: Geometric mean exposures by type of coal mine (operator and inspector data combined). [MSHA coal mine inspector and mine operator dust data].

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continuously-measuring personal dust monitor (PDM) (81). The PDM enables within-shift assessment of dust exposures, permitting prompt action to intervene and reduce excessive levels. Conventional practices that rely on the gravimetric assessment of dust collected on air sample filters preclude speedy remediation because the delay in obtaining results from the dust laboratory could mean that miners continue to be over-exposed before any indication of a problem is available from the laboratory results. The personal dust monitor is now a commercially available product and, as its use is adopted by mines, more timely and targeted interventions to reduce dust exposures will be possible. In 2010, the Mine Safety and Health Administration published new rules that provide for the approval and use of the PDM, in addition to the Coal Mine Dust Personal Sampler Unit, for determining the concentration of respirable dust in coal mine atmospheres (82).

5.3 Compliance Policy and Procedures

The federal policies and procedures for regulating underground coal mine dust levels have been the subject of criticism from their introduction in 1969. Since 1995 further critiques have been published (83, 84). The first publication provided a historical review, the basic argument being that the problems were intrinsic to a process in which an industry essentially regulates itself (i.e., through performing the airborne sampling upon which citations are based). The second publication revisited an issue that was addressed in the NIOSH CCD, in which it was recommended that MSHA not apply any upward adjustment of the REL for instrument uncertainty. Information indicating that reported dust levels from mine operator sampling were systematically lower than those obtained by mine inspectors during unannounced visits to mines to measure exposures has been published by MSHA (40).

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6 Surface Coal Mining

Studies published prior to the NIOSH CCD showed that U.S. surface coal miners (particularly workers on drill crews) were at risk of developing CWP (or silicosis). There was also evidence that ventilatory function was reduced in relation to the number of years worked as drill operators or helpers. Since the CCD, a British study has reported evidence of CWP among workers in the dustier jobs and an association with intensity of exposure (85). Dust exposures were generally <1 mg/m^3. In the United States, a relationship between tenure in surface coal mining jobs and prevalence of CWP (ILO category 1/0 or greater, and PMF) was reported (16).

7 Summary

A considerable body of literature has been produced from studies of coal miners and the coal mining environment since 1995, both in the United States and elsewhere. Many of the newer publications, particularly those from other countries, lack quantitative dust exposure measurements, prohibiting full and valid examination of exposure-response relationships. Nevertheless, their findings all support early findings on British and U.S. coal miners, reinforcing the generally-accepted understanding that exposure to coal mine dust can give rise to various respiratory diseases, and that those diseases can cause disability and premature mortality. The remainder of the newer publications that do have quantitative exposure data report findings that refine or augment the fundamental exposure-response results summarized in the CCD.

Overall, the following conclusions can be made:

1. No new findings have emerged since 1995 that contradict the basic summarization of the respiratory health effects of coal mine dust and their relationship with dust exposures described in the CCD (1).
2. No new findings have emerged that substantially modify the basic understanding of coal mine dust exposure and its impact on respiratory health described in the CCD.
3. The new findings that have emerged strengthen prior results and also refine or add further knowledge on disease patterns and etiology described in the CCD.
4. Overall, the logical basis for recommendations concerning prevention of occupational respiratory disease among coal miners remains essentially unaffected by the newer findings that have emerged since publication of the CCD.

New findings of particular note are:

1. After a long period of declining CWP prevalence, recent federal surveillance data indicate that the prevalence is rising.
2. Coal miners are developing severe CWP at relatively young ages.
3. There is some indication that the mortality of younger coal miners from CWP is increasing. These workers would have been employed all of their working lives in environmental conditions mandated by the 1969 Coal Mine Act.
4. The pattern of CWP occurrence across the nation is not uniform; hot spots of disease appear to be concentrated in the central Appalachian region of southern WV, eastern KY, and western VA.
5. The cause of this resurgence in disease is likely multifactorial. Possible explanations include excessive exposure due to increases in coal mine dust levels and duration of exposure (longer working hours), and increases in crystalline silica exposure (see below). As indicated by data on disease prevalence and severity, workers in smaller mines may be at special risk.
6. Given that the more productive seams of coal are being mined out, a transition by the industry to mining thinner coal seams and those with more rock

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intrusions is taking place and will likely accelerate in the future. Concomitant with this is the likelihood of increased potential for exposure to crystalline silica, and associated increased risk of silicosis, in coal mining.

In summary, every effort needs to be made to reduce exposures both to respirable coal mine dust and to respirable crystalline silica. As recommended in the CCD, the latter task requires establishing a separate compliance standard in order to effectively limit exposure to silica dust.

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Allen, Paul (0368)

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Allen, Paul (0368)

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Submission Number: ***TRANS-SPOKANE-M1-00040***

Received: 5/26/2016 12:00:00 AM
Commenter: Rich Allen
Organization: Millennium Bulk Terminals
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Rich Allen. I'm from Castle Rock, Washington.

I work for Millennium Bulk Terminals and I have been there since the purchase of the old Reynolds Aluminum site. Millennium and all of its employees take great pride in the environmental cleanup that has been done on this site. We need to move forward with this project and help the tax dollars go to work in our area.

Cowlitz County needs family wage jobs that will be created with the building and operation of the terminal. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003432***

Received: 6/14/2016 3:05:37 AM
Commenter: Rick Allen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As a doctor, I am upset at the health risks of tons of coal dust left by uncovered railcars of coal through the Columbia Gorge. The increased rail traffic on old, unsafe tracks will create environmental disasters, just like Mosier last week. Deny the permit.

Submission Number: ***MBTL-SEPA-DEIS-0001864***

Received: 6/2/2016 6:11:56 PM
Commenter: Shahraim Allen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001009***

Received: 5/24/2016 6:03:44 PM
Commenter: Howard Allington
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***TRANS-PASCO-M1-00009***

Received: 6/2/2016 12:00:00 AM
Commenter: Rich Allison
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. My name is Rich Allison (phonetic). I'm from the Castle Rock, Washington. I work for Millennium Bulk Terminals.

Our team at Millennium has and is dedicated to the highest standards with all we do. Coal is money for Cowlitz County. It's not a horrible thing. After four years and approximately $15 million and almost 4,000 pages of documents that state that Millennium can be handled within state and government guidelines, that means coal dust isn't an issue. It's time to get our final document and build it right.

Thank you for your time.

Submission Number: ***TRANS-LV-M1-00061***

Received: 5/24/2016 12:00:00 AM
Commenter: Richie Allison
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is Richie Allison. I live in Castle Rock, Washington. I have lived and worked in Cowlitz County all my life. As an employee of Millennium Bulk Terminals, I personally have been a big part of the clean-up of the site, and I'm telling you Millennium cuts no corners. After four years it's time to move this project forward. I'm glad that we've hit this milestone with the release of the Draft EIS. The Draft EIS is exhausting, and I'm concerned that it sets an extreme precedent for the commodities that may move through Washington state. We need to show our state that it's open for business. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001154***

Received: 5/25/2016 11:58:51 AM
Commenter: Shawn Alma
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The North West has always been the Clean states, we're proud of it let's keep it that way.

Submission Number: ***MBTL-SEPA-DEIS-0000123***

Received: 5/7/2016 1:14:43 PM
Commenter: Kris Alman
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

A retired Oregon physician, I am grateful I have more time to hike in the beautiful Columbia gorge. Recently I took a Petroglyph Tour of Tsagaglalal ("She Who Watches"). The coal trains run by this archeological site. There I saw evidence of coal that flies off the coal trains that are currently permitted. There was further evidence of coal mounds that were removed. I cannot imagine how much coal will spoil our air and water quality should the Millennium Bulk Terminals-Longview be approved. The health of Oregonians should not be compromised by approval of this project. Nor should this archeological site be compromised. Please reject this proposal.

Submission Number: ***MBTL-SEPA-DEIS-0000699***

Received: 5/23/2016 12:45:53 PM
Commenter: Gordon Almond
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Submission Number: ***MBTL-SEPA-DEIS-0003268***

Received: 6/13/2016 7:23:09 PM
Commenter: Ruby Alonso
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002751***

Received: 6/13/2016 2:10:44 PM
Commenter: Scott Altimus
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002671***

Received: 6/13/2016 12:50:11 PM
Commenter: Mirella Alvarado
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002677***

Received: 6/13/2016 12:56:21 PM
Commenter: Tia Alvarado
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002010***

Received: 6/6/2016 2:57:01 PM
Commenter: james alvis
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000685***

Received: 5/23/2016 12:26:29 PM
Commenter: Jessi Alward
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Alward, Josh (0697)

Submission Number: ***MBTL-SEPA-DEIS-0000697***

Received: 5/23/2016 12:43:59 PM
Commenter: Josh Alward
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***TRANS-LV-M2-00092***

Received: 5/24/2016 12:00:00 AM
Commenter: Sheila Ambly
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi, my name is Sheila Ambly (phonetic). I'm a member of Cowlitz County. I live here, I should say. I'm a member of Local 26 plumbers and steamfitters. I'm also a commercial fisherman, a fisherman, a hunter, a mother, and a great aunt.

We've heard a lot of untruths from the other side on this discussion. One that's most startling to me is the scare mongers about coal dust. The report the state published proves coal dust isn't an issue. Not even close.

Trains will be sprayed with a sealant to prevent dust as soon as they leave the mine. It's proof that the loudest crowd isn't always right. And the findings prove we should issue the permits and let Millennium get building the terminal. And with God's help that will happen.

Thank you.

Amelon, Peggysue (3204)

Submission Number: ***MBTL-SEPA-DEIS-0003204***

Received: 6/13/2016 6:31:17 PM
Commenter: Peggysue Amelon
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002803***

Received: 6/13/2016 2:31:12 PM
Commenter: Sherry Amos
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. PLEASE support farmers, business owners, employees and our state. This is important to the economic well being of all. Thank You.

Submission Number: ***MBTL-SEPA-DEIS-0002814***

Received: 6/13/2016 2:34:33 PM
Commenter: Sherry Amos
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. PLEASE support farmers, business owners, employees and our state. This is important to the economic well being of all. Thank You.

Submission Number: ***MBTL-SEPA-DEIS-0002919***

Received: 6/13/2016 3:12:16 PM
Commenter: Sherry Amos
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. PLEASE support farmers, business owners, employees and our state. This is important to the economic well being of all. Thank You

Submission Number: ***MBTL-SEPA-DEIS-0000586***

Received: 5/19/2016 6:31:17 PM
Commenter: John Ana
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold’s site. They are an important part of our community and economy and will do even more great work once their permits are granted. The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***MBTL-SEPA-DEIS-0000967***

Received: 5/24/2016 5:38:42 PM
Commenter: Donald Anders
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. In today's economic climate, the importance of adding a significant amount of family wage jobs should not be taken lightly. Millennium’s proposal is showing a commitment to being environmentally responsible, making safety a priority, and helping fuel our economy which is what we need. Please take these things in consideration while deciding the scope of this project. Thank you for your time.

Submission Number: ***TRANS-LV-M2-00017***

Received: 5/24/2016 12:00:00 AM
Commenter: Dustin Anders
Organization: Greenpeace, analyist
State: Massachusetts

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

(Via Skype) Hello, everyone. My name is Dustin Anders (phonetic), and I'm an analyst with the Greenpeace for the (inaudible) power sector of Asia, particularly, India. I come from Mumbai, India. I'm currently living in Boston. (Inaudible).

Some statistics. From April 2015 to March 2016 last reported that India's terminal coal imports fell by almost 12 percent. From January to April of this year, coal imports fell almost 19 percent. The Indian government has announced it will reduce the import of coal in just three years.

Secondly, India's coal production grew almost nine percent and the government has an official target to triple coal production in India in 2020. Lastly, the Indian Renewable Center overshot its capacity addition targets at 55 percent adding (inaudible) clean energy. The projections for next year are to add (inaudible) new energy, solar. Consistent with (inaudible) energy renewables by 2022.

So you have (inaudible) end imports, increased Indian coal production, and renewable energy installation. All of this has led to stockpiles of 80 million tons of Indian coal sitting in mines and power plants across India. U.S. coal is marked (inaudible). They import a cheaper low-quality coal from Indonesia and South Africa. (Inaudible). So recent trends there no Indian market for U.S. coal. (Inaudible).

Submission Number: ***MBTL-SEPA-DEIS-0000278***

Received: 5/10/2016 6:42:58 PM
Commenter: Denise Andersen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0001361***

Received: 5/26/2016 7:19:19 PM
Commenter: Lauri Anderso
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We've studied the project enough â€" now it is time to move forward with a fair process for permitting. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001884***

Received: 6/2/2016 6:29:16 PM
Commenter: Bonnie Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0001279***

Received: 5/26/2016 6:36:16 PM
Commenter: Carla Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don’t hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002162***

Received: 6/7/2016 6:47:12 PM
Commenter: Carla Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***TRANS-LV-Q1-00051***

Received: 5/24/2016 12:00:00 AM
Commenter: Carol Anderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Carol Anderson. I'm from Port Townsend, Washington. I appreciate this public process and the opportunity to speak. I can hardly think of a worse idea than building a coal export terminal as many of the people has testified as to reasons why. Shipping coal to markets in China is a very short-sighted plan. China is moving away very rapidly from coal. Why build infrastructure in a terminal for just a quick profit? We need to take the long view. We need to make the transitions to renewable energy. This means providing for all of the people who will lose their jobs in the fossil fuel economy. Back in the 1990s when U.S. jobs were lost because of the North American Free Trade Agreement, the federal government created a program called the Trade Adjustment Act. This act provided extended unemployment benefits and paid job training for workers whose jobs moved overseas. We need to create a similar program for workers who lose their jobs as we transition away from coal and other fossil fuels. I certainly don't have all of the answers, none of us do. It's up to us citizens, public and elected officials, to engage our creativity and our hearts to work toward a sustainable, healthy, and equitable future for this most precious planet. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002701***

Received: 6/13/2016 1:23:43 PM
Commenter: Corey Anderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0003152***

Received: 6/13/2016 6:06:58 PM
Commenter: Cynthia Anderson
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003228***

Received: 6/13/2016 7:01:12 PM
Commenter: Darryl Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. This is an old industrial property being redeveloped. Keep the review to what is normal and factual. Sincerely, Darryl l Anderson Vvfanderson@gmail.com 99301

Submission Number: ***MBTL-SEPA-DEIS-0001376***

Received: 5/26/2016 7:26:02 PM
Commenter: David Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Thank you for accepting comments for this important proposal. The Millennium project will do a great deal for the economic outlook of this country. Let's get Americans back to work!

Submission Number: ***MBTL-SEPA-DEIS-0003154***

Received: 6/13/2016 6:07:57 PM
Commenter: Doug Anderson
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002480***

Received: 6/10/2016 2:21:28 PM
Commenter: Jennifer Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002121***

Received: 6/7/2016 5:16:10 PM
Commenter: Jeromy Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! I'm certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0001605***

Received: 5/31/2016 5:42:17 PM
Commenter: Jim Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***TRANS-LV-M2-00091***

Received: 5/24/2016 12:00:00 AM
Commenter: Lee Anderson
Organization: United Association Local 25, Plumbers and Pipefitters
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

How's it going? I'm Lee Anderson (phonetic). I work with Local 25 plumbers and pipe fitters. I'm very supportive of this project. I believe it's good for us. It's good for the economy. I'm a third-year apprentice, but even in my third year I just got back working for six months in Montana at an oil refinery.

Do you know how hard that is being away from your newly-wed wife for six months? It's not easy. I would like to see more business come to this town. I would like to work from home. It's kind of what I joined to do.

Either way, I'm getting longwinded. I hope you guys make the right decision in this, and you decide to expedite this, and move forward with this.

Thank you.

Submission Number: ***TRANS-LV-M2-00096***

Received: 5/24/2016 12:00:00 AM
Commenter: Les Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Les Anderson (phonetic). And I want to thank the Department and I demand a no action. I've been following this fight from the beginning. I actually took the first 100 signatures against this proposal right here in this building years ago.

And I've met a lot of people. And I know a lot of you today speak from the heart. I will turn something in before the 13th, but today I want to speak to you from my heart. I met so many people over the last five-and-a-half years that are worried about their children -- grandparents worried about their grandchildren.

I just returned from Montana. The people in Billings are going to be affected by this. And when I read the DEIS, I find it very short on its scope because the people in Montana are affected and they're not in the DEIS.

I conducted a scoping throughout the state when I was there two weeks ago. You'll meet those people in Spokane. Billings is really affected by this with the additional trains running right through the middle of their town.

It's going to be disastrous for their economy. I spoke to a mother in Livingston who is worried about her child playing in the soccer field with a train parked next to it kicking up coal dust around with children breathing twice the air and taking it in twice the water are twice as affected.

So, I met people in Missoula who had 80 tons coal spilled in their town. And they're really upset about that. So they need to be considered. We need an HIA as thorough in the state of Montana and in the state of Washington. These trains don't magically appear at the Washington border.

We want to see a full scope of this. And those things were in the scoping areas and so we would like to see them in this draft as well.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000153***

Received: 5/9/2016 1:29:37 PM
Commenter: Michael Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years

Submission Number: ***MBTL-SEPA-DEIS-0002624***

Received: 6/13/2016 11:39:53 AM
Commenter: Monty Anderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. JOBS, JOBS, JOBS,JOBS!!!!!! The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Anderson, Robin (0244)

Submission Number: ***MBTL-SEPA-DEIS-0000244***

Received: 5/10/2016 5:48:40 PM
Commenter: Robin Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many let's makes it happen. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Anderson, Robin (2122)

Submission Number: ***MBTL-SEPA-DEIS-0002122***

Received: 6/7/2016 5:16:48 PM
Commenter: Robin Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. After reviewing the DEIS document, it is my view that it is sufficient and the process should advance in a timely fashion. There are many families in Longview and the surrounding communities, who are ready to go to work at the site. That land has been underutilized for years and it's time Longview went back to work. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0000540***

Received: 5/19/2016 5:44:02 PM
Commenter: Rory Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn't have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

Submission Number: ***TRANS-SPOKANE-Q1-00005***

Received: 5/26/2016 12:00:00 AM
Commenter: Sandy Anderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Sandy Anderson. I'm from Spokane, Washington. I'm a past resident of Wyoming and Powder River coal area. I was never in the industry myself; I was a teacher. But I have seen a lot of really good things come with new technology and caring about the environment. We have a lot of new power plants that emit nothing but steam. We have industries that spend their whole livelihood on creating products that they can put on the coal to minimize coal dust.

We have had minimal effects on our water in the area and our wildlife, and we have seen much more damage from wind power because the animals won't breed or rest underneath the wind turbines. And my daughter is working for the government, Fish and Wildlife. She has seen and heard of devastating stories of birds who have been caught in the flyaways where the wind energy has been set up.

I think the real question here is, do we want to transport coal? And I think that it has long-term benefits on other products, not just coal. And I would like to see it happen. I'm in favor and support Millennium.

Submission Number: ***MBTL-SEPA-DEIS-0003024***

Received: 6/13/2016 4:42:15 PM
Commenter: Steven Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life. Sincerely, Steven Anderson stevea@aecllc.net 98626

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

My name is Terri Anderson and I am a Community organizer for the Tenants Union of Washington State in Spokane. Tenants, and particularly low income tenants in spokane proportionate to population are at a greater risk of negative health impact due to increased rail transportation of coal to the proposed coal terminals in western washington if this

(additional space is provided on the back)

(comment continued)

Plan is approved. In fact all tenants who reside near railroad tracks ~~of the~~ along the route in the state of Washington will suffer greater risks ~~does~~ because of increased coal transportation. Many elderly and disabled tenants live in HUD subsidized properties in close proximity to railroad line. I organized tenants in Cheney living in a HUD section 8 project based building where the trains run along tracks one block away. Several tenants are disabled due to respiratory illness and report difficulty now just walking a short distance because of dust and other industrial pollution from trains. All tenants report a disturbance in their sleep because of the noise. This is not the quality of life anyone should expect in their twilight years and ~~live~~ or living with a disability. The Tenants Union of Washington State opposes this Plan because it will hurt ~~tenants~~ Seniors, the disabled, low income tenants, ~~and~~ people of color, families and all other marginalized communities in the State of Washington.

Submission Number: ***TRANS-SPOKANE-M1-00036***

Received: 5/26/2016 12:00:00 AM
Commenter: Vanessa Anderson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Vanessa Anderson, Liberty Lake, Washington.

I'm here to strongly urge you to finalize the approval of this Millennium Bulk Terminal. Washington is one of the most trade dependent states. One in four of our jobs here in Washington are related to trade-related activities.

Once you approve these permits, we're going to generate 37 million dollars in tax revenue and six million in county taxes. 2,600 jobs will be created during the construction alone and, once the port is fully operational, it will create 300 full-time family wage jobs.

Let's talk about this dirty word coal. It's already been over four years since Millennium submitted its permit application for the project. It's time to move forward.

The review imposed on the project produced a 4,000-page study which they describe -- the State describes the study as perhaps the most complex study of its kind. They found that the proposed terminal will meet Washington's extremely high standards for environmental stewardship.

Overall, the review found that the project will not generate coal dust that will affect the water quality, human health, or marine organisms. Any coal dust would be well below the very strict updated international air quality standards that are protective of children and everybody with asthma.

Ushering in development like Millennium's terminal will provide critical economic opportunities for us. Join us in standing up for jobs and growth in Washington. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001367***

Received: 5/26/2016 7:22:22 PM
Commenter: Zachary Anderson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Washington consumers know the meaning of hard work. We clock in and out every single day to ensure that our families have food on the table, a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we're quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of life. So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0001042***

Received: 5/24/2016 6:29:39 PM
Commenter: John Anderton
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. Thank you for your work to move forward with this project.

ANDRES, MICHELLE (0342)

Submission Number: ***MBTL-SEPA-DEIS-0000342***

Received: 5/11/2016 3:03:08 AM
Commenter: MICHELLE ANDRES
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and [reserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0001901***

Received: 6/3/2016 4:35:53 PM
Commenter: Bradley Andrews
Organization:
State: Arizona

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Stop the nonsense.

Andrews, Richard (0588)

Submission Number: ***MBTL-SEPA-DEIS-0000588***

Received: 5/19/2016 6:32:43 PM
Commenter: Richard Andrews
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Andros, Carrie (3214)

Submission Number: ***MBTL-SEPA-DEIS-0003214***

Received: 6/13/2016 6:39:57 PM
Commenter: Carrie Andros
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003251***

Received: 6/13/2016 7:12:25 PM
Commenter: Carrie Andros
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscores my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating 40 percent of all our state's jobs. Ushering in developments like Millennium Bulk Terminals - now thoroughly reviewed and vetted - will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000325***

Received: 5/11/2016 2:15:35 AM
Commenter: RON ANFINSON
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and wan to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Green lighting this terminal would increase our ability to ship products abroad to growing market, thereby spurring greater investments at home. Washington has long depended on trade and exports as vital part of our economy, directly and indirectly creating nearly 40 percent of all of our stat's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Submission Number: ***TRANS-LV-M2-00028***

Received: 5/24/2016 12:00:00 AM
Commenter: Angelina
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. I'm Angelina, and I'm 13 years old. Honestly, I don't want to live in a coal town. I don't want my school and home to be covered in coal dust, and I don't want one mistake to ruin my lungs. I've watched the news reports on what a coal terminal can do to a town, and I don't want to live in a town like that.

But I don't have a choice. I'm a kid. I live where my parents tell me to. You have a choice. Make the right one. Do you want to live in a coal dust town where kids have asthma and have extra chores of wiping up coal dust from the yard furniture?

I have studied coal in school, and Mr. Washington would not approve. It's in history books where it belongs. I've also studied wind turbines and solar panels. That's technology that we need. Jobs in the coal industry will be gone by the time I'm looking for work. But if we invest in wind and solar today, we will have jobs and I'll have a job when I get out of school. It benefits everyone.

If coal catches on fire, how will we stop it? There's a whole town still on fire. Please stop coal exports and get on with the future that I can be productive and a part of.

Submission Number: ***MBTL-SEPA-DEIS-0002631***

Received: 6/13/2016 11:50:56 AM
Commenter: Anthony Anguiano
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002634***

Received: 6/13/2016 11:53:18 AM
Commenter: Renee Anguiano
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000082***

Received: 5/5/2016 9:19:47 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Washington consumers know the meaning of hard work. We clock in and out every single to ensure that our families have food on the , a roof over their heads and other simple luxuries that support survival. That is why when an opportunity like Millennium Bulk Terminal project comes along that can offer more economic support through additional good-paying jobs and local revenue, we’re quick to sign our support. Idling approval of MBT any longer is idling a chance to give households across Washington a better way of . So I urge simply and directly: forgo any further delay on MBT. Consumers like myself are ready to utilize its potential. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A. Thanks!

Submission Number: ***MBTL-SEPA-DEIS-0000196***

Received: 5/10/2016 4:21:42 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The benefit is far less then damages caused by this proposed operation. This is everybody's land, not privatized for the greed of a few. Stop destroying the natural Earth, we have the ability to Regenerate natural systems to stabilize weather and climate.

Submission Number: ***MBTL-SEPA-DEIS-0000209***

Received: 5/10/2016 4:48:34 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium's proposal is unprecedented and has far reaching economic implications. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0000216***

Received: 5/10/2016 4:58:20 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Cowlitz County continues to have a high unemployment rate. We need these jobs and we've paid a high cost with this drawn out permitting process so far. It's time to stop the delay and bring about development and economic relief. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0000363***

Received: 5/13/2016 2:27:30 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I oppose this project and request that you choose the No Action Alternative in the draft EIS.

Submission Number: ***MBTL-SEPA-DEIS-0000371***

Received: 5/15/2016 5:41:37 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Your DEIS states that it is important to identify and reduce greenhouse gases. I really don't understand how you can say that this source of coal is going to reduce greenhouse gases by displacing other sources of dirtier energy. Everyone who has the green light to mine and export coal will do so until there is no one left who is willing to buy it. Even if you can find evidence that this coal will displace "dirtier" sources of fossil fuels, what makes you think that those other sources won't be sold elsewhere or sold as new demands for cheap energy arise? We are only increasing our population and industry globally, and demand for energy will only increase. Providing more coal to the global market is sure to increase greenhouse gases. It is a fantasy to think that providing "cleaner" coal is going to keep "dirtier" fuels in the ground. We need to transition to clean, renewable sources of energy ASAP. You are only putting off onto future generations this inevitable transition and making the environment more inhospitable in the process.

Submission Number: ***MBTL-SEPA-DEIS-0000372***

Received: 5/15/2016 5:59:22 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Recently, a judge in the King County Superior Court ruled that future generations have a right under the public trust doctrine to a healthful and pleasant environment, including a stable climate. The Department of Ecology should be well aware of this ruling, as it was directed at them. Ecology has the right to take bold moves on behalf of future generations, and a good step in that direction is NOT going ahead with the plan for this coal export terminal. We act selfishly. We drive our cars, we waste, over-consume, and indulge ourselves without a thought to what will be left for populations at the end of this century to deal with. Mining 44 million tons of coal annually from our earth and getting it to Asia alone will produce how many tons of greenhouse gases? Then add in the burning of that fuel! We must act responsibly and realize that our time here is short. We must think of those who will come after us -- we owe it to them to make the hard decisions now. No action on this terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000863***

Received: 5/24/2016 2:19:25 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I am greatly concerned by the environmental impact this plant will have on our river and surrounding area. Do not approve the building of this plant.

Submission Number: ***MBTL-SEPA-DEIS-0001128***

Received: 5/24/2016 9:19:38 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am shocked that negotiations continue when the legal challenge revealed the deceptive practises of this horrible project. One of the backers, Peabody, filed bankruptcy. The annual exports would contribute the climate destruction equivalent of 11 billion more cars on the road. They continue to lie to locals about jobs and safety. What is this "sealant" they want to spray on the trains of coal dust? Sounds like the toxic chemical they sprayed in the Gulf which made the oil spill SINK and become worse. Or the toxins they are spraying us with now for the gypsy moth.* The Lummi Nation and the Army Corps of Engineers managed to stop the Cherry Point terminal. This is the death knell for dirty energy. Shame on us for considering exporting such disasters on unsuspecting nations, which, by the way the Millennium Bulk Terminal website, with Bill Gates, claims is humanitarian work. Disgraceful. WA needs to be known as a catalyst to clean the world, offer alternatives and prepare the children for climate change. Why would we continue to allow the rape of mother earth? https://ecowatch.com/2016/05/13/dead-fish-vietnam/ http://ecowatch.com/2016/05/10/army-corps-cherry-point/ *Citizens of Charleston, West Virginia got a grim reminder of these unfortunate circumstances when an untested chemical (4-methylcyclohexanemethanol) used to “wash” raw coal to remove impurities spilled into their water supply. http://www.huffingtonpost.com/rena-steinzor/crossing-the-rubicon-on-t_b_10110578.html

Submission Number: ***MBTL-SEPA-DEIS-0001139***

Received: 5/25/2016 9:30:16 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The draft statement does not adequatly represent the true negative impact of this proposal. I am against the proposed expansion.

Submission Number: ***MBTL-SEPA-DEIS-0001149***

Received: 5/25/2016 11:26:30 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Having read the draft EIS, I believe the areas it has covered are sufficient. Preserving the environment is a top priority for all of us and I believe that this document has covered the major areas of concern. Please move forward with this project so that this terminal can start to create much needed economic growth and start bringing jobs back to the United States.

Submission Number: ***MBTL-SEPA-DEIS-0001190***

Received: 5/26/2016 12:24:31 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am opposed to the coal station being proposed for Longview Washington. The coal company is grabbing at $signs. Their greed is at the expense of global health. I do not want our bodies bombarded with coal dust and all of its pollutants from the passing trains. They will be running through our small Montana town affecting everyone who lives here. On a much bigger scale I do not want the Asian coal plants to let tons of caustic pollutants loose in the air to travel where the wind will take it--like right back here to us. Stop this proposed bulk terminal now. The use of coal is outdated. China has cut back on its use, thank goodness for us all, and prices have dropped everywhere. Leave the coal in the ground in Wyoming and Montana. Let the air and the water be free and clear!

Submission Number: ***MBTL-SEPA-DEIS-0001457***

Received: 5/30/2016 12:57:21 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am opposed to approval of this project. It will increase the use of coal when the environment requires less use of coal. It wil negatively impact traffic in the Pasco area. It has the potential to significantly increase particulate and exhaust emissions throughout the mid-Columbia.

Submission Number: ***MBTL-SEPA-DEIS-0001618***

Received: 5/31/2016 5:52:28 PM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support progress and with standards fairly applied to this plan, it is a worthy project. I live within a mile of the railroad tracks in Richland and think the project should move forward.

Submission Number: ***MBTL-SEPA-DEIS-0001730***

Received: 6/1/2016 6:44:40 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We cannot afford to build more fossil fuel infrastructure if we intend to seriously address climate change and minimize global warming to under 2 degrees Celsius of warming. A coal export terminal in cowlitz county would be a big step backwards in the fight for a just transition from fossil fuels, so I oppose the project.

Submission Number: ***MBTL-SEPA-DEIS-0001733***

Received: 6/1/2016 8:25:02 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
We don't need more polution in Longview. We don't need the coal dust or the multiple trains. Let's say NO to this project.

Submission Number: ***MBTL-SEPA-DEIS-0001955***

Received: 6/6/2016 2:06:29 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview’s quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002050***

Received: 6/6/2016 9:43:15 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I was born and raised in the Richland/Pasco/Kennewick area and have had reason over the years to make numerous trips to Portland OR and Vancouver WA along the proposed route of the coal trains. As such, I fully appreciate the scenic beauty and recreational value of this portion of the Columbia river and would not support jeopardizing it for future generations for the short-term financial benefit of a relatively small group. NO COAL TRAINS along the Columbia!

Submission Number: ***MBTL-SEPA-DEIS-0002198***

Received: 6/7/2016 7:15:34 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete, it's time for progress. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0002414***

Received: 6/9/2016 6:20:08 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this, especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county, not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002426***

Received: 6/9/2016 6:27:01 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. When the trains are loaded in Montana, Millennium puts a liquid cover, like a glue, on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! Millennium Bulk Terminals EIS should be thorough but held to the same standards as any other port proposal. We need to do everything we can to strengthen and grow the economy of Washington and the west in general. The project proposed will do just that. Thank you.

RE: Public Comments Regarding the Environmental Statement for the Proposed Millennium Bulk Terminal

To whom it may concern:

Moving forward with construction and operation of the marine terminal to export coal to foreign, especially Asian, markets is a step in the right direction with regard to protecting the global environment and providing economic stimulus to Washington, Wyoming, and other states that would be involved. There are several reasons for this.

1) Asian markets are increasingly relying on coal-fired plants for generation of electricity. Among the largest markets in Asia are China and India. Coal-fired plants are less expensive to construct and maintain than wind, solar, hydroelectric, and nuclear plants. In addition, China is the largest producer of coal in Asia, with India seeking to claim the title of largest coal mine in Asia in the coming years. (http://www.reuters.com/article/us-asia-coal-climatechange-idUSKCN0RZ2G020151006)
2) Neither India nor China have made significant commitments to international agreements regarding responsible use of resources… they will continue to use the least expensive form of electricity available without reservation.
3) Domestic coal, especially Powder River Basin (PRB) coal (from Wyoming), is substantially cleaner burning than coal that is mined in Asia. For example, PRB coal has very low sulfur and nitrogen oxide content when compared to other coals. When burning PRB coal, formation of acid rain is significantly reduced. In addition, domestic coal-fired plants have found that it is less expensive, and more environmentally effective, to use PRB coal rather than use scrubbers or other technology and continue to burn higher-sulfur coal. (http://www.cba-ssd.com/Applications/knowledgeBase/PRBcoal/PRBcoalProperty.htm)
4) PRB coal is very near-surface in Wyoming. The environmental footprint of retrieving it is substantially smaller than the impact created from Chinese or Indian mines.
5) The infrastructure for delivering coal to Asia is already in place, with the exception of a port from which to ship the coal. Transporting coal by rail to Washington yields a small carbon footprint contrasted to other forms of transportation, including those used in Asian markets.
6) Creating this port directly stimulates ongoing job growth and local economies in several US states.

In summary, proceeding with this port is both economically and environmentally sound. Those who are concerned with global environmental quality should support this cause, as Asian markets will continue to seek coal at ever-higher rates, and, with the construction of this port, we have a direct opportunity to influence the quality of the coal that they use, as these countries largely do not participate in environmentally-conscious efforts. Those who block efforts to construct this port in the name of environmentalism do so with the inadvertent consequence of

creating more environmental problems- namely, Asian coal (that is “dirtier”), mined using environmentally-harmful practices, will be the primary source of electricity for a substantial, and growing, portion of the world’s population. If the Asian markets are going to use coal, we would be wise to provide them with the cleanest-burning coal available.

Submission Number: ***MBTL-SEPA-DEIS-0002605***

Received: 6/13/2016 11:17:43 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Creation of this terminal will support critical jobs and revenue for Wyoming and for the country. It's hard to believe that we can't come up with some balance between environmental concerns and economic desires to come to some solution.

Submission Number: ***MBTL-SEPA-DEIS-0002659***

Received: 6/13/2016 12:28:05 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support the construction of the Millennium Bulk Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002664***

Received: 6/13/2016 12:37:21 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The USA and other countries would benefit from this terminal.

Submission Number: ***MBTL-SEPA-DEIS-0003296***

Received: 6/13/2016 8:05:04 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I oppose the proposal by Millennium Bulk Terminals-Longview, LLC to construct and operate a marine terminal for export of coal in Cowlitz County, Washington.

Submission Number: ***MBTL-SEPA-DEIS-0003316***

Received: 6/13/2016 8:27:33 PM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I oppose the proposal by Millennium Bulk Terminals-Longview LLC, to construct and operate a marine terminal for export of coal in Cowlitz County, Washington.

Submission Number: ***MBTL-SEPA-DEIS-0003416***

Received: 6/14/2016 2:28:41 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Section 3.1.5.1's failure to apply the risk assessment to small craft due to the projected 46% increase in shipping traffic from this Proposal demands a No Action at this time! The DEIS completely failed to describe the current state of small vessel traffic, how it has increased with the area river access at Willow Grove, Rainier, Castle Rock, Kalama, and how it is expected to grow. Similarly, the DEIS has failed to characterize the exploding popularity of windsurfng, kite boarding, and jet skis on the Lower Columbia. Moreover, small vessel traffic carries the highest risk weighting, and their omission is a major error. Sport fishing and recreation are major economic drivers for the region. Windsurfers are especially vulnerable to shipping traffic. I am a windsurfer, avid canoer, and fisherman here. 840 additional ships in front of Willow Grove, Jones Beach, Illawco Flats - with no risk evaluation?!

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am very much concerned that there does not appear to be any attention given to health issues of people who are impacted by this project. The numbers of people affected are huge – the entire population along the route of the coal trains as well as those who work directly with and on the project. I think a study needs to be made of the potential impact on the health of all concerned before a truly informed decision can be made on this project.

(comment continued)

(additional space is provided on the back)

Anonymous (3510)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- (1) ☒ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- (2) ☒ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- (3) ☒ Other topic: economic impac

PLEASE SHARE YOUR COMMENTS BELOW:

(1) The EIS indicates about 9 tons per year of coal dust will result from operations at the site. It is unclear where the dust will spread throughout the community and in what concentrations. The EIS describes an annual deposit of half a teaspoon of coal – but it seems unlikely there would be uniform distribution. Was there any modeling of the spread of the dust? Will residents be complaining about water spots and coal dust visibly covering their yards?

(comment continued)

(additional space is provided on the back)

The analysis on the impact of local fisheries is not thurough enough. Comercial fisherman often have tightly regulated time frames for making their drifts. The large increase in river traffic of more than four vessels/day could cause comercial fishers to miss their drift time slots, which could negatively impact commercial success.

The EIS clearly indicates that the study on economic impact uses methodology that greatly inflates the wage figure for direct jobs generated. This should invalidate the inclusion of the economic study in the EIS as a reliable source of information. The average wage for the indirect jobs would be over $50K/yr. which is much higher than the median wage for the county. These gross inaccuracies due to poor methodology should exclude the whole BERK study from being included in the EIS.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I've lived in coal & oil environments most of my life and am convinced from experience that these resources must be used as cleanly as possible i.e. pay the expenses to keep them from polluting the environment and harming our health. For example, have everyone using them use the proper equipment eg filters and scrubbers. I want coal & oil from the US, to be used here, not sent overseas where quality control is less & our raw materials may be used against us. We need to continue developing and using cleaner things like solar & wind, wave, geothermal, etc. We've seen people exploited as well as our land for a few people's profits while others suffer. We must do better! 5/10/16

(additional space is provided on the back)

(comment continued)

Longview, WA is in a valley and we do not need more pollution from diesel fumes. We already have enough from the mills. Likewise for rail traffic delaying other traffic; noise is too much already. Our fire departments are already busy enough, as is our hospital, and other emergency services. We don't want more tax increases to enlarge them to serve the coal & oil profiteers. We are already getting better industry into our area without causing more problems.

MILLENNIUM **Bulk Terminals-Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Coal is a dissaster. Why is this even an issue? All the coal companies are going bancrupt. This is a ponsie scheme. It's the Donald Trump method of making money — get huge amounts of money from investors, and then file bancrupsy! Remember the talk of Millenium building overpasses over rail crossings, so people won't be waiting for hours for trains to pass? Does anyone think Millenium will do that?!

(comment continued) (additional space is provided on the back)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Sta...

COMMENT FORM

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- ☐ Rail Transportation
- ☐ Vessel Transportation
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- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The results from the EIS encourage me to believe that this project has been approached responsibly, professionally and has already improved the negative environmental factors of the site that the previous tennant created. I wish the opposition could have seen what the site was before these efforts. We need responsible business and I feel like this project is. Bring jobs to Longview!

(comment continued)

(additional space is provided on the back)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [x] Other topic

Treaty rights of native tribes from Wyoming to Columbia River.

PLEASE SHARE YOUR COMMENTS BELOW:

I oppose coal trains. We as a nation & world need to do more to develop and use clean energy. Economics play too much in this process but clean air, water & people have more value than can be placed on anything. As a Treaty Tribe of Warm Springs Oregon coal trains deminish people, environment and our culture and way of life. Coal trains and mining have deep pockets but do not consider 50+ years out for the world & its inhabitants. Coal trains

(additional space is provided on the back)

(comment continued)

and companies carry limited liability & can pass the →

back by saying, this is a lease, we don't own these cars, Burlington or some other train, owns the track not us! There are too many loop holes and non-accountability for accidents.

The pollutants of lead, mercury, ect. are released all along the planet affecting everyone & everything.

The earth deserves better. No coal mining.

Coal trains and mining have demonstrated negative effects to and for the environment and all living creatures - air, dirt, water, people, animals, plants

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☐ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☒ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic Tribal Soverntey and Treaty Rights -

PLEASE SHARE YOUR COMMENTS BELOW: to the Millennium Termina

I am enrolled in the Confederated Tribes of Warm Springs. Our Tribe is a Soverign Nation guarenteed fishing rights with the US Government.

Important issues:

1) Recognize our Treaty fishing rights
2) Honor our 12,000 yr Heritage in which the Columbia River and Fish are part of our life.
3) The Health of the River is important to ALL

(additional space is provided on the back)

(comment continued)

Living Humans, Animals, Plants, Marine Life.
Coal trains have demonstrated Negative
1) Impacts to the People and Environment.
(remember Quebec!)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☒ Climate Change
- ☐ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We have been called to be stewards of the Earth — We are failing as Climate Change (Global Warming) is depleting our breathable air and particular poisons are making People sick — Fossil fuel is archaic, We need renewable resources. Coal trains would make me sick — diesel and coal dust would increase Asthma and COPD and many other diseases — The tracks are old and all

(additional space is provided on the back)
(comment continues)

the extra trains would further put in old tracks into the unusable area.

I lived in a pristine area next to a forest for 4 decades and moved to the city only to find out that Oil and Coal trains are going past neighborhoods near me putting all matter of living things in danger.

Do not allow this on the Columbia or through our neighborhoods.

We need to make our environment capatable with humans beings and Animals - the Northwest is not renewable when all the animals and people are gone - we need to take care of all the Earth's Creatures — Ourselves included.

Do Not

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☑ Air Quality
- ☑ Human Health
- ☑ Rail Transportation
- ☐ Vessel Transportation
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- ☑ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☑ Wetlands or Streams
- ☑ Water Quality
- ☑ EIS Regulatory Process
- ☑ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

see here → You thorough, intensive loo into coal as fuel t be mined from the US, shipped to the West Coast polluting air water soil and dusti everything it contacts creates (exponentially) more problems than it solves. Return of acid rain on th Cascades, Rockies and all points in between cannot be undone. Let's take time to thoroughly think things through and together we can do the right thing. China recklessly burns coal as it phases it out and switches to more economicly viable simple practical energy solutions. We need not contribute to their dereliction at the expense of acid rain. Leave it be. Coal turns to diamonds

(comment continued)

(additional space is provided on the back)

Anonymous (3518)

MILLENNIUM **Bulk Terminals - Longview**
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- [x] Noise
- [x] Air Quality
- [x] Human Health
- [ ] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We have a finite Space in which to live, with finite resources (Air/Water/Soil).
As individuals, Communities, and a Nation, we must own the outcomes of our choices.
By mining + Shipping a product we know to be hazardous to our health we also must take ownership of the waste products (CO_2, Hg, Pb, etc) produced in its ultimate use.

(comment continued) I am Apposed to the Coal terminal here in Longview.

(additional space is provided on the back)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact

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- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As Americans it is our responsibility to our citizens, future citizen & globe – including the planet itself, to make sustainable energy decisions that will move our city, county & countr into a future that supports the equality of all life. We can if we use the great capacity of our hearts & minds think of sustainable solutions to job creation that will beautify, enrich & enliven the city of Longview – making it a place to visit, shop &

(additional space is provided on the back)

(comment continued)

retire. I hope that great care & consideration is taken into making this decision - as we continue to hear scientific testimony of the growing evidence of pain & suffering caused by the release of 'dirty' energy into the air, the increase of CO_2, & the pollution of our precious planet As citizens of this world let us take A LONG VIEW and make choices that will promote wellness in our community, enriching the lives our our citizens & sustain the climate on this Earth.

MILLENNIUM **Bulk Terminals - Longview**
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- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I have been living here in Longview since 1996. We nee to Keep longview clean. Already the mills have polluted the fish in the Columbia River. You can't eat the tumors on the fish caught in the River below the mills. Our cars get a stick film on our windows all the time due to the mills! We don't need any more pollutants to harm us, our children, and plants along with animals. We can do Better!

(additional space is provided on the back)

(comment continued)

Anonymous (3521)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I was taught, if I was having trouble making a decision, to make a list of pro & cons. On this project the list for pro has only 1 item: Jobs. On the con side the list is long — every item on the list above: noise, air quality, human health, excessive train traffic, vessel traffic & vehicle traffic, coal dust, greenhouse gas elevation due to burning

(additional space is provided on the back)

(comment continued)

coal, promotion of climate change, negative impact on plants/animals, marine species, fish and fisheries, wetlands, streams, the river, our water and even more —

It seems obvious — protect the people and the planet. Find different jobs for the people of the area.

No Action!!!

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses ✓
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As the proud Uncle of 4 nephews & 1 niece (all in WA state), I am writing out of concern re: the proposed Millennium (Coal-Export) Bulk terminal in Longview, WA. The degree of risk presented by the substantial resulting rail & Cowlitz County in proven Greenhouse Gas Emissions is simply UNACCEPTABLE. I support the "NO ACTION" alternative on this potentially deadly project.

(additional space is provided on the back)

(comment continued)

Anonymous (3522)

We need to get our priorities straight, & move towards much-cleaner(er) sustainable/renewable energy sources, & away from filthy fossil fuel dependency.

— I was recently among the 52 protesters arrested up in Skagit County for blocking the B.N.S.F. R.R. tracks into the SHELL/TESORO Refineries, as part of the international "Break-Free from Fossil Fuels" Actions.

... If this coal-export terminal goes thru (DESPITE the Public's outcry against it) I promise you that resisters will be back to gum-up the works!

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

I VOTE YES. WE NEED JOBS and TAXES in Longview. This City Was Build for this reason, Longview is not Seattle or Portland.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am Dawn Little. I live in the highlands area of Longview. I am against the coal terminal for a number of reasons. The #1 ~~one~~ reason is health. Health is more important than jobs. What if someone lives out on a boat in the river. People end up fishing and die to the water contamination. People aren't replaceable but money is.

(additional space is provided on the back)

(comment continued)

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Air and water quality along Columbia River and Highlands area would be severly effected. Property values would decrease and we would live in a town that no one would want to move to.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Hell No!

(additional space is provided on the back)

(comment continued)

Anonymous (3527)

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- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

COAL IS FOR NERDZ

(additional space is provided on the back)

(comment continued)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

After submitting comment in the comment room I looked at the summary boards of the EIS, much to my surprise there was no statement about the statistical probability of the number of people their system of coal extration, transportation, and burning will inevitably kill, maim & sicken. this needs a transparent & specific health assessment. How many people per 100,000 in the areas touched by ther coal and its pollution will die each year over a 50 year period what diseases will they develop?

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I believe that this coal export terminal is not only an environmental issue but an human rights issue. I encourage the Washington Department of Ecology to stop Millennium Bulk terminals from hurting MY community and public health. The risk of derailment from these trains is not worth the damage to the climate. The Coal Dust that is Relesed in the colombia river gorge and longview Coveses public health to be an issue. These are the

(additional space is provided on the back)

(comment continued)

people. This is an attack on lower income families. Lonegview has the highest respiratory problems in the entire state. This environmental racism. Please do the right thing and Be on the right side of history.

"The time is Always right, to do what is right."

Dr. Martin Luther King Jr.

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Coal is so 17th century. This is the 21st Century.

(additional space is provided on the back)

(comment continued)

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Coal accounts for far more public health costs than public benefits. It facilitates an economy based off of making people ill. Cowlitz county does not need more pollution. It's time our energy companies utilize clean renewable energy. Today solar power is just as cheap as oil, coal and gas.

People don't deserve to have their children's brain development hindered by mercury in coal ash. People shouldn't go to work and experience their job slowly kill them. Mining, s

(additional space is provided on the back)

(comment continued)

and burning coal is bad for communities. Coal is over. It's time for a renewable clean energy economy. Thank you.

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

we need to put our planet before our profit

(additional space is provided on the back)

(comment continued)

Anonymous (3533)

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- ☒ Water Quality
- ☒ EIS Regulatory Process
- ☒ Other topic — Quality of Life

PLEASE SHARE YOUR COMMENTS BELOW:

This project promises short term profits for a few & long term damage to the local environment, global climate, & quality of life for the residents.

The creation of jobs, at great environmental cost cannot be justified. The idea the Millennium will be responsible stewards of the local environment and quality of life is not borne out & is insulting.

(comment continued) ((additional space is provided on the back)

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- ☐ EIS Regulatory Process
- ☐ Other topic

all

PLEASE SHARE YOUR COMMENTS BELOW:

Please cross reference topics that impact several different areas. Example: surfactant info is listed in coal dust chapter & I couldn't find anything about the chemicals! I'm told it's in the DEIS but 2 DOE folks at the open house couldn't find it either!

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

As a sportsman and fisherman, I am also concerned about the dwindling of our natural resources. The salmon fisheries program in the Columbia River provides a rich resource to Native American tribes, as well as an important ~~[illegible]~~ food resource. The terminal will mean 1,680 transits of bulk vessels on the river, which could have a serious impact on the

(additional space is provided on the back)

(comment continued) health of the river. ~~We need to take~~ We can't ~~keep~~ look the other way or not take responsib for what we have said is or TOOM.

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- ☑ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Climate
1 Scientists agree that we cannot ~~cannot~~ afford to burn the coal (and other fossil fuels) reserves we have ~~to export~~ and maintain a liveable planet – of all fossil fuels coal is the worst of all – its no accident the coal companies are going broke – the recent bankruptcy of Peabody Coal – the oldest – is a good case in point. It makes no sense to waste our

(additional space is provided on the back)

(comment continued)

resources building infrastructure for a dying industry and one that is so dirty and dangerous.

Every aspect of this project lowers the quality of life of the area — excessive train traffic, excessive coal dust, raising respiratory & pulmonary disease, putting the area at risk of coal explosions, degradation of our river & fisheries, violating treaty rights of the Native peoples — etc. etc.

We must find constructive living-wage jobs instead of ones that are life destroying.

Save lives and help save the planet —
NO ACTION ALTERNATIVE!

Sandy Polishuk Portland Oregon

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PLEASE SHARE YOUR COMMENTS BELOW:

I fear the shipping channel will be congested, requiring the tie-up stations along the Columbia River. Very costly & congestive! We've had recent situations of ships grounding We've had logs float from Mt. St. Helens to the Columbia CI have photos of the Cowlitz River full of them after the eruption) Where will the water being sprayed over the coal when unloading, end up. Will it contain surfact and all the worrisome pollutants?

(comment continued)

(additional space is provided on the back)

Anonymous (3538)

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PLEASE SHARE YOUR COMMENTS BELOW:

More trains + More ships = More Accidents
NOT GOOD!

Longview shouldn't be a perpetuator of dirty energy. Don't be fooled by Millennium's ~~propts~~ promises. Companies care about corporate profits over employee health. I say NO to this proposal to protect the health of people, animals, & the overall environment. Let's promote job

(additional space is provided on the back)

(comment continued)

opportunities that are clean, healthy & good for all.
God Bless our World!

Anonymous (3539)

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am a freshman that attended Mari Morris Highschool. I have heard that this termainal will bring jobs; In fact, it will bring 126 jobs, 110 are convinetly taken leaving 16 for Longview. But what will this bring to our future generations Famine? Drought? Poverty? Even though this terminal is very miniscule compa

(additional space is provided on the back)

(comment continued)

to all the other termainals, things add up, quicky. After, it was the straw that broke the camel's back

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Comments on the SEPA Draft EIS are due by **June 13, 2016.**

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- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☑ Coal Dust
- ☑ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As a woman of child-bearing age, I'm concerned about the health impacts of of the coal train. I'm concerned about the impact on my reproductive health, but moreso on the health of a fetus should I become pregnant. I also have concerns about the air quality. I live about a mile away from the proposed

(additional space is provided on the back)

(comment continued)

site. The air quality near my home is already questionable on certain days due to our current industrial plants; I can't imagine that adding more to that would not significantly reduce air quality. How can I in good conscience let my child play outside in air polluted with the toxins of the coal terminal?

Also, Considering many support the coal terminal as it could boost jobs, I really don't think it would be as beneficial to the economy as Millennium is making it out to be. I firmly believe that educated citizens with the means to move elsewhere will do so. We will lose a great deal of jobs because of this.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The DEIS states that the rail system in Longview can not handle the estimated 16 additional trains per day that would result from the Millenium project. This alone should be sufficient to deny the building permits.

However, the real impact will be the additional train traffic resulting from all of the projects still under consideration (over)

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(comment continued)

I read an estimate that this would result in an additional 30 trains per day throughout the state.

Also, the DEIS predicts an additional 11 rail related accidents per year statewide. Rail accidents pertain to all types of trains including trains carrying Bakken oil fom North Dakota. Several of these have already exploded in the U.S. and Canada.

The duty of the EIS process is to protect the health and safety of local and state residents. Underestimating the effect of increased rail traffic on an insufficient rail infrastructure does not do that.

Brian Hinely
Tumwater, Wa.

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am a Longview resident living three miles from the proposed site. When Reynolds shut down, the amount of ash on my deck decreased dramatically. I'm very concerned about the effects from the diesel trains and the coal dust will do to the communi On a global scale, warming is real and we nee to find clean alternatives. I'm concerned about what the rail traffic will do to Longview and

(additional space is provided on the back)

(comment continued)

every community between here and Wyoming. The amount of coal that is lost in transit is significant, I'm concerned about the water, animals and vegetation along the route. Especially in the Columbia River Gorge. Has the coating on the coal been adequately tested with a rainstorm, 60 mile an hour winds from the west and a train heading east a 50 mph? The water quality of the Columbia is already suspect, wind surfers in the river have to deal with rashes. What will the heavy metals from the coal do the water quality. The longterm prospects for coal, economically, are not promising, as well as the viability of Arch Coal. Millenium has already lied about how much coal they will export. They originally proposed a very modest facility, then it grew to 44 million tons. Why should I believe anything they say? The blue t-shirted people have the slogan, "Build it Right". There is no possible way to build a facility that is involved with burning fossil fuel 'right', it is an oxymoron. Finally I live in Longview and work in Portland. If the coal terminal is built, I will sell my home before property values drop and take my 100k job to Woodland.

Anonymous (3543)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Stat

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- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic

Jobs!

PLEASE SHARE YOUR COMMENTS BELOW:

I support The Bulk terminal & Any Project That Brings family wage Jobs to SW. Washington

(additional space is provided on the back)

(comment continued)

Anonymous (3544)

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- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I have spent the day in longview hearing - 5/24/16. NO emergency services provider, nurse, physician or medical director, many who live in Longview spoke on ~~the~~ any benefits of this proposed project, ALL spoke out on the health detriment it would be, esp. to youth.

I also heard many longview residents + business owners criticize the project. ~~Most~~ Many who

(additional space is provided on the back)

(comment continued)

live in Longview see beyond the short sighted argument of "Jobs, Jobs, Jobs" & spoke of ALL the jobs that would be lost because of this project. Sadly Cowlitz County & Longview city Council officials do not seem to understand all the good jobs this terminal would hurt.

Everyone, esp the youth who spoke knows coal's day is dead & it is time to get on to clean, renewable energy.

This terminal is dead - & it is not even built yet.

MILLENNIUM **Bulk Terminals-Longview**
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- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☒ Vehicle Transportation
- ☒ Coal Dust / Particulate
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

- The total (on+offsite) greenhouse gas emissions from this facility would be 3.2 million metric tons CO_2 emitted/yr (Vol. 1 (5-8-19)) while the US is to reduce emissions 17% below 2005 levels which is 86 to 97 M metric tons/yr. This facility goes in the wrong direction. The EIS needs to analyze how the total CO_2 & cumulative will affect the climate (its prorated impact). How much more will the snowpack decrease? How much more will the river decline & warm & how many fish kills (any water district had more last summer — Cluckeemus River water) How much more drought? How much further N will the Tides extend more (over)

(additional space is provided on the back)

(comment continued)

the current 3600 VS cases in pregnant women (over 100 in continental US)? How much more sea level rise? Which areas will be impacted? How many more tornados? etc. The EIS should clarify the climate impacts & not just the CO_2-metric ton emissions.

What mechanism (eg trust deposit) will ensure clean up as the owners face bankruptcy in an unreliable global coal market?

The EIS should look at global air quality (& not just local). How does coal burning in Ohio / Asia impact our air quality in terms of mercury etc.?

How would the conveyor enclosure be cleaned? By shovel? This seems prone to spillage.

Since the rail infrastructure is not sufficient, what would ensure that the new rail would actually be built?

If it weren't actually built, the EIS should mention what rail would be bumped. Amtrak, what?

The EIS shows many rail crossing do not meet the 205 clearance necessary (for intersections). The EIS does not show how individual emergency vehicles would be affected (nor individual personal or buses) nor how there 5-7 minute delay can affect human health & mortality.

• With a net yield of 16 jobs, what is the GHG emissions/other?

Anonymous (3546)

MILLENNIUM **Bulk Terminals - Longview**
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- [X] Plants and Animals
- [X] Marine Species, Fish, or Fisheries
- [X] Wetlands or Streams
- [X] Water Quality
- [X] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I support the no action alternative.
We need an immediate transition to sustainable energy.
We are in a climate emergency. Mining, processing, shipping and burning coal will accelerate global climate change.
We need a just transition to sustainable energy. Just transition means providing new ~~jobs~~ jobs and job training for people who lose their fossil fuel industry

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(comment continued)

jobs during this transition.
We also need to create new jobs and training in solar and wind power.

Anonymous (3547)

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- [x] Water Quality
- [x] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am deeply concerned that this project will have long term negative effects for short term gains. Let's please look at renewable clean energy options

(additional space is provided on the back)

(comment continued)

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- [x] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic — Living: quality of life

PLEASE SHARE YOUR COMMENTS BELOW:

I have been very fortunate to be born in a family of multi-generational Italian Wineries. I have inherited a nice trust fund from my uncle (as he and his business associates made very wise investments). I have quite a passion to live in this area of WA, but am deeply disturbed to watch the impending destruction of this beautiful habitat, by having this ~~ess~~ coal export terminal, & coal carrying trains. Besides the noise & coal dust residue from these trains, it would →

(additional space is provided on the back)

(comment continued)

effect the air & water quality, which would then affect the plant life, & animals (especially also fish, like salmon, for Example). I, myself, as well as quite a few members of my family, have allergies, asthma & COPD as well as many other health maladies (cancer). We need to live in a environment with as little air, water, & other chemical earth containments, coal dust & pollution as possible. Also these beatiful river, birds, animals, & fish, would have their habitats deeply disturbed, by dredging, run-off & a more likely possibility of accidental boat shipping, or train accidents; that would do massive damage, possibly permanent to All of ours environment. This coal industry's days are numbered as a business investment. Is it worth destroying a beautiful area, for a dying industry, that has destructive possibilities all along it's sorry path? From coal mines to trains - to terminals - shipping to China → accidents & environmental damage all along the way. Even the blow-back of Greenhouse gases coming back from China will escalate climate change, chaos, & disaster.

My family (& I), have wanted to live in an area, away from the bigger cities, but close enough to go either direction (including rivers, beaches, & mountains). This area has always attracted me; for living here & possibly business investments. But if this terminal is allowed to proceed to actualization, I will probably reconsider this area for a healthy place to live. It would also break my heart to watch environmental destruction enfold before my eyes. I will shelter & protect my family from this. One reason why my family's business has been so successful, is that we consider ourselves as Stewards of the Earth, God gave us this command. Through the centuries, our family has nurtured the earth, & the final product has provided livlihoods for many generations. The Quality of life, where & how one lives, is very important. Also the life-long history of an area & it's reputation for beauty, clean living, & what jobs it invests in, as well as it's aftermath (pollution) is looked upon by others, considering living, & investing. This coal terminal project will hurt Longview. There are better jobs than this, without the destruction. I will not move here, if the coal terminal is here.

Anonymous (3549)

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Coal particulates will be kept at Federal + State Standards. How- b other proposed sites have said no. No means no!

Rail + Ships - 20 minute delays for trains - no accepted plan for Intersection at the base of the Bridge. despite an $85 million - 11th hour package passed by the legislature.

1700 additional ships on the Columbia - 2.8 accidents proposed each year. not in my back yard. no coal. -V

(comment continued) (additional space is provided on the back)

I'm registered & vote. My friends & family vote.

I worked at Reynolds Metals. It supported 1200 families. Millenium projects 133 jobs in 2028. 70% will be Millenium professionals.

That leaves 93 local jobs for Local folks. The risks are to numerous and our community should not be a cesspool of coal.

Commissioners - pay attention - the person you appoint to oversee & make the final decision had best be - an educated & impartial voice. I think Dennis Weber has taken enough checks from the State & County.

no coal -

Anonymous (3550)

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PLEASE SHARE YOUR COMMENTS BELOW:

More thought needs to be given to the climate change scientists who claim that we must keep CO_2 particles in air to 350 parts/million – we must keep remaining coal in the ground to prevent temps from rising. Further, local environments will be greatly impacted by the trains coming through & the dust generated from the coal, even with the surfactin to be added along the way.

(additional space is provided on the back)

(comment continued)

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(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Coal dust is easily controlled and will not cause any ill affects.

(additional space is provided on the back)

(comment continued)

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I urge you to vote against the millennium Terminal going forward. I am concerned for the health of the planet and all of the living beings on it. This project will contribute to greenhouse gas emissions in the long term and in the short term it will contribute the the growing health concerns that are a result of climate change. All of the people in and around Longview Wa. will be exposed to increased lev

(additional space is provided on the back)

(comment continued)

of toxins from the coal moving through the community. People all along the train route will be exposed to increased levels of dangerous toxic particulates. The few jobs that will actually stay here will expose the workers to increased health hazards. Say no to this project —

Say yes to renewable resources that can and will create long term sustainable jobs and contribute to a sustainable economy.

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- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

China is becoming (in fact already is) an advanced nation. It's cities are already grossly polluted. They are the factory of the world (NOW) but for how much longer. They already have the technology to skip over the use of fossil fuels. I cannot see them going back to this antiquated method of producing energy. The whole thing is a waste of time money & resources.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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- [x] Climate Change
- [x] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We already see the effects of climate change all over the world. We know coal and other fossil fuels are a major cause of the changes we see. We need to rethink our economy and eliminate the use of coal, oil and gas if we want a future for all living things. We must think with the long term and not make decisions with short term profits as our only goal. There is no other home for us as humans. Once the earth is uninhabitable because climate change our story is over ___

(comment continued)

(additional space is provided on the back)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

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- ☐ Noise
- ☐ Air Quality
- ☒ Human Health
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- ☐ Marine Species, Fish, or Fisheries
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- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I come from South Wales UK where my family has been affected by the coal industry for generations, now it is gone from here because it created exvironmental, social and economic devastation. Coal belongs in the ground. Wherever it is mined, transported, burnt or any other uses it may have only benefits a few financially. My experiences of those who do benefit do not live where it is mined or used or transported it is as always left to the lower classes to suffer the short term + long term

(additional space is provided on the back)

(comment continued)

consequences. The Pacific North West is a pristine area or was – we cannot rape it anymore than it has [illegible]

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Thank you for reading my concern.
I wanted to say that Longview, WA so needs jobs - not these kind of jobs. Longview needs a Boing, Microsoft, Nike type of business. Any port of a city will take dirty business. It takes courage & a sense of right for the community to make Longview the place that people want to move too.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

We already are experiencing climate change Heavy rain, storms, high winds and extreme heat. Eighty feet is the height of the Rainier Bridge that is the height of the coal stacks. Heavy rain will wash through those stacks which have been sprayed with chemicals which will go into the river. (which is already polluted by industries that have now gone + left their mess). When wet the stacks will get heavy – slide into the river (Abervan 196

(additional space is provided on the back)

(comment continued) White wind the dust will blow off the stack and cover our town. I do not see any up side to this Project.

Anonymous (3559)

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

My "other topic" is to congratulate Cowlitz County for hosting this (5/24/16) meeting in such an honorable way.

On the other comment areas, put me down as
- worried about the global climate effects of the proposed ter
- concerned about the health effects of coal dust from the " "
- horrified about the effects of long trains " " " "

(additional space is provided on the back)

(comment continued) on Columbia River communities

Anonymous (3560)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I came to this Longview hearing (on 5/24) to oppose the coal export proposal. I'm wearing a red shirt. I had a conversation with a man wearing a blue shirt — a proponent of the project. We agreed that this export facility would be bad for climate & safety. We also agreed that it could bring at least some short-term

(additional space is provided on the back)

(comment continued)

jobs. We agreed that he needs a job.

This looks very familiar. It's the same old jobs blackmail argument. Fossil fuel infrastructure projects notoriously bring well-paid, short-term employment and leave long-term environmental harm.

This proposal ~~is a~~ would be a significant step in the ~~wrong~~ wrong direction — towards the cliff of climate destabilization. None of us is arguing ~~against~~ against jobs, just against unhealthy, short-term jobs.

Stop the Millenium development and leave room for clean, long-term jobs. Don't Trash Longview and the rail lines into sacrifice zones. Don't turn these areas into frontline communities.

Harlan Sloan
2280 SE 34th Ave
Portland, OR 97214

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- [x] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I do not support the coal terminal at Longview, WA. for the following reasons:
1. Health risks from coal dust pollution
Noise pollution from trains
Lung problems caused by coal dust.
Possible water pollution from coal dus
Transportation of coal by rail is very dangerous has been in train explosion from coal.

(additional space is provided on the back)

(comment continued)

The proposed terminal is a short-sighted solution to the problem of un and under-employment in Longview. There needs to be found a better option that is less risky and harmful to people and the environment.

A large corporation (Millennium) that only offers 135 long term jobs in exchange for risks to health, environment and community is unreasonable.

In truth this proposal only benefits Millennium and China and no one else as the risks outweigh any perceived benefit.

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PLEASE SHARE YOUR COMMENTS BELOW:

I AM AN ENVIRONMENTAL ENGINEER, WHO STUPIED SUSTAINABILITY. WHY WOULD ANYONE PUT MONEY INTO A DYING INDUSTRY? THIS WILL CREATE THOUSANDS OF JOBS, IN HEALTHCARE, MORTURARIES, GRAVE DIGGING AND ENVIRONMENTAL CLEAN-UP! AS A FORMER FIREFIGHTER/EMT, I COULDN'T IMAGIN HAVING TO WAIT FOR A 100 CAR TRAIN, WHILE A HOME IS BURNING OR SOMEONES PARENT IS DYING FROM A HEART ATTACK OR STROKE! THAT IS INSAINE!

(comment continued)

(additional space is provided on the back)

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PLEASE SHARE YOUR COMMENTS BELOW:

We have an opportunity to stop the madness of fossil burning. This proposed depot will change this area — all for the bad!

The only possible good would be the giant hospital wing that will be built to treat all the asthma patients

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I support jobs responsible for economical growth. I support the LV Community !!!

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I believe that the coal plant will be a benefit to the community and local economy.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

We live on Pleasant Hill Rd. We are directly across from the RR tracks. Your coal trains come by and literally shake our house (built in 2000). I do not believe your plan to cover loads of coal in open cars with a gel will stop dust. If you wanted to make an enemy, those long cars will eventually throw dust and debris on the rails, and that is enough to make me one. I also do not

(additional space is provided on the back)

(comment continued)

believe that you will furnish enough jobs in our, so forclean, community to make a difference in our economy. Millenium is not wanted nor allowed in any other WA. city = why don't you file for Bankruptcy like two of your large companies already have done.

Anonymous (3567)

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PLEASE SHARE YOUR COMMENTS BELOW:

This is, above all, a question of values. Do we value an in-tact ecosystem? Do we value clean air and water? Do we value the other species that share this planet with us? Do we value land that will support us, and keep us healthy and alive? If the answer is yes to any of those questions, then the Millenium Coal Terminal actively works against those values. If built, the terminal will contribute to climate change, increase coal extraction,

(additional space is provided on the back)

(comment continued)

and endanger the land and water surrounding the project. Job creation isn't a good enough reason to endanger the vitality of our natural environment, both directly, through coal contamination, and indirectly, through the terminal's contribution to climate change. If we want jobs at any cost, regardless of ethics or thoughts of the future, then we may find ourselves, many years from now, unable to work or even live because there is no clean water unblemished by coal dust, and there are droughts in the valleys, and our farming soils have dried into dead dirt. Who will we be without salmon in our rivers? Who will we be when our mountains are brown and snowless? Who will we be when climate change has made our Earth uninhabitable, unrecognizable, unknown to us? we or our children will be dead or struggling. If this terminal is built, it will bring new life to a polluting, dangerous, archaic coal industry that needs to be waning away in favor of cleaner energy sources, both here and abroad. There are other paths we can take — other jobs we can fight for There are jobs that uphold our values rather than threatening them. Because, in the end, who will we be without the most important of all values? Who will we be without life, in us and around us? What's the point of having jobs if we live on a dead planet?

Anonymous (3568)

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PLEASE SHARE YOUR COMMENTS BELOW:

I am opposed to the EIS resulting in permitting the millenium proposed coal terminal. Increased rail traffic throughout our state blocking traffic, particularly emergency vehicles is unacceptable. The health impacts, as yet unknown are problematic. The project does not support the energy needs of Washington States - but of other countries. We don't need more coal...

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Although I don't live in Washington, I breathe the same air.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I've been listening to public comment for the past couple hours. Many sincere voices have spoken and I think the problem I see is having too small a picture. This decision is not about Longview and maybe 200 jobs. It's about all life along the Columbia, all life in the Pacific Northwest, and not for now or twenty years but

(additional space is provided on the back)

(comment continued)

for many decades into the future. The short-sightedness includes jobs and profits now for China's toxic pollution blowing back on us even if "Millenial" standards here are high. Also short-sighted is assuming China and Asia will keep importing longterm; they won't and have said they won't. Think longterm, broadly and way beyond Longview. Vote no action.

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I haven't seen anything addressing the Cascadia subduction zone earthquake.

(additional space is provided on the back)

(comment continued)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

ALL of the above. And - although not mentioned, Foreign ~~money~~ monies are funding the coal terminal for foreign export. We want American Companies producing for American consumers.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- ☑ Air Quality
- ☑ Human Health
- ☑ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
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- ☐ Greenhouse Gas
- ☑ Climate Change
- ☑ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

As a United Methodist Church pastor I teach people of all ages that care for creation is a vital part of Christian discipleship. I lead camp & retreat ministries so people can experience the awe & wonder & goodness of the outdoors. The Columbia River gorge area is known for its great conditions for wind! Open coal trains are hazardous - the coal dust is injurious to human health as well as that of flora & fauna. I have great concern for increasing the transport of fossil fuels through this regi

(additional spaces provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

My name is Beatrice Jenkins, I am a resident of Woodland WA. Also a business Rep for the Operating Engineers. I am in support of this project. I believe it can be built Right and brim great tax revenue to our community. Also it will provide living wage Jobs and good Apprentiship opportunities Thank you

(additional space is provided on the back)

(comment continued)

Beatrice Jenkins Local 701

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

I am writing because I do not want the coal terminal here ~~bbb~~ because I have a child with William Syndrome and has health problems. He was 3 months old with a cyst on his lung and had to be drained, he is almost 10 now. I have a daughter 5 years old who has allergies and coal will hurt both of my children in their health. I myself have sleep apnea and

(additional space is provided on the back)

(comment continued)

Slight athsma and don't want or need extra coal dust floating in the air that we breathe. I am not only talking for my kids and family but my mom + dad because they have a lot of health problems and they live close to the railroad tracks on the 300 block of Douglas. We live out more close to the place they want to make the coal transfer spot, which is in west Longview and we have been there for 5 years and say no to coal. We want healthy, safety for our environment, family's, friends, animals and earth. Also after listening to some speakers it made me relize how much more dangerous coal is to everyone especially the children that live and play within 10 mile radius of coal transportation because I have grown up here all my life and now understand a bit of some my health issues like: asthma, migraines, thyroid, had a brain cyst in 2013 removed. I want to be able to live in a good environment, not all with coal dust all over. Also today I just learned how it affects children from prenatal and up and want to help put a stop to the coal.

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I grew up around coal. I played on the piles of coal as a child. I fed the stove to keep us warm during the winter with coal. I also lived and own a home next to the North Kelso Rail line. I saw many trains hauling coal past our home for years. The dangers proposed by the coal export facility are overstated and exaggerated to the point of outright lies. Bring on the Jobs. Our children will need a place to work and we need to stop running potential employers

(additional space is provided on the back)

(comment continued)

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- [x] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic terminal

PLEASE SHARE YOUR COMMENTS BELOW:

As A Mother, Grandmother, & soon to be great grandMother, also ~~Earth~~ Earth citizen, it is beyond my comprehension, that this coal terminal could be built with- in a mile, to just above a mile, close to all these schools ( ) in Longview. How this would affect these children's health & development cannot be known. Are you willing to let the permanent health affects on your cities childre

(additional space is provided on the back)

(comment continued)

be sacrificed, in exchange for jobs (tax base). No amt. of money is worth this risk. These children will also be a witness (& experience), train noise, inhale coal dust, & other contaminates, & may also be exposed to poisons & contaminated water, or even watch the aftermath of train derailments (& possible explosions), leaking ships, or other terminal area accidents, wich will be destructive to the environment, & life. Can we even imagine the mental, emotional, & spiritual conflict these chidren will grow up with (& also including the physical/mental damage they will) have & witness in others?

They may identify with Longview, being a coal Port town → one that creates jobs & $. But they will also experience health affects, & know that many animals are affected also. They will grow up watching climate change (& global warming). They will learn that "their" town's main industry (the one that it will be known for) is a known green-house gas creator. They may feel torn about earning $, after watching & experiencing a lifetime of yet un-known, unforeseen side-effects. The "fires" they may witness, as well as environmental destruction, over a lifetime, will be forever imprinted into their minds & soul. → Also the lingering thoughts they may wonder about the rest of their life: Why did Longview, & their parents build this coal terminal knowing the information ahead of time, of the life-long damage, & exposure to toxins? Why didn't they care? Why were they abandoned as humans, to become artificial lambs to be used or exploited for MONEY

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- [x] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Aside from the horrible effects the proposed coal-export termin
poses to the environment, as well as increased health costs
in the form of respatory issues, developemental issues, etc, the
negative effects of the coal terminal affects more than
longview, it will affect all the surrounding counties
that the coal is transported along. The growth that
the portland-metro area has been experiencing
the past few years, because the Pacific North

(additional space is provided on the back)

(comment continued)

is such a beautiful place, will sieze to exist if/when we became the next "Flint" because coal pollution has made the area unsafe to live in. Jobs will leave the area, house prices will dive, and the leftover costs will be astronomical. The externalities are NOT worth your small profits.

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

THE Long TERM HeALTh RiSKS VS The JOBS CReATED IS A VeRY BAD DEAL. I AM A Gulf WAR ~~W~~ VeT., A FATheR, A GRAndfATheR And A Union MemBeR. I VOTed foR RonALd ReAgAN. I'm NOT Some TRee HuggeR. I WANT MY grAndchildren TO grOW UP WITh ouT The Added ProBlems Of CoAL DUST in The AiR. I Love Them.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Two Highland area families I know have mentioned the noise of current trains hooking as disruptive. The Millennium representative I spoke with said that the only noise measure they have been required to comp with and arranged for is the whistles only. Two local Longview Naturopathic Doctors said that the local air quality now is poor enu that they recommend going to cleaner air areas on the weekends or as often as possible. Adding more trains running throu the lines from mines to port can hold up emergency vehicles in some areas and add more possible accidents/fatalities.. Our country is transitioning more to green power, and it is being mandated. I do not mind sharing US resources with ot countries, but why not share green? Hydropower has been limited here for disrupting fish life cycle. Wind (propeller) turbines are no longer allowed for the birds sake. Why risk suit from allowing the coal to come throu

(additional space is provided on the back)

(comment continued)

that are transported on trains needing three locamotives which makes more than double normal train emissions, the pollution increased by that and uncovered coal dust probable leakage causing more health problems to people and animals? There has been no one who is willing to say there will be no tax increase to accomodate the rail lines/necessary intersection changes for the accomodation to the Millennium projected coal terminal, which is stress(-health) inducing to local tax payers. Speaking with the Millenium representative I understand that Millennium does have other businesses they want to bring in, but are waiting on the coal terminal decision you make. Since there are other alternatives for work and businesses at the site, coal jobs are not an issue here. How much air, water, land and noise pollution as well as traffic slow down, which are unnecessary since there are alternative uses, should you allow and risk health and lives as well as environmental impact suit for animals let alone humans? I was taught an ounce of prevention is worth a pound of cure. May you choose wisely. I do think the current coal transport is important for the existing mill, but prefer no more go through

The wild wind storms this past fall and early this year here in the Longview-Kelso area brought down huge, heavy trees that were wet. Coal dust in a seven story open air coal pile, even if wet down by train or machine is much more apt to move, a potential problem.

Thank you for your work on behalf of everyone and considering what is best.

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Stick with the facts and known science as thoroughly analyzed during the development of this detailed EIS.

I would like to have provided some public access to a small area of waterfront that would safely separate the public from all operations. It is beautiful on the river and being able to watch coal being loaded would be fascinating.

(additional space is provided on the back)

(comment continued)

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The Benefits are insurmountable to the Real Long term Cost to so many entity's!

(additional space is provided on the back)

(comment continued)

Anonymous (3583)

Coal is a fuel who's time is passed, there are better alternatives. Moreover the burning coal dust of coal presents significant problems.
^ First coal produces more CO_2 per unit energy than do other fossil fuels because it has a much higher ratio of carbon to hydrogen. In comparison with natural gas, for example, coal burning generates about 170% more CO_2 for an equivalent amount of energy, depending on coal type. 2nd coal burning produces sulfur dioxide, nitrogen oxides, particulates, mercury, cadmium, uranium & other toxic pollutants. 3rd in addition to having negative environmental, health & safety consequences, mining & transport of coal are themselves energy intensive. We all share the air

Anonymous (3583)

Whether it's burned here, or shipped overseas, coal is destructive to the environment & the future of our planet.

It's time to leave coal in the ground and turn to cleaner energy for a healthier future.

S. Van Loon
Portland, OR

Anonymous (3584)

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PLEASE SHARE YOUR COMMENTS BELOW:

In light of what we know now about the damages done to the environment by all the cumulative effects of utilizing coal anywhere on the planet this Millenium Bulk Terminal Project should be terminated.

Adding 44 million tons of coal to the already excessive amount of coal burnt for energy is not a sane option. You do not have a concern box to be checked: Survival of the Human race and the

(additional space is provided on the back)

(comment continued)

ability for us to live safe healthy happy lives at liberty to be free in a sustainable world and for our children to be secure in the knowledge that there will be a liveable world.

The Impacts from burning 44 million tons of coal anywhere at this point will effect everyone everywhere from increased greenhouse gasses, increased ocean acidification. Everyone - Everywhere

The additional Impact of allowing this project to go forward is that it sends the wrong signal to investors - wall street - coal companies - transport companies and overseas importers - the message is go ahead keep using more coal -

The Impact of shutting this project down will send a message that will multiply the effect toward reduction in coal production and consumption nationally and globally.

Finally If a terrorist group conspired to load the equivalent mercury - lead - uranium - cadmium and arsenic as will be released over Asia ~~into~~ the air by burning 44 million tons of coal - many tons of it - and dirty bomb a nation we would be outraged and demand something be done so it could never possibly happen - But here we have Wall Street and huge corporations legally happily profitably conspiring to dump millions of tons of greenhouse gasses, thousands of pounds of toxic metals into the air that we all actually have to breathe.

Is the Sky Blue? Does The Earth Revolve around The Sun?

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PLEASE SHARE YOUR COMMENTS BELOW:

Hello - I am writing as a resident of Washington & concerned community member who is deeply worried what the coal terminal would do the rivers, fish & people.

If the proposed coal terminal is allowed to go forward it will impact fish that travel up & down the Columbia. The increase in shipping vessels who will

(additional space is provided on the back)

(comment continued)

be traveling in & out of the Columbia will have an impact not just on the fish but the water quality of the river.

The tribes & communities along the train route as well as in longview rely on a healthy Columbia for survival. There is a large fishing & sportsmen industry that benefits from this river currently. The coal trains that travel up & down the river as well as other parts of the state leave coal dust along their route. The industry says it does not leave the trains, but that is not true. I have witnessed coal flying off moving trains. This coal dust impacts water, air quality & peoples health.

The health of fish, rivers & people are much more important than temporary & small amount of permanent jobs. Coal industry is quickly going away & then the community will be left to clean up the destruction it leaves. There are many thriving jobs which are a living wage already existing in the area of longview which provide a more sustainable option.

Please reject the proposed coal terminal. What impacts the local community of longview impacts us all.

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- [ ] Other topic
- [X] ALL

PLEASE SHARE YOUR COMMENTS BELOW:

- The choice is not jobs + poison against the environment. We can have clean jobs. Longview deserves a better choice.
- Coal is on the way out - why tie Longview's future to a dying industry?
- Corporations always overstate the jobs they will bring. Don't be deceived.
- Say that Longview might prosper from this —

(additional space is provided on the back)

(comment continued)

should all the towns on the raillines suffer to allow that? Should the Columbia Gorge and the ocean be poisoned to allow that? Do we owe Longview that much? I don't think so. I wish the best for it, but not at such a price.

- Stay on the right side of history - reject this coal terminal via the "no action" option.

PS You must be as sick of these hearings as we are. Let's end this and all stay home.

A QUESTION OF WHAT YOUR WORD IS WORTH.

Ambere Energy
New York Times
February 14,2011

Internal Memo Ambere Energy Quote Concerning Proposed Longview WA. Facility

Expansion plans should not be made available to any outside party

We are at too sensitive a juncture to raise the plans to build a second berth. The community is small and the risk to current permit path is to large.

Quote of Song Writer/Singer John Dutchendorf (aka: John Denver)

City slicker driven in a big black limosene. A lot poor country boys think that's a might keen

Longview WA AP July 12-15 2011. HEADLINES

100 Union Protesters Arrested

ILUW Local 21 .Sheriff Mark Nelson Talks with Dan Coffman President of Local ILUW 21.Over dispute with grain terminal owner EGT dispute over Port of Longview contract to use union labor.

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State of Washington
Department of Ecology
Millennium Coal Export Facility
Environmental Impact Statement Hearing
May 24th, 2016
Cowlitz County Washington Event Center
Kelso,Washington 98626.

To: The Assembled Staff of the Washington Department of Ecology.

1. It seems the attitude with energy corporations and corporate owned govt is that if you don't care enough about your health, the air you breath, the water you and your fish swim in, and your livelihoods, to find a way to protect yourself from these projects, why should they care either? If you have any doubt go visit a coal terminal.

2. It seems that as long as they are going to put money in their pockets, it doesn't matter how many lies they tell. Their govt agency minions will accept it as fact. This can be seen in any recent energy project Environmental Impact Statement done for this area. They will claim this time it will be different. There is absolutely no reason to believe them, every reason not to.

3. You may have heard a commercial over the past month or two regarding a farmer who thinks its a great idea to expand the ports for coal because it will help other commodity exports too. This may sound good but You should know this is utter nonsense. Nothing but coal will be shipped out of a coal terminal. Port expansion for any other commodity is based on its demand, same as without coal. If there was a demand for more farm products to be exported they would be exported. If they need to expand the ports to do so, they would. Exporting coal will NOT improve exporting for anything else. Quite the contrary, if anything, coal will squeeze out room for other exports. The mile and a half long trains will block access to the ports for existing and any new export product.

4. It would be wise to support the groups fighting to keep the coal dust out of your lungs, off your food crops, and out of the gills of the salmon. If you have any doubt go visit a coal port. These groups need your moral and monetary support to fight on your behalf. I and many others have personally benefitted from the efforts of LCSC and Columbia Riverkeeper protecting us from a supposed LNG "import" proposal.

5. Although it is necessary to be on record with these govt agencies, I wouldn't spend much time at it. They don't really care what you have to say. They only care when they are sued. I know this from personal experience. This is just a check off item on their list of things they are required to do. Mainly it is a diversion to keep you occuppied when you should be spending most of your time hounding your representatives at all levels of govt to insist all agencies do their job and follow the laws in place and not to accept lies as fact. To enact legislation to ban energy exports until we are energy independent at historic supply based prices. Exports are all about keeping energy prices high even when we are flooded with supply, as we are now and have been for a number of years. If you want to see the overall economy rise, falling energy prices every

industry and family uses, can't hurt.

6. Challenge the method the Corps of Engineers uses to consider Energy Exports a benefit to the nation. It is in direct opposition to the Dept of Energy original mission, "to make the Nation self-sufficient in energy". All of a suddent that doesn't matter if the energy lobby has their men in the energy and export agencies.

7. Coal could easily be shipped from the mines, dust free, in closed containers. But this costs more money. So then the corporate weasels want to skip such costs they should bear, costing you and your health in order to put more money in their pockets. They will claim it isn't practical and so forth. Yet they manage to put it into a container called a railcar without a lid. Yet the ships have lids. They could make closed rail car containers detach from the railcar undercarriage ready for shipping out of Portland.

8. Even though the Port of Portland has the infrastructure to handle it properly, even though they are in the business of exporting in a major way, ...yet they declined this export product. So why then would coal be so fanatastic for this location without the proper rail infrastructure? Because you are deemed not to matter when money is to be made.

9. Why should anyone listen to any outfit and those that support them, who will gain at our loss? I for one will find another place to shop besides the black dust bowl of Longview. Figure that, and the many who will do the same, into your Impact Statement.

Sincerely;
Mechanical Engineer; College of Engineering. Oregon State University. Class of 1981
POB 1443 Clatskanie OR 97016

May 24th,2016

State of Washington
Department of Ecology
Millennium Bulk Terminal Longview LLC
Environmental Impact Statement;Public Hearing; 5/ 24/ 2016
Cowlitz County Fairgrounds
Kelso.WA. 98626

Sir:

The lower Columbia River region, especially around Longview Washington, Clatskanie and Westport Oregon, is already over burdened with air pollution. Coal dust and hydrocarbon off gassing would be considered cruel and unusual punishment for inmates of a prison yet coal export promoters and their accomplices in govt desire to subject our local populations to what would not be allowed for prisoners. A coal worker can move and choose another line of work and can wear respiratory equipment. Our choices, in order to avoid toxification from coal and unknown compounds formed by coal components mixing with other pollutants, is to move or to stop coal. We were here first. Coal promoters can shove it up their backside.

If the coal industry wanted to transport its product without causing harm to crops, rail infrastructure, and life of any type, especially humans, it could easily do so. It would just cost them a bit more to seal the coal in containers or make it into blocks and seal in a wrapper. However, they prefer to shift THEIR costs of doing things properly onto the public by doing things in a cheapo negative manner in order to steal quality of life from everyone and everything else in terms of more money in their pocket. That is unacceptable. I refuse to pay coals way in terms of reduced healthy air, water, fish, and food from coal soaked storm water runoff or dust blowing into the rivers, streams, and onto crops all along the rail line and from the massive coal storage terminal.

The large material handling port at Portland Oregon is the only port in the area that can handle the quantity of rail traffic properly without disturbing truck commerce, emergency vehicles, and traffic flow. If coal cannot meet the requirements of the Port of Portland, the Port of Longview or any other port along the Columbia River, should NOT be allowing coal for the very same reasons.

The coal industry is so lazy minded, anti USA, and pro greed it would rather deplete our energy supplies by sending it overseas rather than figuring out a way to convert it into a value added product like electricity, in a clean non polluting manner. If that cannot be done then it should be left in the ground since the foreign coal burners will just pollute the air we breathe. Any monies received from coal sales by this company should be divided amongst the populace for reduced air quality before company officials receive a cent.

VF:POB 1443 Clatskanie OR 97016.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☑ Human Health
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- ☐ Greenhouse Gas
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- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We simply have reached the end of the "safety" zone. We must find alternative sources of energy.

The coal dust that will settle on the land around Spokane will be a health hazard for breathing as well as for things grown.

If there is an accident, it will be absolutely disastrous. We must find an alternative

(additional space is provided on the back)

(comment continued)

Anonymous (3663)

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The Longview Terminal will not provide enough benefit to offset the harm that it will do to our health and our environment.

There are also safety issues. Trains going through downtown Spokane pose an enormous hazard to public safety. Derailments and coal dust fires are not rare happenings.

If downtown Spokane burns, saying "Sorry" won't mitigate the damage.

(comment continued)

(additional space is provided on the back)

MILLENNIUM **Bulk Terminals - Longview**
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- ☐ Wetlands or Streams
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- ☐ EIS Regulatory Process
- ☒ Other topic Faith

PLEASE SHARE YOUR COMMENTS BELOW:

As a Christian and a religious leader, I am hopeful that our Spokane community will reject the [redacted] coal terminal. God calls us to love & protect the Earth we are given as a home. Our land is holy ground, not fuel to be burned. Our community is beloved, not [redacted] here to be used and abused for the purposes of others.

(additional space is provided on the back)

(comment continued)

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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I do not want 16 extra coal trains passing through my community every day. Coal dust aggrivates and causes respiratory problems, contaminates farms & food, trains block traffic and make awful noise, and Spokane doesn't want to be a part of this dirty, dying economically-dead-end industry. Leave coal in the ground and move on to less idiotic ideas. It's about time.

(comment continued)

(additional space is provided on the back)

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- ☒ Other topic

Explosion! creating devastation fire's !!

PLEASE SHARE YOUR COMMENTS BELOW:

Why on earth would a "large" city like Spokane, WA ?!! be the route of coal transport? Aren't there other routes that are littler populated that could be on the chosen route? Or another means to transport? We can figure out how to explore Space for heaven Sakes! Brain Power for this problem surely is available

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Jobs for and old industry or jobs for the future. Coal is dirty and dangerous from it's extraction, shipping and use. Polluting air, water, and people all along the way. Coal is the old way The green energy is the ~~west~~ way to move Washington and it's economy forward. To be ready for the next generation.

(additional space is provided on the back)

(comment continued)

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- [x] Water Quality
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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The Coal Terminal is a very bad deal for Longview and Spokane & the State of Washington. Noise is a problem, coal dust is a major problem + for residents of Spokane crossing the tracks will be a near impossibility. There will be no jobs created in Spokane, but quality of life, human health, the environment & the health of plants and animals will be adversely affected. It is time to power past coal and find alternative clean

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(comment continued)

energy solutions. Thank you.

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- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

AS WE MOVE INTO THE 21ST CENTURY, WE STILL NEED CLEAN, AFFORDABLE ENERGY. IT IS HARMFUL NOT TO SHARE NATURAL RESOURCES FOR THE BENEFIT OF MANY. I HAVE READ THE IMPACT REPORTS AND FEEL THAT ALL ISSUES HAVE BEEN ADDRESSED AND ARE REASONABLE.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

This is a project that will bring almost 3,000 jobs back to Washington. When it comes to being a strong state, our economy is what will create that strong state, the health issues have been addressed, this would be devastating to our state if this project is not approved.

(additional space is provided on the back)

(comment continued)

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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The Columbia River Delta is one of the most treacherous stretches of water in the world.

(additional space is provided on the back)

(comment continued)

Anonymous (3672)

MILLENNIUM **Bulk Terminals - Longview**
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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

The EIS says there are "unavoidable impacts that cannot be completely mitigated" that will result from this terminal. Our precious Columbia River, Spokane River, Pacific Ocean shoreline, and the humans and other creatures that live in the Northwest USA are worth <u>much</u> <u>much</u> more than the pathetic, meager, dirty profits that this disgusting Millenium Coal Terminal will bring. WE DONT WANT THE COAL INDUSTRY IN OUR COMMUNITY!! There's no money in it either, so wake

(additional space is provided on the back)

(comment continued) up.

MILLENNIUM **Bulk Terminals-Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

The time for coal has passed. It's far too dirty and should be left in the ground. Climate change is real. We need to turn to Solar and wind power. Why spend millions of dollars for a terminal when coal will be obsolete in 10-20 years. Also, I live in Cheney Washington about 1 mile from the train track, and the coal dust from these trains will effect the residents, especially the children and elderly who live in Cheney. Please, don't allow this terminal to be built.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The noise from these many oil + coal trains is an affront to all living species, as is the damage to air quality + life if one should explode or derail. There are so many trains now that farmers have trouble squeezing in a few cars to transport their crops – the same with shipping on water vehicles. All this resource extraction + transporting it to burning facilities threaten environment: air + water qualities + temperatures, + really, life on earth. We have an exceptionally forgiving planet; we "intelligent" humans seem bent on destroying it and ourselves. Surely we can come up with better options for energy + jobs.

(comment continued)

(additional space is provided on the back)

Anonymous (3675)

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PLEASE SHARE YOUR COMMENTS BELOW:

Over the last 1 million years the earth's climate has fluctuated between ice ages and warm periods such as ours. Every 100,000 yrs or so we cool down to ice age proportions, then warm up for about 10,000 years. Human activity did not cause this. China will get coal from someone else if not from us. And Vancouver will be happy to send them ours if the U.S. won't. We need jobs in this state, good jobs. There is no good reason not to build the termenal!

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Very concerned that at this juncture we would expand the use of coal given the known (much less yet unknown) human health + environmental cost. I would hope our focus would be on continuing to develop + expanding the use of solar, wind, water energy.
I urge the State to oppose both the expansion of terminals + the transportation, mining, use of coal.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

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Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☒ Plants and Animals
- ☒ Marine Species, Fish, or Fisheries
- ☒ Wetlands or Streams
- ☒ Water Quality
- ☒ EIS Regulatory Process
- ☒ Other topic ethics

PLEASE SHARE YOUR COMMENTS BELOW:

COAL'S TIME IS PAST

Pollution and health issues endanger citizens, communities, the whole world. Jobs are not the issue. We have the responsibility to address the problem of global warming - science proves this.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

For all the concerns listed above, I am strongly opposed to increased coal trains through my home town of Spokane.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals-Longview**
SEPA EIS State Environmental Policy Act Environmental Impact

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- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic — Quality of Life

PLEASE SHARE YOUR COMMENTS BELOW:

My remarks are in regards to Spokane specifically. I do not believe more train-rail traffic through our city will be a plus or positive for our health-economy. Any job mitigation will not override the detriments to our city. Unless the trains are rerouted out of our city it is a non-starter.

Thank you for taking these remarks into consideration.

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am very much against increasing trains, coal, and air quality in Spokane. I decreasing

I live close to a railroad track in my back yard. It is noisy, spews fumes, and rattles the pictures on my walls. This is not good for our health or environment!

(additional space is provided on the back)

(comment continued)

No. 1

MILLENNIUM **Bulk Terminals - Longview**
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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

COAL IS A DIEING, DIRTY, DANGEROUS to OUR HEALTH ENERGY SOURCE SPENDING OUR LIMITED ENERGY FUNDS ON COAL INSTEAD OF MARCHING towards CLEAN ENERGY MAKES No SENSE At ALL. SENDING it OVERSEAS STILL CONTRIBUTES to CLIMATE CHANGE

(additional space is provided on the back)

(comment continued)

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- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Please lead Spokane to a future that is safer, healthier and more just for all.

Your descendants will thank you.

(additional space is provided on the back)

(comment continued)

Anonymous (3683)

MILLENNIUM **Bulk Terminals - Longview**
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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Investing in coal is not beneficial for the planet or for the long term economical health of the PNW. We urgently need to move towards sustainable technologies there will be thousands of green jobs available when we shift gears. Please think of the big picture that includes future generations. Please use resources to create green jobs ♡
thank you

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I am a member of the Spokane Tribe of Indians – The Indigenous peoples of this land have held to the belief we borrow our current time, gifts of Mother Earth from those who have passed and those yet to come... the unborn representing the future of our people + humanity. Although the course of history has altered these values due to forced genocide and assaults to our lands, peoples and cultures – this perspective remains intact. We want the best life for our children and future generations. It is our obligation to protect and preserve our lifeways and all that lives on our ancestral lands. We have an inherent agreement with our Earth Mother and our ancestors to fight for all that exists to maintain humanity and all life forms,

(comment continued)

(additional space is provided on the back)

Anonymous (3684)

Unfortunately, just as we are being forced to take a stand against the myriad of harmful impacts of this dinosaur form of energy - coal - it is another "get rich scheme" for corporations - dumping coal into China where it is such an outdated, inadiords form of energy. It reminds me of how Manhattan Island was purchased for ~~pennies~~ a few shiny trinkets and false promises. Thank goodness there are too many enlightened people!

The degragation of our ancestral lands has to cease!
The degragation of our once pristine waters full of subsistence has to cease!
The degragation to our air and all living creatures needs to end.
Most importantly - our most vital resource - our people - have the right to thrive in an environment free of toxins - the coal industry has yet to prove this can be accomplished. We demand proof by the industry, by the state and federal agencies responsible for oversight.
Due to the potential harmful impacts to our sacred, subsistence foods and medicines used for cultural and ceremonial purposes - ~~I~~ am vehemently opposed to the transportation and/or use of coal. We depend on our indigenous foods and medicines to retain our culture today. This is what has sustained our people from all the genocidal tactics. Not only is this a sovereignity issue it is a treaty - reserved right for our people -

For future generations, for past injustices and for the longevity of humanity - the Coal Transportation issue must be stopped.

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

Please halt the Millenium Bulk Terminal.

This project is an unfair burden on Spokane taxpayers, who must fund expensive overpasses to maintain medical emergency services connecting hospitals in south Spokane with the area's population which is mostly to the north.

This project also threatens our climate, and increases mercury pollution in our local waters — all of which are already polluted with so much coal-exhaust mercury that they are

(additional space is provided on the back)

(comment continued)

under State health department advisories to limit fish consumption.

The E.I.S. for this project must account for ~~impacts~~ impacts beyond State and national borders, particularly the severe and dire threat of global warming. The world has agreed to limit warming to 2 degrees Celsius, which means that we must stop burning all fossil fuels within just 26 years, at present trend. As the dirtiest fossil fuel, and the easiest to replace, coal must be the first to go.

Please reject the Millenium Bulk Terminal.

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

If people that are so against the burning & transportation of coal are actually concerned about the environment, then they shouldn't support "renewable" energy sources like wind & solar. Why?

1) Both wind turbines & solar panels are made with steel. Steel production requires coal.

2) The rare earth metals required to make solar panels & wind turbines can be 3x more rare than gold. (Not sustainabl Mining rare earth metals has a huge impact on the earth.

(comment continued) (additional space is provided on the back)

So, in a nutshell, eviromental concerns about extracting, transporting, & burning coal are all really hypocritical when anti-coal groups advocate the use of unsustainable, unreliable, eviromentally hazardous forms of energy like solar & wind.

I support the Millennium Bulk Terminal project!

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PLEASE SHARE YOUR COMMENTS BELOW:

As a hospice worker, I know how damaging particulates of any kind - such as those from coal - are EXTREMELY harmful to our lungs. I watch people die every day from compromised lungs. Many may be from smoking, but there are also INNOCENT people - including children - who die from coal dust and the by-products

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(comment continued)

of producing and shipping coal.

SHAME on those who would make it possible for coal to be taken out of the ground and shipping it elsewhere.

Our water quality is equally important for our farms, food and bodies. Don't ruin the only things that keep us alive. Don't be STUPID.

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PLEASE SHARE YOUR COMMENTS BELOW:

There are many reasons to abandon carbon fuels and convert to clean energy. Foremost is the proven link between atmospheric carbon and global warming, also called climate change. The geologic record shows a 400+ ppm concentration of carbon was coincident with a very hot planet. We passed the 400 mark last November 2015, and the accelerating changes are surpassing

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(comment continued)

even the most conservative forecasts. It would be irresponsible to continue pumping carbon into the environment in the name of jobs when so much opportunity to "go green" exists. NO COAL.

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

There is lots of talk of jobs creation around the coal train issue. Jobs are great for putting money into the economy. There are also green sector jobs without ~~the use of~~ coals potential danger. Green jobs creation would help move Washington forward toward a cleaner, less toxic energy source. There are no jobs worth the risk of polution, ~~coal dust~~, to the air we breath, water we drink, the plants animals or fish. Moving

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(comment continued)

away from coal and toward green energy sorces will only help Washington move forward with more stable better long term jobs.

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FINANCIAL

PLEASE SHARE YOUR COMMENTS BELOW:

PEABODY, ALPHA NATRAL, ARCH COAL, JAMES RIVER, MASSEY ENERGY ALL BANKRUPT. DEPLOYING NEW CAPITAL INTO COAL INFRASTRUCTURE IS PREPOSTEROUS.

MASSEY ENERGY CEO, DON BLANKENSHIP SENTENCED TO PRISON FOR DISABLING SAFETY EQUIPMENT & IGNORING PROCEDURES. A COAL DUST EXPLOSION

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(comment continued)

KILLED 37 MINERS. TESTIMONY WAS HEARD THAT COAL DUST POSES NO THREAT. THESE 37 MINERS CANNOT TESTIFY TODAY TO THE CONTRARY.

TESTIMONY WAS GIVEN REGARDING SAFETY MEASURES AT MILLENIUM. AS AT MASSEY, THESE ARE ONLY EFFECTIVE WHEN FOLLOWED.

THE CASE WAS MADE THAT MILLENIUM WOULD CREATE JOBS. LOTS OF THINGS DO THAT, MANY OF THEM UNDESIRABLE. THERE ARE ALTERNATIVES TO THIS PLAN THAT WOULD CREATE MANY MORE JOBS WITHOUT THE ACCOMPAYING HARM.

COAL POLLUTES WHERE ITS MINED, TRANSPORTED, BURNED AND ITS WASTE IS TOXIC. COAL IS DEAD. INVEST IN THE FUTURE NOT THE PAST.

Anonymous (3691)

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PLEASE SHARE YOUR COMMENTS BELOW:

Just using basic logic & scientific knowledge, I know that the environmental impact of this port — the mining, transportation, & burning of coal — would be disasterous. The urgency of climate change & its potential impacts on humanity alone should be enough to put an end to

(additional space is provided on the back)

(comment continued)

This proposed port. Add to that the immediate health effects of coal dust on communities surrounding railroad tracks — it's unbelievable that we are even considering such a project. Finally, the EIS process did not include my state of residence - Montana - ~~the state possible~~ which will be affected significantly (coal dust, traffic due to trains through town, possible increased mining, and on). Such an exclusion is unacceptable.

Thank you for considering NOT permitting the building of this port.

P.S. We can create jobs by transitioning miners to positions in the green energy industry. We should be creating jobs in sectors that promote global environmental & human health, NOT in ones that serve to undermine these critical things.

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PLEASE SHARE YOUR COMMENTS BELOW:

I live in Missoula MT. Trains going through my town will cause environmental problems, will cause noise pollution, will restrict access to emergency services, and provide no economic benefits. The problems are amplified across the state in smaller communities around rail lines. There is no possible way that a small economic boost to a small town in washington is worth the environmental, health quality and economic degredation to the other states effected by this coal terminal, not to mention

(additional space is provided on the back)

(comment continued)

Anonymous (3692)

the world as a whole.

MILLENNIUM **Bulk Terminals - Longview**
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Does your comment relate to one or more of the following areas?

- [ ] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [ ] Coal Dust
- [ ] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [x] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Why push past coal? Coal is standing in the way of REAL jobs that are sustainable and can grow! the need for a vast majority of jobs can be accomplished by refurbishing unused factories, reopening them to build the new energy programs of the future such as, windmills, solar panels, and the parts for a new smart grid for our country. Parts for the carbon-capture equiptment as well. This would create

(additional space is provided on the back)

(comment continued)

(re) Family members who work on the rails all have asthma. 4 of my loved ones !!

jobs all across the U.S.A. at new factories, (renewable energy too) and in transportation for those industries, to distribute countrywide to update all of the infrastructure included in and as well as transporting bridge parts, piping for water, ect. that need to be built.

Coal is backward looking - let us learn from the damage that has already been done - that is a fact. Coal ... BIG Coal, please transition your investments into renewable energy and companies. Start up those and create millions of jobs - help with the clean energy projects and plans, clean our planet up and that is where you will find your profit and enrich your companies and especially the people of this planet for millenniums to come. That is the wise bet.

Not doubleing down on greed and shamefull ignorance.

I wonder... could water rigs be created (like oil rigs) to syphon off the water from our melting ice-bergs to be used in drought areas and help slow the rise of our oceans? Transporting water and storage of it could be a new industry. The most valuable — worth considering.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact S...

COMMENT FORM

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am opposed to the terminal. I am opposed to open coal trains passing through Washington State and through my town. I live and work within one mile of the rail line. I object to breathing the particulates that will result from transport & I object to the pollution of the river that the rail line is in proximity to. Environmental & health costs are borne by the

(additional space is provided on the back)

(comment continued) states citizenry while people who do not live here reap the profit.

My greatest concern is global warming - My state (Washington) is struggling to figure out how to pay for fire suppression unprecedented levels in recent years and and due in large part to climate changes due to the burning of fossil fuels.

It is time to evolve as a species & fulfill our needs in ways that allow -a decent future for our children's children e.g. that do not soil & spoil nature and wildlife that also have a right to live.

No more coal. Coal is not right for Washington, the United States, Spokane, humans, animals, life -

Anonymous (3695)

MILLENNIUM **Bulk Terminals - Longview**
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- ☐ Other topic

☒ Greed

PLEASE SHARE YOUR COMMENTS BELOW:

I hear that coal has put out many food crops. Why would we be failing our farmers. Food is critical. The jobs for our citizens are critical. Let go of needing to WIN and have it all. This Earth is for everyone not just the Uber wealthy and powerfull to make a game of. Sorry—

(additional space is provided on the back)

(comment continued)

but that is how it looks to most people.

Poison is not good— coal is poison overload. People are headed to the point of no return and what good will all the money in the World be then?

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

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PLEASE SHARE YOUR COMMENTS BELOW:

DOES DID NOT DO THE DETAILED TRAFFIC MODELING THAT THEY DID IN COWLITZ COUNTY IN SPOKANE COUNTY. I'M TOLD WDOE DIDN'T REQUEST THAT ANALYSIS FOR SPOKANE COUNTY. THAT IS UNACCEPTABLE. WE WILL BE STUCK IN TRAFFIC IN SPOKANE COUNTY JUST AS THEY WILL BE IN COWLITZ COUNTY.

POSTER IN HEARING ROOM DID NOT SHOW CUMULATIVE IMPACTS OF THE # OF TRAINS COMING THRU SPOKANE COUNTY IN 2038.

(additional space is provided on the back)

(comment continued)

Anonymous (3696)

THE POSTER ONLY SHOWS TRAIN VOLUMES FOR 2028. THE DIFFERENCE IS MORE THAN THE TOTAL DAILY TRAIN VOLUMES CURRENTLY COMING THRU SPOKANE. SHOULD HAVE PRESENTED THE CUMULATIVE IMPACT ANALYSIS TO THE PUBLIC WHO CAME HERE TODAY. 200 TRAINS PER DAY IN 2038 IS NEARLY 3 TIMES THE CURRENT VOLUME.

Anonymous (3697)

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PLEASE SHARE YOUR COMMENTS BELOW:

1) I do not support the increased use of coal for energy - it should be left in the ground for emergency use and resources should go towards cleaner energy generation.
2) The transport of coal to the proposed millenium bulk terminals puts the environment & human health at risk - noise & air & water pollution, use of land for storage & transport - all could very negatively & irreparably damage our local & regional area. Pollutants & dust in air, water & soil

(additional space is provided on the back)

(comment continued)

are not worth the risk.

MILLENNIUM **Bulk Terminals - Longview**
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PLEASE SHARE YOUR COMMENTS BELOW:

I am against the Longview coal Port because - I'd

① I live in Spokane, Wa and this # of trains would decrease the number of agriculture trains going to ports - this would adversely affect the economy of the Farmers -

② no new jobs in Spokane but a decrease in farm jobs

③ I have asthma and live within 2 miles of the main track line & the additional coal dust will cause me and other pulmonary + heart patients great difficulty -

(additional space is provided on the back)

(comment continued)

④ coal dust will affect all farmers but organic farmers will lose their organic certification because of coal dust - which includes lead - arsenic - etc

5) trains that are over a mile long will block crossing preventing ambulences, fire and police to cross the valley - We have already had 1 death because an ambulence could not arrive on time -

6) The coal trains are to be given priority over AMTRAK + agriculture -

7) The coal company has already demonstrated that they do not intend to mediate their bad enviromental practices - leaving the tax payer to pick up the bill -

JUST SAY NO TO BIG COAL!!

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PLEASE SHARE YOUR COMMENTS BELOW:

As a pharmacist, health is always on my mind. Having heard both sides of the [redacted] Millenium Project and the results of the EIS, I feel that health risks are mitigated. As with all issues, you must look at the pros and cons and I feel that the benefits of extra job within the affected states more than compensate for the slight health risks.

(additional space is provided on the back)

(comment continued)

Anonymous (3699)

As I heard today, increased rail traffic here in Spokane will still be less than during the peak of traffic 10 years ago so that eases my mind regarding rail traffic.

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PLEASE SHARE YOUR COMMENTS BELOW:

I'm convinced climate change is real.

I'm concerned too many of the public and hence politicians are ignoring concrete data presented by credible scientists. They ignore the science perhaps for self-interests, or lack of education.

To proceed against these scientists and their evidence is dangerous and ill thought through.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I fully support the addition of another railroad. It will create lots of good jobs and produce vast amounts of revenue for the state. It will allow for easier transport of various goods to and from Longview, expanding trade for the area; as we learn from economics, expanded trade provides a venue for the economy to thrive and expand. It will also vastly decrease the number of semi-trucks on our state's highways, something I would be most grateful to see. For these reasons, I am pro-railroad.

(additional space is provided on the back)

(comment continued)

Anonymous (3733)

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PLEASE SHARE YOUR COMMENTS BELOW:

When the project is an ongoing concern with the increased RAIL TRAFFIC, ~~HAS There~~ what has been done to address the impacts of this extra RAIL TRAFFIC vis x vis people driving on surface streets. There will be some impacts, slowing of car TRAFFIC but has this been looked at in depth and what has been done/proposed to mitigate problems for commuters and the like?

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I SUPPORT THE LONGVIEW BULK TERMINAL

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I support the Millennium Bulk Terminals.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I support the Millennium Bulk Terminal in Longview. I believe the necessary steps are being taken to ensure that there will be minimal or no negative impact on the environment. I believe the economic Impact to the area and state will be positive.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

From the point of view of international relations - Shipping coal to China to add to their already life threatening pollution is NOT a good idea

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The shipment of this coal will jeopardize public health, safety, and economic security. Who will pay for this? Arch ? Peabody? I doubt it...

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The coal planned for export from Longview alone would produce roughly as much climate changing CO_2 as every activity combined in the entire state of WA. Please don't let this happen.

(additional space is provided on the back)

(comment continued)

Anonymous (3740)

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PLEASE SHARE YOUR COMMENTS BELOW:

Arch & Peabody are in no way reliable companies and I don't want to be on the tax hook to pay when they have a problem and that is inevitable.

(additional space is provided on the back)

(comment continued)

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- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am deeply concerned About Mercury And its effects on our watershed. I understand A substantial Amount comes From coal burning in Asia.

(additional space is provided on the back)

(comment continued)

Anonymous (3742)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- ☐ Air Quality
- ☐ Human Health
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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

It will cost millions to improve rail line infrastructure to allow for coal trains I don't want to pay for it!

(additional space is provided on the back)

(comment continued)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

BNSF determined that derailments resulted from weakened track structure caused primarily by A combination of coal dust and high levels of rainfall. What do you know about this?

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

As a resident of the Umatilla reservation I would like to say I don't want coal trains passing through.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

We need to know how these trains are going to effect tribal treaties and fishing rights.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

This industry does not promote social justice. 90% of their current employees are non union.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The mining process damages Aquifers in the Powder River Basin region,

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Mercury And ocean Acidification need to be looked into. Keep it in the ground

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I want to know why this proposal is not including Oregon, Idaho, Utah and Wyoming in its public meetings. We should have a chance to speak out without having to drive hundreds of miles.

(additional space is provided on the back)

(comment continued)

Anonymous (3750)

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PLEASE SHARE YOUR COMMENTS BELOW:

Coal trains will foul our rivers. These companys will not be held responsable for the clean up we in the PNW will

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Jobs YES we need jobs
But we need need good
Long term jobs Not jobs that
will make Millions of dollars for
A few

(additional space is provided on the back)

(comment continued)

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- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We need to bring the type of jobs that will stay Not short term jobs that will do more harm than good

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

TRAINS with open cars, will travel along rivers & wetlands leaving vast amounts of dust & coal particles

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

After a few years with very few permanent jobs the coal facility will be closed leaving the PNW with mess to clean up

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The Company putting up the money
For Am

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Shipping coal along the Columbia on rail or barges will impact both the people living along the tracks and the river with noise, dust, possible spills and traffic issues

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

THE COMPANY PROPOSING THIS, HAS A BAD RECORD OF SAFETY

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

Sending Coal to the Pacific will have an adverse effect on Globel climate

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

ALL of the people that spoke today about NEEDING jobs ARE correct - they NEED jobs to take CARE of their families But what kind of jobs will there be. Not long term good jobs
Not CLEAN jobs
Not SAFE jobs
Not jobs for these people

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

The PNW should not be polluted to send COAL ACROSS the Globe

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I live beside the RAILS
Do my children have to
breath coal dust just to make
money for overseas companys

(additional space is provided on the back)

(comment continued)

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- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

How can you believe Arch Coal will be able to handle and problems such as a derailment into the river or a fire, when they and Peabody Coal are both in bankruptcy and are already shirking reclammation responsibilities and pensions

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

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- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [ ] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Coal is not clean in any way
Not when burned
Not when transported
Not when mined

Why would we do this!

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Stat

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- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Shipping this coal to Asia to be burned will increase ppm causing an even larger increase in temperature as well as add to ocean acidification.

(additional space is provided on the back)

(comment continued)

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- ☒ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I want to know how the proposed new routes ~~~~ are going to effect the Columbia river and its tributaries Along these routes.

(additional space is provided on the back)

(comment continued)

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- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

of course we need jobs, that goes without saying

But not this kind of job

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statem

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- ☐ EIS Regulatory Process
- ☒ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Nearly any other infrastructure investment produces more jobs than coal even when you factor in the indirect jobs and other secondary jobs.

(additional space is provided on the back)

(comment continued)

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PLEASE SHARE YOUR COMMENTS BELOW:

I am concerned about economic cost to tax payers associated with rail, road, and infrastructure upgrades that will be required.

(additional space is provided on the back)

(comment continued)

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- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am concerned about the increase in rail traffic and the number of problems this will cause.

(additional space is provided on the back)

(comment continued)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

* my self is a future doctor. I want to appose the terminal of Longview due to the fact that it will harm the human health. I want to take care of people because of aging needs not coal cancer diseases and problems.

(additional space is provided on the back)

(comment continued)

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- ☐ Wetlands or Streams
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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I my self appose the Millenium bulk terminal Longview project and hope that It will not pass. I am concerned with the health of the people due to air quality and human health because of coal dust and its damage to human body.

(additional space is provided on the back)

(comment continued)

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- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I am in support of the Millennium Bulk Terminals. According to my research and understanding there are few ~~negat~~ ways that this terminal harms the environment and it is better for the environment than the alternatives (truck transportation). It will also increase jobs in the area which is a very good thing.

(additional space is provided on the back)

(comment continued)

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- ☐ Marine Species, Fish, or Fisheries
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- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I have commented once, awhile ago – but here goes again. Having coal trains should not be a problem, we need the commerce. David Ricardo speaks of comparative wealth. add rail trade to computers, aquiculture sea trade, medical research and universities. Not to mention the Columbia River. By having a second line through at least Beverly Gap and a small seaport at the mouth of a Columbia River estuary, we

(additional space is provided on the back)

(comment continued)

cant go wrong. Coal dust can be measured with mylar bags. If one reads of the Powder River Country and North Dakota/Montana (Coal strip) I agree environmental concerns must happen. But so too jobs, along the Kamchatka Penisula is low grade coal as in the Cascades. This trade if regulated can only help.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

FORMULARIO DE COMENTARIOS

El condado de Cowlitz y el Departamento de Ecología del Estado de Washington lo invita a compartir sus comentarios sobre el Borrador de la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) de la Ley de Política Ambiental del Estado (SEPA, por sus siglas en inglés) para Millennium Bulk Terminals - Longview.

Hay varias maneras para presentar sus comentarios por escrito:

- Entregue este formulario completado en una de las reuniones públicas
- Envíe este formulario por correo a: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Llene el formulario en línea: www.millenniumbulkeiswa.gov (en inglés)

La fecha límite para recibir los comentarios sobre el Borrador de la EIS es el **13 de junio del 2016**.

¿A qué temas se refieren sus comentarios?

- [x] Ruido
- [x] Calidad del aire
- [x] Salud del ser humano
- [ ] Transporte por ferrocarril
- [ ] Transporte por barcos
- [ ] Transporte por vehículos
- [x] Polvo de carbón
- [ ] Gases de efecto invernadero
- [ ] Cambio climático
- [ ] Plantas y animales
- [ ] Especies marinas, peces o pesca
- [ ] Humedales y arroyos
- [ ] Calidad del agua
- [ ] Proceso regulatorio de la EIS
- [ ] Otro tema

POR FAVOR ESCRIBA SUS COMENTARIOS AQUÍ:

Había viviendo muchos años en estados unidos en las ciudades de Tri-Cities. Estas ciudades son bonitas pero con mucho ruido a la causa de los trenes con el polvo. La gente sufre de esta manera y la salud se diclina cada vez. Yo no quiero que ustedes apoyen este proyecto.

(Si necesita más espacio, utilice la parte de atrás de esta página.)

(continuación de comentarios)

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- [x] Greenhouse Gas
- [x] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

We need to quickly transition off fossil fuels into clean energy sources and opening another coal facility is not the way to do this. The most important factor is the contribution to climate change. Also, I live in Cully neighborhood in NE. Portland and I don't want eight coal trains per day traveling on that track, spewing coal dust & diesel fumes, and shaking my home. We already have too much air & noise pollution in our area from highway and airport and train traffic.

(additional space is provided on the back)

(comment continued)

Submission Number: ***TRANS-LV-M1-00011***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello, my name is (inaudible) and I'm now a student at University of Washington. And I would like to say a quote by Charles Dickens from A Tale of Two Cities. It was the best of times. It was the worst of times. It was the age of wisdom. It was the age of foolishness. It was the epoch of belief. It was the epoch of incredulity, it was the season of light, it was the season of darkness, it was the spring of hope, it was the winter of despair. We had everything before us, we have nothing before us, we were all going direct to heaven, we were all going direct the other way. In short, the period was so far like the present period, that some of the noisiest authorities insisted on its being received, for good or for evil, in the superlative degree of comparison only. I think that it is important as the next generation that we make a very (inaudible) direction or (inaudible) for our future. When I was young I always wondered, why is economic and environment in contradiction? But now I believe that it is not the case. It's not about win or loss. It's about the situation that we human beings should solve the problem together. So I would like to say that it's very important to have our strategy plan for our next generation, our future generations to have the opportunity to keep their choice open. Thank you.

Submission Number: ***TRANS-LV-M1-00012***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization: CleanTech Alliance of Washington
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

So there are plenty of doctors and scientists here to speak to the technical aspects of why this is a terrible proposal, and I will certainly leave those details to them. My statement is more general. When I contemplate the significance of the decisions we make now I am overwhelmed by the urgency of this moment in history. Our planet is warming at a staggering rate, oceans are acidifying, fish poisoned, coral reefs dying, rain forests burning, people dying around the world from extreme heat and drought, and our water, air, and soil are being poisoned by corporations like Millennium Bulk who would gladly profit off our collective demise. I have been unemployed, underemployed, struggled to pay rent or make do. I know the fundamental need for stable work, especially when our supposed representatives betray the well-being of the people. To vehemently oppose this project is not to stand against workers. On the contrary, we are demanding a clean, healthy and sustainable future for our friends, families, and communities. We can do better. We must do better.

Submission Number: ***TRANS-LV-M1-00013***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization: CleanTech Alliance of Washington
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you. My name is (inaudible) from Seattle, Washington. I work for Infra Innovations in Seattle. I'm also a member of CleanTech Alliance of Washington. My professional area of expertise is in the analysis of national energy policies, and their impact on the local energy demand and supply. I'd like to present some critical facts that I gleaned from the Draft Environmental Impact Statement and from my current research into Post-Tsunami National Imaging Policies in Japan and the United States. The basic tenor of the coal usage in the EIS is that low sulfer coal from Powder River Basin will be exported to Japan and South Korea. The demand for energy in these countries is growing. And after the tsunami event in 2011, Japan shut off all nuclear reactors, thereby losing 30 percent of electric base load. Japan plans to build 46 new coal plants, and Korea will be building ten new plants in the next ten years. But more importantly, they also intend to take responsibility for carbon reduction as both our signatories of the Paris Climate Forum. Coal fired plants in these countries have the highest efficiency and are cleanest in Asia, which is 24 percent better than plants in the U.S. and 33 percent better than plants in China. Furthermore, Japan is already meeting the EIA road map for carbon reduction and is going beyond the road map by building carbon caption and storage facilities. Therefore, this project can clearly meet Washington's regulatory framework and should be permitted so that Washington's important trade partners can benefit from a stable supply of American coal while furthering their commitment to carbon reduction technologies. All the while the project can recreate jobs in Cowlitz County resulting in a true win-win situation for original (inaudible) involvement and expanded partnership. So thank you for the opportunity.

Submission Number: ***TRANS-LV-M1-00026***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. I urge you to reject the coal terminal proposal. I worry about the health of the children in Longview from exposure to coal dust.

Submission Number: ***TRANS-LV-M1-00029***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is (inaudible), and I'm 17 years old. Although I have never spoken out in front of people, I feel the need to now. I live on 20th Street in Longview, Washington. Some people may refer to this area as severely noise impacted zone. Ten miles away from my school. I'm a graduating junior from Discovery High School. On the way to school each morning I pass St. Helens Elementary. From my classroom window I can see Olympic Elementary School, Monticello Middle School, and R.A. Long High School. In these five schools there are children ranging from five years old to 18 years old. The reason I'm telling you this is because Longview is thinking about bringing in coal trains. A lot of these kids have asthma. What do you think the coal dusts and diesel fuel particles will do to their lungs? People could get lung cancer or asthma, plus not only are the kids in danger but the teachers and everyone who lives near the tracks are as well. Asthma patients will die, people will get cancer, children will die if we brought in coal trains. I don't want this to happen, I know that you don't want this to happen. We are the next generation, we are the ones that need to keep this town alive. How can we put in coal trains if it leads to men, women, and children becoming sick and dying. The answer is simple. We can't. Please take into consideration what I have said today. Think hard about what you're voting for, weigh the pros and cons, and in the end vote no to the coal trains. Thank you.

Submission Number: ***TRANS-LV-M1-00074***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. I urge you to reject the coal terminal proposal. I worry about the health of the children in Longview from exposure to coal dust.

Submission Number: ***TRANS-LV-M2-00006***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Wow, isn't this so great that we're together? First off, thanks for bringing everyone together. Can we just all take a breath? Just together on the count of three. One, two, three, inhale. Oh, yeah. Exhale that.

That's what's at stake. Breathing. The breath of Longview, the breath of Asia. What about our brothers and sisters in Asia? I like to call this coal, Demon dust. We've been drug dealer for too long. Let's keep this coal in the ground, please. It's such a beautiful planet.

Longview, I see you all coming together. Isn't this great? Let's have a barbecue more often. Let's get together. We're a team. I know that together we can figure out more creative ways to make jobs and make money in our community.

Together we can do this. We don't need coal. We don't need this company coming in here from wherever caring more about money over family. Priorities people. This is about family. We're all here because you care.

Some of you care about making money to support your family. Some of you care -- you all care. What am I saying? You all care. Let's do this together. Let's make this a more beautiful, blessed planet by coming together and using our creativity to create magic. No to coal.

Submission Number: ***TRANS-LV-M2-00013***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

(Speaking Native American.) You ladies are ordained to take care of our Mother Earth that we are children of because we all come from the same maker and must share all its creation equally. We are blessed with that. We have watched through the generations.

I'm a descendent of the first people of this country. And the Constitution of the United States of America says that the supreme law of this land is the treaties. And the only treaties that exist in this country are with the tribes that are federally recognized. And that needs to be honored and respected in your decision.

Nowhere has my tribe been asked by you permission to move on this. It's out of order. The world is out of order because this country has not honored and respected the supreme law that says it right in the Constitution of the United States of America.

Our people have prophesied this day that we are amidst that your ancestors are going to destroy this land. I speak from my roots, the Pierre. We are getting contaminated by your behavior and your decisions for money.

Money does not lead us around. It will lead us the wrong direction. It says it in your churches that you go to. It also says it in our language. I ask that we honor and respect our Mother Earth. And no to this coal question.

Thank you.

Submission Number: ***TRANS-LV-M2-00071***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm glad you waited for me. I have to work in Portland and my son has to work in Astoria because there's no jobs here in Cowlitz County. I join I don't know how many people driving back and forth to Portland every day and my tax money is taxed in Oregon. So you know where my major purchases are made.

Some of these people don't even live in our county. They don't even care about our tax base. Let me give you an example. I was in the Goodwill and I was behind a woman. She was buying two books and she whipped out her Oregon driver's license because she didn't want to pay the 80-cent tax to the Cowlitz County. Can you believe that?

Anyway, if there was jobs here, when the terminal gets built and there was jobs here I wouldn't have to drive back and forth to Portland. And think about that carbon footprint where all of the people here have to go south in order to get -- in order to have jobs. Don't be afraid of the rock. Coal.

Submission Number: ***TRANS-LV-M2-00097***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. I've been a nurse for 20 years and I want to speak about the health effects of coal dust and diesel pollution and how they affect our health. Both coal and diesel fumes are released with the transportation of coal and both are very harmful.

An estimated 645 pounds of coal dust can escape from each coal car over a course of a 400-mile trip. Scientists have found that diesel-powered open top coal trains emit twice as much particulate matter as diesel powered freight trains, because coal dust makes up 50 percent of that emission. So it's a combination of diesel and coal that we can't always see in the air, but that combination is very toxic to the human body.

We know diesel fumes cause cancer and coal dust contains lead, mercury and arsenic. Lead and mercury damages the nervous system. And arsenic is a known carcinogen. These toxins, as I said, cannot be seen. They're invisible. This toxic brew can travel deep to the tiny pockets of our lungs when we breathe and throughout our entire body.

This can cause an increase in lung and breast cancer, higher rates of asthma, emphysema, bronchitis, pulmonary fibrosis and scarred lungs. Increase in heart attack and stroke and immune dysfunction in children and neuro developmental disorders in children.

I'm really worried about this community and I don't want them being exposed to these toxins. On a personal note my mother had to have heart surgery two years ago. And she was never exposed to coal but she had very bad asthma as a child it caused so much damage to her lungs, it had caused her to stay in the ICU for seven extra days.

So asthma is a very serious problem. And we know there is scientific evidence that asthma increases death. On a personal note it's not good to have asthma and have a surgery when you get older. And also my godson lives in Bingen and the coal trains are going to go right past his house. He lives three blocks away, and I don't want him or other children breathing that in.

Thank you.

Submission Number: ***TRANS-LV-M2-00103***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hey, I don't have any prepared remarks. I didn't even plan on coming here today. I haven't been coached. I'm not going to parade any kids in front of you. I live in Cowlitz County. I own three properties here.

I grew up on a farm in North Dakota where we burned coal. As a child I played on a coal pile. I shoveled it into the stove to heat our home for years. The house we have on N. Kelso overlooks the railroad tracks.

The other day I watched train cars go by with the coal. There's no dust coming off. There is no dust. And I fully understand that the dangerous effects that are being touted here are false. They are false. And I feel like the residents of this county's voices are being drowned out.

The reason I'm here as late as I am is because I spent the whole day working at my job as a mechanical engineer. And a lot of people don't have the chance to come down to tell you we see our county dying out.

I am thankful that Millennium wants to relocate here. I want to see jobs come here. I want a future for my children. My children have to work somewhere. And I would gladly have them work at Millennium. Gladly. I guess that's all I have to say.

Thank you.

Submission Number: ***TRANS-LV-M2-00105***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thanks for allowing us to speak. You know, I am from southwest Washington, although I have lived all over the world. I happen to be a registered nurse. The one thing I find that is a little bit ridiculous about this whole thing -- and I don't know who called armed security. I just find it ridiculous.

But, I would remind the county that all of the medical people -- I didn't see an RN, a doctor, a physician's assistant, or a nurse practitioner that was for this because they all know that this dust is going to get deep into your lungs or the mercury is going to come and pour into the Pacific Ocean, and it's going to -- it's going to pollute the Northwest.

And the other thing that I would say is that once you've attracted a very dirty corporation into your community, the clean people are not going to come. Right now I'm in business development for a robotics company. We didn't come into southwest Washington and because we stayed in Portland. But I can guarantee you you will not be able to recruit good mechanical engineering people, electronics, software, et cetera, when you've got an enormously polluting corporation that's getting subsidies with no benefit to people. So it's a very bad idea.

We need to follow what the other groups have done on the West Coast and we need to make sure that this is blocked. No coal for China.

Submission Number: ***TRANS-LV-M2-00112***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

None of us should complain because we waited this long to speak because you should be impressed that there's that many of us that still want to speak. And what I have to say is as much about the Columbia River as it is about Longview.

We're just lucky that we live where we do on the Columbia River. But the Columbia River is an important element in any decision that we have to make in regard to the commercial uses of that river and it's effect on us.

So I've shortened my speech. Powerful and determined commercial corporations have descended on the world wide shipping potential and the increased diversity of the Columbia River's uses following the deepening of its shipping channel.

That is the freedom and opportunity permitted by a healthy American commerce. If you build it, they will come. It is up to the affected Washington and Oregon citizens whom you represent and who voted for you to determine if they can stay.

Mount St. Helens erupted in 1980 and gave a wake-up call to the vulnerability to our shipping channels. It almost took 20 years for that shipping channel commerce to recover. Environmental awareness stepped up then and since that time northwest citizens have accepted grass roots responsibility for the safe and intelligent use of our river and its embankments.

LNG proponents discovered that local citizens could not be buffaloed or intimidated by powerful corporate giants. Neither could a potential coal fired sequestration plant influence Kalama, Washington with the promises of wealth. Williams and Palomar pipeline with the enormous disruptive potential of farm lands and private property were given the not welcome sign.

The largest world food and beverage corporation, Nestle Corporation, got a, Hit the road message for its proposed commercial bottling plant in Oregon -- spring water. We're still there. We will fight.

Submission Number: ***TRANS-LV-Q1-00002***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Jobsare important but the thing is we need to consider the job situation in the long run, maintain the many jobs rather than reach for the teeny, tiny brass ring of only a few jobs when our local economy is as desperate as it is for the jobs that Millennium is dangling out there. The acidification of the ocean is already harming the seafood industry, and acid rain will, over time, kill our forests. Without living trees, how many jobs will be lost? Over time loggers will not have any logs to log onto log trucks. Over time the truck drivers will have no cargo to drive to the docks, and the jobs the longshoremen now enjoy will go away. What will our employment picture look like then, even though export of logs is not my favorite thing. From another perspective, why would we want to risk the jobs that now exist especially when demand for coal is receding in China and the financial picture in the long run for Millennium is dim. The recent bankruptcy of Arch Coal is a clear omen of the future of Millennium. With the ongoing delays of clean up of the Reynolds Alcoa site, who will pay to clean up the mountain of coal that will be left at the site when Millennium follows in the footprint of Arch Coal. Politically the Millennium people are smart, they are nice people, they wear a smile and behave in a generous manner, but their long-range agenda will be too detrimental for us to risk. And then there is global warming. That isn't just a local issue, but the detrimental effects from all the burning of that coal will be worldwide. My time is too short to go into the grim picture in any detail, but I'm certain that you know about global warming. Thank you.

Submission Number: ***TRANS-LV-Q1-00006***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I strongly oppose the proposed Longview Millennium Bulk Terminal project for many reasons related to health safety and environment all along the transport routes as well as here in Longview. But the reason that brings me to this public hearing today is the urgent need for industry and society to disconnect from fossil fuels and create living-wage jobs in clean, renewable energy sources instead. Knowing that fossil fuel emissions are a primary cause of climate change within our collective ability to halt, how can we look our children and grandchildren in the eye and continue with business as usual? The DEIS acknowledges at least some of the dangerous consequences of climate change, but it also speaks of mitigation. Is not prevention a far saner choice than partial mitigation? In this light, the DEIS concludes the following in section 5.8.1.9 entitled unavoidable and significant adverse environmental impacts. Quote, the mitigation measures identified above would substantially reduce but not completely eliminate the greenhouse gas emissions attributable to the proposed action. The proposed actions remaining projected contribution to greenhouse gas emissions impacts, which are cumulative in nature, would still be significant and adverse under the greenhouse gas emissions intensity considerations previously noted, end quote. Please deny permits for the Millennium project and all new fossil fuel infrastructure. Please act to prevent further greenhouse gas pollution of our atmosphere for the sake of current generations, future generations, and all life on Earth.

Submission Number: ***TRANS-LV-Q1-00008***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm here to prevent approval for the Millennium Bulk Terminal because, in short, it will increase greenhouse gases. I'm looking at the big picture of the environmental impact and the moral issues that it raises. While every nation on the planet agrees that we must reduce greenhouse gas emissions, this project will increase those emissions through the extraction and burning of coal. There's no question about that. Not just the emissions from trains taking coal to Longview and the ships to Asia, but what happens as it is burned to provide electric power in Asia? The 44 million tons of coal to be exported each year will increase global carbon emissions by 37.6 metric tons each year and that is equivalent to adding nearly eight million gasoline burning cars to the road each year. If this project is approved, it will signal continuing disregard for the Earth and the natural systems that sustain us. What has already begun as a result of global warming will increase, acidify oceans, drought, less arable land, wars over territories, innumerable refugees, more frequent and larger fires and storms, vanishing coast lands, and vanishing island nations. We are already in the midst of it, and I believe it is our moral obligation to combat these effects as best we can by keeping coal in the ground and switching to renewables that are clean and cheap. Morality enters the environmental impact in terms of right and wrong and the global consequences if the Millennium Bulk Terminal goes forward because these decisions affect life on Earth in a very real way. This is a moral question. There is a right thing to do and a wrong thing to do. The right thing to do is to reject the Millennium Bulk Terminal.

Submission Number: ***TRANS-LV-Q1-00011***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm from Salem, Oregon. I'm a retired physician, and I've been working at this for a while, and coming up here to comment on the Environmental Impact Statement. In many ways, I see the same problems that we saw with all of the other coal projects that they tried to bring in. There's the same issues, there are any number of them, but I'll focus on two as a retired physician. I did spend some time looking at the coal dust issue, health concerns and, as you know, they have no solution for the fact that one to two percent of the coal that they transport, it goes flying off of the coal cars. Those are their numbers. This isn't anything that anybody else came up with, one to two percent. And each, you know, in each car, there's like, I don't know, 100 tons. When you look at it, that's a ton or two that flies off, and this coal is toxic stuff by and large. This is not high-quality coal, it's intermediate. It's got heavy metals, it's got hydrocarbon toxins. This stuff falls on the ground, falls in the river, falls in the water, it gets flushed. As it goes through the Columbia Gorge, it's going in the river, you can't avoid it. It will go into the agricultural lands, some plants pick it up, some don't. It depends. You have to worry about that. So the coal dust issue is big, and they can't solve it. And, for some reason, they don't want to put solid covers on there to keep it from happening. They keep saying, well, we have a surfactant that improves it, but improvement is one or two percent loss, and that's a given fact, and we have to deal with that. You can't have the stuff flying around and not expect it to fly everywhere. It's well documented. There's a huge coal transport place up there, I think it's just into B.C., and the communities around there they get coated in coal dust. I mean, their houses, they have to clean them off, their cars. That's just part of life there, and you can't tell me that's healthy. Finally, another issue is the loss of carrying capacity on the railroads. Because it seems if these coal -- this coal terminal gets passed, it's going to tie up the railroads especially coming from the Gorge, and there's a lot of businesses besides coal businesses that would like to use the railroads to transport their goods like agriculture in particular. The issue is that everybody knows it's there. If the railroad companies get more money from transporting coal, then that's what they're going to do. So what are the farmers going to do, and we have big export markets for our goods. How are they going to get their produce to be shipped and exported? They haven't solved that issue, and the only way is to put in more railroad tracks. Where in the world in the Gorge are you going to do that because everybody goes through the Gorge, so it doesn't make sense. Plus, I mean, the big issue to me, even bigger, is global warming. It's here, it's real, and, I mean, I could go on at length. Anyway, thank you for listening, and I really appreciate the chance to throw in my two bits.

Submission Number: ***TRANS-LV-Q1-00012***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Okay. I moved to Cowlitz County in 1962 right after I graduated from college. My first job was at the Cowlitz/Wahkiakum District Department of Health as it was known then. My time at that job I saw a lot of changes. To begin with, when I moved here it was a whole lot different from when I had come from Kansas and Nebraska where there were blue skies and clear water and a fairly slow type of lifestyle. Moving out here, I came into contact with gray skies and cool weather, not four climates, and there was an inclination to call Longview Smogview and Kelso Smelso because of the great amount of pollution that there was in the community. There was not very good water quality. In fact, there was bubbling, gurgling fluid coming from the mills going into the river, and there was many particulants into the air that were way above standards. As part of the Cowlitz/Wahkiakum District Department of Health, I was privy to some of the research at the time, and it took a while for people to fight the environmental degradation because it was in conflict with the economy. Everybody was afraid they were going to lose their job if they cleaned up the environment. Not so. It took years of public debate and finally governmental action to get the river cleaned and to get the environmental degradation of the airways cleaned out, not completely but it was so much better than it was before that there was a noticeable change. In my years living in Cowlitz County, I was an elected official at one time, and I was privy to many and part of many public hearings both as a participant and as one of those hearing the public. What I saw most often was that the concerns came down to a conflict between environmental concern and economic concern. Those concerns sometimes got violent. What we should be doing is bringing those concerns together. Economic and environment must live together. We have to solve our environmental-wise good paying sustainable jobs. People do need to work, they need to have an economic background to take care of families but not at the risk of future generations. It used to be that whenever there was an environmental concern that would come up, the opposition would say, oh, you're a nimby, you just don't want this in your backyard, and the economic concerns would then get on their high horses and say you need to do what's best for the larger community as a whole. So, if it's bothering you in your little enclave, think about how it benefits the rest of the world. Unfortunately, oftentimes the corporate mentality won. Money over human desires usually comes out with money winning. We are not nimbies in this case. Our backyard is the backyard of the whole world. China's backyard burning our coal will come back to impact us. We must take that into consideration as much as anything else. What goes in the air and what goes in the water, goes around and around and it impacts every one of us. An Environmental Impact Statement needs to have the feelings, the emotions, the spiritual impact reflected as well. There is much to our world beyond economics. We have families that need to be taken care of but not just with money. They need to be taken care of with clean water, clean air, good food, nourishing food that isn't contaminated. We need to be a part of a global community that cooperates with one another and with nature. There is a climate change going on in the world and it's not just a climate change of the environment. There's a change in our culture, in our technology, in our education, in our political systems. Those changes are having chaos in many parts of the world and that chaos is erupting here in the United States. We need to take that all into effect in an Environmental Impact Statement. It isn't just economy versus environmentalists. It is about cooperation with nature and it's about how we leave this world for the future. Those who serve on committees or in public office need to take into account that you are the power brokers, you are the ones that make the difference. You need to listen to the people, not just the corporates. Thank you.

Submission Number: ***TRANS-LV-Q1-00013***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I'm against the coal because I feel people's health is more important than jobs and people are irreplaceable and jobs aren't. It's not good with children with asthma. I'm against the coal. Thank you.

Submission Number: ***TRANS-LV-Q1-00025***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm a fisherman, I'm an outdoorsman. I appreciate waterways when they're clean. I look at this, and I'm seeing 1,680 bulk vessels filled with coal dust on the Columbia River in one year. That is ridiculous. I do know that coal is the dirtiest fossil fuel we have on this planet and yet these irresponsible companies and industries are allowing these coal trains, allowing these coal boat vessels to be on the Columbia River. It is ridiculous and irresponsible. It provides nothing more than a long-term disastrous situation in the making ready to happen. So I just say that from my point of view. I'm concerned because millions of dollars have been spent on recovering the salmon industry in the Columbia River for the Native Americans, for recreational purposes, for all of us. We cannot afford to reverse with this disastrous decision to allow coal bulk trains and coal bulk vessels on the Columbia River.

Submission Number: ***TRANS-LV-Q1-00026***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Well, let's see. We're against having the coal come through. We're concerned about the ambulances that have to come from Rainier or even from the Weyerhaeuser mills with the 15-minute wait for the trains going through. I don't think 130 jobs is worth the damage it's going to cause to the community. Our house, the price of our homes will go down. 130 jobs is not going to put all of the unemployed to work, and it's not nearly as many employees as they had working at Reynolds. I don't want the Columbia River to become more polluted than it already is. I guess that's it.

Submission Number: ***TRANS-LV-Q1-00031***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I've been a respiratory therapist for 30 years and a first responder. I can tell you from firsthand experience it's a lot easier to prevent respiratory disease than to treat it once you have it. The science is pretty clear about what causes it. It is the kind of material that is in coal dust and in diesel particulate matter. We're not all going to be lucky enough to have these good jobs in the Millennium Bulk Terminal but we do all breathe the air and we do all use the Columbia River, and we have a future to look forward to for us and our children, and I would ask you to think about that. It is impossible to mitigate for the damage that this terminal will do. It will be the equivalent of a million more cars and emissions. All of these people making these decisions can be replaced. Our children's future cannot, the river cannot, the air we breathe and the water we drink cannot be replaced. I'm going to ask you to think about that when you weigh that against the claims that the only way to get a job is to invite in this project. Thanks very much.

Submission Number: ***TRANS-LV-Q1-00035***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm against it because I don't like black lung, I don't like the property taxes going down. If they can't do it safely and they say they have to leave the cars uncovered, then they shouldn't be allowed to do it at all. I don't care what their bottom line is, what they make. It's not worth people's lives and it's going to affect people's lives. I believe it's going to make them ill. It's going to kill some people, and it's just not acceptable. I worked at a place where we -- Alcoa in Eastern Washington where we processed their sludge bars and recovered magnesium out of it. Well, the byproduct and the way it had to be made and the fertilizer gave off ammonia gas. There would be times I would be bent over double and let it rush out of my lungs. Well, this could not escape into the atmosphere. EPA would not let us do it here in Chewelah. We had to have baghouses, we had to have scrubbers, and we had to have enclosed areas for all of this to happen. If the coal company can't do that, well, they shouldn't be allowed to do it. What's good for the goose is good for the gander, and I don't know how else to put it, but they're no better than me or you. Thank you.

Submission Number: ***TRANS-LV-Q1-00037***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I oppose the coal terminal for all the reasons that everyone else does, the dust, the noise, the traffic, et cetera, and possible cleanup, but I would also like to bring up the fact that the amount of jobs quoted by Millennium is not true. People are under the impression that there's going to be over 2,000 people hired. Well, what's going to happen is there will be a huge amount of union tradesmen building the facility but, once it's done, those guys are going back to their parent locals to go to the next job. I know. I did that and retired after 40 years. There will only be a skeleton crew left and what that crew will do is grease the conveyor belts, they'll do some various tightening of nuts and light maintenance, and that will be a small force of less than 100. So Millennium's claim that people are spouting to have all of these jobs is just not the case. As a resident and registered voter in this area, I say this. Make it known -- make the truth known. Let the people know how many jobs will be available to local residents after the facility is completed. Let them know how many miles a year those trains will travel without accidents, make the residents of the community know that coal dust is just another form of what they used to call black lung. It's still available and it's still caused by coal dust. Thank you.

Submission Number: ***TRANS-LV-Q1-00038***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The main thing I'm against is, of course, the pollution and that would be not just the coal dust but the chemicals laced on top of the coal that's to keep it from blowing. Who knows what's in those chemicals, and also this is a rainy part of the country. Water is going to drain down through the coal and will be left on the tracks, side of the tracks. Down where the coal terminal will be it will be in the water. And then another of my concerns is ambulances being able to get through the railroad crossing and the traffic it causes. People could die in an ambulance while they're waiting for a train to get through a crossing. So those are two of the main things. I have asthma, and I know a lot of kids who have asthma. I'm a teacher and I know there are a lot of kids with asthma. I don't care what they say about there not being any coal dust. There's got to be some dust, and there's also enough in the air here from the paper mills that we don't need any more pollution in the air. The number of jobs they say they will be creating are not going to be that many. When they have the construction of the terminal, then that will employ more people but that's only temporary. When they leave, there won't be that many jobs. It's not worth all of the problems caused in the community. I guess that's about all. Thank you.

Submission Number: ***TRANS-LV-Q1-00039***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I don't believe for a minute how many jobs are supposed to be created. If you look around the country, what all of these companies do is exaggerate the number of jobs to make people think they're doing something good and, if you pay attention, it's all a lie. So I don't think, one, that the jobs that these coal companies are saying that they're going to provide is true. Second, I would like to know how many jobs are open for women? I want to know if they're going to provide what percentage of jobs women are going to be allowed to apply for, which my guess is zero. So why would we want that to come into our communities when women are not allowed? And the last thing is the solvency of these companies should be a concern and, if they can't run their companies to be solvent and they're almost bankrupt now, they have no business going into business here or running any kind of business here. I don't care who, what, or why. It happens to be coal. We can see that they don't run their businesses in an efficient manner. If they're going to go bankrupt, we can't let them start. Thank you.

Submission Number: ***TRANS-LV-Q1-00040***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm a student at University of New Mexico, and I'm in Corvallis visiting my mom so that's why I found out about this event, and I'm studying environmental engineering and sustainability as my minor, and I'm also an ex-firefighter and fire science graduate and, as a firefighter, I couldn't imagine having to wait for very long coal train while a house is burning. And, as a sustainability minor, it's obvious to me that why would we want to create jobs in an industry that's dying like coal rather than a new emerging industry like solar or wind or even tidal energy production, and the same for my environmental engineering perspective. Why buy into an industry that is, yes, it's going to create thousands of jobs in the health care industry? Thank you.

Submission Number: ***TRANS-LV-Q1-00050***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. I would say that I am a Millennium direct neighbor to their west line and that we share a fence line together, and I believe I'm the only one here tonight that can make that statement. I've lived there for 25 years and I have seen the coal transfer design, the rail offload happens inside, and the conveyers are enclosed, and when the coal is stored outside, it is sprayed to avoid dust. The coal will be loaded on ships using covered conveyors. I'm very satisfied with the overall plan design. What we need in Cowlitz County are family-wage jobs. This county has one of the highest unemployment rates in the state, our population is also one of the unhealthiest of the state. High unemployment has a direct correlation with high crime and drug use. We have one in 20 school children classified as homeless. These are alarming trends and they are just getting worse. Thirty-three percent of all of the electricity comes from coal power plants. Everyone here tonight uses electricity. I also believe that everyone here tonight would like an affordable alternative. All I hear when we have an industry that wants to locate here is we can do better. What we need aren't road blocks but solutions. Has the we can do better folks organized and started a strategy to do better? What will we use to displace 33 percent of our power that is generated by coal today? Another 33 percent is generated from fossil fuel and 20 percent is from nuclear. I don't have the answers to these difficult questions. I look at each of these opportunities that present to our county as risk versus reward. To me, this has a much higher reward than risk, and thank you for listening.

Submission Number: ***TRANS-LV-Q1-00053***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

So I'm an experienced energy person. I've been involved in the closure of the nuclear plant on Long Island with Governor Mario Cuomo and the nuclear plant in Oregon. Not many people realize it's related to coal because we can say by closing that nuclear plant that still functions up at the Hanford Reservation that produces electricity when it works, and it doesn't work. We could save 1.7 billion dollars for all kinds of jobs supporting alternative energy. It's all public utilities in the state of Washington. All they have to do is please their customers, they don't have to please investors. Take it out of the hands of Warren Buffett, who owns everything involved in coal in the Northwest now, and we could get back control of the health and quality of our neighborhoods. We wouldn't be spending so much more and losing jobs, we would be adding jobs. So, if we do the two, we will be very progressive, and I've proven many times over my past experience that it works and people just have to have the courage to say, yes, it will work and the change is the right time to do it. Thank you.

Submission Number: ***TRANS-LV-Q1-00055***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I guess mine is mostly just a question about the trains blocking emergency vehicles and how and when that's going to be addressed with Burlington and the train, you know, companies. Who's going to pay for the upgrades it's going to have to be handled in order to handle the massive increase in train travel and shipping? So you maintain what we've already got and add all of this extra stuff. I don't think Longview should be responsible for that. I'm not sure who is going to pay for it, how fast it's going to happen, and how we're going to get around the traffic congestion especially for emergency vehicles but just for everyday life. That's about all I need to say. Thank you.

Submission Number: ***TRANS-LV-Q1-00063***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The only thing I have to say, you know, is that I'm living in my neighborhood for 15 years and I have been helping people around there. They're affected, you know, all of the chemicals and everything that is coming from other places. I would like, you know, that to stop coming up to us because it's not only to us, you know, who it's damaging. It's damaging to us, damaging to our kids, and damaging to, you know, our neighborhood. So I would like, you know, to stop that thing there and don't go forward. Stop it, don't go there. Don't bring no more, stop. No more contaminating our town. I live in neighborhood of Highlands, 27 th Avenue. I'm happy with my neighborhood, and I like everybody, you know, up there, but the whole thing, you know, the contaminating, like smoke. I think that I can do -- I can't stop nobody to do what they do, but with help, you know, for the community, I know for sure that we can do that. We can stop them doing what they're doing wrong. Thank you.

Submission Number: ***TRANS-LV-Q1-00069***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

We're opposed, adamantly opposed I should say, and the reason is we live right on the ridge above where all the Longview switches, train switching down there, and we already see how bad the smoke and noise is now. So, if this thing is signed off, we stand to lose about 50,000 in property value, not to mention what we would lose in health. So we're adamantly opposed. And we already wash our lawn furniture every day. Every single day it has black, gritty dust on it. It's from the diesel smoke not so much the coal dust. Diesel smoke -- the trains have no pollution devices on them, and nobody is talking about that out there, you know.

Submission Number: ***TRANS-LV-Q1-00073***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I live in Cowlitz County. I own three homes in Cowlitz County. I've lived here for many years. I grew up in North Dakota. We had coal that we burned in the stove in North Dakota. I used to play on it as a child. The house in North Kelso, I used to live upstairs in the second story, and I'd look out and see day after day coal trains go by. I realize the greatly exaggerated threats that are being portrayed with coal, and I'm fully cognizant that they're not there. The only reason I'm here as late as I am today is because I was at my job as a mechanical engineer designing stuff all day, the same way most people who have jobs can't come to these things. And so I'm sure what you mostly get is people that bust in and come in from out of the area and the voices of the people that actually live here and see jobs and some kind of future for their children drowned out by people that don't even live here. This country was founded on cheap energy. I don't even know what to say. I hope they come, I do. I'm tired of seeing businesses run out. I guess that's all. Thank you.

Submission Number: ***TRANS-LV-Q2-00003***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

We the people on this planet need to propel the world beyond fossil fuels fast enough to outpace potentially cataclysmic climate change. Clean energy -- solar, wind, and hydro -- would not present the risks that oil and coal trains cause to the health and environment of communities. Our government seems to be inept or 100 percent tied to the dirty energy corporations whose profits they must protect or get voted out. The window for change is a small one. Facts: India was 123 last week. Global warming is a fact. The Tar Sans fire has burned 2200 square miles, which is a larger area than Rhode Island and/or equivalent right now of Marysville to Tacoma and from the Sound over the east Washington mountains. It is still burning. Northwest states are turning to cleaner energy and phasing out coal. The coal companies see little future growth domestically, have a new plan, strip mine coal in Montana and Wyoming, ship it on rail cars through Washington and Oregon and sell it to Asia. Shipping up to 100 million tons of coal a year through West Coast communities would spread toxic coal dust along the rail lines, clog our railroads, ports, and highways, risk our families' health and jobs, pollute our air and water, and worsen the climate crisis. We can do better. Thank you.

Submission Number: ***TRANS-LV-Q2-00006***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My concerns against Millennium are on several points. The most personal, closest to home, I know they have an impact statement and have made claims about how little dust -- coal dust would wind up around in Longview. But my wife has had a portion of her right lung removed from a lung cancer surgery several years ago. She's on oxygen. And anything that would make respiratory health worse is an endangerment on life and limb for many patients, like my wife is. So that's the most personal, closest in our household point. One of the other points, perhaps a relatively small one because it just has to do with the inconveniencing -- the number of long trains to come into depot. This isn't on the easiest side of Longview to get. They have to go through much of industrial Longview to get there. The number of long trains is going to impact traffic flow, getting to work, relief time from work because my relief may wind up waiting 15 minutes for trains to get through. The number of trains in a day, that sort of thing. Sometimes it's bad enough already. If you have that many trains it will get much worse. Speaking from a more social -- worldwide social perspective, my concern is that we should be moving away from carbon energy sources of all kinds, moving towards green energy as much as humanly possible. And a lot of the arguments to the contrary, this coal, I presume, most of it would be going to China has been -- as rapidly as they can get green energy into place, they're only going to use this stuff for a certain amount of time before they cut back on it because they have huge pollution problems over there impacting the rest of the world. But, to me, for us to endanger miners' lives with the ever more dangerous mines that may still have some coal coming out of them, and many of those jobs have been lost on emission or other problems so not all of the economic woes of the miner is because of regulations on coal, but on the coal market. It's on the coal marketplace. And they're moving towards hydraulic taking down of hills and mountains to get at coal that may be embedded in lower reaches of the mountains is a horrendous strain and stress on the water systems, the rivers and future health of the water systems. And my belief -- greatest fear for my grandkids is that water is going to be ruined for mankind in just a matter of a few decades. Water war movies of that type are just kind of the imagination trying to grasp with what that might be like. So I'm against fracking for the same reason that I would like to see coal burning suppressed. There may be some technologies that would reduce the impacts of coal, but I believe it's imperative to get away from it. So I would rather not have Longview become a vessel to help make coal getting in the atmosphere faster by Chinese fireplaces, ovens, and industrial furnaces burning it for energy any more than it shouldn't be burned here or anywhere. From that perspective I'm not anti-industry, anti-progression in terms of technology as well, but we really have to look out for society and the people. We don't serve the industry and economy. The economy and industry should serve the people. I guess that's as complete a statement as I'm capable of making at this point. There might be a lot of contentious points that maybe argued from any number of positions, but that's my strongly held beliefs after looking into these matters for a number of years and pondering deeply on them. So thank you for the opportunity to be on the record this way. I never could have said it in there.

Submission Number: ***TRANS-LV-Q2-00018***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As long as we are alive, we have the opportunity to do the right thing in many different arenas of life. In the past we may have ignored the problems of groups of other people, strangers because we had to focus on the needs of those closest to us. We may not have had the motivation to question the consequences or the morality of ongoing government or business practices. We may not have had the time to help heal or repair the damage being done to some part of our world, or society, or environment even though the warnings and harm itself are before our eyes. But every day, every hour, we are given another chance to reach out of the circle of our security to those in need and to the world that calls us to a new and more righteous path of action. This is that call. The old way of living, of doing business finally demanded these giant trains and ships of death upon our lands and waters. And this terminal that betrays both the earth itself and all the hopes that we, its people, have for it. Such is the destination to which the single purpose question for profit had to lead. The old way doesn't work anymore. It cannot fulfill our real needs. It is time to step beyond the values that led to this proposal, values that may have served well enough in the past but which now betray us, to step up to the real needs of our communities and our lands. We want healthy jobs that we can be proud of that actually produce something of value. We want healthy communities that prosper and grow free of the malignant invasive fossil fuel empire. We want a healthy earth in which all living beings including us have a hope of survival. We want justice and the power to shape our world. It is time to step forward to build a future based on healthy renewable resources on local control of our economy on caring for all people in the earth and on the principle that people, not the corporations, make the important decisions.

Submission Number: ***TRANS-LV-Q2-00019***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I did have a father who worked in the coal mines in Pennsylvania. And he told about when they went down into the mine they took a canary in a cage down with them. And if the canary died or flopped over, they knew they better leave, there was bad gases down there. Well, he probably stayed in the coal mines maybe three years at the most and then moved from there -- from Pennsylvania to Michigan. And that's where I was born and raised. I'm the last of 12 children. I moved from Arizona from the Verde Valley, Camp Verde, Arizona. It's 110 miles north of Phoenix and 50 miles south of Flagstaff where it's real cold. So it's the beautiful Verde Valley with no air problems of any kind. It was just really, really nice. I lived there 35 years and then moved here. And I love this place. It's beautiful and green. And it's sad for me to find out how bad the air quality is here. When they were telling those things about the air quality, I couldn't believe it. I thought the air quality was perfect with all the trees and things, but -- and I want to see it stay that way. Because where I came from it was desert. And I was just absolutely struck by the size of the trees here, because we don't have trees like that over there. The trees are so big. We have cactus, mesquite, and all that kind of stuff. But anyhow that's it.

Submission Number: ***TRANS-LV-Q2-00032***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

SPEAKER 32: Well, let's see. I grew up back in Kentucky 100 years ago, you know. Yeah, almost. Anyway in the '30s my mother would wash her clothing, hang it on the clothes lines. We didn't have dryers. The wind would change and the soot would come in off the smoke stack and it would be so bad she would have to rewash the clothing. And we burned coal. That's what we heated our housing with.

Anyway, if coal is so good, why aren't the major manufacturing plants in Wyoming? To save the freight cost? They ship off the finished product -- it seems foolish to have to send the coal to China, make the finished product and all this back and forth. We could do it right there all in one spot.

Submission Number: ***TRANS-LV-Q3-00001***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Some 15,000 years ago, at the end of the last ice age, melted ice formed a huge lake in Montana that eventually produced an incomprehensibly large flood that came tearing down to the sea.

The flood came as a massive wall of water that carved out changes to the land. The water that basically took the root of the Columbia River. The Missoula flood made changes that remain to this day.

Eons earlier, lakes formed in what is now Montana and Wyoming, and supported life had died and eventually formed coal. Now the coal is being dug up and shipped down the route that the huge Missoula did.

So far this river of coal is but a trickle. But with this terminal it will become a flood. Like the Missoula floods, changes will happen. Changes that many here find extremely frightening. Some changes will happen because of accidents that now only carry probabilities. Other changes will be part of the process of global warming, of which this is but one contributor.

Some changes will be due to the small city, which will have a growing population that will see this terminal as butter on their bread. This will make stopping this river of coal all the more difficult.

This shipping terminal is important because if coal cannot be shipped to market it will remain in the ground. In the ground it will not be burned, it will not pollute the air as coal dust, it will not end up in the Columbia.

That is why I'm talking today. Stopping this terminal is a fight to prevent a ravaging flood of coal that will change this area. How change? Not for the better. And Longview don't take the short view.

Submission Number: ***TRANS-LV-Q3-00004***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

SPEAKER 4: It occurs to me that, first of all, I came down with -- not bronchitis, but emphysema because I had smoked for -- smoked cigarettes, a pack a day for, like, 27, 28 years, something like that.

And so I eventually had to quit because it got to the point where I couldn't breathe anymore. And I don't know how many people are acquainted with that kind of a condition, but I'm sure people have been swimming and, you know, took a dive under the water and held their breath while they were under. And sometimes, when you're under there a little bit too long, you start wondering whether you're going to get to the surface in time to get another breath of air.

Well, having emphysema to the degree that I had it is similar, except for the differences is that you don't have to come to the surface, you're already there. You can inhale and exhale and inhale and exhale as fast and as much as you want but you're not getting any air. And it's like you're still under water, trying to breathe but not getting any air.

And in the progress of healing from the condition, I just quit smoking April 30th of '94, so it's been 20-some-odd years now. I breathe quite well these days. But in those days, if a diesel anything went driving by and I caught just a whiff of that exhaust, it would choke me up (snapping fingers) that quick.

And so people who are already experiencing that kind of situation don't need to have it exacerbated, and people who are not run the risk of, of course, coming down with it, if they allow themselves to be exposed to conditions that will, you know, cause it.

And the thing is that, again, I don't know how many people are acquainted with coal miners and the black lung disease that so many of them experience and die from, and the appearance of the lung after the autopsy, and how completely disgusting it looks, but it is not something that you want any of your children, let alone yourself, to have to experience.

And the very idea that this, what's called an E-something-I, or the study they did, the idea that that covered all the conditions is ludicrous because I'm certain that it had not included what happens after the rail car goes by and dumps its load of dust, wherever it's going to, and subsequent cars go by and dump their load of dust, I'm sure it's going to collect -- to what degree I don't have any idea, but the point being is that whatever is collected will probably remain there until the effects on the climate that burning that coal has to the degree that it exacerbates the climate changing and the wind storms, for lack of a better way to put it, that normally occur, occur more often and to a greater degree, that is with respect to the hemisphere, for lack of a better term. I can't even think of it.

But, anyway, it's like -- it's like a fully forward-biased wound DC motor. It's a fully forward biased -- you hook it up to a power source, and it begins spinning. And as long as you keep it hooked up to the power source it just continues to build more and more speed and more and more speed until finally it flies apart. That's the reason that they have what they call a shunt winding in it, to keep it from doing that. Okay?

Well that's the way that the climate is going to be affected. And so the wind is going to pick up all that dust and blow it all over this town. All over everything. Especially from the terminal, where it's all collected in huge mounds. Okay. So that's my thing.

Are we as citizens of the world looking toward the future to regress or progress? Going with coal is going backwards. Okay? We need to go forward, period.

Submission Number: ***TRANS-LV-Q3-00007***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I just want to go on record that I support the no action alternative to this plan. I believe that the additional trains that will be coming through on the rail are going to be detrimental to especially people in the Highland area, which are already people that are coping with difficult situations, and that will make their living even more difficult.

I also don't want the noise that is associated with the train traffic. I don't want coal dust that -- not just from moving trains but from the piles of coal that will be in the storage facility, which will impact the health of the people around there it will impact the water quality.

I work in the health field, and the health community is very important to me. At this point Cowlitz County already has one of the worst air qualities in the state, and having a coal terminal will only make that worse.

And I could go on and on. But, anyway, I don't want the coal terminal.

Submission Number: ***TRANS-LV-Q3-00009***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In 2012, in Pioneer Square in Portland, Oregon, Robert Kennedy, Jr. presided. He told of all the problems that they'd had on the East Coast -- and I come from the East Coast also -- all the problems that they were having with pollution, everything on the East Coast. I come from New York, so, anyway.

And at this rally they had a Chinese representative -- I don't remember his name, but he stated very emphatically that China doesn't even want more coal. This is in 2012, and even probably before that.

Okay? It's making people sick, it's killing people there from pollution, their lives are being ruined. So the Chinese have been backing off from coal. You know, they still need some of it, but in China -- there's actually a documentary on this. You know how it gets gray here in Washington? Like a gray day? That's their best day. Nicest day they'll ever have. And then it goes to almost black. People stay inside their homes. They have air conditioning on. They go from their homes to their cars where their cars have air conditioning. And, you know, they don't even go outside unless they have a special mask on.

You know, a little girl spoke and she had some respiratory disease. The coal is also pushing forward climate change. You know, every so many years we're getting like a couple degrees higher, which means it's melting the ice caps.

And what that's doing is eventually we're not going to have two coasts, the East and the West Coast because they're all going to be inundated.

And also temperatures are rising also. So, you know, I don't know how many years it is, I don't remember exactly, but eventually it will be too hot for the climate because of it.

I'm an RN, and I have seen patients with compromised respiratory systems, they have asthma, allergies, COPD. People have diabetes, and any other kind of medical problems. Also, you know, breathing in polluted air makes it even worse. You know, this is for all adults, but especially young people. Their lungs and their organs aren't fully developed. So any pollution that they breathe in makes it even worse for them.

And then the elderly people whose systems are already weakened by the aging process will have all of their illness exacerbated by bringing in toxic air from coal that for a few things contains arsenic, cadmium, mercury, and other toxic pollutants.

Now, some people have said that, well, the coal is just a nuisance. You can see it all over. People sweep it up off the streets, their sidewalks, their cars. This is in Kelso. I've been to people's houses who have had this. And what's even worse is there's particles that you can't see, they're not visible to the naked eye. And I believe they're 2.5 microns. Those are particles that they go through your lungs and into your body organs where they do irreversible damage.

All right. I've spoken with someone form Millennium and had mentioned something about that there were people, you know, in Kelso who have problems with coal from the tracks and everything like that. So I haven't heard about that. So what does it really mean? I haven't heard of that. You know, every single person is allowed to talk. And they say that everything is clean, coal dust is just a nuisance.

Anonymous (TRANS-LV-Q3-00009)
So when they come back an ey're going to have 16 cars a day going in and going out. And even the ones without the coal in them are going to be, you know, all the dust left in it. So that will still be a problem. It gets on the railroad tracks, it gets in the Columbia River, kills the fish. Gets into, like Mercury. You know, how long haven't we been able to eat tuna because it has mercury in it? So let's just add to that problem.

Supposedly there's surfactants to cover the coal. But they didn't even say what the surfactant is made out of. And I read something the other day, and, again, I'm really sorry, I don't remember the source, but something that the surfactant gives off is even damaging. But the surfactant can move around, you know, so it's not even -- you put it on and the train and goes for miles and miles and miles and rumbles and everything. You know, it's not that strong a substance to even stay on even if it was good.

The other thing is if fossil fuels are not kept in the ground, global warming will continue, and, as I said before, the oceans will continue to rise until the majority of the people have no place to go. And if they're not already dying or dead from the climate getting hotter and hotter, I vote for the no action alternative.

Submission Number: ***TRANS-LV-Q3-00010***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I have lived in Castle Rock for nearly 26 years. I worked over 20 years at a pediatric clinic, and one of the major problems we treated there was asthma. There is no need for a coal terminal in Cowlitz County, and one of the last things we need is something that will affect our health the way coal dust and increased diesel fumes will do.

The Columbia River runs through the heart and soul of this community and of many others. We need to do nothing further to endanger the health of the river or of our citizens.

Lastly, this is not just a local issue. This ill-conceived project would endanger every living thing along the entire route from Montana and Wyoming all the way to China.

The burning of the coal at its destination would endanger the entire planet. Please do not approve this terminal.

Submission Number: ***TRANS-LV-Q3-00017***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

SPEAKER 17: You know, the policeman for -- what are you doing?

I was talking all day long in the class. That's it.

SPEAKER 18: Yeah, we're like against the no coal stuff because my son has his Williams Syndrome, to where he has breathing problems like asthma. And also I have sleep apnea. And then also it's bad for our family because the dust that will be coming in with the coal trains. And it's bad for the environment.

SPEAKER 17: And my friends, they'll probably being doing stuff like that on me. They jump on me and stuff like that. And they, like (gesturing) like that.

SPEAKER 18: He's helpful. He's nine and acts to the age of maybe five or four. She's five.

SPEAKER 17: And there's more.

SPEAKER 18: See, my mom, she's got heart issues. My dad -- step-dad has got a heart issue, knee problems and COPD, respiratory infection. It's bad for everybody, because of respiratory problems, the lung problems. Everybody with -- I don't know how to -- issues. Health issues. But even healthy people can become ill, you know.

And the coal can be bad for your friends, too.

Okay. Are you done?

SPEAKER 17: Yeah.

SPEAKER 18: Okay. I think we're done, because we told her that we have lots of people in our family that has health issues, and we say no coal.

Submission Number: ***TRANS-LV-Q3-00018***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

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SPEAKER 18: He's helpful. He's nine and acts to the age of maybe five or four. She's five.

SPEAKER 17: And there's more.

SPEAKER 18: See, my mom, she's got heart issues. My dad -- step-dad has got a heart issue, knee problems and COPD, respiratory infection. It's bad for everybody, because of respiratory problems, the lung problems. Everybody with -- I don't know how to -- issues. Health issues. But even healthy people can become ill, you know.

And the coal can be bad for your friends, too.

Okay. Are you done?

SPEAKER 17: Yeah.

SPEAKER 18: Okay. I think we're done, because we told her that we have lots of people in our family that has health issues, and we say no coal.

Submission Number: ***TRANS-LV-Q3-00042***

Received: 5/24/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

So, I'm here to support the no action alternative. I'd also like to refer to the Cowlitz Tribe Chairman, Bill Iyall, and his scoping comments from 2013 where he stated that this proposal would bring nothing good for the Cowlitz River or the community, as well as the Cowlitz Tribe.

So I do want to emphasize the importance of fisheries' habitat, climate change, and acidification of oceans and how that impacts the multi-million dollar fishing industry and subsistence fishing by native peoples, as well as commercial fishing and sport fishing incomes to the state of Washington, as well as protein that's, you know, provided for the diets of the people in the state.

I think the health portion of the DEIS was woefully inadequate. We need a more extensive health impacts assessment.

I have been speaking with a number of people, dozens of people in the Highland neighborhood right down close to Industrial. Many of them were not able to make it today. Many of them are ill with cardiovascular illnesses due to the current contamination in that neighborhood.

Of course six or eight trains a day full and eight trains empty coming through this neighborhood will not only prevent injured mill workers from getting medical treatment and cause a lot of congestion for people transitioning in and out of the area, blocking of course the Lewis & Clark Bridge, emergency vehicles being disrupted in reaching fires and injuries. Diesel particulates from those trains will impact the health of people in the area.

These are also some of the most vulnerable people in the city of Longview that will have to live next to those massive piles of coal that will be blowing coal dust 24/7 into their neighborhoods, and will compound their already tenuous health situations in the neighborhood with many children, elderly people who are already on inhalers, already have asthma, and a number of other illness directly related to the existing releases of VOCs and PAHs and diesel particulates, which of course increase in the area.

Combined with the particulate contamination from the coal will produce devastating health impacts, which of course will cost the community millions of dollars in lost wages, lost days of work, in medical care. Many of those people lack health insurance or are underinsured. These are costs that have to be looked at by the County and the City.

And of course with the coal industry and decline world wide with a number of major coal companies going bankrupt within the last six months, it's likely that there will be a massive superfund site of contamination that the people of Cowlitz County and Longview will be required to pay for the clean up of that site.

So I think that the health impacts really need to be looked at more thoroughly. I do think that in particular the disadvantaged in the vulnerable communities in the Highlands neighborhood need to be directly contacted by Cowlitz County as well as the County Health Authority. I think more work needs to be done in determining what the risks are to those communities, and that there is no mitigation for this.

You know, there's no way to completely prevent contamination, there's no way to mitigate against coal dust exposure. Once it enters your lungs it never leaves. So, you know, you balance that with a small number of jobs provided, if you compare the acreage of the site and how many jobs, similar proposals of that size of acreage, how many jobs they

produce is a poor economic or that reason as well as I said the dying process of coal, and the impacts of what happens.

Like I said, we did get in the scoping process, we got the large scope, so, you know, we're looking at the impacts all the way to Montana, Wyoming, possibly Utah. Coal from Utah could come to this facility.

So the rail routes through the Columbia River Gorge national scenic area with uncovered coal trains rolling through it about every hour and a half, the impacts to fisheries, watersheds, human health, congestion, river traffic, I can --

I'm going to follow up with a written comment, I think. I just want to make sure that just in this brief comment here I've mentioned a wide variety of issues that I do not feel the EIS has dealt with adequately. And I don't think they can be mitigated.

And I'd like the Washington Department of Ecology and Cowlitz County to select the no action alternative.

Submission Number: ***TRANS-PASCO-M2-00012***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good afternoon, Panel. My name is (inaudible). I'm from Pasco.

I'm a husband and father and local business owner. Obviously I'm wearing a blue shirt. I love the environment. I love the environment. I like clean water, I like clean air. I don't know anybody that doesn't like the environment. I think it's all of our jobs to protect the environment and to be good American citizens.

I just want to say that I think that the Millennium company is willing to follow the regulations that are set forth by the administration and to pay any cost and to come up with new innovation to help our country to stay clean and productive, then they will do it. If they continue to follow the law, then we cannot refuse. We have to let them do it because it's legal and, as laws change and as things happen that change the law, they have to adapt or get out, and I think at this point in time that we need to let them. So thank you very much.

Submission Number: ***TRANS-PASCO-M2-00013***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is (inaudible), and I live here in Pasco, Washington.

I'm a mom of four kids. I'm lucky enough to stay home with them, and my oldest is now 19.

I support Millennium because I feel like the direct and indirect jobs that it will create will be great for our community and the tax revenue that we can get from this.

So thank you very much for your time.

Submission Number: ***TRANS-PASCO-M2-00018***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you so much for doing this and for doing it so well. I'm a tourist from Portland, which is part of the overall study area. I really appreciate how well the state of Washington is handling these issues as compared to my home state.

I want to highlight three anniversaries in relationship to public safety, the Williams natural gas pipeline explosion, 30 miles to the south of here, March 31, 2014, three years ago; the Bakken crude explosion and fire in Lac-Mégantic, Quebec, which killed 47 people, July 6, 2014; and one from three centuries ago, January 26, 1700. The last time that the Cascadia subduction zone ruptured and devastated this entire region was well before white people invaded this part of the universe but at a time when we have definitive oral histories from nine of the indigenous first nations that were here at the time lost the entirety of their coastal communities.

We also know from the science that when this struck at about nine p.m., the middle of that winter, the tsunami that hit Japan is what led us be able to understand what's going on.

The average strike time for the Cascadia subduction zone is 243 years. We're 316 years into that cycle, but something happened three years ago that could have been -- as Benton County Fire Chief told me in Washington, D.C. two weeks ago -- an incident for the ages. When the William natural gas pipeline and LNG facility blew up, a rail line was deflected by three inches and would have caused catastrophic derailment, and my testimony covers that.

Thank you for your time.

EVENT HOST: Thank you for the written testimony.

Submission Number: ***TRANS-PASCO-M2-00022***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is (inaudible). I was born and raised in Pasco for 33 years. My community consists of Pasco. I have a good friend that lives off Myrtle, my family's church is in Pasco where they congregate. I don't see why my community has to go through this.

I've seen the derailments over by Lake View Mobile Home Park which is close to the tracks. Who does that consist of, the poor, the very poor. I came out of that neighborhood, out of that trailer park.

At one point, I lived at the Mission and I am now where I am now due to hard work, but I never threw anybody under the bus. This is what it feels like. These jobs are being created while we throw these poor people under the bus. Why? Because they're the ones that are going to breathe all of this in. For me, I just needed to be here because they don't have a voice, I will be their voice.

And so, you know, I only hear about jobs. How many jobs and for who? The poor? I doubt it.

Tax revenue, I mean, really we're talking about Tri-Cities. What tax revenue? Anything that we want to do to start making tax revenue out of the Tri-Cities area gets banned, gets stopped. Why? Because it's not convenient for these big companies.

That's pretty much all I have to say, so thanks.

Submission Number: ***TRANS-PASCO-M2-00025***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. I'm a long time Kennewickian. This year my family has taken a trip to Yellowstone and it basically follows the same pathway to Mount Rushmore as well, and it follows the same trip these railcars does. I don't want my view to be polluted by trains and coal.

Also the coal miners in Wyoming in the past they've lost their contract. At the start of their contract, the agreement is to refill the hole where they dug into the Earth. When their contract ended, they do not refill these.

I do not want my country to be permanently damaged just so a few people can have jobs. I also don't want this whole countryside to be spewed on by this coal dust just for Longview and Wyoming.

And to slow down the economy in the Tri-Cities, the railcars slowing down our deliveries, slowing down our traffic, and affecting my children, my grandchildren and my children are way more important to me at this point.

Even China is starting to move away from coal. This contract is going to end and then what, you know? We should be looking at more positive sustainable energy needs. We shouldn't be supplying energy to China on top of that. Thank you.

Submission Number: ***TRANS-PASCO-M2-00027***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. Thank you for your time and meeting with us this evening to discuss this important project, the Millennium project.

I kind of have a different take on it than most because I've done things with the Department of Ecology in my life, and I know that if it goes through the Department of Ecology that there's going to be certain requirements that everybody has to make. And those requirements, what we have to ask ourselves, is do we feel safe with what Ecology is requiring of these trains rolling down the river?

I believe that if they're meeting the criteria and if they're in the position of meeting all of their obligations to the State, then why would we stand in the way of this? Why would we stand in the way of progress when they're meeting all of the requirements? I don't understand that.

SEPA checklists are very difficult. Sometimes you have to hire people to help you fill them out when you're a small guy like myself, but I can see the importance of it also. Knowing this company and seeing what they're putting in for the money to do this project, I know that they've done their due diligence and their responsibility not only to the State but the people that live along the tracks.

We have to remember that we need to support each other as we progress in this state. Progression is going to come whether we like it or not because the world is not getting smaller, it's getting bigger. We have to be prepared to do the things that are necessary to help business grow in an ecologically friendly environment.

And I believe that in this state, you really don't have a choice. It's going to be ecologically friendly or you won't be able to do it. Thank you.

Submission Number: ***TRANS-PASCO-M2-00029***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is (inaudible). I'm from Spokane, Washington.

I'm in support of the Millennium Bulk Terminal project. Washington ports has given us commerce, culture, and (inaudible). Millennium Bulk Terminal is aptly named Millennium because it will employ over 2,650 construction jobs today and will benefit future generations by employing 300 operational jobs.

We Washingtonians should relish that a company is privately investing in our economy and committing their time and resources to uphold our state.

I believe they have proven that new jobs can be achieved by using the highest environmental standards. The Millennium Bulk Terminal project is nearly five years in the making, and they have achieved this by following the rules and regulations that have been set forth.

My husband and I were youth group leaders, and we had a game that we played with our youth group to show them the commitment that following the rules and regulations means. So we started the game, we gave them the rules and regulations. Three minutes into the game we changed the rules, we changed the rules again after three minutes. After 15 minutes, we changed the rules five times.

Three things happened. A third of the youth were really enraged, they were interfacing and angry. A third of them gave up, and the other third didn't feel any pleasure in it because they knew the rules didn't mean anything.

Now it's time we level the playing field and let other entities know that when you follow the rules, Washington is open for business. Thank you.

Submission Number: ***TRANS-PASCO-M2-00032***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Ladies and Gentlemen, thank you for your time.

I've been a farmer in the Pasco area for 30 years and a large portion of my land is within 100 feet of the tracks that these coal trains run on. I can honestly tell you that I've never seen any sign of any problems with coal dust or even a sign of coal dust for that matter.

I've had the opportunity to travel to China and I've seen how their coal operations work there, and I want you to know that ours is beyond the best of anything in the country that I've seen and, if it was a problem, the coal dust, I think anybody that lives next to the tracks would know.

I just want you to know that I'm in favor of this. Thank you.

Submission Number: ***TRANS-PASCO-M2-00033***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. I have all but four years have lived -- grown up here, have lived here my whole life. I am very proud of Pasco, Washington, of the Tri-Cities. This is home.

If I felt like this was something that was a bad thing, I would not be standing up here. I'm proud to call this home and I love the Tri-Cities.

I'm a mom, I'm also a small business owner. For many years, I worked in the school districts, and I have seen overcrowding in the Pasco School District. All of these kids that sit behind me, they are our future, and if we don't have jobs, what kind of future do they have?

I have seen families that have not had jobs and the detriment that it is to their children. I was a foster mom for several years. I watched children get taken away from their parents because they did not have the means to take care of them.

What is good is the environment -- how can we enjoy the environment when we have no way to feed our children? Thank you.

Submission Number: ***TRANS-PASCO-M2-00034***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hello. I live in Pasco, and I've lived here my entire life.

I support Millennium because I believe it can help. From this, we can create 2,650 direct and indirect jobs during construction, and then we can also create 300 direct and indirect jobs during operations.

The DEIS analysis is thorough and complete. It is time to move on to the Final EIS and approve the permits for this project. Thank you.

Submission Number: ***TRANS-PASCO-M2-00035***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. I'm also from Pasco and I've also lived here my entire life. I support Millennium because I don't think it's right that one state can hold an industry hostage. We have people who produce coal and supply it to people in Asia who need it. In between them is Washington State. We won't use the coal here. It will be used to help the power plants in the world over in Japan and South Korea.

And that's why I say move out of the way, grant the permits, and let the people ship the product to those in Asia who need to turn on their lights. Thank you.

Submission Number: ***TRANS-PASCO-M2-00044***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is (inaudible). I was born and raised in Washington State. My husband is a farmer, I'm a wedding planner, and I'm a mother of five, and a grandmother of two and a half.

I love this State. I love the people. I am here in support of the bulk terminal. I am someone who has always looked for truth.

I have studied global warming and climate change depending on what we call it now. Next week it could be something different. I'm not sure.

But I remember someone in our church say if you start -- he's an airline pilot. If you start an airline one degree off when you start, by the time you land, you will be thousands of miles from your destination.

I have studied this. I have looked at 97 percent of what they say are they scientists now. They started out as being experts and now they're calling them scientists, and I've looked and looked for the list of those scientists, and all I can tell is it's just a list of people that have written papers in favor of climate change.

As far as I can tell, the climate has been changing since the Earth began, and a little bit of coal in a train is not going to change anything one way or the other, but it will change people's lives.

That man that just spoke has a family and they're counting on those jobs and we're going to not allow jobs because of 97 percent of the papers that were written.

Duke University last year in April said they were wrong about climate change. It's just the changes in the Earth, natural process that happens. That's Duke University, and I don't think they would say that unless that was the truth.

So I say let the project go, let's create some jobs and make the state a great state.

Submission Number: ***TRANS-PASCO-M2-00046***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hi. My name is (inaudible). I live in Spokane County.

I've got a little bit of perspective because I'm a trained mechanical engineer, and I deal with a lot of Environmental Impact Statements.

One of the key parts to this that a lot of people haven't mentioned is that cumulative impacts are extremely important.

So while maybe there's not much coal dust coming out right at the terminal, Burlington Northern studies shows hundreds of pounds of coal lost en route along the way. I've seen coal blowing off in the Columbia River Gorge. We've taken samples of the river, Spokane River, and found coal chunks and coal dust, so it's real folks.

Somebody mentioned that there would never be a wait of longer than five minutes. They've never been to Spokane Valley where the waits are often 20, 30 minutes because the trains aren't going through at 50 miles an hour. They're creeping through because they're so congested with traffic.

I'd like to ask a few more things be studied within the EIS. The company that did it, ICF, I've dealt with them before. They generally do very poor is what I find, so I would take a hard look just because they created the EIS, we should scrutinize it very carefully.

Climate change is real. Those scientists have published paper peer reviews. Climate change is real and the scientists are saying the increase on the rail is going to cause potential problems. There was a paper out in Britain just a few days ago.

All energy is not equal. Some will try to tell you that. There's good energy, there's clean energy. We have to strive for that. There's energy of the past and that's what coal is.

Please deny the Millennium Bulk Terminals. Thank you.

Submission Number: ***TRANS-PASCO-Q2-00002***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The fee that the railroad is supposed to pay for environment mitigation going to the state as a whole, that should be paid to each individual county or city where the route goes through and paid on the basis of each level crossing that the train slows down, ambulance traffic or car traffic crossing the route of the coal train. Because there's going to be a lot of coal trains going through there and it's in small places, and they can do better with the money than just giving it to the State as a whole.

Submission Number: ***TRANS-PASCO-Q2-00003***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

One of the things that I had noticed here -- they've studied everything. I live in the Tri-Cities and as they're doing all of the up to 16 circuits in full capability, eight trains -- eight sets of trains -- I don't know what you call it -- going and eight empties going back, has there been any study on the impact of trains going through the towns like the Tri-Cities, personal opinion or personal problem, impacting traffic?

Because I live close to a set of train tracks in town and sometimes I'm stopped, and I'm going miles out of my way to do a loop on the highway to go half a mile away from my house. And, with increased train usage on the tracks, has there been any study on that, are they doing anything to mitigate what times of day, is it going to be all hours? I would imagine so, but I haven't seen anything on that.

Submission Number: ***TRANS-PASCO-Q2-00004***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Wyoming mine is screwing up the environment by digging open pit mines. The Columbia River will be dangerously affected if even one coal car dumps its load in the river affecting the fishing. The surfactant is not effective over long distances. Additionally, what chemicals make it up so we don't know what the environmental impact is of the surfactant. Coal dust is absorbed into the lungs and therefore into the bloodstream having an especially negative impact on children.

In Longview, it is predicted that the noise prediction level will exceed regulatory standards. Has the noise level been tested in Pasco?

Train traffic through Pasco is already 76 trains each day. The additional 16 coal trains means Pasco will have to deal with over 90 times trains which will constantly shut down traffic.

As a former teacher in Longview, I am concerned for the people in the Highlands area of Longview, especially for the children who will suffer most from the coal dust.

Now reading from the article in the paper, it says, The analysis by the Washington Department of Ecology in Cowlitz County found that the greenhouse gas emissions from facility operations to when the coal is burned in Asia will increase by 2.5 million metric tons each year when the project is fully running. While measures can be taken to significantly reduce these emissions, the impact would be significant, the study noted.

Other concerns include increased vessel traffic, as much as 840 ships a year which are added, and potential for train accidents along rail routes in Cowlitz County and other parts of Washington adds up to 16 mile-long train trips are added each day.

The study found the project could affect 21 of 23 areas reviewed and that some of these consequences are significant.

Ecology said in a statement, The review looked at fish habitat, water quality, local communities, and other issues, and proposed ways for the project developers to reduce these efforts, and yet it's proposed. Nothing says that anything will be done with the Department of Ecology report.

Submission Number: ***TRANS-PASCO-Q2-00007***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I don't know. We've been listening, but we're not sure if this is the place to bring this up. We have a problem. It's not like everybody else's problem.

We farm, and what is happening to us is as all of these trains keep multiplying, we can't get across the road. So we're stuck. We've been last year, several times, for an hour at a time, and we've got, you know, factories that are waiting for us, and it's a problem for us. We just don't know what to do. This is going to increase the problem and everything else -- I mean, we want jobs for people too, you know, but this is a problem for us and no one has brought that up.

Submission Number: ***TRANS-PASCO-Q2-00009***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I just want to know when they're going to start public hearings in Oregon, Idaho, Utah, Colorado, and Wyoming because the new train tracks are going to be coming through these states, the new route that they're having, and they're only having the hearings in Washington. We had to come all the way from Oregon, so we're not happy. We'd like to have some closer to home as would my son in Idaho.

It's going to impact a lot more states than just Washington. We should get a say so as well.

Submission Number: ***TRANS-PASCO-Q3-00002***

Received: 6/2/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I sat down with the BNSF estimates for particulates which was 500 pounds in 400 miles. And I know that those miles probably vary and in the amount of particulate. I understand that. But I fear that if it's 500 pounds in 400 miles, then it's 1500 pounds in 1200 miles to come from Powder River Basin to Longview. That's a lot of pounds.

It doesn't sound like much to begin with, but one car losing 500 -- 1500 pounds of particulate across the whole distance, that's three quarters of a ton of particulate. Particulates aren't very big. That's little stuff. So that's going to spread over a lot of space.

So if that's one coal car, think of what 16 trains for a week would be. That is 12,600 tons of lost particulate over the 1500 miles. And that is a lot of tons. If you divide it into how many tons per mile, that's ten tons in one week. Ten tons and a half. That's 25,000 pounds. That's a lot of particulates. And that's every mile if it was all equal. Probably it's not all equal but some are getting more than that, some may be getting less in some areas.

There's a man named Jaffee who works at the University of Washington, is a professor at the University of Washington, who did a study last year. And he says that it shows that the quantity of diesel gas, and the diesel particulates, and the gas that comes from diesel, and the coal particulates are roughly equal amounts. So double that 10.5 tons in one week. That's 21 tons -- 21 tons of particulate.

Diesel and coal combined going -- in a one mile stretch. Now, I'm not stupid and I understand those miles are spread out over a lot of places and some will get a lot and some will get a little and some won't get any. But in general that's how much is coming every mile on the average across the corridor of 1200 miles. A little slender corridor. That's a lot of abuse going in a very slender space.

Just the trash, just the waste that's coming down on us. If we happen to live in the places where it's coming down harder, we're in real trouble, terrible trouble. But I say that 21 tons of particulate in one week is a hell of a lot. It worries me. And when you take it -- if they continue for 20 years, would you care to guess what the particulate would be? In one mile, every mile, it would be 10,920 doubled because that's just -- I'm just talking about coal particulate here. But the diesel is equal in amount. So between the two, it's like almost 22,000 tons. And it's frightening. In one mile.

And they talk about -- people aren't thinking about cumulative damage. But that's cumulative damage. I'm 82. Twenty years seems like nothing. It's a very short time. And I fully believe if these trains get to going there will be no stopping

them and they will go more tha s as long as there's a drop of coal to be shipped off somewhere that somebody will use.

It frightens me it can accumulate on top of us. And the degradation to the property, the degradation to our lives. These are our lives. These are places that we always thought this is my own clean beautiful spot. It won't be a clean beautiful spot.

And there's one other piece of this. While all of this is accumulating we get hellish winds today is a good demonstration. And those winds are going to pick up very small microscopic stuff and blow it this way and blow it that way. It's going to be all over the place. And it's going to get used and reused all over the place.

And I feel the same is true with the diesel. They're equally dangerous. They are all extremely dangerous to health. And basically I'm worried to heck about the climate. But I see this as here and now. And it's endangering my grandson's. He grows potatoes. And every farm.

Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00009***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I have to carry an inhaler because I have COPD and, every time I see one of those trains come through, I just about have to use my inhaler because all of the damn fumes make it harder for me to breathe. They're actually shortening my life every time a train comes through.

I'm also concerned about the fact that so much coal is lost, a pound per mile per car. All that does is make the tracks even worse and makes the oil trains more dangerous than they already are. I really don't like having these damn trains coming through my downtown because every time I come downtown, I have to use my inhaler even more. So, if we can eliminate these trains, I'll be able to come downtown more often but because of all of these trains, I can't come downtown as much as I used to.

Submission Number: ***TRANS-SPOKANE-M1-00026***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm a primary care physician for 36 years, 32 years in Spokane.

The hottest temperature ever recorded on Earth was 134 degrees. Six days ago in Northern India it was 124 degrees, their record, ten degrees from world record.

Over 1,000 deaths and several crop failures. That's in the springtime. Last year, in the United States alone, there were 6,000 hot temperature records set.

The North Pole was 50 degrees above normal temperature during December.

Washington, D.C. was in the high seventies and low eighties along the East Coast.

We had the most catastrophic fires in Washington State ever on record last year, over 1,000 square miles burned. Economies of Twisp and Winthrop were ruined, and last year was the hottest year on record. 2016 is on scale to be hotter than 2015. The last 12 months have been the hottest months on record for that month and May, the current month, is also expected to be record temperature.

So the idea of our future and jobs based on carbon is a serious issue. We have to think carefully about this. We have to think of coal in the same way that we moved past asbestos. During the asbestos days, it was safe, it was good jobs. Go into Montana and tell me how many (inaudible) are in graveyards.

Coal has never been clean, it never will be clean. It is the most common neurotoxin in the environment. It doesn't matter where you burn the coal, that mercury goes into the stratosphere and around the world. The coal we ship here to China will affect every human on the planet, every living thing on the planet.

The immediate health risk of the coal coming through --

EVENT HOST. Thank you, sir. We appreciate your testimony.

Submission Number: ***TRANS-SPOKANE-M1-00034***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization: Clean Tech Alliance of Washington
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good afternoon. My name is (inaudible). I live in Seattle, Washington. I'm also a member of Clean Tech Alliance of Washington.

My professional area of expertise is in the study of international energy policy. I'd like to present some critical facts gleaned from the Draft Environmental Impact Statement in my current research into national energy policy in Japan and the United States.

The basic tenet of the coal usage in the EIS is that low-sulfur coal from the Powder River Basin to be exported to Japan and South Korea. The demand for energy in these countries has grown.

After having lost 30 percent of electric generation in the 2011 tsunami event, Japan plans to build 46 new coal plants and Korea will be building ten new plants in the next ten years. But more importantly, they are also intend to take responsibility for carbon reduction as both countries are significantly part of the Paris climate accord.

Coal-fired plants in these countries have the highest efficiency and they're cleanest in Asia, which is 24 percent better than plants in the U.S. and 33 percent better than plants in China.

Furthermore, Japan is already meeting its 90-day world map carbon reduction and is going beyond its world map by building carbon capturing and storage facilities. Therefore this project can clearly meet our State's regulatory framework and should be permitted so that our important training partners can benefit from a stable supply of American coal while implementing carbon reduction technology.

The project is a true win-win scenario. The project will create jobs all over Washington State. It also improves greater infrastructure to move more product from Eastern Washington for export. All the while extending partnership to countries who are committed --

EVENT HOST: Thank you very much.

Submission Number: ***TRANS-SPOKANE-M1-00073***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is (inaudible). I live in Helena, Montana, a town affected by rail.

The Draft EIS is deficient in its coverage of the impact to Montana. As a member of Northern Plains Resource Council, we have organized two people's hearings and collected and submitted written comments, verbal comments, and brought 21 Montanans here today.

Personally I am deeply affected and care deeply about our rail community. I work an alternate schedule even now in part to avoid rail crossing delays twice a day.

The EIS should include impacts to Montana or the no-action alternative.

Submission Number: ***TRANS-SPOKANE-M2-00038***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Ladies and gentlemen, I'm a member OF the citizenship of Spokane, and I'm here to present my views.

I had the opportunity to go out and see all of the information that was presented right by the Department of Ecology. I read all of it very carefully.

And I noticed that basically, as far as the state of Washington goes, the standards have all been met. Now there may be areas where you might have to make a few adjustments. But, please, don't let emotionalism run the show. You have the facts, you already have experts that are your beck and call. You can separate fiction from fact and then make your judgment based on that.

As far as where the coal is going to go, I hear it's going to China. Well, that's not true, you know that. It's going to go to Japan and South Korea.

What will happen with it is it will be a lot cleaner burning coal than what we presently have, that they have now. And they have other reasons for doing it. The nuclear meltdown that took place in Japan, the fallout from that.

So don't let the facts get buried by emotionalism. I'm not picking on the people that say don't do it, but I'm hearing things that I know are patently not accurate, not even true. But they have a right to their say. Thank you very much.

Submission Number: ***TRANS-SPOKANE-M2-00052***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

It is short sighted and a selfish act of the current generation to continue to consume and export with a ravaging appetite the earth's natural resources and fossil fuels.

We all have to think about the global implications of our actions and business. And Millennium is no exception. Everything is connected. Coal is a dirty business, and if you do dirty business you have to take responsibility for the implications. The commodity is relevant.

We've seen again and again how these companies protect their assets and abandon their projects without talking responsibility for the devastation they cause to the water, earth, and humans.

We are struggling for jobs partially because our middle class is disappearing. And the design of this project contributes to this mass descent into poverty and lack of work. It makes a few folks rich while degrading our resources, exploiting our workers, disrespecting our communities, and hurting our health.

Who benefits from this? A few. Who suffers? Everyone. Whether they realize it yet or not. We can do better and we must. The suggested benefits of this project are misrepresented, inflated, and do not outweigh the costs.

This is our community, and this community is saying no to coal. Thank you.

Submission Number: ***TRANS-SPOKANE-M2-00070***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you very much for being here. Thanks for doing this. I had the honor of growing up in Spokane and currently I'm working at a lovely cemetery out in the valley, where the trains go racing by at a high rate of speed. And every once in a while I'm there when we're having a burial, and everything is quiet, it's peaceful, and the train comes roaring in. And I swear they're to wake the dead.

It is a real impact when they come through. I have the privilege of living a few blocks from the train tracks and the trains, you can feel sometimes the windows rattle.

So, I like train travel in many ways. I think it's a better way of moving stuff, it's more for the environment. But adding 16 more really does make a difference.

We recently celebrated Mt. Saint Helens. And I remember when that blew. And the ash came up and over, and then it came back. It went all the way around the world and came back. It really is just one globe, one environment.

So, I'm here, if you haven't figured it out, that I would very much like the jobs to in clean energy and that we not open up a new way to make it cheaper to move coal from our country to another part of the world. Thank you very much and God bless.

Submission Number: ***TRANS-SPOKANE-M2-00079***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. Thank you for coming to Spokane. I'm a life-long Eastern Washington resident.

Back in 2010, Millennium Bulk Terminals proposed this facility and they said that they were only go to export five million tons of coal a year. Well, internally documents were found that they were actually planning to export up to 60 million tons of coal a year.

And I listened tonight to people who complained about how long the process is, but they had to start that process over again because they essentially lied to Cowlitz County about what the amount that they were going to export. If they had done that right they might be a little farther ahead.

They're also behind on the health risk analysis. And that is something that we really need to have, and we need to have the public review it. So I don't think they're a company that can be trusted.

And I just want to read a couple of things about coal dying. Well, first off, Arch Coal just relinquished the 39 percent of their coal to Lighthouse Resources. Just today that happened.

If coal is so good, why is Arch getting out? And they're a bankrupt company by the way.

A couple of things: Three Northwest coal export projects folded after global coal prices tumbled: Coos Bay, Grays Harbor, Timber, Oregon.

For the first time in history in 2013, there were no bids in Wyoming history from the Powder River Basin coal east auction.

You've heard of Portland and Los Angeles? Well they had proposed coal export facilities back in the '90s, and they invested millions of dollars in them and then it didn't happened.

The abandoned coal export facilities, they just lost a bunch of millions in stranded investments and cleaning expenses. Thank you. Thank you for your time.

Submission Number: ***TRANS-SPOKANE-Q2-00003***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I don't have a great deal of knowledge about the coal exporting plan that they have proposed, but I own a detox center here in Spokane. I know that Spokane in general is an area that's plagued with heavy metals, and mercury and those concerns. And I don't want any further environmental negative effects to take place.

And the fact that the project is on the river, I'm worried about that as well. I wish I would have come to you with more knowledge of the proposed project, but from what I've heard in the past and what I've listened to at the presentations, I'm concerned about further environmental exposure to toxins.

Submission Number: ***TRANS-SPOKANE-Q2-00004***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Well, there were a couple of things that I've been thinking about. One is the idea that people that oppose the project base their opposition on scientific fact. The people that want the project are basing their opinions on scientific fact of the EIS. And so I find it kind of ironic that the arguments on both sides are really based on scientists that half of the people don't believe in. So that's one observation, that it's science against science, and the United States is so polarized that they can't see the other side of it.

The other thing that I was thinking about is I don't hear a lot about the coal mines and I used to think the same way. I used to think that mining was a bad thing. And then I want for a job interview with a mine and found out that they are much more environmentally savvy than most people know, not only because of the regulations, but because they want to be stewards of the earth and they do take care of their land.

And so when I went to work for the coal mine in Montana, we went for a drive out in the mine area. And one of the engineers takes pride in showing people the mine site. And we would drive out and they showed me the pit where they're working. And it's ugly, and destructive, and horrible. But right next to it is the reclamation area that is absolutely beautiful with deer, and birds, and animals, and plants.

And so the mining is going back to where they started. They replaced the land the way they found it, only they're utilizing God's gift of coal underneath it all.

So those are my two thoughts, scientific and environmental.

Submission Number: ***TRANS-SPOKANE-Q4-00003***

Received: 5/26/2016 12:00:00 AM
Commenter: Anonymous
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I have been an avid outdoor recreationalist my whole life and have witnessed what I firmly believe are changes in our climate over the last 20 years. As a responsible citizen and father of two children, it is my moral and ethical obligation to stand up to any industry that is contributing to global warming.

Coal is an energy source of the past. I say no more to coal and stand strongly against coal exports.

Submission Number: ***MBTL-SEPA-DEIS-0001141***

Received: 5/25/2016 10:00:28 AM
Commenter: Hal Anthony
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium’s proposed coal export terminal would cause unmitigable harm to the Columbia River Gorge National Scenic Area and communities throughout the Northwest. Coal in all forms is harmful to childrens' and adults' lungs. It contaminates all prerequisites for human survival. Coal is 100% unsustainable. It is time to shut down coal worldwide. The U.S. must lead in this. The DEIS did not include coal trains. Think of one going by your house with 50 cars of coal. Breathing becomes unhealthy, and local vicinity contamination to streams, creeks, ponds and lakes have not been factored into the DEIS. All human activities would be impacted by the pollution created from this proposed coal facility, including: Tourism, fishing stocks, rural quality of life (usually Administrative Rules would protect this), wetlands, all adjacent eco and microsystems, wildlife, wells, etc. etc. This proposal must be stopped. Mitigation of pollution from coal is below weak or never done, aside from being economically and physically close to impossible. Please - stop this facility's implimentation.

Submission Number: ***MBTL-SEPA-DEIS-0002038***

Received: 6/6/2016 3:21:19 PM
Commenter: Eric Antikainen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don’t need to be told how to run its business. The rail line was unnecessarily studied â€" get on with it already. Thank you for your consideration. I look forward to seeing this project come to reality.

Anttila, Amanda (0695)

Submission Number: ***MBTL-SEPA-DEIS-0000695***

Received: 5/23/2016 12:41:08 PM
Commenter: Amanda Anttila
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. I urge you not to be swayed by outside fanatics who do not care about our county or our people. The environmental review process for Millennium Bulk Terminals should be held to the same standard as every other port or infrastructure project. We have a very fair and comprehensive process in place, and I question the motives of those who say otherwise. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0002835***

Received: 6/13/2016 2:42:13 PM
Commenter: Dianne Appel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits.As a wheat farmer family from Eastern Washington, it is important for us to have markets overseas. The port is vital to the whole state for those markets. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002933***

Received: 6/13/2016 3:19:46 PM
Commenter: Dianne Appel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. As a wheat farmer family from Eastern Washington, it is important for us to have markets overseas. The port is vital to the whole state for those markets. Thank You

Submission Number: ***MBTL-SEPA-DEIS-0002607***

Received: 6/13/2016 11:23:43 AM
Commenter: Walter Appel
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001594***

Received: 5/31/2016 5:32:19 PM
Commenter: Bob Arambel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on the DEIS of the proposed Cowlitz County coal export terminal. This is an excellent project and one that will bring broad-ranging economic benefits to Washington and to the national economic outlook for years to come. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0001019***

Received: 5/24/2016 6:10:09 PM
Commenter: Michael Archibald
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001402***

Received: 5/26/2016 7:47:23 PM
Commenter: Connie Archuleta
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thank you for listening.

Submission Number: ***MBTL-SEPA-DEIS-0000970***

Received: 5/24/2016 5:41:18 PM
Commenter: Stella Ardire
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0003260***

Received: 6/13/2016 7:17:44 PM
Commenter: Caroline Armon
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Columbia River may be many miles away from the San Juan Islands, but we are all connected by the endangered keystone salmon and endangered Southern Resident orca. Our islands' icons swim that distance for sustenance - endangered Columbia Chinook salmon. The proposed Millennium coal export project, if approved, would increase the number of vessels navigating the Columbia to and from Asia. Any increase in ships, and their hazardous cargo and fuel, elevates the risk of accidents and spills in the river and surrounding coastal waters -- salmon waters -- further jeopardizing the salmon and orca fragile existence. In San Juan County, our tourism economy and island way of life are inseparable from the fate of the orcas. For islanders, protecting them is both a federal and personal mandate. The coal terminals DEIS barely mentions the orca, but it does reveal a multitude of adverse impacts to Chinook salmon as a result of this project. This project will also spread toxic coal dust in dozens of Northwest communities, clog our railroads and ports, risk our families' health, pollute our air and water, and stoke the climate crisis. These negative repercussions will impact the entire Northwest. The project will impact salmon habitat. If the salmon are harmed, so are the orca and 137 other species that depend on these keystone salmon. The final EIS needs to include all these impacts. I support the "no-action alternative" for this project.

Armstrong, Diana (3470)

RECEIVED
JUN 13 2016

MILLENNIUM **Bulk Terminals-Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☒ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic
- ☒ Fire

PLEASE SHARE YOUR COMMENTS BELOW:

I was going to write what I planned to say at the Spokane hearing (but I was not selected to speak). However in the light of the recent derailment of a BNSF oil train near Mosier, Ore., I send to you the opinion of the editorial board of our local newspaper.

(comment continued)

(additional space is provided on the back)

OVER →

Armstrong, Diana (3470)

* Local rail infrastructure cannot handle the coal trains.

* Coal trains have a negative impact on the health of the communities they pass through.

* Increased risk of train accidents negatively impacts fishing & wildlife habitat along the Columbia

Sincerely

Diana Armstrong
116 West Morton
Moscow, IDAHO

Armstrong, Diana (3470)

Daily News
OPINION
DNews.com/opinion/
Friday, June 10, 2016

OUR VIEW

A fire on the beach can be too intense for marshmallows

The derailment, oil leak and fire involving a 96-car Union Pacific oil train on tracks next to the Columbia River east of Portland last Friday was almost what we feared.

Carrying highly flammable Bakken oil from North Dakota's oil fields, the train was on its way to Puget Sound.

Because the train was passing the small town of Mosier, Ore., it wasn't going very fast.

And because of that the crash was not nearly as bad as it could have been.

So, only a little oil leaked into the river. Only four of the derailed cars caught fire.

Still, rail officials suspect its cause was a rail that had come loose from a single railroad tie. A loose spike that had never been detected in the twice weekly inspections of that section of track threw 16 multi-ton railcars into an accordion-fold pileup. The friction created enough heat to ignite oil that sent black smoke from the four burning cars rising hundreds of feet into the air.

Imagine the devastation if the train had been moving at 60 instead of 20 miles an hour.

Or was careening through downtown Spokane rather than the outskirts of tiny Mosier.

Rail transport may be relatively safe — compared to the number of tanker trucks needed to transport the same amount of oil — and relatively inexpensive — compared to building a pipeline.

Yet, it is not without risk. That risk, it appears, can't be eliminated by regular safety checks.

Is the profit to be made from accepting that risk worth it?

A person's answer probably depends on whether she lives next to the railroad tracks involved, invests in TesoroExxonMobilShell stock, believes we must sharply curtail carbon emissions to save the planet, drives a four-wheel drive crew cab F-250 or is concerned about her tribal fishing rights on the Columbia. Or all of the above.

For that matter, is the Columbia River an industrial highway or the annual commute route for endangered salmon and other species, not to mention a playground for windsurfers and a reserve of electrical power for hundreds of thousands?

Rationalizing the cost to move this oil on this route by this means involves some of the more difficult decisions we — and our grandchildren if we fail — will need to make.

— Lee Rozen, for the editorial board

Submission Number: ***TRANS-SPOKANE-Q1-00013***

Received: 5/26/2016 12:00:00 AM
Commenter: Diana Armstrong
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Diana Armstrong from Moscow, Idaho. And I'm a retired English teacher and I presently work at the Moscow food co-op and have been for ten years.

So I wanted to mention five points and they all have to do with the big picture, or as a gentleman just said out there, The longer view, which I appreciated what he said.

So number one, coal's future is dark. It's breathing its last breaths. And no matter what happens here today, coal's production nationwide is estimated to go down 17 percent next year. So I don't think anybody here in this room would make an investment in a business whose production is going to go down by 17 percent in the coming year. So it doesn't make any sense from an economic point of view to build this terminal.

So this drop in production is not a loss; it's a shift. This is my second big point. It's not a loss; it's a shift. Just like in other shifts in the past, this is a shift to a different source of energy, a better source, a cleaner source.

And people have talked a lot about jobs, and of course I'm not in favor of anyone ever losing their job. But this is a shift. It's not a loss; it's a shift.

The current workers involved in coal production and transportation are well-situated to make a shift to the jobs that will come about through the development and the implementation of renewable sources.

And finally, this mine to terminal project undermines Washington's leadership role and work in addressing the effects of climate change. And I'm referring specifically to the initiative 732, which will be voted on in November, which will tax polluters and cause a drop in the sales tax.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002877***

Received: 6/13/2016 2:57:48 PM
Commenter: Nathan Armstrong
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001218***

Received: 5/26/2016 6:00:25 PM
Commenter: Kevyn Arnold
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0001539***

Received: 5/31/2016 4:56:20 PM
Commenter: Kurt Arnusch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0002026***

Received: 6/6/2016 3:08:18 PM
Commenter: Dwain Arrieta
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

Submission Number: ***TRANS-SPOKANE-M1-00014***

Received: 5/26/2016 12:00:00 AM
Commenter: Art
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Hi. I'm Art from Sandpoint, Idaho.

As a resident who lives in Sandpoint who lives right next to the railroad tracks used by the coal trains, I'm naturally not too enthusiastic about having more of them shaking our house as they rumble on past.
I'm concerned about the pollution of Lake Ponderay and the Clark Board River from the coal dust along the rail route and the derailment of coal trains.

We will also have much worse traffic delays since everyone here has to cross railroad tracks to go anywhere. This includes emergency vehicles.

I could tolerate increased train traffic if it were for a good cause, but not for building a terminal to export coal to Asia so they can have more pollution and make climate change that much worse.

Right now parts of India are experiencing temperatures of 124 degrees Farenheit. Their asphalt roads are melting, 300 million people in India are without water.

In China, according to a recent study, pollution from burning coal results in 1.6 million deaths per year. It's like every man, woman, and child smoke 1.5 cigarettes each hour.

In the U.S., we are also seeing the disastrous consequences of human caused climate change with more severe storms, flooding, and forest fires. The greenhouse gas from the coal that will be burned will continue to have an effect long after the coal is gone, and the impact of future generations will be much, much worse especially if you cross tipping points that result in one-way positive feedback.

For example, the lack of (inaudible) to reflect the sunlight or the release of methane gas that's trapped in the permafrost. It will be too late for future generations to do anything about. All countries need to act now to prevent the worst from becoming reality as was agreed to in Paris. Instead of pursuing this very dangerous...

Submission Number: ***MBTL-SEPA-DEIS-0002075***

Received: 6/7/2016 4:36:17 PM
Commenter: Emily Arthun
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0001517***

Received: 5/31/2016 4:34:09 PM
Commenter: Brian Artman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001286***

Received: 5/26/2016 6:40:29 PM
Commenter: Deana Ashby
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My comments pertain to the draft EIS for the Longview coal export facility. I hope you will give them good consideration. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0000705***

Received: 5/23/2016 12:51:31 PM
Commenter: Kyle Ashcroft
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium’s proposal. Now that the rail corridor has been studied, now it’s time for progress on the Millennium project! Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0002981***

Received: 6/13/2016 3:53:04 PM
Commenter: Dane Ashley
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***TRANS-SPOKANE-M2-00001***

Received: 5/26/2016 12:00:00 AM
Commenter: Caitlin Assertia
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Caitlin Assertia (phonetic) and I traveled from Missoula, Montana this morning to be here.

The purpose of this project is to facilitate more coal mining in Montana and transport that coal to Asian markets.

However, the Draft Environmental Impact Statement does not address the substantial environmental and health impacts of this proposal on Montana.

In Missoula, along with the dangers of substantially increased coal traffic, we'll see an increase in coal dust which contains lead, mercury and arsonic, and is absolutely harmful to human health. We would also see an increase in diesel fumes.

In addition to polluting our water, these pollutants would increase lung and heart issues for people who, live, work, and go to school near the tracks and rail yards as well as increasing the severity of varying aversion events in our valley.

Finally, this terminal will increase climate change by adding millions of tons of carbon dioxide into the atmosphere each year.

A hundred and ninety-five world leaders have agreed we need rapid action on climate change to ensure human survival, especially for lower income people and minority communities.

The unusually early and severe wildfire that's currently blazing through Alberta is a reminder that climate change is happening now in the world, in the Northwest, and it is relevant.

At this stage of climate change, we cannot afford to divorce coal specific projects from their implicit climate impacts on our region, especially as we're facing increasing instability due to climate change.

I want to see investment in regional energy projects that strengthen and bolster ecosystems and communities in the long term, not weaken them.

I support the no action alternative. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003139***

Received: 6/13/2016 6:00:34 PM
Commenter: Albert Atkinson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for your work to move forward with this project. Sincerely, Albert Atkinson aa@pewagchain.com 60440

Submission Number: ***TRANS-SPOKANE-M2-00061***

Received: 5/26/2016 12:00:00 AM
Commenter: Wayne Attwood
Organization: Washington Physicians for Social Responsibility
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good evening. My name is Wayne Attwood, retired physician having practiced in Spokane for 31 years. I'm also a card carrying member of the Washington Physicians for Social Responsibility. As a physician, one of my concerns with this proposed coal terminal has to do with the many trainloads of coal passing through our beautiful city spewing coal dust which can certainly pose significant adverse health effects to many of our populace, particularly the elderly and the children.

But my greatest concern has to do with potential for adding to the problem of climate change and global warming. A very serious part of this whole matter, but one that is rarely discussed, is the feedback mechanism which threatens to send the warming out of control. As the frozen tundra of vast areas of Siberia thaws, and the oceans warm, huge amounts of methane will be released. Methane is a heat trapping gas 15 to 20 times more potent than Co2. Once set in motion, this feedback mechanism could swing the warming trend out of control.

We recently read that April, for the 12th straight month, set new records for the average temperature of the earth. And by a goodly margin. We have just passed the concentration of Co2 in the atmosphere of 400 parts per billion, and still counting. Climate scientists have universally agreed that 350 parts per billion is the upper limit beyond which we can expect disastrous weather events.

While the outlook looks daunting, indeed, I do not believe that our ability to reverse this trend has passed. And this is where we start, locally, denying this project to proceed. This may be one small step, but a very important one, to keep this a livable planet for our future generations. And you to whom I speak are the key to stopping this madness. We of my generation have been a big part of the problem, but it is the innocent generations to follow who will be the victims of our folly. I beg of you to first and foremost think of those who follow us, in your decision-making process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000567***

Received: 5/19/2016 6:11:46 PM
Commenter: Lincoln Atwood
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0001412***

Received: 5/26/2016 7:54:49 PM
Commenter: Georgia Auch
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000470***

Received: 5/17/2016 7:40:22 PM
Commenter: Steve Aunans
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Remember the fact that as Columbia River vessel traffic has declined 30%, from a peak of 2021 ships in the year 2000 to 1404 ships in 2011, increased vessel traffic as the increased volume will be replacing lost vessel traffic not increasing total volumes. Millennium will be a positive impact of increased vessel traffic in such areas as reducing pilotage costs and increasing the port service infrastructure (e.g. additional tugs to serve the lower Columbia River). We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage? If people insists we can do better

Submission Number: ***TRANS-LV-M2-00069***

Received: 5/24/2016 12:00:00 AM
Commenter: Billy Austin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good evening. My name is Billy Smith Austin (phonetic), and I'm a local from Longview. These are my two boys. We also suffer from severe allergies. They just went three and a half hours allergy testing today and they can't figure out what it was.

I can't speak clearly as a teacher in this community because my voice swells up. They tell me it's allergies, we have the train literally in our back yard, after 33 years working in this town, going to school, college in this town. Hosting the Willow Grove cleanup myself, I took on these companies who refused to clean up the Columbia River.

My grandparents retired from these communities that have lung cancer, emphysema. My father is a longshoreman. He didn't respect his job. He went to college. He said, I can't work with these kind of people. They don't care about people. They care about the money. It's about the money.

And these are way more important than money to me. And I don't even need two minutes to tell you that because their future is what really matters for this next generation. That's all I have to say.

Submission Number: ***MBTL-SEPA-DEIS-0002811***

Received: 6/13/2016 2:33:47 PM
Commenter: Joshua Austin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Kathleen Austin, 121 S. Rambo Rd, Medical Lake, WA 99001
KSA 509-710-6963 Katiesue22003@yahoo.com

Statement 1:
Dear Cowlitz County and Washington Department of Ecology,

I support a comprehensive environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. The Millennium terminal will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. Washington has long depended on trade and exports as a vital part of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington.Now that a thorough review is complete, I strongly urge final approval of Millennium Bulk Terminal.

Statement 2:
Dear Cowlitz County and Washington Department of Ecology,

I want to voice my support for the proposed Millennium Bulk export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002793***

Received: 6/13/2016 2:25:05 PM
Commenter: Ronald Averill
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001411***

Received: 5/26/2016 7:52:44 PM
Commenter: Dave Avery
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. We need to move this project along. Thank you for your consideration.

Submission Number: ***MBTL-SEPA-DEIS-0001827***

Received: 6/2/2016 5:41:21 PM
Commenter: Elaine Avery
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Thank you for letting me submit my opinions and show my support for the project.

Avery, Jean (0657)

Submission Number: ***MBTL-SEPA-DEIS-0000657***

Received: 5/21/2016 6:22:29 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am concerned about the emissions and the adverse effect on climate change. The draft EIS notes these "unavoidable and significant" adverse impacts to the environment: • “Construction activities would permanently remove terrestrial and aquatic habitats” (page S-27). • “The total net emissions … from 2018 to 2038…would exceed various thresholds that are proposed in federal and state regulations… (page S-38 and S-39). • The climate change impacts resulting from this increase to greenhouse gases would persist for a long period of time … and would be considered permanent (page S-39). • Implementation of proposed mitigation measures (Table S-2) to develop a mitigation plan, reduce emissions, and improve efficiencies would reduce but not eliminate the greenhouse gas emissions attributable to the Proposed Action (page S-39). Please deny permits for the Millennium Bulk coal-export terminal in Longview.

Submission Number: ***MBTL-SEPA-DEIS-0000658***

Received: 5/21/2016 6:35:47 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please deny permits for the Millennium Bulk coal-export terminal. I am concerned about excessive greenhouse gas emissions as well as weak and unenforceable mitigation. The draft EIS states that: • S-40: [even] If the proposed mitigation measures were implemented, impacts would be reduced but would not completely eliminate significant adverse environmental impacts resulting from construction and operation of the Proposed Action. • S-40: Unavoidable and significant adverse environmental impacts could remain for nine environmental resource areas: social and community resources; cultural resources; tribal resources; rail transportation; rail safety; vehicle transportation; vessel transportation; noise and vibration; and greenhouse gas emissions. • S-43: Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action's remaining projected increase in greenhouse gas emissions would still be significant and adverse [see also S-39]. • S-38: Under the preferred 2015 Energy Policy scenario, the change in [greenhouse gas] emissions, or the net annual emissions, from the Proposed Action in 2028 would be 3.2 million metric tons of CO2e. This is equivalent to adding about 672,100 passenger cars on the road each year. • S-38 and 39: The total net emissions for the preferred 2015 Energy Policy scenario from 2018 to 2038…would exceed various thresholds that are proposed in federal and state regulations and guidance. • S-39: Since the net greenhouse gas emissions attributable to the Proposed Action in the preferred scenario would exceed these standards, the emissions are considered to be significant impacts. The climate change impacts resulting from this increase to greenhouse gases would persist for a long period of time, beyond the analysis period, and would be considered permanent. The climate change impacts, while global in nature, would affect Washington State. Based on these considerations, emissions attributable to operations of the Proposed Action under the 2015 Energy Policy Scenario are considered adverse and significant… . Implementation of proposed mitigation measures (Table S-2) to develop a mitigation plan, reduce emissions, and improve efficiencies would reduce but not eliminate the greenhouse gas emissions attributable to the Proposed Action. The Proposed Action's remaining projected greenhouse gas emissions would be significant and unavoidable…[see also S-430). Please think of the long-term consequences of this proposed coal terminal, and deny the permits.

Submission Number: ***MBTL-SEPA-DEIS-0000659***

Received: 5/21/2016 6:53:15 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please deny the permit for the Millennium Bulk coal-export terminal. I am concerned that the Applicant may inflate the promise of jobs to push this project through. While the Longview area needs jobs, there is a difference between short-term jobs and permanent jobs. Even with the no-action alternative, there would be new jobs. And there is a growing trend away from fossil fuels and toward clean-energy jobs. According to the draft EIS: • 3-2-13: Longview's 2014 unemployment rate (8.5%) and Cowlitz County's unemployment rate (8.4%) are both higher than WA State overall (6.3%) and the U.S. (5.6%). • 3.2-23: There would be only 135 jobs during operations [long-term]. • 3.2-28: Construction and operation of the No-Action Alternative would likely result in new jobs (in addition to the 30 jobs at the existing bulk product terminal), which would generate additional direct, indirect, and induced wages and economic output. Construction and operation of the No-Action Alternative would also generate sales tax, B&O tax, and property tax revenue to the county and state. In addition, the time has come to transition to clean-energy jobs: • The Department of Energy boasts that "wind energy capacity has increased nearly 16-fold between 2000 and 2010," and "U.S. solar installations have grown seventeen-fold since 2008." . The Natural Resources Defense Council states: "The clean energy economy is growing fast -- latest reports show that the sector supports 2.5 million jobs in America." I think The Columbian said it well in its May 13 editorial (and I quote): "While jobs and tax revenue are essential, so is clean air and clean water. A strong economy and a clean environment are not diametrically opposed notions, and Washington should move toward the economy of the future while working to turn coal dust and oil spills into relics of the past." Please deny the permit, and work to generate clean-energy jobs instead.

Submission Number: ***MBTL-SEPA-DEIS-0000660***

Received: 5/21/2016 7:10:43 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please deny the permit for the Millennium coal terminal. I am concerned about the negative impact to fish and the aquatic habitat. According to the draft EIS: • S-26: Impacts on fish could increase during operations from the new overwater structures and increase in vessel transits. • S-26: Operations activities could result in temporary water quality impacts from a release of hazardous materials (fuels and lubricants) that could affect aquatic habitat or fish near the discharge point. • S-26: Impacts from increases in vessel traffic could increase the risk of fish stranding from vessel wakes. • S-26: Coal dust and fugitive coal particles could be generated during operations of the Proposed Action and rail transport that could potentially affect fish through physical or toxicological means. Coal particles could affect fish in a manner comparable to any form of suspended particulates, such as tissue abrasion, smothering, obstruction or damage to feeding or respiratory organs, and other effects resulting from reduced quantity or quality of light. Another potential manner in which coal could affect aquatic fish is through coal leachates. Unburnt coal can be a source of acidity, salinity, trace metals, hydrocarbons, and potentially macronutrients if they leach from the coal matrix into aquatic habitats. • S-27: Construction activities would permanently remove terrestrial and aquatic habitats….Grading and clearing activities would permanently remove 201.95 acres of terrestrial habitat….Construction activities would also result in the permanent loss of approximately 10.78 acres of aquatic habitat (ditches and ponds) throughout the project area. • S-27: Routine operations of the Proposed Action could result in spills or leaks of hazardous materials from vehicles, trains, or equipment. Contaminants could affect terrestrial habitat and water quality, thus, degrading aquatic habitat in the Columbia River and drainage ditches in the aquatic study area. • S-28: Another potential manner in which coal could affect aquatic wildlife is through coal leachates. Unburnt coal can be a source of acidity, salinity, trace metals, hydrocarbons, and potentially macronutrients if they leach from the coal matrix into aquatic habitats. Please deny the permits for the coal terminal, given the adverse ecological and economic impacts on fish and the aquatic habitat.

Submission Number: ***MBTL-SEPA-DEIS-0001443***

Received: 5/28/2016 8:12:54 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am concerned that the draft EIS minimizes impacts and lacks rigorous analysis. For example, in Appendix F, Rail and Vessel Corridor Information, the DEIS describes these significant impacts on fish in the rail corridor: - The rail corridor within Washington crosses over and is adjacent to more than 500 streams and waterbodies between the Washington-Idaho border and Vancouver, WA. The rail route crosses many freshwater rivers and smaller tributaries to the Columbia River and Pacific Ocean, including approximately 75 fish-bearing streams and 44 shoreline streams.... Impacts on aquatic habitats and species in Washington could occur in the event that waterbodies are impacted by hazardous materials that enter waterways…" (page F-8). Yet the same Appendix includes no mention of the impacts on fish in the vessel corridor, even though there is an 82-page SEPA Fish Technical Report that states: • The Columbia River is EFH, essential fish habitat (page 2-16). • Eight threatened or endangered salmon Evolutionary Significant Units (ESUs), five threatened steelhead Distinct Population Segments (DPSs), one threatened bull trout DPS, and their designated critical habitats occur in the Lower Columbia River and the study area (page 2-15). And this is just one example. It seems the body of the DEIS may not fully include information from the supporting documentation.

Submission Number: ***MBTL-SEPA-DEIS-0001444***

Received: 5/28/2016 8:31:21 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please choose the No-Action alternative on the coal terminal and a New-Action plan for clean-energy jobs for the people of Longview and Cowlitz County. A recent economic study estimated that a transition to clean energy will add 1 million jobs in the U.S. by 2030, increase U.S. GDP, increase household disposable income by $350-$400,and save families $5.3 billion on energy bills. (source: http://nextgenamerica.org/blog/our-clean-energy-economy) Please consider a BOTH-AND solution, which both creates job and protects the environment.

Submission Number: ***MBTL-SEPA-DEIS-0001729***

Received: 6/1/2016 5:22:50 PM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please deny permits for the Millennium Coal Terminal. One main reason is that it would add dangerous greenhouse gas emissions, which would damage our climate. As you probably know, the Copenhagen climate accord warned that global temperature must not increase beyond two degrees Celsius. According to the draft EIS (Table 5.8-13), the projected changes in temperature in Cowlitz County would increase by 3.8 to 4.3 degrees F. in the near-term and 5.4 to 7.2 degrees F. in the mid-term under moderate- and high-emission scenarios. The numbers speak for themselves: we need to keep coal in the ground.

Jean M. Avery – Longview Testimony – May 24, 2016

I would like to comment on the proposed Millennium coal terminal, which some people support because of jobs for Longview.

According to the draft environmental impact statement, "at full operation, the Applicant intends to employ 135 people." [1]

In my view, building a coal terminal for 135 long-term jobs would be like posting a "Now Hiring" sign on the Titanic.

The draft EIS clearly states that this project would cause "unavoidable and significant" adverse impacts to the environment. More specifically:

- Climate change impacts ... would be considered permanent.[2]
- Mitigation measures ...would reduce but not eliminate the greenhouse gas emissions.[3]

Yes, jobs matter to individuals and communities. However, I believe that civic leaders could better serve their constituents by promoting clean energy jobs. And there are some encouraging examples of this growing trend:

- 2.5 million clean energy jobs in the U.S.[4]
- A 17-fold increase in U.S. solar installations.[5]
- A 16-fold increase in wind energy capacity between 2000 and 2010.[6]
- Several cities pledging 100% clean-energy goals.[7]

I think *The Columbian* said it well in its May 13 editorial (and I quote): *"While jobs and tax revenue are essential, so is clean air and clean water. A strong economy and a clean environment are not diametrically opposed notions, and Washington should move toward the economy of the future."*

I would hope that decision-makers and residents of Longview can find a **BOTH-AND** solution: providing **both** jobs **and** protection of our environment.

Thank you.

Jean M. Avery

[1] page S-13 and 3.2-23
[2] page S-39
[3] page S-39 and Table S-2
[4] According to Natural Resources Defense Council
[5] According to the U.S. Department of Energy
[6] According to the U.S. Department of Energy
[7] For more information, see www.readyfor100.org.

Jean M. Avery
13314 SE 19th St - T4
Vancouver, WA 98683

Submission Number: ***TRANS-LV-Q1-00027***

Received: 5/24/2016 12:00:00 AM
Commenter: Jean Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

My name is Jean Avery, A-V-E-R-Y. I live in Vancouver, Washington. I would like to comment on the proposed Millennium coal terminal which some people support because of jobs for Longview. According to the Draft Environmental Impact Statement, quote, at full operation the applicant intends to employ 135 people, end quote. In my view, building a coal terminal for 135 long-term jobs would be like posting a now hiring sign on the Titanic. The Draft Environmental Impact Statement clearly states that this project would cause, quote, unavoidable and significant, end quote, adverse impacts to the environment. More specifically, climate change impacts would be considered permanent, mitigation measures would reduce but not eliminate the greenhouse gas emissions. Yes, jobs matter to individuals and communities, however I believe that civic leaders could better serve their constituents by promoting clean energy jobs, and there are some encouraging examples of this growing trend. 2.5 million clean energy jobs in the U.S., a 17-fold increase in U.S. solar installation, a 16-fold increase in wind energy capacity between 2000 and 2010, several cities pledging 100 percent clean energy goals. I think The Columbian Newspaper said it well in its May 13 editorial, and I quote, While jobs and tax revenue are essential, so is clean air and clean water. A strong economy and a clean environment are not diametrically opposed notions, and Washington should move toward the economy of the future, end quote. I would hope that decision makers and residents of Longview can find a both/and solution, providing both jobs and protection of our environment. Thank you.

Avery, Judy (3438)

RECEIVED
MAY 31 2016

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☒ Air Quality
- ☒ Human Health
- ☒ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☒ Coal Dust
- ☒ Greenhouse Gas
- ☒ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☒ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

I attended the meeting in Spokane, May 24, 2016 for approval of the draft EIS statment. I didn't have acass to the statment prior to this meting. I spoke at the meeting; however after reading the draft, I have further comments.

I am extremely disappointed with the EIS statment. A representative from Millennium was given the first opportunity to Spaat. She thanked officials ~~for~~ there for stating that the proposed site was not a health hazard; nor was it a threat to global warming.

(additional space is provided on the back)

(comment continued)

These are two erroneous statements. The low grade coal being exported to Asia, is going to be burned & create even more air quality pollution problems to an area with a huge existing pollution problem & increase the earths carbon foot print, causing more global warming.

If you give an arsonist a match knowing he is going to burn down a building, aren't you an ~~aiders~~ accessary to that crime, when he strikes the match & burns down the building?

Furthermore the grade of coal being exported can't be burned in the United States, because it does not meet air quality standards here.

The EIS statement ~~acknowledges~~ acknowledges that particulates in coal dust causes disease when breathed; however the EIS draft states the amounts along the route meet NAAQ standards. Your testing needs to involve medical professionals. The dust is a problem, even at low levels, especially to people with pulmonary disease. Children & adults with asthma are a particular concern, also people with COPD (emphysema), and Cystic Fibrosis.

However there is a mitigation process that will be set up to call or e-mail about the health problems you are having. The mitigation process however doesn't have any teeth. You will be heard, ~~but~~ there is nothing in the EIS to state that anything will be done to fix your problems. I know people who left their positions at the Dept of Ecology, ~~who left~~ because they heard peoples issues, but had no power to fix them. Your mitigation process has no ~~process~~ process for fixing problems, therefore it is not a mitigation process & unacceptable.

Judy Avery
Chattaroy, Wa
509-238-6665

Submission Number: ***TRANS-SPOKANE-M1-00002***

Received: 5/26/2016 12:00:00 AM
Commenter: Judy Avery
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Judy Avery. I'm from Chattaroy, Washington.

I'm glad you're having this at one o'clock. I am a nurse. I frequently can't make these because of shift work.

I get to talk to paramedics a lot. As you know, there's already several coal trains going through Spokane. They go through the old Trent Highway and the valley. I see them as I go to work frequently. There has probably already been a fatality because of these trains blocking areas where they're out in the valley. They're low, they don't go high.

About a year ago, a man in an airplane was flying, the plane malfunctioned and went down in the river. My paramedic friends told me that they could not get to him because of the trains that were going through. This is a problem.

I also want to talk about my land. I live in Chattaroy. I have ten acres. It's beautiful, the creek runs through it. The railroad has easement through my land. I'm not seeing coal trains go through there, but in the last year they have been working on the infrastructure that goes over the river to make it bigger and be able to handle bigger things. I've never seen it worked on before. I'm really hoping that coal trains don't go through my land.

I live up there because I love the woods and I love the clean air. And, frankly, if you talk to pulmonologists -- I have to disagree -- the micro particles in coal dust is a problem. I could bring you articles if you wanted to see them about it, so that's what I have to say.

Submission Number: ***MBTL-SEPA-DEIS-0001175***

Received: 5/25/2016 6:16:42 PM
Commenter: Robert Avery
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My Wife and I live in The Dalles and fear for our health from coal trains destined for Millennium Coal Export Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0001970***

Received: 6/6/2016 2:17:40 PM
Commenter: Marquise Avinger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Allow me to submit my comments regarding Millennium Bulk Terminals proposed port at Longview. I fully support this project. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied, it's time to move this proposal forward! The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***MBTL-SEPA-DEIS-0000999***

Received: 5/24/2016 5:58:03 PM
Commenter: Barbara Awe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I sincerely appreciate the opportunity to submit these comments on the Draft EIS. Let's get this project moving forward so there are more good-paying jobs in the U.S.A.

Submission Number: ***MBTL-SEPA-DEIS-0000849***

Received: 5/24/2016 12:51:55 PM
Commenter: Emily Axt
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I absolutely do not support this coal terminal. We cannot afford the environmental impacts. I don't want the coal dust polluting our air as it travels on our rails, I don't want the coal that will ultimately be burned as fuel to pollute our air. If this was a wind power terminal or something that used the ocean waves etc I would fully support this. Invest in clean, green energy. There are European countries that are 100% powered by renewable energy. That could be us. DO NOT build this coal terminal!!

Submission Number: ***TRANS-LV-Q2-00028***

Received: 5/24/2016 12:00:00 AM
Commenter: Val Ayres
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Val Ayres. As a mom -- sorry. I don't know why I'm doing this all of a sudden. I'm concerned about the children and the elderly. And so I'll just read what I wrote. I'm concerned about health concerns and the unproven mitigation that can't prevent significant health impacts on them, to the elderly and the children. So the -- is it the DEIS? I think the Draft EIS, it was table 6 through 21 shows violations of the National Ambient Air Quality Standards for particulate matter and pm 2.5 from coal dust in Cowlitz County. The estimated maximum monthly coal dust deposition along BNSF mainline in Cowlitz County would exceed the trigger level for certain residential receptors. I don't know why they refer to kids and people as receptors, but that's the way it is. Sensitive receptors such as children, elderly people, and people with respiratory and other illnesses will be placed at increased -- almost certain risk of acute medical events that will require increased healthcare costs. The so-called topping agents, which is the unproven mitigation, are ineffective to mitigate coal dust allowing one pound of dust per rail car, per mile to escape. And I think they said that the trains are hauling 100 and so rail cars uncovered. So that's 100 pounds of dust per train. That's immoral and unconscionable, and I can't -- I just can't imagine children having to breathe that. So I just believe it's very immoral. I can't believe in this country that people can do this. I'm willing to do whatever I can to stop it. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000943***

Received: 5/24/2016 5:22:46 PM
Commenter: Daniel Babor
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it’s time for progress. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0003138***

Received: 6/13/2016 5:59:26 PM
Commenter: Benjamin Bachman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003181***

Received: 6/13/2016 6:20:43 PM
Commenter: Susan Bacon
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000979***

Received: 5/24/2016 5:45:59 PM
Commenter: Greg Badger
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***MBTL-SEPA-DEIS-0000933***

Received: 5/24/2016 5:16:48 PM
Commenter: Nancy Bagby
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000822***

Received: 5/24/2016 11:30:31 AM
Commenter: Chan Bailey
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am in favor of coal exports and the economic boost provided by more work in the northwest. Our government is working too hard to stop the use of an economical source of energy and inflate the cost of energy to the consumer. I believe that while improvements can always be made our rail system is safe enough to handle coal. From personal experience I know that emergency services have been preparing and training for railroad disasters in this area for decades. We have the ability to deal with an emergency with a coal train, if one happens. I have traveled through the Montana and seen the coal trains and loading facilities. They were all clean and neat - disproving the deadly coal dust claim. The coal is sprayed with a covering material that keeps coal dust from blowing. Watch a coal train and see it for yourself. The pros of allowing this terminal significantly outweigh the cons. The process should continue in favor of allowing this economic development.

Submission Number: ***MBTL-SEPA-DEIS-0000139***

Received: 5/9/2016 1:00:41 PM
Commenter: Dixie Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community.

Submission Number: ***MBTL-SEPA-DEIS-0001126***

Received: 5/24/2016 7:45:56 PM
Commenter: Dixie Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. I greatly appreciate you considering my input.

Submission Number: ***MBTL-SEPA-DEIS-0001971***

Received: 6/6/2016 2:19:12 PM
Commenter: Dixie Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water, coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0002338***

Received: 6/9/2016 5:28:39 PM
Commenter: Dixie Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. Enough with the schedule delays, bring this process to a close.

Submission Number: ***TRANS-LV-M1-00076***

Received: 5/24/2016 12:00:00 AM
Commenter: Dixie Bailey
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

SPEAKER 23: Hi. My name is Dixie Bailey, and I live in Longview. I've lived here for 12 years. My kids and grandkids live here. The Draft EIS is four years in the making, and the end product is a very complete look at potential impacts of this project. Its conclusions are encouraging and show that this is a good project that should move forward. The EIS shows that Millennium will be required to mitigate for substantially more metric tons of Co2 per year than the project will generate on site every year at full capacity, resulting in a net positive benefit for the state. Millennium will be paying more for its fair share.

Additionally, the Draft EIS says that the effects of climate change will be the same regardless of whether the export terminal is built or not built.

Let's bring these jobs to Longview and the local jobs that come with it.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001876***

Received: 6/2/2016 6:23:51 PM
Commenter: Kathie Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they’ve been included and thoroughly studied â€" it’s time to move this proposal forward! This study is about the ability for America to ship all products through this terminal; rail capacity and use of coal is not an appropriate environmental consideration. The Millennium Bulk Terminal project will renew an old industrial site, create hundreds of good paying jobs and is consistent with Washington's strict environmental standards while strengthen the nation's trade economy for many of America's manufacturers. It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals. Regulatory agencies should be consistent and fair throughout the permitting process. Transportation infrastructure is key to the success of America and its economy. Please move forward expeditiously and fairly in this permitting process.

Bailey, Ken (2144)

Submission Number: ***MBTL-SEPA-DEIS-0002144***

Received: 6/7/2016 6:31:59 PM
Commenter: Ken Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, AND it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without gentrification impacts

Submission Number: ***TRANS-PASCO-M1-00021***

Received: 6/2/2016 12:00:00 AM
Commenter: Ken Bailey
Organization: Millennium Bulk Terminal
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Ken Bailey, and I'm from Longview, Washington, and I work at Millennium. I have been there for five-and-a-half years. And Millennium is a great place to work. Millennium takes great pride in the people that work there and the work that we do. I go home safe to my family every day and it feels great to work for a company that takes great pride in safety, in environmental compliance. This is how Millennium does business and will continue to do so once we receive our permits. The Draft EIS is thorough. Now it's time for job creation and for more people to love working at Millennium.

Thanks.

Submission Number: ***MBTL-SEPA-DEIS-0003397***

Received: 6/14/2016 12:55:30 AM
Commenter: Kenneth Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order. Sincerely, kenneth bailey kendixie2009@gmail.com 98632

Bailey, Larry (0111)

Submission Number: ***MBTL-SEPA-DEIS-0000111***

Received: 5/5/2016 9:59:33 PM
Commenter: Larry Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. Please commit to a timetable for the issuance of a final EIS. Ecology's SEPA Rules require a final EIS to be issued as close as possible to the study. Thanks.

Bailey, Lisa (0110)

Submission Number: ***MBTL-SEPA-DEIS-0000110***

Received: 5/5/2016 9:58:10 PM
Commenter: Lisa Bailey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

There's no time like the present to support the draft study as it relates to the port at Longview. We need the economic boost this port will provide and the world needs American coal. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied â€" it's time to move this proposal forward! Thank you for your work to move forward with this project. Sincerely, Lisa Bailey

Submission Number: ***MBTL-SEPA-DEIS-0003129***

Received: 6/13/2016 5:52:10 PM
Commenter: Greg Bain
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let’s get Millennium Bulk Terminals to begin hiring and exporting. Thank you. Sincerely, Greg Bain gbain@foss.com 98612

Submission Number: ***TRANS-LV-M1-00036***

Received: 5/24/2016 12:00:00 AM
Commenter: Judy Baker
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Judy Baker, and I live rural Cowlitz County. I've lived in this county for 54 years. When I came here right out of college I worked for the Cowlitz County District Department of Health. One of the main things that I learned while working was that a lot about our environment. At that time we had bubbling crud rolling down the Columbia River and we had all kinds of particulates streaming into the atmosphere. It took many years of public hearings and finally government regulations to make the change o make Cowlitz County a cleaner and better community. I'm also a former public official, and I have been part of many public hearings. Unfortunately, what I've discovered is that most public testimony comes down to a conflict between economic concerns and environmental concerns. As you can see, red and blue. We don't have to fight one another. We need to solve our problems together. Environmental impact statement usually devolve into conflicted scientific studies usually bought and paid for by corporate. It is time that the Environmental Impact Statements be concerned not just with nimbyism, because there's a lot of that, not in my back yard, because we are a global community. And our back yard is everyone's back yard. We are all a part of the living, breathing organism, and what we do here and now affects everyone everywhere. EVENT HOST: Thank you, ma'am.

SPEAKER 33: And what we put into the atmosphere -- EVENT HOST: I'm going to have to ask you -- SPEAKER 33: -- will have long-term effects everywhere. EVENT HOST: You may leave your written comments. SPEAKER 33: Thank you. EVENT HOST: Our next speaker, please?

Submission Number: ***MBTL-SEPA-DEIS-0001879***

Received: 6/2/2016 6:26:04 PM
Commenter: Laurie Bakken
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our state is trade dependent and a critical part of the import/export infrastructure of the West coast. International trade is essential to the economy of Washington and supports many family-wage jobs. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0002945***

Received: 6/13/2016 3:25:38 PM
Commenter: Jim Baldwin
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, Thank you for taking the time to review my comments about the proposed Millennium Bulk Terminal project in Longview. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed project would provide. This is important for the sake of all of Washington's work force. Now that the project has been adequately reviewed and a thorough draft EIS for Millennium has been released by your agencies, it now time to move this process forward to support the creation of thousands of family wage jobs in Southwest Washington. Washington has been historically known for its steadfast commitment to the environment as well our booming trade based economy. We are appreciative of the state and county's careful and thoughtful review of the project and believe the health of our community is safe under the guidelines of the proposed project. As you may well know, Cowlitz County posted 7.3 percent unemployment in 2015, far higher than both the overall state and the nation. And with many of today's unemployed being blue-collar workers trained in the trades, the construction of this project, it's ongoing maritime operations, the ensuing feeder rail lines and other services will provide just the economic stimulus we need in this part of the state. It is crucial that we encourage investments that will produce opportunities for Washington's citizens to work. At its outset, Millennium Bulk's site modernization would produce as many as 2,650 direct and indirect new jobs during the construction phase and at least 300 full time jobs remaining afterwards. The terminal would also generate $70 million in wages during construction, the reinvestment of which would indirectly create even more jobs. The local and state economies are need of a boost, and Millennium Bulk's new terminal would more than deliver the answer labor needs. Furthermore, if Washington does not seize this opportunity, others in Canada and California will. It is hardly a question of the terminal's suitability, but rather an opportunity to create new jobs. Washingtonians are ready to work, and Millennium's terminal at Longview would give thousands of them that chance. The environment is important, and it is critical that the terminal gets a thorough, and timely, evaluation. Yet now, after an extensive and exhaustive four-year review, it's time for the co-lead agencies to approve this project. Hardworking Cowlitz County citizens, and others throughout the region, are counting on the opportunity to demonstrate their resolve. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0000101***

Received: 5/5/2016 9:39:02 PM
Commenter: Carol Bales
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done! Sincerely, Carol Bales

Bales, Carol (2376)

Submission Number: ***MBTL-SEPA-DEIS-0002376***

Received: 6/9/2016 5:58:50 PM
Commenter: Carol Bales
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001856***

Received: 6/2/2016 6:06:48 PM
Commenter: Brendan Ballard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0002205***

Received: 6/7/2016 7:19:24 PM
Commenter: Shirley Balleck
Organization: The Flower Mine Gift Shop
State: Colorado

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

When you lose your coal jobs and they shut down the mines, it affects more than you think. 90% of my customers are coal companies, coal miners, truck drivers that haul coal, car sales that sell cars to the mines, and every business in town. Most mines have subcontractors that end up losing jobs too. All the great programs for your communities end up hurting because they don't have monies from the taxes the coal mines and subcontractors provide. We're talking Horizons for the Handicapped, projects for the cities, the seniors, the veterans, etc. New roads, new programs, the whole shebang. We all know people who can barely pay their utility bills now. Seniors on fixed incomes can't pay electric bills that double. Neither can most business's. If my electric bill doubles, I will have to raise my prices to cover the cost. Every business that has to pay higher utility bills will have to do the same. Grocery stores, clothing, hardware stores; all of your bills will go up. There are 100's of by products of coal being used every day. Did you know that asphalt for highways is a by product of coal. Some makeups for the ladies are made from by-products. Sleeping gas and lots of things for the hospitals are made from coal products. Most coal mines provided great habitats for wild animals and birds. They reclaim the lands they mine on and provide great water supplies and better habitat for wild animals. How can you recycle all those damn solar panels? and aren't they frying birds because they get too hot? The longevity of solar panels are only about 8 years. What do you do with them after that? The windmills are about the same. They are not pretty when you see miles and miles of them on the landscape. How can you recycle them. Plus you need coal for energy to build solar panels and windmills. I want you to know that the little electric car you or your friend drives that it is powered by coal for the electricity you have to plug into. Do some research! Carbon dioxide is what keeps the earth green! Don't pay attention to all the groups touting nonsense, do your research. What would happen if you lost your ability to heat your house, use your microwave, TV, computers etc.? Every time you flip on that light switch in your house or turn anything electrical on, you are using energy from coal. The energy for your battery operated tools comes from coal. You really don't know what you are messing with. Windmills, solar panels and natural gas supplies are not enough to power the United States in our quest of faster, better, more connected life. Please consider what you are doing. Sincerely Shirley Balleck

Submission Number: ***MBTL-SEPA-DEIS-0001628***

Received: 5/31/2016 6:02:19 PM
Commenter: Charlene Bandy-Smith
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied it's time to move this proposal forward! Despite some negative opinions, this permitting process will produce facts that show a modern port can be planned by a company, then evaluated by an agency to provide ways for production portals, while at the same time protecting the environment and enhancing the socio-economics of a region. It will be a job well done!

Submission Number: ***MBTL-SEPA-DEIS-0002055***

Received: 6/7/2016 12:46:36 PM
Commenter: Marty Bankhead
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

to: Millennium Bulk Terminals EIS, c/o ICF International Ladies and Gentlemen; Having attended the public hearing in Longview, WA, I would like to submit the following comments. The DEIS is intended to identify clearly the impacts of the project, and possible mitigations for same; yet has no clear limit for coal dust exiting open cars, or any clear action plan to deal with it. This raises serious concerns about coal dust along the entire route from the Powder River Basin to Longview, and particularly at the proposed Port of Longview's 75-acre site of open stockpiles. 75 acres of huge, open, piles of coal chunks and dust immediately to the west of town. I submit that more study of coal dust impact associated with this project is seriously needed. For example: known wind speeds in the Kelso/Longview area - the DAILY average West wind speed of up to 18 mph (not including gusts) is enough to move "dust, loose paper and small branches"(usairnet.com) - certainly enough to move coal dust. Seasonal winds of 60+ mph. are not uncommon, so both must be accounted for in any EIS mitigation plan. Despite Millennium's surfactant spray, coal dust escapes from EVERY coal car in the mile-long trains moving to AND from Longview. Does the DEIS accurately reflect the upward draft effect of open coal cars moving 30+ mph into, and out of, town or the amount of coal dust deposited on the ground, that any walking observer can see? If not, more study is needed, since in some areas of coal transport, a full 20% of the soil, a full kilometer away from the tracks, is coal dust. Given the location of the bulk terminal and its proximity to the region-essential BPA power facility, local schools, and hospitals in the city of Longview, the effects of coal dust on both electrical equipment and human health needs to be accurately accounted for in any EIS mitigation plan. Another impact that is not addressed is final clean-up. Where is the clear and complete description of total impact and reparations to be made to the actual terminal site? A complete EIS must include this mitigation plan, and the source of funding to accomplish it, for when the Millennium Bulk Terminal closes. I urge you to choose the "No Action" alternative. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002856***

Received: 6/13/2016 2:49:15 PM
Commenter: Isaac Bannan
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003078***

Received: 6/13/2016 5:19:20 PM
Commenter: Isaac Bannan
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***TRANS-SPOKANE-M2-00074***

Received: 5/26/2016 12:00:00 AM
Commenter: Jason Barber
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Jason Barber, and I'm a horticulturalist and a botanist, with a degree from WSU. And the impact of coal upon our environment has been extremely detrimental. I see it every day. I see it every day.

The increase in our climate, the way that our plants react, and everything else that has been going on with those. Our crops have been less. We really need to look out for our foot sources and look towards the future of how we're even going to be able to eat. And I feel that it is really important to move away from coal and try and find cleaner, better energy in order to create a better environment.

And that's how I feel will. My plans tell me that, and so thank you very much. And I appreciate everyone here, and I appreciate all of you. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000681***

Received: 5/23/2016 12:22:02 PM
Commenter: Brian Barberi
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Barberi, Christine (0651)

Submission Number: ***MBTL-SEPA-DEIS-0000651***

Received: 5/20/2016 1:48:36 PM
Commenter: Christine Barberi
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm writing in support of Millennium Bulk Terminals coal export terminal in southwest Washington. I recommend you move forward now that the draft environmental study is complete. It will create jobs and economic benefit for a wide region. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

RECEIVED
JUN 10 2016

Re: Millennium Bulk Terminals EIS

To Whom I May Concern,

Thank you for the opportunity to continue commenting from my verbal testimony in Spokane on May 26, 2016 regarding this important issue. Expanding this terminal for coal export would be disastrous for our community, our nation and the world. The economic gain will not be worth the price our communities and individuals will subsequently bear. I will be speaking about a broad view of impacts to our nation and the Earth first then move my discussion toward how my family, now grown adults with their own families, all living within less than a half mile of active rail lines, and neighbors will be effected in the near future and years to come.

Imagine if you choose, that you made the decision to permit this terminal knowing that most of the coal will be shipped overseas to be burned for power generation. Knowing full well that burning this particularly dirty coal will contribute massive amounts of CO2, a greenhouse gas and toxic (mercury) or acid rain contributing SO2 and particulates to the atmosphere. Coal fired utility plants in US alone were calculated to have burned 1.7 billion tons of CO2 in 2011. China is building about one power plant a week. So are you comfortable with the possibility of warming the planet so rapidly that it causes the collapse of the world's major ecosystems that we humans rely on for our very survival? Then in the not too distant future (within your life time) you realized that you made a grave error of judgment. You find that the warming has progressed to the point where it can't be reversed. Run away climate warming has passed the point of no return. Now imagine your family in jeopardy and not a thing can be done to change it. So here we are at a point of decision making, where I am faced with acting as an individual and expressing my grave concern to you the decision maker have chosen to make (likely) the most important decision in your ephemeral life. You will be making a choice in the face of all the scientific data collected by competent pier reviewed research worldwide for 50 or so years. I hope you have done your homework and I will trust that your homework included the massive destruction surface coal mining does to the land at large, disrupting water tables and natural places, leaving them barren for all practical purposes. These precious lands can't be reclaimed to their original state, ever. This is not a business as usual decision you are about to make.

If this huge terminal for export is built then the precedent will have been set for not only its continuation to export coal to Pacific Rim markets, but for others to be built as well to export more coal and oil as well. It is for this reason that the Bulk terminal should not be expanded.

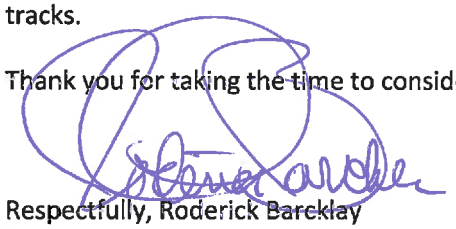
There are other more immediate issues for you to consider. All of the train routes travel along primary rivers, lakes and other waterways or wetlands within a number of states besides Washington. I grew up in Spokane, have lived at length in the Flathead valley of Montana and am now living near Sandpoint, Idaho having lived the last 35 years in North Idaho. With the number of coal trains now and projected it is not a matter of if but when a derailment into one of these pristine waterways will happen. Will you consider it business as usual or will your decision consider the consequences of such events and their impacts for all time?

Sandpoint is much like Spokane in that it is an hourglass for three rail lines where they all come together to pass through our town and cross either Lake Pend Oreille, or Pend Oreille River where there is always the potential for mishap as when part of a UP train fell into the Kootenai River when the bridge collapsed within the city of Bonners Fy, Idaho. I was living there when it happened early 1980's.

In Sandpoint we live with trains coming and going with regularity averaging about one mile long train every 30 minutes or so. With the accumulative effect of more trains we will expect to have trains every 15 to 20 minutes. Trains necessarily slow through our towns for safety reasons, blocking traffic for 4 to 8 minutes on busy arterials and lesser roads depending on train speeds and some trains stop altogether blocking traffic for indefinite periods of time. More often than not there is no quicker alternative than to wait for the train to pass. Meanwhile emergency vehicles can't get to the fire, or injury victim, school busses and city buses must wait. In fact we all wait, cement trucks, delivery trucks, commerce and life stops for the trains. This happens all day long every day in Sandpoint. I don't have the time to look up the number of crossing fatalities however it is substantial if you care to check on it. According to an article in the Sandpoint magazine we have an average of 2 collisions per year involving grade crossings since year 2000 in Bonner County. The article pointed out that there were 5 collisions in 2013 resulting in 2 fatalities on different crossings.

The other less weighty and more immediate issues I wish to convey deal with the immediate quality of life such as the sounds of rumbling trains, engine noise and warning whistles at grade crossings. The dispersal of coal dust is a real problem, especially for those people who live near or down wind of the tracks.

Thank you for taking the time to consider my concerns.



Respectfully, Roderick Barcklay

PO Box 1201 Sandpoint, Idaho 83864

rabarcklay@yahoo.com

Submission Number: ***TRANS-LV-Q1-00021***

Received: 5/24/2016 12:00:00 AM
Commenter: Judy Barden
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to testify today. My name is Judy Barden from Olympia, Washington. I'm a registered nurse with a master's in environmental health and a doctorate in epidemiology. The preferred choice should be the no-action alternative. I want to cover air toxic emissions that have not been adequately addressed in the DEIS, especially diesel exhaust. The draft relies on a 2007 Longview Air Toxic Study and the 2005 or 2011 National Air Toxic Assessment. No new modeling has been done to quantify the additional cancer risk and the other health effects that will result from diesel and other air toxic emissions around the terminal and en route from coal trains and from ship traffic and operations at the port. These need to be estimated so that people will understand the cancer risks they face. Increased air toxic emissions will come from the addition of 16 train trips a day. Each train can have up to 150 cars and require three to five locomotive engines. New cleaner fuel standards don't apply to older locomotives and train engines can last 50 years. There will be more diesel emissions from the addition of 1,680 ship trips a year and port operations involving heavy equipment such as forklifts. Diesel exhaust contains 40 toxic chemicals such as benzine, formaldehyde, and diesel particulate matter. It has been classified by the International Agency for Research on Cancer as a cancer-causing agent in people. The State Department of Ecology ranks it as their highest priority air toxic pollutant because of its link to cancer. The Draft EIS glosses over air toxic pollutants. This is wrong. So bottom line, more ships, more trains, more equipment, more burned diesel. How much more risk and what risk? That is what we need to know. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001304***

Received: 5/26/2016 6:53:09 PM
Commenter: J.E. Barela
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied get on with it already. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0002369***

Received: 6/9/2016 5:52:05 PM
Commenter: Dan Barker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the opportunity to weigh in on this development project in Longview. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0000452***

Received: 5/17/2016 7:21:34 PM
Commenter: Daniel Barker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Moving this project forward is important to me, my family and my community. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. I appreciate you considering this feedback.

Submission Number: ***MBTL-SEPA-DEIS-0000451***

Received: 5/17/2016 7:12:59 PM
Commenter: Donna Barker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to comment on the draft EIS for this extremely important project. I have been waiting for this opportunity for a very long time, and having now reviewed the draft EIS, I can see why it has taken so long. You have taken an unnecessarily broad scope and studied each aspect of it to death. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. It is important that the public have the ability to comment on projects of this nature as the affects will last for years to come. Thank you for the opportunity to comment and please see that this project is worthy and should be allowed progress forward and develop.

Submission Number: ***MBTL-SEPA-DEIS-0002367***

Received: 6/9/2016 5:50:23 PM
Commenter: Donna Barker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. Ultimately, global warming and the impact of fossil fuels on the environment are national government and international government issues and did not need to be studied in this DEIS. Now that it’s done, let’s move on to the final EIS! Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***TRANS-SPOKANE-M2-00071***

Received: 5/26/2016 12:00:00 AM
Commenter: Rob Barkley
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Rob Barkley, and I'm from Sandpoint, Idaho.

And I appreciate the opportunity to speak to you. I am opposed to this project, the Millennium Bulk Terminal for many reasons.

I will -- I don't have a written testimony but I will mail one to you.

I grew up -- I live in Sandpoint but I grew up in Spokane, and I went to college here, graduated from Eastern. And in the last 35 years I've lived in North Idaho.

And I'm a fifth generation from this area, from Spokane and North Idaho. And my grandchildren are the seventh generation living here. And this is the reason that I'm speaking today is for my grandchildren and their children and for anyone who lives in this area.

I think that the decision that you have to make here may be one of the most important ones given the size of this project, and I think that what -- the weight that you carry is enormous because it's going to have rippled effects all over.

This coal, we all know, is going to China and other Pacific Rim nations. That pollution is coming back to us. We're going to breathing and it's going to be contributing to climate change, which is happening. And I believe it's happening by us.

I guess I don't have much time left here. Sandpoint is in an area where we're like Spokane. We're the hourglass. So he hope you vote no.

Submission Number: ***TRANS-LV-M1-00056***

Received: 5/24/2016 12:00:00 AM
Commenter: Bruce Barnes
Organization: International Brotherhood of Electrical Workers, Executive Board
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good afternoon, and thank you for holding this for everybody to come and testify. My name is Bruce Barnes, I live in Vancouver, Washington. I'm also an electrician from International Brotherhood of Electrical Workers. I sit on the Executive Board. I look at our members that haven't been working, unemployed, I look at a community here that's devastated by drugs, crime, unemployment. And I wonder why it's so costly to do business in this state. I look at the environmental community that I don't see protesting at the airports when there's 54,000 commercial airliners that fly around the country each day that put out as much exhaust as 3,000 cars per year. I look at our environmental of our forests where our forestry companies are herbiciding and pesticiding our forests to death but I don't see any of them at our Forest Practice Boards when our wildlife is dying at alarming rate. I think there's a happy medium here for both sides. I think that we can do business better. I don't want to have a big sign coming in to Washington that say's we're closed for business because it's too expensive. I think we can create jobs, I think we can have a clean environment. I think both sides need to work together at this. I don't think there should be a division. We've already got enough of that division in the politics in this country. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0001604***

Received: 5/31/2016 5:41:26 PM
Commenter: Dan Barnes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. The neighboring Port of Longview owns 275 acres at Barlow Point. Cowlitz County has long recognized that upgrades to the Reynolds Short Line were desired long before Millennium presented its proposal. To serve the industrial and export terminal areas improvements to the Reynolds short line have been desired with or without Millennium's proposal. Now that the rail corridor has been studied, now it's time for progress on the Millennium project! As you well know, an EIS is supposed to take a "hard look at environmental consequences" and reach a decision based on the facts presented. The scope of this document should be limited to the immediate impacted areas so we can keep moving forward. Hundreds of people with families are not only waiting but depending on having the security of a long-term, good-paying job.

Submission Number: ***MBTL-SEPA-DEIS-0002867***

Received: 6/13/2016 2:54:52 PM
Commenter: Dan Barnes
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001231***

Received: 5/26/2016 6:07:47 PM
Commenter: Joshua Barnes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our environment is important to our quality of life, but equally important is the ability to make a living. The proposed coal export terminal in Cowlitz County will strike the right balance between environmental stewardship and economic growth. It should be allowed to move forward. Millennium is improving our local environment by cleaning up an industrial site. I support their plans to redevelop the site into a world-class terminal. The project will create much-needed construction and operation jobs, greatly benefit the local economy, and contribute to Washington State's role in international trade. The project proposal includes safeguards for the environment that will protect us, our children and grandchildren. Over $12 million has been spent by the County and Ecology on consultants to study the Millennium proposal, and this is money that could be better spent in our local community. It is time to bring the permitting process to a close and make a decision. This project will create additional revenue for a state that, like many others, can really use the economic boost. Through the entire construction process it will employ a significant amount of people and go a long way toward revitalizing Washington. I feel we should make this coal export terminal a reality. Thank you for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000949***

Received: 5/24/2016 5:26:07 PM
Commenter: Larry Barnes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Barnes, Sharon (0507)

Submission Number: ***MBTL-SEPA-DEIS-0000507***

Received: 5/19/2016 5:09:38 PM
Commenter: Sharon Barnes
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. Cowlitz County and Washington state need family wage jobs, and this is a good project that will create them. We’ve studied the project enough â€" now it is time to move forward with a fair process for permitting. Thanks for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000851***

Received: 5/24/2016 12:53:58 PM
Commenter: Reo Barney
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. We need to stop getting in the way of family wage jobs. MBT supports our community and we support this project. We need to ensure this review process is fair. Thank you for reviewing my comments today. Sincerely, Reo Barney reo.barney@cldpk.com 82801

Submission Number: ***MBTL-SEPA-DEIS-0000505***

Received: 5/19/2016 5:07:23 PM
Commenter: Jack Barr
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0002636***

Received: 6/13/2016 11:56:21 AM
Commenter: Eddie Barron
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. I'm a locomotive engineer for BNSF and have been working the Columbia gorge (Pasco-Vancouver) route and the i5 (Vancouver-Seattle) for the past 4 years. I've taken hundreds of coal trains during those years on both routes and I have to say that coal by train is a very enviromentally safe and economically efficient way to transport coal. Even during high winds of 60+ mph on the gorge I haven't seen coal flying outside of the cars. BNSF is trying to make it even more environment safe by adding another spray facility in Pasco wa so a fresh coat of glueing agent is on the coal before traversing the windy gorge. Canada and the east coast will take the coal if we don't, so why not increase WA states revenue and economy. Longview is the perfect example of a city that got gutted of economic growth, let's give that west coast port a chance again to get back on its feet! The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Barron, Jan (3230)

Submission Number: ***MBTL-SEPA-DEIS-0003230***

Received: 6/13/2016 7:01:59 PM
Commenter: Jan Barron
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I want to voice my support for the proposed Millennium Bulk Terminal export facility in Longview. I want to commend you for such an in-depth environmental review. With this exhaustive review, I am confident that the project will meet Washington's already high environmental standards. However, we must also keep in mind our economy and the livelihoods of our citizens. The Millennium terminal will positively impact Washington for years to come. Additionally, the tax revenues from the project will support projects and services for the state's citizens. The project also offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy. Thank you for considering my comment.

Submission Number: ***MBTL-SEPA-DEIS-0002581***

Received: 6/13/2016 8:26:11 AM
Commenter: Ann Barry
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am a resident of Kennewick, Washington, opposed to the construction of the Millennium Bulk Terminals in Longview, Washington. Although eastern Washington is sparsely populated compared to the western side of the state, the BNSF railroad runs the length of many towns, within blocks of homes, schools and athletic fields. Our eastern Washington climate is dry and very often windy, frequently leading to poor air quality due to dust in the air. Adding coal dust to the mix will only make matters worse for the many who suffer from respiratory illnesses in our region. Beyond my local concerns, the reality of climate change means that the U.S. should be weaning its economy off the burning, mining and export of coal, rather than investing heavily in it. While I appreciate that Longview needs jobs, the coal train terminal will only bring 135 permanent jobs, not enough to transform their economy. The cost to the environment and health of the Washington state residents is far too high.

Submission Number: ***MBTL-SEPA-DEIS-0000617***

Received: 5/19/2016 7:31:49 PM
Commenter: Bart
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate being able to comment on the Longview port proposal and wish to add my support to those who wish to see this terminal open and operating as soon as possible. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0002941***

Received: 6/13/2016 3:22:46 PM
Commenter: Todd Bartb
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000531***

Received: 5/19/2016 5:34:11 PM
Commenter: Barbara Bartell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I've been following this issue, and am glad to have the chance to weigh in. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. We hear a lot of opinions about coal, but the reality of the Millennium Project is that it will have state-of-the-art equipment and best of all will bring life back to a site that has been left stagnant for some time. Many of us would love to have the opportunity to spend our entire career in one place. Millennium is offering that to us. Why not take advantage?

Submission Number: ***MBTL-SEPA-DEIS-0002468***

Received: 6/10/2016 2:14:47 PM
Commenter: Don Barthel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The Department of Ecology should speedily complete the permitting for Millennium Bulk Terminals. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Please consider all the true, facts and support this project. American families and livelihood's depend on these jobs! I'll look forward to updates.

Submission Number: ***MBTL-SEPA-DEIS-0002593***

Received: 6/13/2016 10:31:52 AM
Commenter: Cliff Bartholomew
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0000530***

Received: 5/19/2016 5:33:05 PM
Commenter: Sandra Bartlett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. This draft EIS is sufficient and it is time to move forward. We (Americans) take readily available power for granted, and unlike the rest of the US that relies on coal for electrical power, in the northwest we take hydropower for granted. The majority of countries in the world do not have continuous and reliable power, and if they do it is usually coal power. A sense of balance should be made when looking at the environmental impacts verses the worldwide health, social and economic benefits of coal based power. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Bartlett, Stephen (2299)

Submission Number: ***MBTL-SEPA-DEIS-0002299***

Received: 6/9/2016 4:59:58 PM
Commenter: Stephen Bartlett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I write today in support of Millennium Bulk Terminals coal export terminal. This is a project that is easy to support because it will benefit families both within and outside of its southwest Washington location. The project presents a path to employment for many, let's makes it happen. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. This DEIS is being finely crafted. The progress this port represents should not be hampered. It's time to get folks back to work!

Submission Number: ***MBTL-SEPA-DEIS-0000493***

Received: 5/19/2016 12:31:00 AM
Commenter: Wendy Bartlett
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal and all sources of fossil fuels have long been proven to be unsafe health hazards to human and all forms of life. Extraction of these fossil fuels is not only destructive to the earth we share, but puts the safety of many in jeopardy in addition to all other irreparably negative impacts, in the event of a derailment or spill. It's a matter of when this happens. Is the fossil fuel industry willing to take full accountability for cleanup costs for toxic spills and the millions of dollars in infastructural damage? This is far too high a price to pay so that so few from outside our beautiful region can be so wealthy at the expense of everyone and everything else. End the exports of fossil fuels through Washington State! The people have spoken, and future generations can't wait any longer in slowing global warming's extreme climate changes.

Submission Number: ***MBTL-SEPA-DEIS-0000497***

Received: 5/19/2016 1:06:31 PM
Commenter: Florence Bartolus
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The extensive and costly "study" does not present imminent concerns for health nor for environmental impact. This area needs business/jobs desperately and the positive impact on the region far outweighs any present or future risk to the environment or health/safety for future decades. All this environmental process is far too restricting and the government needs to back off and allow this to go forward. Enough of the government's crippling effect on our economy! Such a waste of time and money! The Longview coal export terminal project should be given a big green light to go forward!

Submission Number: ***MBTL-SEPA-DEIS-0001472***

Received: 5/31/2016 2:07:31 AM
Commenter: Bev Bassett
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Fossil fuels are killing our planet, and coal is the worst. Any jobs this misguided and mistaken coal terminal might provide will be far too few. Instead, let's keep it in the ground while supporting renewable, sustainable and cleaner forms of energy such as wind and solar. Global warming and climate change are wreaking havoc on our environment and atmosphere at an alarming, accelerating rate that makes the extraction, transport and burning of fossil fuels, especially coal, something that only fools would do. To go on at any greater length is to participate in a deadly charade pitting survival of life as we know it on planet earth against dark forces motivated by insane greed. There are people who are sick and tired of this crazy coal terminal nonsense and who are willing to block the trains to stop this craziness. I know because I am one of them. Expect me if this coal terminal is okayed.

Submission Number: ***MBTL-SEPA-DEIS-0002732***

Received: 6/13/2016 1:54:39 PM
Commenter: Kamden Bassett
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002725***

Received: 6/13/2016 1:46:38 PM
Commenter: Melanie Bassett
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002726***

Received: 6/13/2016 1:48:04 PM
Commenter: Ryan Bassett
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001084***

Received: 5/24/2016 7:11:00 PM
Commenter: Eric Bate
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000552***

Received: 5/19/2016 5:58:55 PM
Commenter: Bill Bates
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. This review process is unprecedented. To single out a particular commodity does not make economic sense. Agriculture goods as well as many other exported commodities use rail traffic, truck traffic, and marine cargo to get their items to markets around the world. This draft EIS for Millennium’s proposal is unprecedented and has far reaching economic implications. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF international, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☑ Air Quality
- ☑ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☑ Coal Dust
- ☑ Greenhouse Gas
- ☑ Climate Change
- ☑ Plants and Animals
- ☑ Marine Species, Fish, or Fisheries
- ☑ Wetlands or Streams
- ☑ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Me and my husband Lived in Auburn, WA two years Ago and used to see coal Dust on patio furniture, Left Auburn, WA when we Retired, and moved to Longview. Both of us suffered from Breathing problems and Remember the coal dust problems we had in Auburn. We Live only 1 mile from Millennium and coal trains would effect our Quality of Life.

Vicki & Roger Bateson

(additional space is provided on the back)

(comment continued)

Submission Number: ***MBTL-SEPA-DEIS-0000302***

Received: 5/10/2016 7:28:45 PM
Commenter: Edward Bathen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002710***

Received: 6/13/2016 1:31:28 PM
Commenter: Brandon Baudhuin
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please support the approval of the Millennium Bulk Terminal as it will support hundreds of jobs from the Powder River Basin all the way along the transport route to and including Longview, Washington.

Submission Number: ***MBTL-SEPA-DEIS-0001194***

Received: 5/26/2016 1:13:08 AM
Commenter: bruce bauer
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Climate is the most important issue for the world and our dumb news mentions it very little. We all must come together and work out the issues of coal on our climate. Coal is very dirty putting soot into the air where we all have to breathe. So please consider the effects on all of lives and specially our grand children who will have to deal with the effects for years. There are many alternatives such as solar and wind.

Submission Number: ***MBTL-SEPA-DEIS-0003169***

Received: 6/13/2016 6:16:09 PM
Commenter: Dehlia Bauer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000114***

Received: 5/5/2016 10:53:03 PM
Commenter: Nancy Baughman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! When faced with a poor economic outlook, one must look for ways to improve the situation. Millennium Bulk Terminals proposed project at Longview offers a solution and deserves a fair scoping process. Thank you. Sincerely, Nancy Baughman

Submission Number: ***MBTL-SEPA-DEIS-0002368***

Received: 6/9/2016 5:51:14 PM
Commenter: Nancy Baughman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it’s time for progress. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0003176***

Received: 6/13/2016 6:18:51 PM
Commenter: Nancy Baughman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Southwest WA is suffering economically. I wish to voice my support for the proposed port at Millennium because I would like to see more projects like this be successful so that our economy can benefit. Regulators have been looking at this project for years, and it’s time to move it forward. Millennium has committed to meeting the environmental requirements of our local, state and federal governments, it’s time to let it. Thank you for listening. Sincerely, Nancy Baughman financyone@hotmail.com 87732

Submission Number: ***MBTL-SEPA-DEIS-0002180***

Received: 6/7/2016 7:00:53 PM
Commenter: Patricia Baumann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Here I see an opportunity to return many critically needed jobs to Washington State. It is paramount for the local, state, and national economies to seize every option they have to aid in their recovery. I urge you to take these comments in consideration and let's get Millennium Bulk Terminals to begin hiring and exporting. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001377***

Received: 5/26/2016 7:26:10 PM
Commenter: Patrick Baumann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

This is a great use of an old industrial site. We need more companies willing to clean up and utilize brownfield sites. It is time that we all consider the facts, rather than the emotion involved with this project. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0001722***

Received: 6/1/2016 7:30:45 AM
Commenter: David Baumchen
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Opposed.....I totally oppose this proposal.

Submission Number: ***MBTL-SEPA-DEIS-0000359***

Received: 5/13/2016 5:38:52 AM
Commenter: Kanaan Bausler
Organization:
State: Alaska

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
less coal more renewables

Submission Number: ***MBTL-SEPA-DEIS-0002204***

Received: 6/7/2016 7:19:21 PM
Commenter: Bob Beal
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving.

Submission Number: ***TRANS-SPOKANE-M2-00017***

Received: 5/26/2016 12:00:00 AM
Commenter: Laverne Beale
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Laverne Beale. I live in Spokane. I am for the Millennium Bulk Terminal project. Washington ports have given us commerce, culture, and several of our citizens.

Millennium Bulk Terminals is aptly named because Millennium will employ over 2,650 construction jobs today and will benefit in the future of employing 300 operational jobs.

We Washingtonians should relish private company's smart investing in our environment and committing their time and resources to uphold our state. I believe we have proven that new jobs can be achieved by using the highest environmental standards.

The Millennium Bulk Terminal Project has been nearly five years in the making, and they've achieved this by following the rules and regulations set forth in front of them.

My husband and I were youth group workers, and we were giving a lesson on rules and regulations, and so we played a game with our youth.

It started out we gave them the instructions. We changed the rules after three minutes. We changed the rules after an additional three minutes. In 15 minutes we changed the rules five times.

Thirty of the youth were angry and very loud in our faces. A third of the youth gave up. And a third of our youth, one, were disheartened because they knew the rules didn't make any difference.

It is time that we level the playing field and we let other entities know that when you follow the rules Washington is open for business. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002124***

Received: 6/7/2016 5:18:02 PM
Commenter: Andrew Beard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Americans urgently need jobs and Millennium Bulk Terminals is ready to provide them. Please approve a reasonable response for the environmental study and help get Americans back to work. This project is exactly the kind of economic boost that the state really needs. The benefits are numerous. The terminal would create jobs, generate significant new tax revenue, and help attract businesses to our area. In many ways, it can be a source of continued growth for years to come. It is tough to believe that a project with an obvious upside like this has been held up for so long. Those in charge should view this project for its benefits to the community and see it through to the finish. Our citizens are counting on it. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0002818***

Received: 6/13/2016 2:36:35 PM
Commenter: Maryrose Beasley
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Please, please, please! Do not let the environmentalists rule! We need coal and other fossil energies. If the environmentalists had any logical thoughts to what they were proposing by not using fossil fuels, they'd have to walk to the areas of protest instead of driving their cars or even riding their bikes! Thank You.

Submission Number: ***MBTL-SEPA-DEIS-0002922***

Received: 6/13/2016 3:14:07 PM
Commenter: Maryrose Beasley
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. Please, please, please! Do not let the environmentalists rule! We need coal and other fossil energies. If the environmentalists had any logical thoughts to what they were proposing by not using fossil fuels, they'd have to walk to the areas of protest instead of driving their cars or even riding their bikes! Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001340***

Received: 5/26/2016 7:08:31 PM
Commenter: Frank Bechdolt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It is with great concern for the environment that I write to ask your opposition tithe bulk terminal. We need to keep our resources in America. It is bad enough that corporations have shipped out jobs over seas. Now they want to ship non renewable resources to China too. This country needs that coal for the unforeseen future. There may come a day that the shortage for fissile fuels severely outpaces any new green technology out there and the technology exists to make this coal into a clean fuel when the price of oil gets higher which it will by 2020. By then we will be shipping cheap coal to China too to help fuel their war on our economy. Let's use that land to make things not ship resources and opertunities over seas. For every log truck driver or coal train car sent to China a dozen jobs that use to be in America go to.

Beck, Barbara (0250)

Submission Number: ***MBTL-SEPA-DEIS-0000250***

Received: 5/10/2016 6:01:30 PM
Commenter: Barbara Beck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***MBTL-SEPA-DEIS-0000251***

Received: 5/10/2016 6:01:30 PM
Commenter: Barbara Beck
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to submit a comment regarding the draft EIS for Millennium Bulk Terminals coal export facility. I strongly support the project and the thousands of jobs this project will create. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

Submission Number: ***TRANS-LV-M1-00038***

Received: 5/24/2016 12:00:00 AM
Commenter: Katie Beck
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Good afternoon. My name is Katie Beck, and I live in Vancouver, Washington. My comments will be related to health and safety. Coal dust is associated with chronic bronchitis, emphysema, pulmonary fibrosis, and environmental contamination due to leaching of toxic heavy metals. Coal contaminates air, water, and soil. It contains mercury, arsenic, and lead. When coal is burned in China, mercury, nitrous, and sulfer oxides, ozone, and heavy metals are carried by trade winds to the Northwest. Eighteen percent of mercury concentrations in snow pack on Mt. Bachelor to Asian emissions. Runoff contaminates fish, enters the food chain, and harms health. Coal dust in chunk pollution falling from trains also contaminates waterways with toxic heavy metals such as mercury. Coal dust may damage crops and affect organic certification. The increased number of coal trains will delay emergency response times, increase accidents, injuries, and deaths, increase potential for derailments and coal spills, increase risk of coal fires along railroads and at storage facilities. It is extremely difficult for me to imagine that those individuals who suffer from lung disease directly related to coal dust are now turning to those who love them and saying, don't worry, coal dust wasn't the problem.

Submission Number: ***MBTL-SEPA-DEIS-0000874***

Received: 5/24/2016 4:41:40 PM
Commenter: JOHN BECKER
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. The draft EIS for Millennium is exhaustive and sufficient. The project has been patiently seeking permits for five years. Southwest Washington needs family wage jobs and MBT will create them. Thanks for review and considering my comments. I believe this is important work and will be done fairly by your agency.

Submission Number: ***MBTL-SEPA-DEIS-0001612***

Received: 5/31/2016 5:48:47 PM
Commenter: Scot Becker
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! I appreciate the agencies’ hard work on reviewing this project. Please don’t let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Shannon Beckers
Spokane Valley
WA 99206

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [x] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [x] Greenhouse Gas
- [x] Climate Change
- [x] Plants and Animals
- [x] Marine Species, Fish, or Fisheries
- [x] Wetlands or Streams
- [x] Water Quality
- [x] EIS Regulatory Process
- [x] Other topic

All above concerns

PLEASE SHARE YOUR COMMENTS BELOW:

I'm 100% against coal terminal being built No Coal. Big Coal Companies are near bankruptcy these companies plan short term profit then future coal demand dies Mines closing Wyoming several states abandon mines declare protecting bankruptcy protect share holders Big Coal corporate people and leave abondaned mines pollution behind future tax payers are left to environmental clean up costs Small coal employees jobs gone fired Big coal does not care

(additional space is provided on the back)

(comment continued)

Beckers, Sharon (3700)

For small coal employees to them they are peons to big money corporate people. They were fired no thanks given for dirty jobs they worked at. Big coal its corporate people and shareholders make fast money then death of coal goes they safely abandon responsibility. They made money hide assets to protect themselves, these big fat cats never serve any sort punishment they make big money protect it from future lawsuits never ever held accountable. Coal is dirty environmental nightmare its time put barbaric coal to death stop dirty Coal Now. Spokane has absolutly no benefit from big coal We are like sitting ducks. We get trains that are long Railroad tracks old not designed for huge increase train traffic. The pollution of more train diesal exhaust is bad for Spokane. Auto Traffic suffers tracks Railroad crossing are hardly become accessible for car traffic creating more auto pollution trains - tying up Railroad crossings. Building any new or coal terminals is big huge future mistake we should not do. Say No To Coal. Lets invest money more smartly on environmental friendly alternative lets invest True clean future energy coal is yesterdays power energy not meant future coal is dirty energy stop its 100% bad for environment Say No To Coal.

Beckmann, Michele (2211)

Submission Number: ***MBTL-SEPA-DEIS-0002211***

Received: 6/7/2016 7:25:34 PM
Commenter: Michele Beckmann
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please consider my comments on Millennium Bulk Terminals coal export project. I am very concerned that this environmental review and permitting has taken twice as long as any other port project. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. Thank you for taking my comment and for providing the opportunity to weigh in. I believe strongly in this project and hope that you will consider the strong commitment Millennium has made to restoring and protecting the environment in our community.

Submission Number: ***MBTL-SEPA-DEIS-0001926***

Received: 6/5/2016 4:32:56 PM
Commenter: Patty Bedalov
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please stop further coal shipments through Spokane. We want to preserve a clean and safe city.

RECEIVED
JUN 10 2016

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JONES STEVEDORING COMPANY

SERVING AMERICA'S WEST COAST

P.O. BOX 10167 • PORTLAND, OREGON 97296-0167 • 2323 N.W. SUFFOLK STREET, 97210

June 10, 2016

The Cowlitz County

Washington Department of Ecology

RE: Millennium Bulk Terminals

Millennium Bulk Terminals will bring jobs and stability to Cowlitz County. Export projects can easily contribute to the economic recovery of this nation and this project is ready to make that happen.

Unlike many port operations, Millennium occupies a location without immediate residential neighborhoods, and it is an existing brownfield site. It should be understood that alternate locations do not exist for situating an export coal facility with the necessary water and rail access without "gentrification impacts" from existing or potential residential development at an existing brownfield site along the Columbia River.

I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Sincerely,

JONES STEVEDORING COMPANY

Douglas L. Beeber

President

DLB/pag

TELEPHONE (503) 228-6601 • FAX (503) 228-0273

Submission Number: ***MBTL-SEPA-DEIS-0002302***

Received: 6/9/2016 5:01:52 PM
Commenter: Aynsley Beede
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Cowlitz County has a chronically high unemployment rate. There are environmental impacts of building trades and longshore workers having to travel as far as the Port of Seattle for work on a daily basis, instead of going to a job at Millennium. Let’s keep our jobs local! Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Submission Number: ***MBTL-SEPA-DEIS-0000985***

Received: 5/24/2016 5:49:23 PM
Commenter: Joseph Beeler
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please move forward with the government’s environmental study. I say let's get moving with the Longview port ASAP. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this â€" especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county â€" not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0000248***

Received: 5/10/2016 5:53:23 PM
Commenter: Ken Beisel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Millennium is proposing to build a coal export terminal on an existing industrial site. This terminal will allow for a prime piece of working waterfront to actually be utilized and generate positive economic benefits in our community. It’s about time! Those who care about the environment as well as those who care about jobs can get behind this project. Thank you for allowing me to comment and please don't delay in moving forward on Millennium’s application.

Submission Number: ***MBTL-SEPA-DEIS-0000703***

Received: 5/23/2016 12:49:30 PM
Commenter: Ronnie Bekemeier
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0000909***

Received: 5/24/2016 5:07:44 PM
Commenter: Richard Belcher
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The trade industry is one of the bright spots in an otherwise bleak economy. Please approve the coal export terminal at Cowlitz County and speed up the permitting process to help get our economy moving again. Raising a family is tough, and this economy is not making it any easier. That's why we need to capitalize on any opportunity that we have to provide good-paying jobs that can support a family. The Millennium Bulk Terminal project will create jobs that can help families give their children the head-start that they need. There are men and women throughout the state that are waiting for the chance to work hard for their families. It simply makes no sense to turn them away at this point. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000473***

Received: 5/17/2016 7:47:49 PM
Commenter: Curtis Belden
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Media coverage would have us believe that transporting coal by rail through our state is unprecedentedâ€"it’s not. We’ve transported coal through our state for many decades. The objections about coal dust are coming from squeaky wheel environmentalists speaking on personal conviction rather than scientific fact. An overwhelming majority of the state supports coal exports if they meet environmental requirements, and I do too. Local, state and federal regulators should consider that Washington can have BOTH economic growth and a healthy environment. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0000667***

Received: 5/22/2016 12:14:45 PM
Commenter: Joan Beldin
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am strongly opposed to the building of the Millennium terminal in Longview. Coal is quickly becoming an outdated form of energy in this country as well as through the world. It's one of the dirtiest forms of energy with huge health impacts, not only from the air pollution of burning coal, but from the toxicity of diesel fumes. I live close to the Columbia River. I'm concerned about the impacts of 16 coal trains going down the Columbia River corridor - the impact on the river and its fish from coal dust and potential derailed trains. Oregon and Washington should never become coal's corridor. The daily onslaught of coal trains will not only create an eyesore, but the air and water pollution will despoil one of Washington and Oregon's most precious natural resources. China is already literally choking from air pollution caused by the burning of coal. This pollution travels far and wide to our shores. It is time to keep coal in the ground and move forward to the already developed but underused alternative forms of energy. The price tag of this terminal on the environment and people's health is far too costly and not worth the proven risks. Please do not approve the building of the Millenium terminal. This proposal is unconscionable. Thank you for considering my concerns. Sincerely, Joan Beldin

Submission Number: ***MBTL-SEPA-DEIS-0001338***

Received: 5/26/2016 7:07:37 PM
Commenter: Britt Bell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001862***

Received: 6/2/2016 6:10:44 PM
Commenter: Jeffrey Bell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels. The agencies are doing a great job of evaluating Millennium Bulk Terminals port proposal. I am convinced that this project's permit should move forward without further delay.

Submission Number: ***TRANS-SPOKANE-M2-00080***

Received: 5/26/2016 12:00:00 AM
Commenter: Justin Bell
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. My name is Justin Bell. I moved to Spokane about eight years ago. My wife is a life-long dancer and was known to dance with great joy. However, she completely lost her ability to dance when we lived in Los Angeles. She became asthmatic and had trouble walking across the room, which is quite a change from someone who danced and taught dance in front of many people. Her abilities were greatly restricted because of the asthma.

We moved to Spokane where we had cleaner air, and my wife danced again with great joy. She teaches other people to dance also.

When coal trains come through our community, they're going to drop a great deal of coal dust. That coal dust is of course a witch's brew, having everything you can name, Co2's was just one. There's also particulate matter. There's things like arsonic, mercury in small amounts, all which have a devastating effect on human health.

Even a tiny increase in the amount of asthma, lung cancer, COPD, bronchitis, and other ill effects will increase our health care costs dramatically, because many of the people who do have these effects will lose employment because of their inability to work. Much of this burden will fall on the public tax rules.

My point is very simply that there will probably be some increase in employment due to the coal trains, but the negative impact on health care costs will probably exceed it by many times.

It is my belief that if you endorse the coal trains you will offset your gains dramatically. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000956***

Received: 5/24/2016 5:32:56 PM
Commenter: George Bellamy
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the chance to comment on a proposal like Millennium Bulk Terminals that is crucial to the future success of Washington. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life.

Submission Number: ***TRANS-SPOKANE-M1-00070***

Received: 5/26/2016 12:00:00 AM
Commenter: Patricia Bellamy
Organization: Oregon Nurses Association
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Patricia Bellamy. I live in Portland, Oregon.

I'm here to urge you to do a comprehensive health impact assessment. I'm a member of the Oregon Nurses Association, ONA. ONA represents over 10,000 nurses and ONA has taken a strong position against coal export and coal transport by rail. This is recognized from safety and health risks.

I'm speaking with over 30 years' experience caring for critically ill including burn patients. Confirmed alarming reports of smoldering cars, coal cars, and smoldering piles of coal dust should not be taken anything but very seriously.

2016 is projected to be the warmest on record with increases in wildfires.

Surfactant is sprayed on top of coal cars to prevent coal dust from blowing off. Surfactant is not a reliable sealant over the hundreds of miles from application to terminal confirmed by a study by Daniel Jaffe at University of Washington. This was done with concurrent videos and air quality measurements.

Coal trains will be traveling through windy, tinder dry areas, through cities and towns. How can wildfires and smoldering rail cars or smoldering piles of coal dust be anything but an unacceptable and unmitigatable fire risk.

In case of a catastrophic fire here in Spokane, citizens would need to be transported, airlifted to Seattle. Spokane does not have a Trauma 1 or a critical care burn unit.

Say no to this proposal. Take the no-action alternative and keep your beautiful city and region safe. Thank you.

Submission Number: ***TRANS-SPOKANE-Q3-00002***

Received: 5/26/2016 12:00:00 AM
Commenter: Diane Belyea
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Diane Belyea, that's B-E-L-Y-E-A, and I work as a registered nurse at Valley Hospital. There are many inherent risks in transporting coal through our community and I would like to focus on some of the health concerns I have with respect to this issue.

A recent study conducted by the University of Washington last fall revealed that coal trains release twice as much pollution compared with freight trains.

This increase in coal dust in our atmosphere is associated with an increased risk of cancers, respiratory and cardiac disease, and neurodevelopmental disorders. The elderly, pregnant women, children, and people with existing diseases are at most risk to those ill effects.

In cities that have coal expert terminals it is often the local communities that are forced to bear the cost of cleaning up the problem, not to mention the added cost and impact on our health care system.

The large black plumes of coal dust blowing from the uncovered coal cars traveling through our community will pollute our air, our water, and our soil. Who will pay to clean this up?

I'm afraid, as I mentioned earlier that the citizens of our community and all the communities along the rail line between the coal mines and the export terminal and will be forced to bear the cost of the clean up and the increased cost this will have on our health.

My health care background impales me to look at things with a risk-to-benefit ratio. There are many risks that the transporting of coal through our community would have on our health and environment, however there is no health benefit to the citizens of our community if this coal terminal/export terminal were to be built.

Diesel exhaust has been officially declared a carcinogen. Coal dust contains mercury, lead, arsonic, cadmium, selenium, and other toxic elements.

I would strongly suggest that the Final Environmental Impact Statement include a thorough health impact analysis to include whose health would be most likely impacted by this terminal and who would pay the increase in cost that this will have on our health care system. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001916***

Received: 6/4/2016 4:35:34 PM
Commenter: Ben Belzer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

1) The coal dust impact statement in Chapter 5 found that there would be an unavoidable coal dust deposition nuisance impact on people living along the tracks in Cowlitz County. Coal dust deposition will lower their property values, as no one wants to have their house and yard covered with coal dust. No action to compensate homeowners along the rail lines is outlined in the impact statement, which is unacceptable. 2) The loading facility is supposed to voluntarily refuse to accept trains that have not been loaded to reduce fugitive coal dust emissions, i.e., that do not have rounded top profiles, and that have not had a topping agent sprayed on the coal. In practice this is unrealistic and unenforceable. The drive for profits will result in any and all trains being accepted, which will result in far more environmental impact in the area of the loading facility and all along the rail lines than the report predicts. This is unacceptable. 3) The report states that the predicted concentration of barium in fresh water will exceed the federal standards, and then tries to whitewash this prediction by pointing to the conservative assumptions (e.g. 100% bio-availability) employed by the model used to make the prediction, and claiming that the barium will quickly precipitate out of solution. No mention is made of other issues (see item 2 above) that might in fact actually increase the deposition of coal dust and therefore increase freshwater barium concentrations. This is unacceptable. 4) The report makes no mention of the end use of the exported coal. It will be burned as fuel, thereby increasing the concentration of CO2 in the atmosphere, and contributing significantly to global warming. Coal is the dirtiest fossil fuel; burning it releases far more pollutants than either oil or natural gas. The proposed coal export terminal is just a scheme to export massive air pollution and CO2 emissions to other countries, while providing financial profits to just two or three coal mining companies here in the U.S.. This is unacceptable. 5) Most of the profits of the proposed facility will flow to companies outside Washington State. Why should Washington state residents sacrifice their environmental quality in order to maximize the profits of a few mining companies outside our state? In light of arguments 1-5 above, I strongly oppose the conclusions of this environmental impact report that the proposed project will have acceptable environmental impacts, and I strongly oppose construction of any coal export terminal in Washington State.

Submission Number: ***MBTL-SEPA-DEIS-0001046***

Received: 5/24/2016 6:32:40 PM
Commenter: Shannon Benefit-Coppock
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete it's time for progress. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Our region is in a critically important place economically and I believe that what we accomplish over the next several years will either help or hinder our economic recovery. Without a doubt this proposal will help our recovery. Thank you for beginning the scoping process.

Submission Number: ***MBTL-SEPA-DEIS-0001914***

Received: 6/4/2016 1:07:01 PM
Commenter: Jacqueline Bennett
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please do not build the Longview Terminal! Coal dust, greenhouse gases from coal use and the attendant climate change, and the entire ecosystem of the Columbia Gorge and River are all issues of great concern. Why, in this day and age, with all of our awareness of damage already done to the environment, is yet another project being pursued which adds to the defilement of our beautiful states of Oregon and Washington and the entire Northwest? Just this morning the paper announced the derailment of an oil train in the Gorge. Can we please put the brakes on the coal trains? Let's develop alternatives in energy, and support and continue to expand the one's that are already out there! Let's have some sanity and respect for the planet!

Submission Number: ***MBTL-SEPA-DEIS-0001802***

Received: 6/2/2016 5:21:31 PM
Commenter: LaRue Bennett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs in the trade industry and ask that Millennium Bulk Terminals be moved forward in a timely manner. When the trains are loaded in Montana, Millennium puts a liquid cover like a glue on top of the cars. This eliminates a lot of the coal dust that would normally come off of train cars. Millennium is building this world class export facility right! Remember what matters and keep the focus local! I’m certain the draft EIS will clearly outline a project deserving support. Thank you for accepting public comment in this matter. I hope this project can commence in short order.

Submission Number: ***MBTL-SEPA-DEIS-0001371***

Received: 5/26/2016 7:24:29 PM
Commenter: Peter Bennett
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Washington is highly dependent on trade, and Cowlitz County desperately needs family wage jobs. An EIS that includes newly-invented forms of navel gazing should not have been necessary for a transportation infrastructure project that will facilitate foreign trade and create good jobs for our community. We need this project to move forward without further delays or unprecedented permit conditions. The growing worldwide trade market needs an accessible, dependable, and conscientious facility to conduct business. I appreciate the planning Millennium Bulk Terminals has exhibited in its proposal for the project in Longview and wish to thank the agencies for its consideration in moving this project forward.

Submission Number: ***MBTL-SEPA-DEIS-0000376***

Received: 5/16/2016 3:59:53 AM
Commenter: David Benson
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Simply, I am opposed. There are many reasons which others will surely detail.

Submission Number: ***MBTL-SEPA-DEIS-0001562***

Received: 5/31/2016 5:11:21 PM
Commenter: Jennifer Benson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing today to express my support for the Millennium Bulk Terminals project in Longview. I am glad for the opportunity to voice my support of this important project. Stopping the coal terminal will not stop Asia from importing coal, but it will stop them from using high quality coal mined in the United States. Other suppliers on the market will fill this demand with coal that has increased mercury, sulfur and nitrogen oxides. During the permitting process, officials should remember the fact that not one ton more of coal will be used globally because of this project, and the net gain in greenhouse gas emissions is insignificant. Now's the time to utilize trade infrastructure. The Millennium Bulk Terminals project is one step closer to being able to participate in this vital business. Thanks to the agencies for considering my comments.

Submission Number: ***MBTL-SEPA-DEIS-0000275***

Received: 5/10/2016 6:37:49 PM
Commenter: LeRoy Benson
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. I support Millennium Bulk Terminals site in Cowlitz County. These trains are no different than the coal cars we've transported through our state for many decades. In reality, not one ton more of coal will be used globally because of U.S. exports, and the net gain in greenhouse gas emissions is insignificant. If we don't build these terminals, energy suppliers will just look elsewhere for their supply! It is important that regulatory agencies keep the playing field level by being fair and consistent. The permitting process for this coal export terminal should be similar to other export terminals.

Submission Number: ***MBTL-SEPA-DEIS-0003197***

Received: 6/13/2016 6:28:09 PM
Commenter: Jer Bentley
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0000183***

Received: 5/10/2016 3:18:00 PM
Commenter: Steve Benton
Organization:
State: Minnesota

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Dear Sir or Madam: Coal is a leading contributor to world wide air pollution and climate change. Just because it will be burned outside of the USA does not mean we can escape the damage it will do or our ethical duty to help make this a better world for our children. The proposed export facility is a bad idea. Sincerely, Steve Benton

Submission Number: ***MBTL-SEPA-DEIS-0002642***

Received: 6/13/2016 12:05:16 PM
Commenter: Daryl Berg
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I have serious concerns with the proposed coal bulk terminal. The negative environmental and health consequences far outweigh any benefits. The Millennium coal terminal here in Longview will not just affect life here in my home town, but well beyond the city limits. It's a county, a state, a national, and global issue.

Berg, Shannon (0087)

Submission Number: ***MBTL-SEPA-DEIS-0000087***

Received: 5/5/2016 9:27:00 PM
Commenter: Shannon Berg
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water â€" coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. Thanks.

Submission Number: ***MBTL-SEPA-DEIS-0000732***

Received: 5/23/2016 1:32:05 PM
Commenter: Madra Bernard
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I've been following this issue, and am glad to have the chance to weigh in. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project's economic benefits to the local community. I greatly appreciate you considering my input.

Berry, Carl (1201)

MAY 14, 16

RECEIVED
MAY 15 2016

TO WHOM IT MAY CONCERN

RE: SEPA EIS COAL TERMINAL COWLITZ CO.

MY WIFE AND I BELIEVE, THAT DONE IN A WAY THAT WILL NOT IMPEDE LOCAL TRAFFIC AND PROVIDE CONTAINMENT OF COAL DUST, IT WOULD BE BENIFICIAL TO THE COMMUNITY BY PROVIDING NEEDED ECONOMIC AND EMPLOYMENT DIVIDENDS.

WE ASSUME THAT THE PROJECT WOULD COMPLY TO ALL "REASONABLE" REQUIREMENTS SET FORTH BY LOCAL AND GOVERNMENTAL AGENCIES.

SINCERLY,

Carl M Berry Jr
Lila M Berry

9 WILLOW POINTE LOOP
LONGVIEW, WA 98632

Submission Number: ***TRANS-PASCO-M1-00050***

Received: 6/2/2016 12:00:00 AM
Commenter: Mickey Berry
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Mickey Berry (phonetic). I'm a retired chemical engineer and member of the Shalom United Church of Christ in Richland.

The Draft EIS in chapter five states that the climate change impacts from the increase in greenhouse gas is from the burning of coal shipped from the Millennium terminal will persist for a long period of time beyond the analyst period and are considered permanent, and while global in nature, would affect Washington state.

The effects of this operation unstated are annihilation of numerous habitats which sustain humanity, and other species that depend on these habitats for their survival. If this situation continues unabated, it will cause extreme harm in future generations and eventually a gratuitous loss of human life. The failure to recognize and respond to this situation is an act of bad faith. Environmental degradation is calling us to the witness stand of history. Ultimately we are all agents of history. To reduce ourselves to the role of mere observation is to deny us of our humanity. Justice in this case requires the permits for Millennium Bulk Terminal be denied.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003184***

Received: 6/13/2016 6:22:53 PM
Commenter: Dave Bertholf
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001656***

Received: 5/31/2016 6:21:43 PM
Commenter: Bertolino
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0003122***

Received: 6/13/2016 5:48:52 PM
Commenter: Henry Besten
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please include my comments as part of the public response to the proposed coal export terminal at Longview. This project should move forward without delay. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm. Sincerely, henry besten CHB329@aol.com 40509

Submission Number: ***TRANS-PASCO-M2-00011***

Received: 6/2/2016 12:00:00 AM
Commenter: Beth
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
My name is Beth. I'm from Walla Walla.

My objection to the Longview coal terminal are from a spiritual, environmental, and economic point of view.

The Creator provided us with this beautiful Earth, all of these things that meets all of our needs if we use it wisely. Yet some, because of desire for individual profit, are willing to sacrifice the needs of the many for the few.

Christians have a moral obligation to be good stewards of the Earth (inaudible) because our life depends on the Earth.

Coal trains and the continued use of coal threatens the air, land, and water of our beautiful creation.

Millennium Archer filed for bankruptcy January 5, 2016. It will be unable to pay for the inevitable and irreparable damage to health and the environment both local and global resulting from mining coal dust and transportation, catastrophic derailments which occur on a regular basis, the U.S. taxpayer would, again, foot the bill.

Of course, I support jobs for people, but there are positive jobs that need to be done. The Earth friendly, renewable energy business is thriving. So many jobs have been created making solar panels, installing solar panels, increasing installation, and making wind mills, and this is where our energy should be --

EVENT HOST: Thank you.

Submission Number: ***TRANS-SPOKANE-M1-00047***

Received: 5/26/2016 12:00:00 AM
Commenter: Bethany
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hi. I'm Bethany from Missoula, Montana, and I'm an environmental attorney.

There are reasons why communities all along the Pacific Northwest are rejecting fossil fuel export projects. There are many reasons. It's because it's bad for traffic and emergency response, because they're bad for sustainable use of our rail lines, because it's a bad investment. It's bad for human health, it's bad for Montana and Oregon and Idaho and Washington and China and India, and South Korea and for Japan. It's bad for climate, it's bad for our rivers, for our ocean, and for our wildlife.

If you're going to take into account the purported economic benefits of this project, then the line is clear. You have to take into account the social cost of carbon as well. When you do that, it is overwhelmingly clear that you must reject this proposed project.

The purported benefits of this project are femoral in the short term, but the impacts are permanent and catastrophic.

Coal dust, air pollution, water pollution, and climate impacts do not recognize State borders, and you should not limit your review of this project based on those invisible State lines.

You're hearing a lot of complaints about how long this process has taken. Well, let's remember that the reason that we started was that this company lied. They lied to the residents of Longview, to the state and county government and to the federal government. That's why we're still here.

You hear that coal dust is not a problem. This is coal dust from the Mesa coal train derailment in Washington 2012 (indicating). BNSF and Department of Ecology said that that coal train derailment was cleaned up. I picked this up three months after the derailment. The extent of the cleanup was to dump dirt over the coal. Let's imagine what that looks like if it happens into the Columbia River or into Lake Ponderay or another body of water. We do not know how to clean up coal in a body of water.

Please, choose the no-action alternative.

Submission Number: ***MBTL-SEPA-DEIS-0002437***

Received: 6/10/2016 12:14:26 AM
Commenter: Marty Betts
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millenium Bulk Terminals-Longview project proposal DEIS addresses only the project area and nearby surroundings. This scope is too narrow to adequately understand the significance of farther-reaching effects of increased coal train traffic, export, and burning. The DEIS should have included detailed analyses of increased train traffic along the entire railway corridor from loading sites in the Powder River Basin in Montana and Wyoming to the terminus. It also should have addressed the broad spectrum of worldwide impacts such a terminus could have on increased coal production, export, and use. The environmental impacts on increased carbon production cannot be ignored. My town of Sandpoint, Idaho, already knows the impacts of many trains each day. We have slow crossings, fatal accidents, coal dust and pieces, and the potential for disastrous spills from derailments – especially directly over Lake Pend Oreille. Increasing numbers of coal trains running through our community would constitute a significant impact. The requirement of an EIS to address only the locus of a terminal is flawed. Please choose the No-Action alternative. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001934***

Received: 6/6/2016 12:43:18 PM
Commenter: Robert Betts
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Draft EIS doesa not adaquately address the impacst of rail transport of coal through communities in Idaho and Montana. The proposed increase in coal train traffic of 16 additional trains a day is unacceptable and increases the potential for accidents such as the June 2016 oil train derailment and fire at Mosier in the Columbia River basin. I am especially concerned with traffic delays which will occur at "at grade crossings" and with coal dust residue produced by open coal cars. Two coal dust spray stations are not enough to mitigate the impact of coal dust along the rail route. The creation of a few jobs in Washington state does not justify the environmental impact of extracting and burning more coal when the global effort to reduce CO2 emmissions is paramont to reducing climate change. Increased extraction of coal and transport of coal for shipment overseas is a bad idea. I am opposed to the construction of the Longview Terminal

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

RECEIVED
MAY 31 2016

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- [x] Noise
- [x] Air Quality
- [x] Human Health
- [x] Rail Transportation
- [ ] Vessel Transportation
- [x] Vehicle Transportation
- [x] Coal Dust
- [ ] Greenhouse Gas
- [ ] Climate Change
- [ ] Plants and Animals
- [ ] Marine Species, Fish, or Fisheries
- [ ] Wetlands or Streams
- [ ] Water Quality
- [ ] EIS Regulatory Process
- [ ] Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

My family and I are against the Longview Terminal because it's proven already that environmental protectio measures often are not followed - such as Ridley in B.C. Coal dust from Trains is a problem - worldwide and will c be a problem in the NW, for human health and the enviro such as Salmon.

Tax payers would have to fund infrastructure upgrades To accommodate increased coal Train Traffic.

(additional space is provided on the back)

(comment continued)

The noise from Trains adversely affects everyone living, working, or in Schools near Tracks. Those who live closest would see the property values decrease.

Also, rail crossing delays – especially around Spokane & Cheney – are a serious major problem.

We do not want more Terminals, their impact is wide-reaching and harmful.

Respectfully submitted,

Mary Beuham
3616 N. Dowdy Rd
Spokane, WA 99224

Submission Number: ***MBTL-SEPA-DEIS-0000785***

Received: 5/23/2016 3:55:49 PM
Commenter: Jennifer Bevacqua
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello, I am a resident, a Pediatric Nurse Practitioner, and a mother in Northeast Portland, Oregon. I am very concerned about the proposed Coal Terminal. Our society needs to transition OFF of fossils fuels. There is no better time than the present- we will be dependent upon fossil fuels until we choose not to be (or we run out, destroying our planet in the process). Ceasing creation of fossil fuel infrastructure is mandatory if we want to leave future generations an even quasi-healthy earth. For the sake of my children and the future generations, please do not proceed with this Coal Terminal. Jennifer Bevacqua RN PNP (Pediatric Nurse Practitioner)

Submission Number: ***MBTL-SEPA-DEIS-0001688***

Received: 5/31/2016 6:49:42 PM
Commenter: Wendy Beye
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I live in eastern Montana, where coal provides the economic underpinning for many small rural communities. A new terminal on the west coast would provide coal producers better access to Asian markets. The rush to shut down coal-fired generating plants and close coal mines will be very detrimental to many communities. The environmental benefit of such action is questionable when compared to the disruption of families when they are forced to leave the communities they grew up in to find work in other areas. Montana would lose 7,000 jobs if the coal industry was shut down, with the brunt of the effects falling on small eastern Montana communities.

Submission Number: ***MBTL-SEPA-DEIS-0001394***

Received: 5/26/2016 7:41:45 PM
Commenter: Marty Beyl
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The proposed coal export terminal at Longview should be approved. Millennium Bulk Terminals has a clear and environmentally-sound plan that will be studied to make this port a reality and it will do much to contribute to the economy and vitality of the region and the country. Longview is home to many undeveloped and underutilized industrial properties, including multiple locations in the Port of Longview, Barlow Point, and the Mint Farm to name a few. It will take a visionary company to come in and take on the type of cleanup and redevelopment that is needed at the old Reynold's site when it would be easier to develop on a greenfield industrial zoned neighboring property. It will be a major economic cost to the community if we DON'T have Millennium fully operational. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001249***

Received: 5/26/2016 6:18:35 PM
Commenter: John Bezik
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I'm glad to have the chance to make a comment about this project as it's very important to me. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. We must support Americans looking for work. Millennium Bulk Terminals is one way to do that. Please don't hold them up any longer.

Submission Number: ***MBTL-SEPA-DEIS-0002079***

Received: 6/7/2016 4:39:41 PM
Commenter: Jeff Biegel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. Let's leave the national politics and environmental agendas out of this decision for our local economies. We need the jobs and tax revenue that these shipments will provide. There are minimal risks compared to other fuel types. Coal does not pollute rivers and streams like oil or have fire risks like natural gas. It sure does provide a lot of good to our local economies however. The country could use some more exports to counteract all the imports that we are constantly receiving. Please allow this project to continue on to help the whole Northwest area.

Submission Number: ***MBTL-SEPA-DEIS-0003172***

Received: 6/13/2016 6:17:26 PM
Commenter: LaVerne Biel
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Washington State is about people, culture, and our economy. We need to make decisions around supporting our families, investing in our environment, and encouraging sustainable industrial growth. I believe that we can accomplish this by supporting the proposed port at Longview. The project will put people to work quickly and will keep them gainfully employed for years to come. I believe that we should not delay this project any further. This project has proven their commitment by their actions and investment. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. Thank you for your consideration. I look forward to seeing this project come to reality. Sincerely, LaVerne Biel laverne@accessunified.net 99202

Submission Number: ***MBTL-SEPA-DEIS-0001992***

Received: 6/6/2016 2:43:27 PM
Commenter: Gregg Bierei
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to contribute to the comments for the Millennium Bulk Terminals Longview draft EIS. I support this project and hope to see it up and running as soon as possible. MBT has received a thorough and comprehensive draft EIS review one five years in the making. If we don't take the next step forward and turn this vision into a reality, it's going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. Millennium Bulk Terminals in Longview is offering to create jobs and livelihoods in a beautiful area of the country. This project deserves support for all the benefits it will provide. Thank you for letting me lend my support to it.

Submission Number: ***MBTL-SEPA-DEIS-0003142***

Received: 6/13/2016 6:01:36 PM
Commenter: Troy Bifulco
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Coal is not toxic especially in regards to the elements / minerals contained in coal. Coal is not toxic in water, coal is not soluble and chemical bonds are only released through burning. The DOE approved water treatment facility at the old Reynolds aluminum site (now MBTL) has large water filters that contain anthracite coal to clean the water. The final water polishing step before being discharged to the river is coal and has been for decades. No further study is needed! Thank you for your work to move forward with this project. Sincerely, Troy Bifulco tbifulco@gmail.com 82729

Submission Number: ***MBTL-SEPA-DEIS-0000057***

Received: 5/3/2016 2:59:19 PM
Commenter: Kris Bil
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Moving this project forward is important to me, my family and my community. Millennium Bulk Terminals have been actively engaged in the community of Longview for the five years they have been at the old Reynold's site. They are an important part of our community and economy and will do even more great work once their permits are granted. I appreciate the agencies' hard work on reviewing this project. Please don't let it get bogged down in an expanded scope of review. This old industrial site needs a new life. Sincerely, krisbil

Submission Number: ***MBTL-SEPA-DEIS-0001008***

Received: 5/24/2016 6:03:16 PM
Commenter: Bill
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. Applying different rules to different people is wrong. Washington State is supposed to be a state that welcomes trade. The ports have grown and expanded to handle more cargo in containers, much of which gets shipped out by rail. There have always been grain terminals in Seattle and Tacoma and recently more have been built along the Columbia River. Boeing still assembles planes in WA, but many of the parts are brought in from around the country and the world by train, truck, and ship. Crude oil has long been shipped into the state by tankers, and now it is being brought in by train as well. Before it approved all of this shipping, government never insisted that any of these businesses study greenhouse gases or rail traffic outside of the state. Government should not change the rules now just because it has decided it doesn't like coal. This draft EIS for a terminal project will affect all other future trade and transportation projects. SEPA should not morph from being project based environmental review to a commodity or product based review. The important thing is that the concerns people have of the proposed project that Millennium Bulk Terminals is offering will be addressed responsibly. Exporting at Millennium is needed now to bring a tremendous amount of good paying jobs and increase tax revenue to the local area. I ask that you keep the permitting process at an expeditious manner. Thank you.

Submission Number: ***TRANS-PASCO-M1-00019***

Received: 6/2/2016 12:00:00 AM
Commenter: Richard Bilsich
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Richard Bilsich (phonetic) from Kennewick, Washington. I'm here in support of the Millennium coal terminal. When you look at the jobs that are going to be created by this facility, I think it's a wonderful facility to build. And personally I feel that Millennium will do a better job at protecting the environment than any of the protesters we've seen along the railroad tracks leaving tons of trash along the tracks. As a taxpayer, I don't want to clean that stuff up. And I trust that company to protect our environment more than the protesters.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000061***

Received: 5/3/2016 3:47:32 PM
Commenter: Richard Bilskis
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter

Submission Number: ***MBTL-SEPA-DEIS-0002626***

Received: 6/13/2016 11:41:13 AM
Commenter: Mike Bingham
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I am in Full Support of this project and see the Positive Economic Impact it would have in the Western United States.

Submission Number: ***MBTL-SEPA-DEIS-0002502***

Received: 6/10/2016 4:19:49 PM
Commenter: Nancy Binks-Lyman
Organization:
State: Colorado

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I support Wyoming coal 100% As a Wyoming native, I know how important it is to Wyoming today and in the future!

Millenium Bulk Terminal Proposal

EIS Scoping Comments

Paul W. Birkeland
6215 Ravenna Ave NE
Seattle, WA 98115
206-517-2875
pbirkeland@seanet.com

Thank you for the opportunity to provide comments on this EIS.

In general, I am disheartened to see that the Greenhouse Gas Emissions and Climate Change impacts (Section 5.8) of this project seem to be limited to impacts on the project's operation. There are in fact significant impacts borne by other entities in the region, and, indeed, individuals around the world.

To that end, I would like to ask that the items below be included in the Final EIS.

Definitions

- As a prelude, let me say that in my comments, when I say "impacts," I mean the quantified, physical and economic differences between the No Action Alternative and the proposed project.

- When I say "emissions" or "additional emissions" I mean all emissions related to the extraction, processing, transport by land and sea, and burning of the coal proposed to pass through this facility in the proposed project. These emissions include, but should not be limited to:
    - Carbon dioxide;
    - Carbon monoxide;

- Mercury, including methylmercury generated by microbial action on mercury molecules released into aquatic ecosystems;
- Lead;
- Sulfur;
- Sulfur dioxide;
- NOx compounds;
- Uranium and its decay products;
- Thorium and its decay products;
- Potassium-40 and its decay products;

It is worth noting that these elements and compounds have been identified arriving in our region from China and other locations across the Pacific Ocean, and have had quantifiable epidemiological impacts on human (especially pregnant women and their fetus'), animal, and plant health.

- When I say "incremental impacts" I mean the additional impact of these emissions on top of the impacts that science is now telling us are unavoidable due to our burning of fossil fuels for the last two-hundred years and our inability to curb our emissions over the last two decades.

- When I say "collective incremental impacts" I mean the sum of all impacts from the various mechanisms and paths by which the additional emissions manifest their damage in the region. Some of these are, for example, higher temperatures, altered precipitation patterns, the arrival of new pests due to a more accommodating climate, altered snow melt timing, etc. All these mechanisms impose a collective impact on forests, growers, fishermen, and wildlife.

Comments

Comment 1 – Please determine the collective incremental impact on the Pacific Northwest shellfish industry as the additional emissions acidify and

warm the waters of Puget Sound, Hood Canal, and the North Pacific in general.

Comment 2 – Please determine the collective incremental impact on salmon populations as average temperatures rise in breeding streams, as snowpacks melt earlier in the season, as ocean acidification alters the ecosystem, and as other climate changes descend upon our region due to these emissions.

Comment 3 – Please determine the collective incremental impacts on Eastern Washington forests as weather patterns change, as pest populations grow, as habitat temperatures rise, and as precipitation levels change due to these emissions.

Comment 4 – Please determine the collective incremental impacts on the region's fruit-growing industry as temperatures rise, precipitation patterns change, pest populations grow, and new pests arrive in our region due to changes in our climate driven by these emissions.

Comment 5 – Please determine the collective incremental impacts on our wine industry, which is one of Washington State's largest industries, as precipitation patterns change, temperatures rise, and new pests and vine diseases arrive in our region due to climate changes driven by these emissions.

Comment 6 – Please determine the collective incremental impact on human (especially pregnant women and their fetus'), animal, and plant health due to these emissions.

Comment 7 – Please determine the collective incremental impact of these emissions on our coastal communities as sea level rises and more intense storms erode the bluffs and beaches that heretofore separated them from the sea. Please determine the collective cost of any required buyouts, relocations, and/or protective measures that may be required on our coasts.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0001134***

Received: 5/25/2016 12:29:29 AM
Commenter: Arthur Birkmeyer
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My Comments on the Draft EIS concerning the Millennium Bulk Terminal in Longview 1 – NOISE - In the EIS summary it's stated that if the "mitigating actions – quiet zone" is not implemented the blowing of the rail locomotives would have a detrimental effect on the surrounding community. It's my concern that the statement should say "a serious detrimental" effect on the surrounding community. Because of this the Millennium Bulk Terminal should NOT be allowed to operate prior to the implementation of the quiet zone mitigating action. 2 – NOISE – I believe the EIS did not look into consistent and ongoing "Switch Yard Noise" which is considerable. Noise from intermittently reviving the large locomotive engines along with the noise of humping full and empty cars Smacking them together (starting and stopping movement), track imperfection noise, flat car wheel noise, bad wheel bearing noise, improperly adjusted and broken car brakes noise and leaking of pressurized air. Along with any and all other noises generating in the movement of rail cars. 3 – Air Quality – After reading and hearing about the dangers of Diesel Exhaust I'm very concerned about the amount of diesel exhaust that will be dumped into the I-5 air shed and the Kelso and Longview town air sheds. Longview should be singled out because of the rail car switching that will occur at the loading facility itself. The EIS should specify the potential health effects at the level of exposure levels citizens will be exposed to. All this has been studied and researched so let's get transparent and real on this. 4 - Transportation/traffic - In the EIS summary it's stated that if the "mitigating actions – 432 project" is not implemented rail traffic to the Millennium Project would have a detrimental effect on traffic flow in the community. It's my concern that the statement should say "a serious detrimental effect on the health, safety and traffic flow in the community. I believe it would be totally irresponsible to allow the coal export facility to operate until all the mitigating transportation actions are in place and usable. This should be a requirement of any approval. OTHER I know this has nothing to do with the EIS but, I believe that Millennium should be required to maintain a "Contingency Fund" to use to pay unforeseen occurrences and expenses caused by the coal loading facility, state fines and private citizens for damages incurred because of their operations. In the case of an air quality violation the state would level a fine. I believe every exposed citizen should also be compensated for the personal exposure to the violation. Arthur R. Birkmeyer 2802 Northlake Ave., Longview, WA 98632 360-270-9570 May 24, 2016

Submission Number: ***MBTL-SEPA-DEIS-0001998***

Received: 6/6/2016 2:47:56 PM
Commenter: Jason Bishop
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I support American jobs and the proposed port at Longview will create much needed employment for hundreds of Americans. Please include my comments as part of the public response to Millennium Bulk Terminals plan. An excessive review process will further impede the creation of jobs where they are so desperately needed. Cowlitz County has one of the worst unemployment rates in the state, at 8 percent. Solving this jobs crisis needs to be the foremost priority of our government. And, indeed, we can have both economic growth and a healthy environment. Millennium is creating hundreds of family-wage jobs AND cleaning up the old Reynolds site, maintaining the health of the Columbia River and using state-of-the-art covered loading and unloading systems at its terminal. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible.

Submission Number: ***MBTL-SEPA-DEIS-0002242***

Received: 6/9/2016 1:08:09 AM
Commenter: Rosemarie Bisiar
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

June 6, 2016 The time has come to get beyond our acceptance of using coal or any other fossil fuels to provide energy anywhere on this planet. We know it is toxic to our environment, & many life forms including us. The Millennium Bulk Terminals' dirty coal export proposal makes no sense at all ---- especially when considering our challenge to address climate change issues that have been compounded by our continued use of fossil fuels for energy needs when there are clean, sustainable, & renewable sources available. I see many potential environmental impacts that cross state borders and international boundaries that are not addressed in the site EIS for this project. Health and safety risks abound for all the communities that are situated close to the tracks that will be used to transport the coal to the proposed terminal. The health of the residents of the communities receiving and burning this coal is also in jeopardy due to the air pollution caused by the burning of such fuels. Then we in turn will be the recipients of the particulate pollution that is carried back across the ocean. The tracks used to transport this dirty material follows many miles of rivers (Columbia & Spokane Rivers)that will be jeopardizing key water sources that many communities rely on for their health and sustainability. We cannot afford to risk having our rivers & other waterways polluted and destroyed by accidents to the rail cars along the river banks or spillage into these waters. Quite simply, the coal should remain in the ground; the terminal should not be built; we should not be transporting this material. I recommend the No Action alternative be taken on this proposal.

Submission Number: ***MBTL-SEPA-DEIS-0000905***

Received: 5/24/2016 5:06:12 PM
Commenter: Clifford Bissell
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Cowlitz County has a surplus of industrial sites which impedes the development of the Reynolds Smelter site (due to cost of remediating and redeveloping a brownfield site). Millennium is taking on the redevelopment and can turn around a dilapidated, underutilized site. Grant the project its permits! I can't think of one good reason why this port shouldn't move forward. I hope my comments will be considered and added to those of others asking for approval of this great project.

Submission Number: ***MBTL-SEPA-DEIS-0002111***

Received: 6/7/2016 5:08:44 PM
Commenter: Jeff Bissey
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Here are my comments on the Millennium coal export terminal. I support the project and the jobs and tax revenues it will provide. Millennium has helped clean up the old Reynolds facility and the Columbia River. The old industrial site had degraded water quality and fish habitats on the river. Millennium has completely turned this around. Millennium has demonstrated a commitment to do everything in its power to contribute to the well-being of the community and local environment. If you ask people in Longview what they think of Millennium, they will tell you they are a good neighbor, good employer and responsible steward of our environment. Keep this process moving. We need a fair environmental review for this project no different than any other import/export facility.

Bissey, John (2703)

Submission Number: ***MBTL-SEPA-DEIS-0002703***

Received: 6/13/2016 1:25:04 PM
Commenter: John Bissey
Organization: Powder River Energy
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I am asking that you please approve the Millennium Bulk Terminal in Washington. I believe this would be a very big economic boost for the nation and the states of Wyoming, Montana, and Washington. I think the benefits far out weigh the negative factors.

Submission Number: ***TRANS-SPOKANE-M2-00023***

Received: 5/26/2016 12:00:00 AM
Commenter: Andrew Biviano
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good afternoon. My name is Andrew (inaudible), I live in Spokane County. I'm a local attorney and candidate for Spokane County Commissioner, as well as a former Assistant U.S. Attorney who worked and litigated on EIS-type issues. And thank you for your hard work on the Draft EIS, and encourage you to include with that work a health analysis.

I think the reason why this issue is so contentious is because both sides can point to benefits for their proposal.

Certainly there are going to be jobs created by this port as well as (inaudible) train. No one can deny that.

At the same time, no one can also deny that there are going to be health impacts, negative health impacts on many, many people at every single stage of this project, from the people mining it to those living along the track who are not getting emergency services to those breathing in the coal dust to those breathing in the coal fumes that are burning at the other end. There will be health impacts.

So the question we have, the public would benefit on both sides is to weigh one value against the other. And I would submit to you that when any of us are sick or dying or have a loved one or a child who is sick, we will give up every last penny we own to bring back that person's health or our own health.

We all know instinctly that people are more important that profits, that health is more important than a dollar. So when we weigh the goods on both sides, I ask that we go back to our core value, which is that there's nothing that's irreplaceable about a human life but we can find other ways to make money. And I urge you to have the no action plan. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000399***

Received: 5/17/2016 6:17:49 PM
Commenter: Anita Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I appreciate the agencies offering this opportunity to comment on Millennium Bulk Terminals DEIS. The port at Longview will bring many good paying jobs to Washington and will encourage the development of our natural resources nationwide, helping to lift us out of our current nationwide economic depression. Transportation of coal by rail from mines in Wyoming, Montana and elsewhere to Longview will make use of existing rail transportation infrastructure that is part of a nationwide commercial transportation system. Further, rail traffic across Washington in down. The railroad companies are in the business of managing rail capacity and don't need to be told how to run its business. The rail line was unnecessarily studied, get on with it already. Thank you for the opportunity to comment on the process and for considering my input as you begin reviewing this project.

Submission Number: ***MBTL-SEPA-DEIS-0003033***

Received: 6/13/2016 4:47:28 PM
Commenter: Brian Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The world needs coal and it might as well come from the United States. We have the resources and Millennium Bulk Terminals has a plan to make it happen at Longview. Please support the environmental study. GHG from the use of coal and nationwide rail capacity should not have been included in this study, but now that they've been included and thoroughly studied, it's time to move this proposal forward! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do. Sincerely, Brian Black bblack@archcoal.com 82732

Submission Number: ***MBTL-SEPA-DEIS-0001280***

Received: 5/26/2016 6:36:55 PM
Commenter: Kevin black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Cowlitz County port should be completed expeditiously. Any American operation that puts people back to work should be supported in these tough economic times. The Millennium Bulk Terminals Project in Longview is a perfect example of an opportunity that could provide the positive and necessary transformation of a long depressed region. I encourage you not to delay moving the project forward. Let’s be clear â€" the project should and will go through careful review to ensure compliance with existing laws. But I urge you not to put up new road blocks to the hundreds of middle class jobs and millions in tax revenues this project will bring to the region. These projects should be reviewed like any other project without special bias based on the type of commodity being exported. Our community cannot afford to delay the jobs that this project will bring. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0000099***

Received: 5/5/2016 9:37:08 PM
Commenter: Lori Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing about the Millennium coal export project. I believe this project is good for the community. I appreciate the time and effort that must go into creating an environmental impact statement. Coal should not be treated differently than other commodities. The opposition will use the precedent set by these studies to justify why every commodity must study global impacts. This is an abuse of SEPA that was never intended to be used to kill the export of a legal commodity. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP! Sincerely, lori black lablack57@comcast.net

Submission Number: ***MBTL-SEPA-DEIS-0000231***

Received: 5/10/2016 5:26:22 PM
Commenter: Lori Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Longview is a town built on natural resources and import/export. I believe this project is a perfect fit for our community. Washington can have BOTH economic growth and a healthy environment. Millennium contributes to both. It will create hundreds of family-wage jobs and has already commenced the clean up of the Reynolds Aluminum site. It will make it cheaper and faster for Washington exporters to get their goods to market and will comply with all existing environmental regulations. The company will contribute to reducing Cowlitz 8% unemployment and will use the cleanest covered loading and unloading conveyors available. And it will contribute to Longview's quality of life at the same time as ensuring that approaching coal cars have surfactants effectively reducing coal dust to non- significant levels.

Submission Number: ***MBTL-SEPA-DEIS-0001817***

Received: 6/2/2016 5:31:34 PM
Commenter: Lori Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. Thanks again to the agencies for allowing public comment on this important proposal. It should continue to go forward with much enthusiasm.

Submission Number: ***MBTL-SEPA-DEIS-0001974***

Received: 6/6/2016 2:22:20 PM
Commenter: Lori Black
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for this opportunity to voice my support of Millennium Bulk Terminals - Longview project. This port will benefit the economy of the region, and that of the nation. The economy depends on trade. It creates jobs working the railroads and ships, loading cargo at the ports, growing crops for export, and building the infrastructure necessary to support a trade-based economy. However, trade depends on permitting approval to construct this infrastructure. If the federal, state, or local government apply different permitting standards to projects exporting coal, they are creating a dangerous precedent that will make it hard to build new infrastructure needed to export other goods, like wheat or manufactured products. The environmental groups have a long history of challenging trade based projects in the northwest, such as Columbia river dredging, new rail facilities and/or export terminals. Governments shouldn’t threaten trade or the jobs that depend on it. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***TRANS-LV-M1-00060***

Received: 5/24/2016 12:00:00 AM
Commenter: Lori Black
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Hello. My name is Lori Black. I live in Longview, Washington. I've lived here, born and raised. Cowlitz County faces high unemployment. It's difficult to find a job here, let alone a good one. Millennium Bulk Terminals has proven its worth as a good employer over the past five years. The crew on site currently at the old Reynolds plant are treated well and paid family wage jobs. We want permits as quickly as possible so more people can join them and contribute to our community. Thank you.

Submission Number: ***TRANS-PASCO-M1-00022***

Received: 6/2/2016 12:00:00 AM
Commenter: Lori Black
Organization: Millennium Bulk Terminal
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

My name is Lori Black (phonetic). I live in Longview, Washington, and I also work for Millennium Bulk Terminal. Longview has always been an industrial town. What I support about Millennium is they are using a former industrial site instead of farm land or paving over riverfront property. They're building on old manufacturing site. That site, the old Reynolds Aluminum plant, has been home for ships since WWII. It makes sense. I ask that you issue the permits and let our industrial town do what it does best, put people in good jobs and let them work for a living.

Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0003279***

Received: 6/13/2016 7:37:20 PM
Commenter: Trent Black
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002459***

Received: 6/10/2016 2:09:41 PM
Commenter: Althea Blackburn
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Millennium Bulk Terminals has proposed a coal export terminal at Longview that is both environmentally-sound and economically beneficial. I ask that you approve this project and the environmental study without delay. In Longview, 56% of kids need free and reduced price lunch at schools and go home to neighborhoods facing 8% unemployment. We cannot afford to look the other way when projects in this area guarantee new jobs and private investment in our schools, roads, and local services. In fact, the estimated number of jobs related to construction activity at the Millennium Bulk Terminals project is 1,350 temporary direct jobs - that will mean $70 million in direct wages! When the project is completed there will be about 135 direct jobs and about 165 indirect jobs. These numbers simply cannot be ignored. Remember this project’s economic benefits to the local community. So let's get moving as quickly as possible to make this project happen. It's what's best for Washington, and best for our economy and tax base.

Submission Number: ***MBTL-SEPA-DEIS-0001418***

Received: 5/26/2016 10:38:47 PM
Commenter: Gerry Blackman
Organization:
State: Montana

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
The days of fossil fuel extraction, transportation, and sales for energy use are OVER! It's shameful and ignorant to continue attempting to use coal for energy on any part of our planet and is blatant human race suicide.

Submission Number: ***MBTL-SEPA-DEIS-0001746***

Received: 6/2/2016 2:39:23 AM
Commenter: Merna Blagg
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Please protect our environment and our people. We are polluting our planet to death! No permits and no terminal is the best decision for everyone.

Blake, Laura (3195)

Submission Number: ***MBTL-SEPA-DEIS-0003195***

Received: 6/13/2016 6:27:12 PM
Commenter: Laura Blake
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

The draft environmental study for Millennium Bulk Terminals coal export facility was sufficient. Please move forward with permitting this economic development project that is one key pillar that is essential for the US economy. There are many benefits of the project that the community and other regions of the country are waiting for. I support the final EIS and progress for this project and encourage the federal agencies to continue the path forward to providing reliable energy to other nations as well as economic opportunity and good paying jobs to US workers. Thank you for your consideration of these comments and the Final EIS. Sincerely, Laura Blake lblake@archcoal.com 82716

Submission Number: ***MBTL-SEPA-DEIS-0002583***

Received: 6/13/2016 9:17:14 AM
Commenter: Stan Blake
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0001538***

Received: 5/31/2016 4:54:49 PM
Commenter: Loren Blakeman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Despite all the rhetoric to the contrary about coal exports, I firmly believe you can have both good family-wage jobs and be good stewards of the environment. It doesn't have to be a choice of one over the other. Basic economic principles already tells us that not one ton more of coal will be used globally because of exports at Millennium; supply routes have no effect on demand. Keep it realistic. Keep it local. The co-lead agencies are presenting an excellent DEIS process. I urge them to proceed promptly with a final Environmental Impact Statement that allows Millennium Bulk Terminals to become one step closer to building, hiring, and exporting. Under this scenario good paying jobs will come to a community in need. Not only will the local but the regional economy will reap the benefits. Please do the right thing and make this project a reality.

A chain is only as strong as its weakest link. The Columbia River regional port systems which complements both import and export commerce in the Pacific Northwest supplies this region with on going commercial potential for healthy economic stability and growth. It takes commitment and knowledge to steward The expanding commercial potential of both import and export shipping . It takes foresight and wisdom to maintain a safe and healthy environment regarding the intelligent use of this truly major river system.

Recent environmental legislature improves the robust continuance of a safe and healthy structure regarding the environmental issues involved with commercial portage on our wonderful river. Recent deepening of the shipping channel has gained the attention of large and powerful corporation who see potential profits in import and export shipping.

Powerful and determined commercial corporations have descended on the world wide shipping potential and the increased diversity of its uses following the deepening of its shipping channel. That is the freedom and opportunity permitted by a healthy American commerce. IF YOU BUILD IT THEY WILL COME. It is up to affected Washington and Oregon citizens to determine if they can stay. WE VOTE.

Mt St Helens eruption in 1980 gave a wakeup call to the vulnerability of our shipping channel . It took almost 20 years for shipping commerce to recover. Environmental awareness stepped up then and since that time Northwest citizens have accepted grass roots responsibility for the safe and intelligent use of our river and its embankments.

LNG proponents discovered that local citizens could not be buffaloed or Intimidated by powerful corporative giants . Neither could a potential coal fired sequestration plant influence Kalama, WA with promises of wealth. Palomar and Williams pipelines with enormous disruptive potential of farm lands and private property were given the not welcome sign. The largest world food and beverage corporation, Nestle corp. got a hit the road message for its purposed bottling plant of Oregon spring water.

Coal , the worlds dirtiest fossil fuel is a decreasingly viable energy source, China is in the process of converting to clean air energy sources,. So who would want to look for profit by selling ice cubes to Eskimos , or sail boats in the Sahara,? Who ? Millennium Corp and its ilk. Gentlemen say no to profit over people..

Vonda Kay Blank FCSC

Submission Number: ***MBTL-SEPA-DEIS-0001119***

Received: 5/24/2016 7:41:10 PM
Commenter: Chad Blankenship
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

As someone who treasures the natural beauty of the American west, I ask that the environmental study for the Longview port proposal be accepted as thorough and sufficient. The planning behind this project is thorough and careful and will do much for utilizing our natural resources without compromising the environment. Millennium Bulk Terminals has been a good community member in the City of Longview for the last five years. The support local charities and many of their employees are active volunteers. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible. Furthermore it will help this large area grow and prosper. Longview has been held back way too long and it suffers from the aging population that doesn't want change. Let's embrace the change now so it can be guided in the right direction.

Submission Number: ***MBTL-SEPA-DEIS-0001236***

Received: 5/26/2016 6:10:51 PM
Commenter: Jeff Blau
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Our economy and our families are suffering. We can do something about this by supporting the proposed port at Longview that will put people to work quickly and will keep them gainfully employed for years to come. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! The draft EIS to evaluate Millennium Bulk Terminals proposed Longview project should be kept within reason. This plan will be a positive economic stimulus for local businesses and other retail businesses. Please move forward with the process in a timely manner. It's the fair thing to do.

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

Cowlitz County and the Washington Department of Ecology request your comments on the State Environmental Policy Act Draft Environmental Impact Statement for Millennium Bulk Terminals – Longview.

Written comments can be submitted a number of ways:

- Submit this completed comment form at one of the public hearings/open houses
- Mail this completed comment form: Millennium Bulk Terminals EIS, c/o ICF International, 710 Second Avenue, Suite 550, Seattle, WA 98104
- Complete and submit an online comment form: www.millenniumbulkeiswa.gov

Comments on the SEPA Draft EIS are due by **June 13, 2016.**

Does your comment relate to one or more of the following areas?

- ☐ Noise
- ☐ Air Quality
- ☐ Human Health
- ☐ Rail Transportation
- ☐ Vessel Transportation
- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Hello MY Name is BryanBleazard andIlive in pasco
I support millennium Because of mor jobs

(additional space is provided on the back)

(comment continued)

MILLENNIUM **Bulk Terminals - Longview**
SEPA EIS State Environmental Policy Act Environmental Impact Statement

COMMENT FORM

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- ☐ Vehicle Transportation
- ☐ Coal Dust
- ☐ Greenhouse Gas
- ☐ Climate Change
- ☐ Plants and Animals
- ☐ Marine Species, Fish, or Fisheries
- ☐ Wetlands or Streams
- ☐ Water Quality
- ☐ EIS Regulatory Process
- ☐ Other topic

PLEASE SHARE YOUR COMMENTS BELOW:

Hello, my name is Debra Bleazard and I live in Pasco Washington.
I support Millennium because it meets environmental standards, it will generate more than $43 million in tax revenues and provide jobs

Debra Bleazard

(additional space is provided on the back)

(comment continued)

Submission Number: ***TRANS-PASCO-Q3-00004***

Received: 6/2/2016 12:00:00 AM
Commenter: Lynn Bleazard
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I'm Lynn Bleazard from Pasco. I came here not knowing what was going on with this. But as I listened, it sounds like to me that they ought to go forward with this project because the environment would improve by burning cleaner coal from the United States rather than from foreign countries where they're getting their dirty coal. And that's my statement.

Submission Number: ***MBTL-SEPA-DEIS-0002418***

Received: 6/9/2016 6:22:32 PM
Commenter: Chesley Blevins
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal is safely mined, transported and used all over this planet. This export terminal is not a major departure from past environmentally sound practices ongoing for years. Nor should mining, transport and utilization be viewed incorrectly as creating any measurable risk to the environment, including climate change. The science simply does not support any measurable impact from the proposed operations. This draft EIS is exhaustive and, in fact, may be overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. This review should not be a political tool! This is an important project that will provide a vital role in boosting the economy and one that should be allowed to proceed in as quick of a manner as possible. Hamstringing the recovery and transport of a vital and valuable United States energy resource, with the jobs and economic benefits flowing with that, should not be condoned.

Submission Number: ***MBTL-SEPA-DEIS-0000181***

Received: 5/10/2016 3:13:17 PM
Commenter: Derek Blogin
Organization:
State: California

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
This proposal will damage the local ecosystem, pollute the ocean, and cause a huge environmental impact once this coal is burned after export. This project needs to be stopped!

Submission Number: ***MBTL-SEPA-DEIS-0001449***

Received: 5/29/2016 11:53:27 AM
Commenter: Holly Blomberg
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Coal trains would expose communities & the general environment, including the Columbia River, to coal dust. Coal dust contains lead, mercury, nickel, tin, arsenic and other heavy metals. It has been linked to decreased lung capacity, increased childhood bronchitis, asthma, pneumonia, emphysema and heart disease. Climate change mediation requires that the world turn away from coal & other fossil fuels. INCREASED mining & transport is the opposite of what should be done.

Submission Number: ***MBTL-SEPA-DEIS-0000303***

Received: 5/10/2016 7:35:11 PM
Commenter: Lindsey Blomfeldt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Allow me to voice my strong support for the proposed port at Longview. We need to move on as quickly as possible. The draft EIS is sufficient and complete â€" it’s time for progress. Millennium already handles coal at their site, and they have done so for more than 70 years. This is not a broad departure from current industrial uses and shouldn’t have been treated so. I believe they are a good neighbor and their environmental review should be treated like every other commodity down at the Port of Longview. We need more good corporate citizens in Longview. Please do not delay the permitting process any further. It is important to get people back to work. There are good jobs on the line and waiting on your review.

Submission Number: ***MBTL-SEPA-DEIS-0002923***

Received: 6/13/2016 3:15:01 PM
Commenter: James Bloomfield
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0002525***

Received: 6/11/2016 11:53:36 AM
Commenter: Gary Bloxham
Organization: CCL Bellevue
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

From: Gary A. Bloxham Subject: Opposition to Millennium Bulk Coal Terminal Gentlemen: I wish to express my opposition to the MBCT because I feel that it will be a severe environmental blight and health hazard. Those adversely affected range from the region surrounding the mining operations to those communities through which a horrendous number of coal trains must pass, as well as the homes, businesses and schools surrounding the terminal. Here are the reasons for my concerns: 1. Coal is becoming an uneconomic energy source. Throughout the United States major coal companies are filing for bankruptcy and/or going out of business. Fracking and sustainable energy has destroyed coal as a profitable energy source. In the wake of this financial disaster, coal companies are leaving behind open sources of pollution which are huge health hazards, as well as scarred landscapes from the mining operations. Coal companies have a legal and financial obligation to clean up the pollution and restore the land. Unfortunately, these bankruptcies and financial failures are leaving the states and affected communities with the responsibility to resolve and mitigate the problems left behind. 2. The strip mining in Montana and Wyoming is polluting the land and water. 3. Coal terminals are a health hazard. In Mobile, AL, even the downtown business district is affected by the dust. Testing has shown that homes and schools in the region are subjected to levels of coal dust that is not only visually disgusting, but is a severe health hazard. This is especially critical to the young children in the nearby schools, whose still developing lungs and pulmonary function is especially vulnerable to toxic coal dust. Longview should not be subjected to this health problem. For these reasons, I feel that the EIS should deny the permit for construction of the Millennium Bulk Coal Terminal. This is a dangerous dinosaur whose economic justification has already ended.

Submission Number: ***MBTL-SEPA-DEIS-0002183***

Received: 6/7/2016 7:03:26 PM
Commenter: Kathy Blythe
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I appreciate the opportunity to add my voice to that of others in supporting the environmental study for the proposed port at Longview. The DEIS will present a clear picture of how Millennium Bulk Terminals will proceed in opening and operating this port and the economic, environmental, and social benefits of this project are deserving of approval. In regards to coal dust & human health impacts: Please refer to the American Lung Association's report on state / county rankings. First please note that the incidence of pediatric and adult asthma for Cowlitz Co is 9.1%, Clark Co. is 9.0%, and Yakima Co is 8.9%. Then compare this same statistic to communities where coal is produced or shipped through such as Campbell Co WY at 9.0%, Box Butte Co, NE (Alliance) 6.96%, Lincoln Co NE (North Platte) 6.98%, or St. Louis Co MO 7.68%. Further, the ALA ranking for 24 hr particulate matter in Campbell Co WY scores a grade of B, as compared to Clark Co WA at F and Yakima Co WA at F. The evidence is obvious, coal production and transportation is not causing a health problem, but it can act as a remedy to an economic downturn. Thank you for the chance to make my voice heard on this very important issue. I think this project has the potential to transform the community and I hope that you will take that into account as you begin your review of the project.

Submission Number: ***MBTL-SEPA-DEIS-0000717***

Received: 5/23/2016 1:08:31 PM
Commenter: Steve Boatman
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Thank you for the opportunity to state my opinions on this important issue. MBT has received a thorough and comprehensive draft EIS reviewâ€"one five years in the making. If we don’t take the next step forward and turn this vision into a reality, it’s going to be citizens like myself and my family suffering the consequences. Our state desperately needs the jobs and revenue this project would create. That is why we must take the next step forward with MBT and move it from vision to reality. I applaud the agencies work on this permit process. The results will provide a more-than thorough "hard look" at the possible impacts of the Millennium Project in Longview which is needed to keep things moving ahead. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002308***

Received: 6/9/2016 5:07:34 PM
Commenter: Earnest Boatrite
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Let's get moving on the Longview coal export terminal! This project has been on hold for four years awaiting permits. These environmental studies need to get moving. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. I appreciate the opportunity to add my thoughts to the public comment period. The agencies should proceed to the next phase as quickly as possible. please lets get this moving lifes and food for family depends on this.....

Submission Number: ***TRANS-SPOKANE-M1-00075***

Received: 5/26/2016 12:00:00 AM
Commenter: Bob
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good afternoon. My name is Bob. I'm a resident of Ponderay County in Fort Washington.

I'm asking that responsible officials find that this project has a significant impact to the environment. The fact sheets that are associated with this DEIS are essentially smoking mirrors distracting from the crux of the issues. The DEIS fails to address the impurities embedded with the coal adequately. Garbage in, garbage out.

This project over time will result in a site that is 1,000 or more feet in width and 1,000 or more miles in length.

The impact of the proposal are cumulative. Nearly every impact has a cumulative impact that is inadequately mitigated. These impacts do not end in 2038, but continue on for generations.

The U.S. has pacts with many countries to reduce the burning of fossil fuels. Globally, we are currently extracting more fossil fuels every year than Mother Earth can regenerate.

Please find this project environmentally significant and deny the permit. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0000862***

Received: 5/24/2016 2:18:04 PM
Commenter: Anthony Bobzien
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium’s proposed coal export terminal would cause unmitigable harm to the Columbia River Gorge National Scenic Area and communities throughout the Northwest, with the most intense impacts felt in Longview, Washington near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources. Your agencies must protect public health and the environment by rejecting this coal export terminal.

Bobzien, Linda (0861)

Submission Number: ***MBTL-SEPA-DEIS-0000861***

Received: 5/24/2016 2:17:31 PM
Commenter: Linda Bobzien
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Support the “no action” alternative in the Millennium Bulk Terminals Draft Environmental Impact Statement (EIS). Millennium’s proposed coal export terminal would cause unmitigable harm to the Columbia River Gorge National Scenic Area and communities throughout the Northwest, with the most intense impacts felt in Longview, Washington near the proposed terminal site. The project harms our health and safety, air and water quality, and natural resources. Your agencies must protect public health and the environment by rejecting this coal export terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000867***

Received: 5/24/2016 2:31:53 PM
Commenter: Leah Boehm-Brady
Organization: neighbors for livability
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Please do not allow this coal facility to be built. America is drowning in fossil fuels, and the pollution from it is destroying our environment, causing climate change. Profits are being made on the backs of the American people and our landscape. This must stop. Coal production is decimating parts of America. I care about our environment. We all live downstream, we will all suffer from projects like this proposal. In addition, coal trains spread this pollution, and all to ship abroad. Say NO please to the rich polluting the world for their benefit. Say NO to this terrible proposal. thank you, Leah Boehm Brady

Submission Number: ***MBTL-SEPA-DEIS-0001935***

Received: 6/6/2016 12:54:34 PM
Commenter: david boleneus
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
I have attached (see PDF attachment) a primer on energy which contains some facts that people have either forgotten, ignored or take for granted today. It is appropriate for this setting. From commenters at the hearing I attended it appears that the average person understands little of these basic facts about energy.

Falling Down the Energy Ladder

by Viv Forbes
with help from volunteer reviewers.

And

Steve Hunter, Cartoonist
Version 2 June 2016

To view this in your browser with all images:
http://carbon-sense.com/wp-content/uploads/2016/06/energy-ladder.pdf

When man first appeared on Earth he had no implements, no clothes, no farms, no mineral fuels, no machines and no electricity – his only tools were his brains, hands and muscles.

Everything that enables humans to live comfortably in a world where nature is indifferent to our survival has been discovered, invented, mined or manufactured over thousands of years by our inquisitive and innovative ancestors.

The history of civilisation is essentially the story of man's progressive access to more efficient, more abundant and more reliable energy sources - from ancestral human muscles to modern nuclear power. It is also the story of how to store that energy and deliver it with minimal losses to where it is most needed.

There are seven big steps on the human energy ladder –

1. Stone age energy – human energy, fire, stone tools and geothermal energy
2. Energy from farmed animals and plants
3. Solar Power - wind and water
4. Gunpowder and explosives
5. Coal, steel, the steam engine and electricity
6. Oil/gas and the internal combustion engine
7. Nuclear power

Stone Age Energy

Every person on Earth today is descended from a survivor of the recurring Pleistocene Ice Ages. They survived only because they were able to extract energy from a cold, dry, barren environment.

Initially human energy was used to harvest the solar energy concentrated in animals hunted and plants gathered. Some societies multiplied their limited human energy by capturing and using slaves.

Ancient man's first and greatest step up the energy ladder was discovering how to harness and use fire for warmth, cooking, hunting, metal working and warfare. This ability to ignite and control fire is the one thing that clearly separates humans from every other species.

For centuries the main fire-energy fuels were organic natural resources such as wood, charcoal, peat, grass, animal dung and fats/oils extracted from animals and plants. As human population increased, these energy sources became scarce as the land and seas around towns and villages were stripped of their natural carbon fuels.

Moreover, when great ice sheets covered much of the northern hemisphere, trees and firewood were scarce. Also at this time, the large northern hemisphere land surface was absorbing less solar energy because of variations in Earth's orbit, tilt and reflectivity. Keeping warm was very difficult.

But there is usually more volcanic activity at the turning points of major climate cycles. Some lucky cave men discovered geothermal energy - they could bathe and cook in volcanic springs and hot mud, getting pleasure from the warmth, and health benefits from the trace elements present. Geothermal energy also allowed Stone Age people to harvest evaporites containing essential minerals like sulphur and salts of sodium, calcium, magnesium, copper and boron.

Early humans also discovered that stone-age sticks and stones could help them apply their muscle energy more effectively – with more force or at a greater distance.

They used sticks for waddies, digging tools, spears, boomerangs, clubs and later bows and arrows; and stones for clubs, grinders, axes, knives and spear and arrow points. These tools increased their hunting ability, providing food, furs and feathers to generate and conserve body energy.

STONE AGE GREEN ENERGY

The Development of Farming

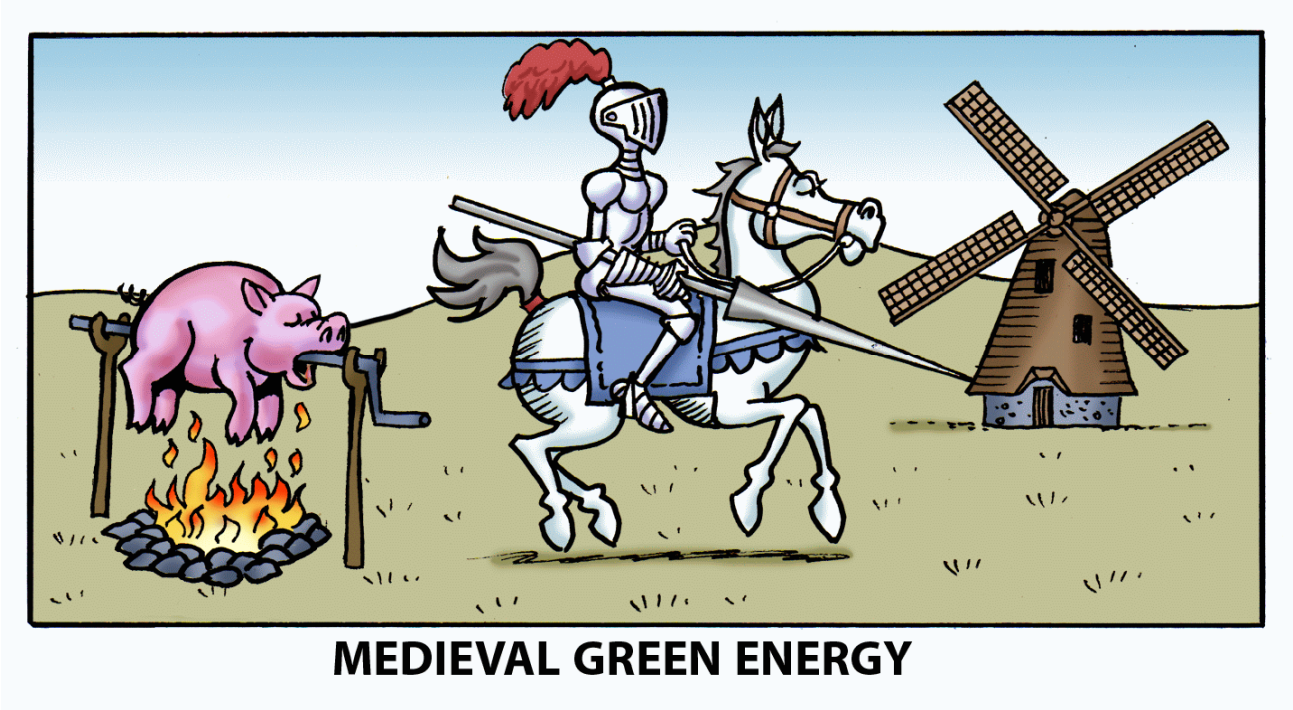
The second step on the energy ladder was built when some smart hunter/gatherers discovered how to access more reliable energy by domesticating animals and plants. This lead to more permanent settlements where sheep, cattle, goats and pigs provided a steady supply of carbon-based food energy, and dogs, horses, donkeys and camels multiplied human energy for transport, hunting and warfare. Farmers also nurtured fruiting trees and grasses such as einkorn, wheat, rice, barley, oats, corn and sugar cane. These provided more dependable and abundant food energy for humans and their animals.

Farmers were soon producing surpluses, which lead to the development of farmers' markets, which are energy conservation mechanisms. Initially farmers bartered with tool-makers and hunters, but the difficulty of matching the needs of buyers and sellers and the wish to store values from good seasons for use in bad seasons, led to the development of special stores of value/energy that came to be called money – shells, gems and eventually precious metals such as gold and silver were found to supply the best money.

Solar Power

About this time humans ascended the third step on their energy ladder – the ability to harness wind/hydro/solar power for sailing ships, windmills, water-wheels, grain mills and drying food.

The low energy density and unpredictability of these weather-dependent energy sources was obvious, even to our ancestors. Sailing ships and windmills could be becalmed for days and then have their sails torn down by violent storms. So the ancient wind-powered societies became keen weather-watchers. They read the signals of winds and clouds, waves and tides and carefully recorded the cycles of the weather and the solar system. Some who follow their methods produce better weather and climate forecasts than today's computer models



Gunpowder and Explosive Energy

The fourth big step was the invention of gunpowder by the Chinese, which gave humans the first glimpse of the enormous power of concentrated chemical energy.

The initial "black powder" was made by grinding and mixing naturally occurring charcoal, sulphur and saltpetre. Modern explosives such as dynamite and TNT were manufactured using acids and glycerine. There were many industrial accidents before safe methods of manufacture and transport were invented.

The energy concentrated in explosives led to their widespread use for hunting, armaments, civil engineering and entertainment. Modern mining and quarrying is totally dependent on the use of explosive energy.

Coal, Steel, Steam Engines and Electricity

The fifth energy step was gigantic, with three elements – coal, the steam engine and electricity.

Coal has been used for centuries for cooking, home heating and black-smithing (when Captain Cook sailed up the Australian coast in 1770, he had a supply of coal in the hold of his wind-powered ship, “The Endeavour”.)

The real energy revolution was born in the 1760’s when James Watt developed a more efficient coal-powered steam engine. Then in 1829, Robert Stephenson developed a practical steam-powered rail locomotive. Suddenly coal-powered steam engines were moving trains and ships, pumping water and powering factories, traction engines and road vehicles. Early steam engines were driven by coal, but other hydro-carbons, wood, concentrated solar energy or nuclear power can be used.

Some coals convert to coke when heated in the absence of air. This was used as a cleaner fuel in homes as well as becoming an essential raw material to produce the iron and steel that built our modern world.

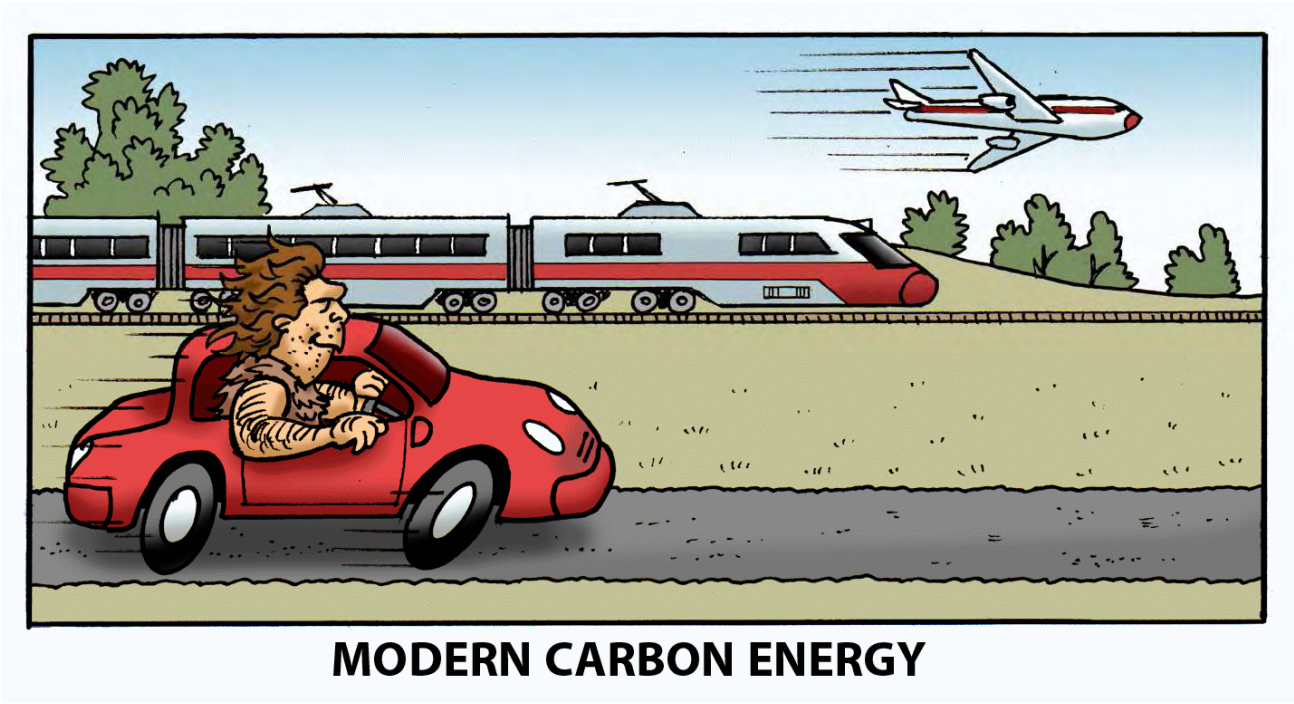
Electricity generated by steam engines powered by coal was the magic tool for making clean energy available cheaply to city dwellers. Coal also provided the raw material for coal gas, which could be stored and supplied easily by pipe for heating and lighting.

Suddenly these two clean silent fuels, coal gas and coal-fired electricity, made redundant all the whale oil lamps, candles, kerosene lanterns, wood burning stoves and coal burning boilers and open fires that were truly polluting the air in homes and cities with smoke, ash, dust, sulphur, soot and at times, the deadly carbon monoxide. All of these real pollutants are removed in modern coal-fired power stations whose clean controlled emissions are mainly nitrogen, water vapour and carbon dioxide, all non-visible, non-toxic, plant-friendly natural gases of life.

Oil and the Internal Combustion Engine

The sixth step on the energy ladder also transformed our world - the discovery and extraction of oil and gas and the invention of the internal combustion engine. The mighty coal-fired steam engine still dominates electricity generation, but the compact and powerful internal combustion engine won the battle to power mobile machines. Suddenly cities that were choking with horse manure found relief in petrol-driven cars, buses and trucks. Being easier to store and transport, oil also replaced coal in ships and was soon powering the mighty British navy, and later still, powered civil and military air fleets.

Steam cars and electric cars got a good work-out over 100 years ago, but neither could compete with the oil-powered internal combustion engine.



These two engines, the coal-powered steam engine and the oil/gas-powered internal combustion engine created the modern world and still provide most of our warmth, light, food, water, mobility and industrial power.

The energy density and abundance of these two hydro-carbon fuels gave an enormous boost to human access to energy, and massively relieved the pressure on natural “green” fuels from forests, whales, bees and animal fats.

The transformation of transport was remarkable. Just 3-4 generations ago, a team of up to twenty bullocks took days or weeks to haul a wagon-load of wool bales, forest logs or bagged wheat to markets, and the bullocks needed fresh supplies of feed and water every night.

In 1896, Henry Lawson described it well in two stanzas from his great Australian poem “The Teams”:

A cloud of dust on the long white road,
And the teams go creeping on
Inch by inch with the weary load;
And by the power of the green-hide goad
The distant goal is won.

But the rains are heavy on roads like these;
And, fronting his lonely home,
For weeks together the settler sees
The teams bogged down to the axle-trees,
Or ploughing the sodden loam

The Teams

(this photo is held by Viv Forbes (whose father started his working life as a bullock driver hauling logs from Mount Lindsay in Northern NSW). This photo was taken by a pioneer clergy-man in the Boonah area)

Cattle and sheep to feed the cities were moved by drovers who spent weeks or even months on the road. Today one diesel-powered road train or semi-trailer on a bitumen road can carry its own fuel and water plus a load of livestock to the distant cities in a day or so. See some carbon powered cattle transport in Australia: *http://www.mbandf.com/parallel-world/australian-road-trains*

Refrigerated trucks do even better – swiftly carrying dressed sides of meat from the abattoir direct to butcher shops.

Here's how sugar beets were delivered to the rail head of the Great Western Sugar Co, in Fort Collins, Colorado, before Henry Ford helped out. *Credit: Colorado State University and WUWT:*

https://dspace.library.colostate.edu/bitstream/handle/10217/41089/_UHSP_Photo_119_tif_jp2000.jpg;jsessionid=fl4avogb4m3z5pz62ws5ea1?sequence=1

Nuclear Power

Earth runs on nuclear power, from the sun and from geothermal heat. The seventh step in the human quest for additional energy was discovering how to harness atomic energy for generating electricity, fuelling naval vessels, in medical procedures and creating even more powerful explosive devices.

If the "zero emissions" evangelists were fair dinkum, they would support emissions-free nuclear power, but it seems that they oppose every energy option that is feasible.

Government and Energy

As mankind was ascending the seven steps of the energy ladder from the stone-age to the nuclear age, governments were also expanding their scope, power and cost.

Most tribes had tribal leaders and warriors who defended small hunting territories and enforced local tribal customs and laws. However, when farming developed, leaders or powerful land-owners discovered that other farmers and their fixed assets could easily have their energy taxed to pay for their own “protection”. This encouraged the development of central governments with their officials, tax collectors, police and soldiers. To defend their generally increasing appetite for tax revenue, governments needed a continual supply of real or imagined dangers to justify their taxes. And they learnt how to clip and debase the currency diverting value secretly to their own ends.

From this point on, government power has increased with each real or invented community crisis – from village control, to district, state, federal and continental governments. The latest such “crisis” concerns “global warming” or “the climate crisis”, which is being milked endlessly to promote global carbon taxes and global government.

Nothing stands still on planet Earth. Since the dawn of time, Earth has seen continual geological and climatic change – shifting continents, rising and falling sea levels, volcanos and tsunamis, droughts and floods, migrations and extinctions, hurricanes and heat waves, ice ages and warm eras. Man has not controlled or caused any of them.

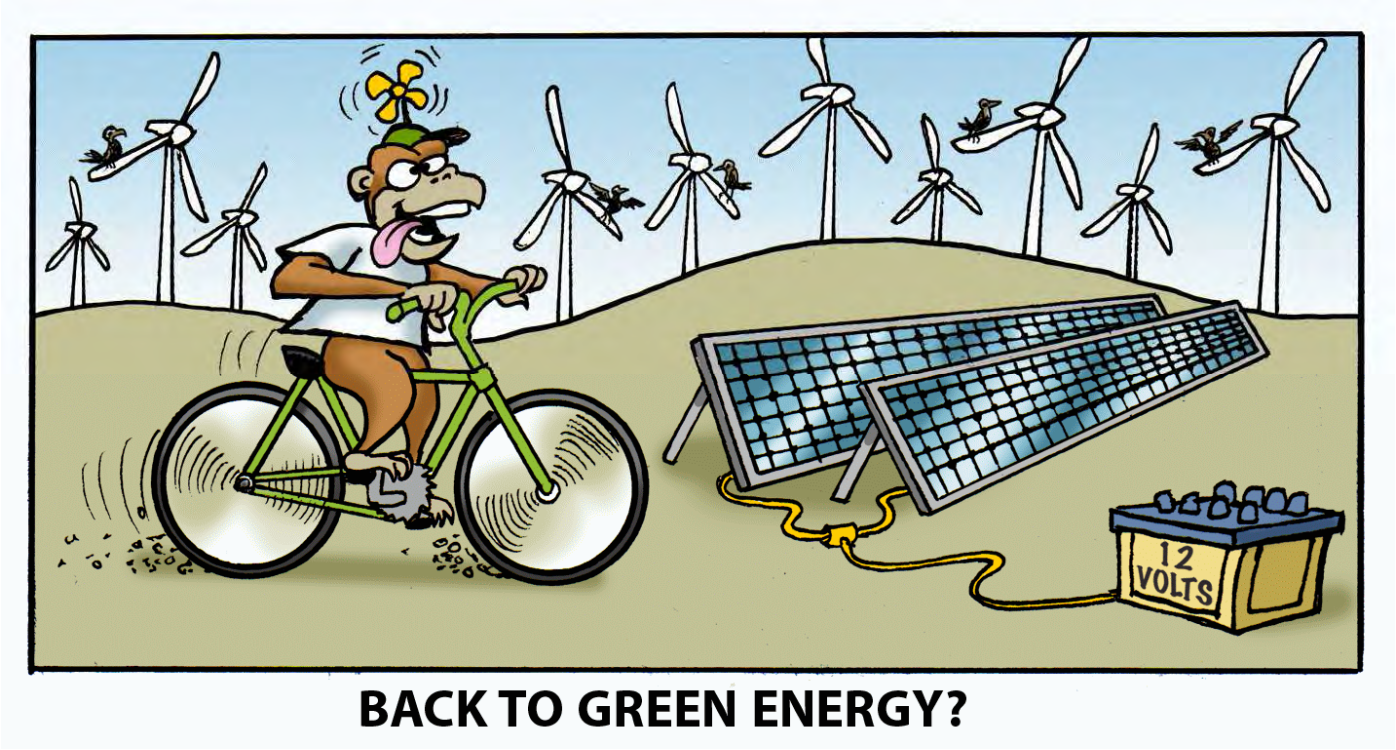
Humans flourished in the warm eras and suffered in the cold dry eras. Climate will continue changing, but one thing is certain - access to abundant, reliable energy is the key to surviving future climate challenges.

Today’s massive global human population owes its existence, prosperity and comfort to our economical and reliable energy supplies, particularly the hydrocarbon fuels – oil, coal, and gas. The world supports more people than ever before, with fewer famines; but those with access to abundant reliable energy supplies have stabilised their populations and contribute most to caring for nature, culture and the poor. The carbon dioxide recycled by the usage of hydrocarbon fuels is greening the world and adding to food supplies as native and farmed plants flourish in the warm, moist, carbon-rich atmosphere.

Back Down the Energy Ladder?

This long history of energy progress is now under threat from strong forces using any environmental alarm to deny human access to efficient energy. Using every sensational scare that can be whipped up, they tax, oppose, hamper or restrict farming, forestry, fishing, grazing, irrigation, mining, exploration, hydro-carbon fuels, steam engines, combustion engines and nuclear power. The “zero-emissions” zealots want to force us backwards down the energy ladder to the days of human, animal and solar power. They oppose the main thing that sets us apart from all other species – the controlled use of fire from explosives, coal, oil, gas or nuclear power.

They have yet to explain how our massive fleet of planes, trains, tractors, harvesters, trucks, road trains, container-ships and submarines will be powered and lubricated by windmills, treadmills, windlasses, solar energy, distilled whiskey and water wheels.



Western nations, driven by a global agenda of climate alarmism, are destroying their profitable industries with carbon taxes; and their promotion of expensive, intermittent green energy is pushing us back down the energy ladder; and our competitors in Asia are climbing the energy ladder as quickly as they can. At the same time, the enormous waste of public money on government promotion of the climate industry has created a global fiscal mess.

Unless reversed, this wasteful de-energising policy will drive much of the world's population back to the poverty and famines which often prevailed in the past. Some see the inevitable de-population this would cause as a desirable goal.

Green energy zealots want to push everyone off the energy ladder which has given us the modern world.

Viv Forbes,
Rosewood Qld Australia
forbes@carbon-sense.com

All cartoons were created by Steve Hunter. They may be reproduced providing the artist and the Carbon Sense Coalition are acknowledged.

Disclosure: Viv Forbes is a science graduate, geologist, mineral economist, farmer and Chairman of the Carbon Sense Coalition. He has spent a lifetime in formal and informal study of climate, weather and the science and economics of natural hydro-carbons. He has a vested interest in getting cheap and reliable electricity for farmers, industries and consumers, and in protecting natural grasslands and their soils and grazing animals. He also owns shares in a small Australian company which exports coal to steel mills and power stations in Asia; that market will grow if we destroy our industries in Australia with silly energy policies.

An earlier version of this paper was first published on "Watts Up With That?" at:
https://wattsupwiththat.com/2016/06/02/falling-down-the-energy-ladder/

Energy Policy – the de-industrialising lessons from Europe:
http://manhattancontrarian.com/blog/2016/5/9/energy-policy-can-anybody-around-here-do-basic-arithmetic
https://www.manhattan-institute.org/sites/default/files/IB-RB-0516.pdf

Submission Number: ***MBTL-SEPA-DEIS-0002848***

Received: 6/13/2016 2:46:51 PM
Commenter: David Boleneus
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

— WHITE PAPER —

RENEWABLE ENERGY'S BALANCING ACT: DAWN OF A NEW ERA OR WELCOME A TROJAN HORSE?

Renewable Energy or Human Development: Choose One (not both)

By David Boleneus, June 2016

PREFACE[1]

Though the Millennium Bulk Terminal project delivers a port, a loud uninformed minority voices false alarm that it contributes to global warming or climate change, and that the port might add emissions of carbon dioxide said by few as dangerous to humans. None of this alarm is true. All evidence indicates that such fictional concerns are propaganda to promote an anti-fossil fuel agenda by extreme environmental groups. The answer to these make-believe dangers is to push renewable forms of energy to eliminate concerns invented by these groups about carbon dioxide.

This paper shows why objections to the port on the basis of global warming, climate change or concerns about carbon dioxide.

Carbon dioxide (or its chemical formula CO2), consisting of one carbon and two oxygen atoms, is essential to life of all forms, of plants and animals. CO2 was borne of primordial earth. Earth needs more of it. Should it fall below a baseline, only slightly below today's level, all plant and animal life would cease to exist, and die. This includes you. Promoting an end of carbon dioxide therefore advocates death.

This report, entitled "*Renewable Energy's Balancing Act: Dawn of a New Era or Welcome a Trojan Horse?* " identifies the tragedy symbolized by the anti-fossil fuel agenda. The report explains why promoting renewable energy as a sole form of energy for the United States and other developed countries to quell climate change is an immense and tragic mistake borne from impure purpose and baseless promotion of untruth. It explains why ushering in renewable energy as a sole energy form is tantamount to welcoming the Trojan Horse to control our energy supply.

The tale of the Trojan Horse is appropriate to happenings today. Likened to the mythical trick used by the Greeks to enter and capture the City of Troy, fear of carbon dioxide, climate change, global warming answered by converting to renewable energy represents the subterfuge to subdue and stop the forces of human development and technology in the United States. This myth symbolizes how demonizing carbon dioxide and promoting renewable energy represents the Trojan Horse of today, an end of life for many of the population in the United States.

[1] Information provided in this paper is well supported by substantive and authoritative citations provided and so may be taken as truthful. If readers are privy to fundamental data counter to those found here, the author would consider it.

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--White Paper—

RENEWABLE ENERGY'S BALANCING ACT: DAWN OF A NEW ERA OR WELCOME A TROJAN HORSE?

By David Boleneus, June 2016 [2]

Summary

The purpose in this thesis is to reveal the unsoundness of the renewable industry including the reasoning for its promotion and to compare this to the proven benefits provided by our current energy structure. Reported are the problems and disadvantages of renewable energy, with emphasis on wind power generation that due to its varied representation offers nothing renewable. The entire renewable industry is reactionary and follows a political ideology mostly unsupported by sound business economics.

The primary purpose in demonstrating its unsoundness is a direct result of lack of reasoning for pursuing such a program, lack of proof that it will produce results, is necessary, is safe, is economical or is not economically damaging to the state's financial wellness and to its citizens, and so forth. A state has a duty to protect its citizens and act in their best interest and this is not the case. Though Washington's progress into renewables is not as extreme as Europe's, however their results "scream" that such a path is their vanguard of death to state and national economics that posits hardship on and risks health of its citizens.

A starting point is to report on the amount of energy consumed in this world to compare with renewable forms of energy. The total amount of energy consumed worldwide is enormous as one can imagine.

In 2014 the world consumed 12.9 billion oil-equivalent tonnes of energy (on an oil-equivalent basis, see appendix) of all forms, as shown in the chart below (Figure 1), consisting of renewable, hydroelectric, nuclear, coal, oil and natural gas. The amount of energy consumed from fossil fuel sources, coal, oil and natural gas represents the largest share of the total. This report shows that the amount of renewable energy provided is small and projections show that its expansions or build-out seems to waning as the years pass. Oregon produces just 11% of its electricity from wind, geothermal, or solar while the remaining renewable is from hydropower. Washington's percentage is 6.5% with all from wind turbines.

Already in the U.S. additions of renewable energy other than hydropower cannot keep pace with the increase in population. In 23 U.S. states carbon based fuels continue to displace renewables. The reason for this is unclear. The *Problem with Wind* electric generation are numerous and are demonstrated more plainly as the U.S. gains more experience, but they are inescapably due to its excessive cost and lack of reliability. Overcoming these problems would also nullify objections.

[2] Geologist, research scientist for 45 years (retired), wheat grower on family farm, Lincoln County, State of Washington

The most visible problem with wind generation is the need for full-time backup of wind power facilities from a choice of oil, natural gas, coal or nuclear, with a result that customers must "double-pay" for electricity when one source would be adequate. The greatest impact of wind power cost is that realized upon low wage consumers who must choose between electricity and other needs as retail electricity has more than doubled in cost from 3.7 cents to 8.5 cents per kilowatt-hour (kwhr) since 2000. If increases in costs continue, U.S. consumers likely will face huge cost increases with no benefit, or similar to the situation in Spain's recently realized renewable energy nightmare or excessive cost leading to the ordered construction shutdowns in the UK's and Denmark's systems as the renewable unreliability becomes plain[3].

The performance of wind turbines is also seriously questioned in the Northwest, as shown by review of a recent operating period of 992 days of public records examined (2013-2015) of the Bonneville Power Administration, the agency charged with balancing the region's power needs against supply. Here renewable energy provided by 44 wind farms in Washington and Oregon with a capacity of 4,782 megawatts delivered only 10.5% of its capacity available for 56% of the time (555 days) and during 57 days in 2014 produced no power at all, including a 24-day period of continuous no-power days in winter in 2014.

The most intractable problem is the space requirement of wind turbines that require 75 acres per turbine including transmission facilities. By comparison, a single nuclear power plant (or coal plant) that produces 26 terawatt-hours on full-time basis occupies 430 acres. To produce the same power from wind turbines requires an area of 250, 000 acres (390 square miles) but wind turbines still cannot provide electricity full-time. Complicating the problem for wind energy, the Department of Energy's hints at reaching a limit or saturation of "ideal" wind energy sites which raises doubt in its ability to provide additional wind resource with expectation of maintaining efficiency, output, and cost at current levels. Maintaining these factors is impossible as experience shows as closer packing of turbines reduces efficiency to a value less than the already low efficiency values of 26% in Washington and 24% in Oregon.

Compounding the problem is a lack of profitable economics as the wind industry is supported by 100% loan guarantees for construction, tax rebates, a 3.2 cent per kilowatt-hour tax credit and a 12 cent per kwhr selling price guarantee. This industry has proven it cannot self-support. A few of the many serious objections and problems are listed, many of which impact severely on the communities near or within the installations. Most important is the trail of corruption in the Falmouth MA controversy between the turbine-maker Vestas, acoustic consultants and the Massachusetts legislature, bird deaths, wind power's intermittency, infringement on human rights, industrializing of landscapes, noise pollution leading to mental distress, and especially the Duke of Edinburgh's comment that "Wind Farms are Useless, a Disgrace".

Renewable energy build-outs are driven by the public's fear and alarm concerning fossil fuel and their release of carbon dioxide (CO2). The public believes that all CO2 is the result of burning of fossil fuels but this is patently false, is unproven and is an exaggeration. Only 1% or 2% of the total amount of CO2 comes from burning fossil fuels so it is impossible that fossil fuel CO2 is the cause. See CO2 Additions by Source (Appendix). The benefits from carbon dioxide and fossil fuels are well known but withheld from public view. Carbon dioxide is a natural plant fertilizer, it promotes plant photosynthesis and it assists plants to use less water resources. More CO2 accelerates plant photosynthesis, vigor, weight, plant height and growth responses while decreasing transpiration of water in plants. The

[3] Denmark Cancels All Coastal Wind Farms, Delays New Built Until 2025 by Jyllands-Posten, 7 June 2016

increase in carbon dioxide since the 1960s is solely responsible for a $3.2 trillion economic benefit to food production and another $9.8 trillion benefit is projected to 2035. Economists show how carbon dioxide produced from fossil fuels is profoundly earth-friendly that its costs are nil compared to its benefit, that its anthropogenic input is a tiny 1% to 2% of total natural CO2 emissions, that its impact on weather is 5,000 times less than the most dangerous greenhouse substance, water vapor. The benefits of electricity generated from fossil fuels have raised the human development of countries by 390-fold to 510-fold over its cost, have increased GDPs 74-fold since 1900, have increased life expectancy two-fold, created an 8-fold increase in populations, and increased incomes 11-fold while advancements have ushered new technology and scientific breakthroughs that permits a high quality of life, with all of this inescapably related to fossil fuels.

Renewable energy is a bad idea that gets worse. It is a silent killer of America's and State's economies. The devastation of European economies becomes clearer by the day. A Renewable Energy Standard (RES) is an idea that serves no reasonable purpose or one for thoughtful governments to undertake and blindly force on citizens. RES is based on four lies: To get off oil; to use clean energy without CO2, because it is a greenhouse gas, that causes climate change. Renewable energy cannot exist without continued government support yet it is inappropriate to ask the cost and socioeconomic impact. Fifteen renewable companies are bankrupt at a cost of $7.01 in loan guarantees and loan guarantees exceeded $26 billion. Seventy-three solar companies declared bankruptcy from 2009 to 2013. Five wind companies in Europe were bankrupt at a cost of $350 million. Still Washington State continues its blind path into renewables on a program with unknown benefits, whose health effects are unknown, with technology that is unknown, on a program whose merits are unknown, for reasons and purposes that are unknown, and with economics that are unknown. It's Washington's RES + 7U's.

Definition – *Renewable Energy* – Renewable energy is a term coined by lobbyists, solely for promotional purposes. There is no true definition. Well aware of this lobbyists have worked diligently to give the impression that "renewable energy" is a scientific concept. It's not, and it does not qualify as a scientific term. Real science is based on empirical evidence and proof, concepts few outside sciences understand. Real science and empirical data are an anathema to lobbyists who are closely aligned with politicians. *Consider this: Is wind energy renewable? How is that so?* Read appendix about how to build a wind turbine before you answer this question. Though a scientist myself, I will continue to use the term renewable energy for convenience of my audience.

World Energy Consumption

Annual consumption of energy in 2014 from all sources in the world is an enormous 12,989 million oil equivalent (MMOE) tonnes, an increase of 6.3% from 2010. This total is equivalent to 94,700 million barrels of oil. The six principal energy sources include oil, natural gas, coal, hydroelectric, nuclear and renewables. Of this amount, world coal consumption amounted to 3,881 MMOE tonnes in 2014, a 2.7 percent increase from 2011, of which 453 MMOE tonnes (about 680 million tonnes of hard coal on an equivalent basis) was the United States' 2014 share of consumption. Worldwide contributions from renewable energy sources in 2014 from geothermal, solar, ethanol, wood debris, and wind amounted to 383 MMOE tonnes or 2.9% of the total. In Figure 1, the bar symbol represents consumption values for 2014 and the dashed and solid line symbols depict total consumption values for 2011 and 2012. This shows the U.S. consumption increased in 2014 after decreasing slightly from 2011 to 2012. Consumption increased also for China and Africa-Middle East.[4]

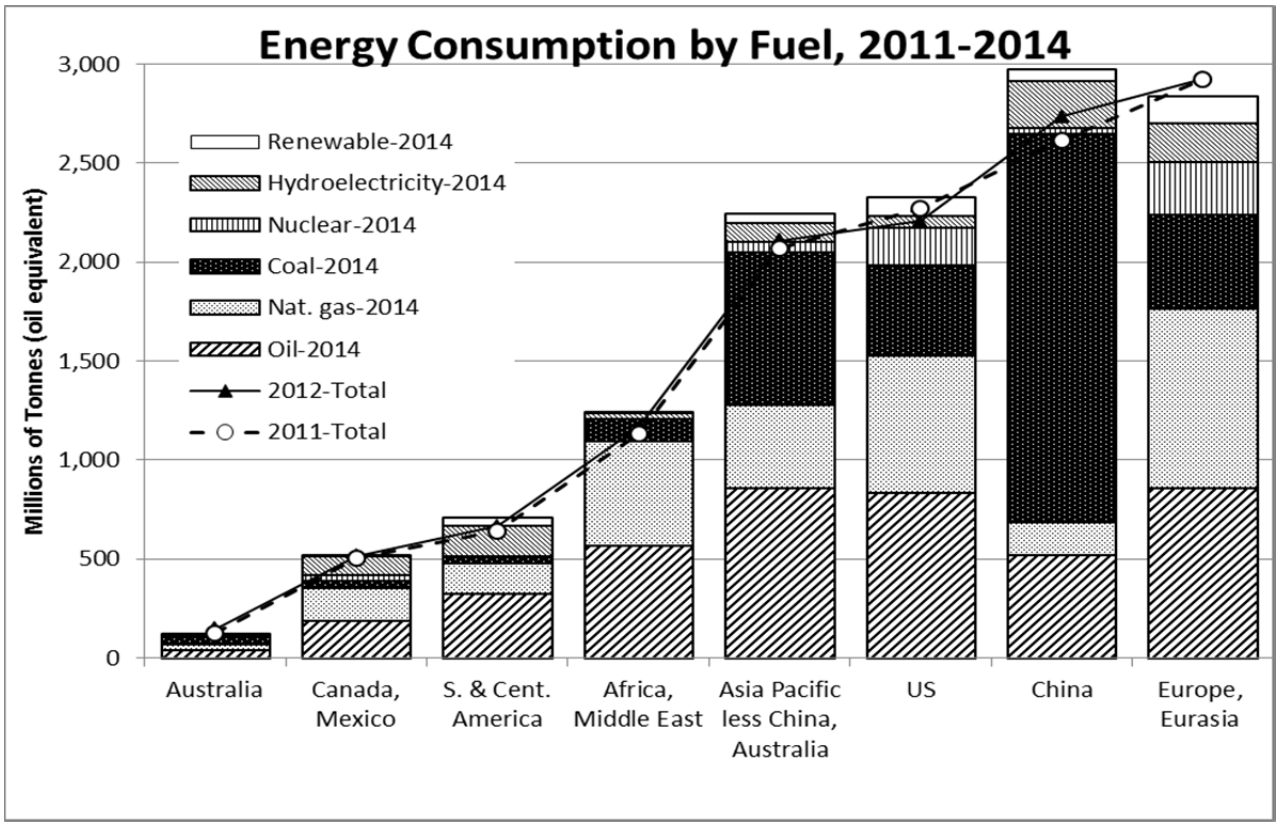

Figure 1. Energy consumption by fuel type.

Consumption for all forms of energy increased from 2012 to 2014 by 513.4 MMOE tonnes. Increases were large in percentage terms for renewable forms of energy which increased 145.9 MMOE tonnes, a 61.5% increase. Hydroelectric consumption also increased 42.8 MMOE tonnes, a 5.2% increase since 2012. Coal consumption increased 151.8 MMOE tonnes, a 4.1% increase over the same period an amount equivalent to an increase of 303.6 million tonnes of hard coal or 1,683 loaded very large bulk

[4] BP Statistical Review of World Energy, 2012, 2013, 2015

cargo ships. Oil consumption increased least since 2012 at 80.7 MMOE tonnes, or 2 %, an amount equivalent to 589 million oil barrels and equivalent to 2,182 loaded very large bulk oil tanker ships.

Renewable Energy

The amount provided and consumed from renewable forms of energy is tiny as noted in Figure 1. It has recently become apparent that renewable construction projects are on the wane and that the wind energy facility additions may soon end. Why is this so? Ask yourself and others this question. See Figure 2 to show this trend. Expansion of wind energy has slowed from more than 40% annual build-out to less than 5% in 2015 and this expansion is expected to diminish substantially in 2016.[5] Will economic unreliability of renewables soon be recognized? The popularity of renewables is also waning and its diminution is also due to the fact that Renewable Portfolio Standards (RFS) pledged in many states have been met and so expansions become less a priority. Could the answer be that renewable is not readily available, is not easily transported, is too expensive, is risky to investors, is unaffordable by most consumers, and is too widely dispersed. Is this because wind energy transmissions are much diminished due to distance to consumers? Most important this power could not be provided profitably without mandated consumer taxation and generous government support. Why is it that expansion of renewable forms has almost ended over the last two years? The expansion of solar and photovoltaic is now so low as to be non-expanding. The mega-Ivanpah solar facility in Nevada in June 2016 caught on fire. It has also been ridiculed numerous occasions for the bird deaths it causes as birds flying through its concentrated sun rays are vaporized[6].

Over the past two decades a number of US States pledged goals to convert a percentage of their total energy need from existing forms to renewable energy. These pledges were set into law but only 29 states are participating by mandating energy portfolios within their borders. These are called Renewable Energy Standards (RES) or Renewable Portfolio Standards (RFS)[7]. Mandated RES or RFS are a "back-end way to put a price on carbon" says Robert Bryce[8]. In seven states mandates have caused rates to increase by 54.2% and the rate shock upon consumers recently announced in California may imperil the environment. Bryce says mandates are more irresponsible than useful. Washington's pledge is to convert 15% of its energy to renewable forms by 2020 and Oregon's is to convert to 25% of its energy from large utilities to renewables by 2025. Both states have met this goal but a very large percentage of renewable pledges come from hydropower so their goal was met by hydropower even before their standards were set. Oregon provides 11% of its energy from wind and 2% from biomass, solar and geothermal combined. Washington gets 6.5% of its energy from wind and 1.8% from biomass and none from solar or geothermal. So the obvious question might be asked: Are their RES pledges only partly fulfilled and might they do more?

The Renewable Energy Policy Begins

Europe's current policy and strategy for the support of so-called renewable energy dates to 1997. On November 26th of that year, the European Commission presented the White Paper "for a Community Strategy and Action Plan" titled "Energy for the future: renewable sources of energy."[9] In presenting this European aid scheme barely five days before the Kyoto conference (*Third Conference of the Parties to the United Nations Framework Convention on Climate Change*), where the signing of a CO2

[5] Wind energy generation, US Energy Information Administration, EIA-923 Report
[6] http://wattsupwiththat.com/2016/03/21/failing-ivanpah-solar-power-plant-gets-temporary-repreive-but-is-producing-prohibitively-expensive-electricity/
[7] http://www.dsireusa.org/resources/detailed-summary-maps/
[8] Bryce, R., 2012, The high cost of renewable electricity mandates: Manhattan Institute Center for Energy Policy and Environment
[9] http://ec.europa.eu/energy/library/599fi_en.pdf

rationing accord had already been foreseen, the European Union wanted to get ahead of events and opt for a transformation of its energy model in order to reach the then-stated goal of reducing its greenhouse gas emissions by 2010 to 15% below1990 levels.[10] [11] The familiar argument had already been popularized by president Barack Obama: *"Development of renewable energy sources can actively contribute to job creation, predominantly among the small and medium sized enterprises which are so central to the Community economic fabric, and indeed themselves form the majority in the various renewable energy sectors. Deployment of renewables can be a key feature in regional development with the aim of achieving greater social and economic cohesion within the Community.*"[12]

Thus, in 1997 the creation of jobs in the "renewables" industry emerged as one of the main justifications and focal points of the plan. The authors of the report estimated that between 500,000-900,000 new jobs would be created. What the White Paper does not clarify is the relationship between the new job opportunities that "*would derive from investments in the various forms of renewable energy sources*" and *those that would not be created or that would be destroyed* in other parts of the economy precisely because the funding diverted to renewable energy. In this plan there is no promise, intent or reference that fossil fuel use or the carbon dioxide emissions would decrease but promoting these unnamed purposes top the list of reasons to promote renewable energy.

Renewable Portfolio Standards are the Silent Killer of America's and State Economies

Renewables experiences in the U.S. appear to be a bad idea that gets worse.

The RPS is a legislated mandate requiring a certain percentage of a state's electricity "portfolio" to come from renewable energy (typically referring to wind and solar) by set dates - most states are 10 percent by 2010, 15 percent by 2015 and 20 percent by 2020. In his State of the Union Address, President Obama announced that he'd like to see 80 percent clean energy by 2035. Bernie wants 100%. Renewable energy is known to be more expensive for the consumer than electricity generated from traditional sources - even with subsidies exceeding subsidies to other energy forms by $49 per megawatt hour. In support of regulations aimed at increasing the use of renewables, a proponent stated, "The reason for Renewable Portfolio Standards (RPS) is because renewables are more expensive. No one would choose them if it wasn't required." Only one state New Hampshire has seen this as a "con" upon them and is the first state to withdraw from the RPS.

Despite the high cost and intermittent availability, renewable energy is touted as the savior and environmental groups lobby legislators to push for mandates - or higher mandates (as in California and Colorado) when they've already voted in the RPS. But, from what is renewable energy "saving" us? Do legislators, governments, voters, or anyone really know? It is inappropriate to ask the cost and socioeconomic impact of pursuing RPS?

- These companies received U.S. $7.01 billion in loan guarantees are now bankrupt (Solar Trust of Amer., Bright Source, SunPower, Solyndra, Abound Solar, A123 Solar, ECOtality, Ener1, Amonix Solar, Azure Dynamics, Energy Conversion, Evergreen Solar, Satcon Tech., Beacon Solar and Fisker Automotive).
- These are the number of solar companies that declared bankruptcy in: 2009-2012 (10), in 2011 (5), in 2012 (37), in 2013 (21)

[10] COM (97) 196 final, 14 May 1997, "The Energy Dimension of Climate Change" y COM (97) 481 final, 1 October 1997, "Climate Change - The EU Approach to Kyoto".
[11] G.C. Alvarex and other, 2009, Study of the effects on employment of public aid to renewable energy sources, RJCU, Spain
[12] http://ec.europa.eu/energy/library/599fi_en.pdf

- These are the wind companies bankrupt with debt > $350 million (Renewable Energy, Fuhrlander (Germany), EnergoPro (Bulgaria), Winwind (Finland), Windreich (German)
- The U.S. Department of Energy section 1703-1705 loan guarantees exceeded $26 billion from 2009 to 2013.
- There were 2,298 permanent jobs created at a cost of $11.45 million per job.
- Washington State's Renewable Energy Standards (RES) started at 3% of total power in 2012 and was to increase 1.5% per year. By 2020 or when 15% renewable is reached (not including hydro) Washington's RES will destroy thousands of jobs. Average families will pay $2,400 more per year in utility bills. *Renewable energy represents Washington's 7 U's.* Washington is blindly embarking an unknown, unmarked path, on a program with unknown benefits, whose health effects are unknown, with technology that is unknown, on a program whose merits are unknown, for reasons and purposes that are unknown, and with economics that are unknown. It's blindly promoting hope.
- The need for renewable energy is based on four lies[13]:
  (1) The first is that we "must" get off of oil", yet almost no amount of electricity comes from oil. Certainly we need to end our oil supply dependence from those who hate America, stop using lives of American military to protect overseas oil supplies, but we have plenty of oil. There is only a shortage of "access" to oil. The access shortage is due to a severe over-indulgence in protecting federal lands from humans, where humans vacation.
  (2) The second lie is that we must use "clean" energy, or energy that does not produce carbon dioxide, CO2. This premise is based on the unproven belief that CO2 causes global warming, that some believe is human-caused, and stopping CO2 emissions will save the planet. However, CO2 is good for humans. It is a fertilizer, a requirement for plant growth, our nation's agriculture, and food for a growing population and export to keep America's farms operating.
  (3) Once more CO2, at 390 to 400 parts per million, or 0.00039 to 0.00040 of our atmosphere of which fossil fuel part of CO2 is 0.00002, is an amount so exceedingly tiny as to have no effect whatsoever upon weather, let alone to be a dangerous greenhouse gas or a cause of the physically-impossible "greenhouse effect" in the atmosphere, the third lie. The major contributor to warming and cooling and weather is water vapor, ocean circulation, and heat exchange to and from oceans due solar heating. The warming is due to the sun.
  (4) The fourth lie is "global warming" (aka climate change, severe weather, climate disruption and other monikers), a state of a natural changing climate that has happened for earth's 3.5 to 4.5 billion year history, and occurs in predictable cycles of 11, 30, and 178 years, is somehow and suddenly dangerous. Earth is now witness to a decadal cooling of 4.1^{o}F as this winter was the 39th coolest since weather record-keeping began. In fact the winter in northern Europe is the coldest since 1941 and winter's snowfall in New England is third snowiest ever. Washington's rural weather stations show a cooling that started in 1930-1940s and continues today. Today's temperature, even when considering any warming expected is 5^{o}F cooler than during the Minoan Warm Period of 1200-1400 BC, a time of the Hebrew Exodus from Egypt, is 3^{o}F. cooler than during the Roman Warm Period of 300 BC to 0 AD and is 1.5^{o}F cooler than during the Medieval Warm Period of 800-1050 AD when Vikings settled Greenland.

Ending all of Washington State's emissions of CO2 would be replaced in 35 days from the rest of the world, in 53 days by China, would yield a temperature savings of 0.0018^{o}F, a sea level rise savings of 0.008 inches by 2050, yet cost Washington household income losses of $8,200 each and job losses to

[13] This article used excerpts from an Editorial written by Marita Noon, *Energy Tribune*

the state by 82,000 by 2030, increase gasoline prices at least $1.17 per gallon and reduce state GDP by $14.7 billion annually.[14]

The Problems with Wind Energy

After 2016 the build-out or expansion of wind electric generation is expected to slow, then decline (Figure 2) and fall to zero with expansion ceasing by 2019-2020. Is this diminution due to one or more of the causes just enumerated? In comparing data, Figure 2 shows that mandated taxation of consumers is still inadequate to assure more than a weak to uncertain future of wind energy, the most common form of renewable energy.

A problem not yet obvious is that renewables are unable to maintain pace with US population growth but are falling behind.[15] Additions in wind power have increased by 191 million MW-hours since 2000 but demand for power has increased about 10 percent faster by 210 million MW-hrs. based on average usage and household. The electricity demand exceeds the averages for household and usage in 22 states. States of Louisiana, Tennessee, Alabama, Mississippi Kentucky, Virginia, Texas top this list where demand is higher-than-average. It is very apparent that renewables are not displacing carbon-based fuels as advertised. This may be due to heightened use of air conditioning.

The decline of wind power generation may be due to a lot of reasons but the most obvious is its lack of reliability and its high cost. Consumers in the U.S. want full-time energy and renewables' history shows they cannot meet this demand. The factors of high cost and unreliability of wind are manifest in five ways, a requirement of a costly source of **backup power**, its **unkept promise** as a power source, its **high cost** that brings e**nergy uncertainty** to low wage consumers, a requirement for continued government load guarantees and subside support to encourage construction, and its insurmountable **requirement to occupy vast amounts of land areas.**

The **first problem** is that wind energy cannot be relied upon as a sole source of power. It is unreliable on its own merits because it is a part time event. It must have full time backup from other sources of power for periods when it provides no power. This requires that a second form of power must also be built so, in essence the duplicate power forms also doubles the cost of the power and this need seems entirely unnecessary and artificial. The question then is: Will these new backup additions come from coal, oil, natural gas, or nuclear plants? In the Northwest, hydro fills the backup niche, but this is an anomaly unique to the region.

A good example of **unkept promise** of wind energy as a power source is revealed clearly in Washington and Oregon by data provided by the Bonneville Power Administration (BPA). BPA is charged with authority for balancing of all energy forms in Washington and Oregon. Included here are the 4,782 megawatts of wind energy capacity from 44 wind farms that BPA orders either on, off, or standby to balance with coal, nuclear, and hydropower. Data from BPA's website shows the reliability problem quite plainly and is a very serious issue.[16] For a 33 month period (992 days) examined in 2013-2015, the BPA records shows that, though capacity is 4782 MW the actual energy provided is quite tiny as records show. For 56% of the time the 44 wind farms produced less than 10.5% of the capacity, for 23% of the time they produced less than 2% of capacity, for 7% of the time (70 days) they produced less than 0.2% of capacity. In fact during 57 days in 2014 they produced no power, and in a single, uninterrupted 25 day winter period of Jan. 5-Jan 29, 2014, they consistently produced no power

[14] http://scienceandpublicpolicy.org/state_climate_profiles.html http://scienceandpublicpolicy.org/originals/state_by_state.html
[15] BP Statistical Review of World Energy, 2015, 2016
[16] http://transmission.bpa.gov/business/operations/Wind/default.aspx

whatsoever. Is this the power source that consumers were promised? Did providers know of this problem beforehand?

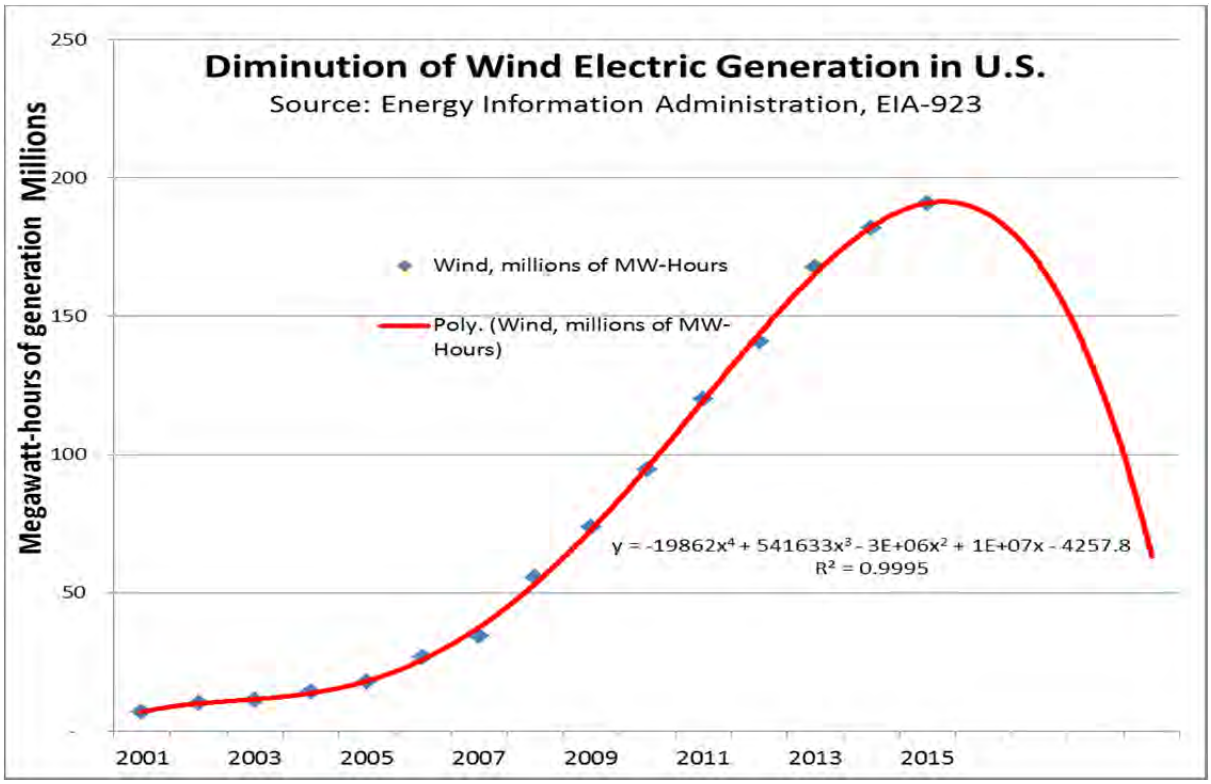

Figure 2. Electric power wind facilities added in U.S. is declining

High cost is the **third problem** with renewable energy. In the year 2000 before renewable energy got its start, the cost of electric power from 20 utility providers in Washington averaged 3.7 cents per kwhr. The cost increased just one half cent in the previous 20 year period. Today it is 8.5 cents per kwhr. Oregon's history is about the same. High cost has been a disaster to economies in other countries, as Germany, Spain and England where their solar and wind energy policies created policy risks of "deindustrialization".[17] The high cost of the EU's Emissions Trading Scheme that caused residential electricity rates to increase 63% on average while rates rose 32% in the U.S. also ushers in energy uncertainty for most low-wage consumers a **fourth problem** faced by many unable to pay very high utility costs. Energy costs increased more in Germany, by 78%, by 111% in Spain and up 133% in the U.K. Germany has scrapped its *Energiewende*, at a cost of 1 trillion Euros and the German government expects payouts of Euro 31 billion per year to continue, a result of its central planning folly. At the same time the German CO2 emissions are rising due to energy use[18]. The job gains in renewable energy sectors have caused job losses in other sectors.

Renewable energy in Spain was promoted as creating green more jobs. Though Pres. Obama has touted Spain's broad government support to aid renewable resources a Rey Juan Carlos University study in Spain shows 2.2 jobs were lost in the economy for every green job created and each green job cost $1.1 million and for each green megawatt installed 5.28 jobs were lost elsewhere. Spain's

[17] http://www.manhattan-institute.org/html/issues-2016-what-happens-economy-when-forced-use-renewable-energy-8844.html
[18] https://wattsupwiththat.com/2016/05/03/fail-co2-emissions-increasing-in-eu-despite-1-trillion-in-green-subsidies/

unemployment has increased by 21%.[19] To satisfy its renewables debt, now at $32 billion, Spain must commit 10% of its value-added and corporate income tax revenues and increase utility rates 31%. This experience if translated to the U.S. would cause a loss of 6.6 to 11 million jobs.

Hundreds of wind power facilities are built because the US government guarantees loans of the money for construction provides subsidies when energy is produced, of about 3.2 cents per kwhr and guarantees a minimum selling price of the power of 12 cents per kwhr. Some states also mandate a certain percentage of power must be produced from renewable forms as per their RFS or RES. None of these reasons consider whether the ventures are profitable on their own merits so the financial support is also artificial. In effect those who promised wind as a power panacea delivered nothing new yet what was delivered costs us aplenty, are mostly unreliable and this cost continues.

The **fifth problem** is the space requirements for wind facilities. Human residences cannot also occupy the same area as wind turbines. Well known is that each new wind turbine added occupies a prime "windy" location, so that the number of prime locations diminishes as the build-out continues. The Department of Energy reveals that the optimum wind sites are limited in number. So, does the slow-down hint at an approach to a "saturation level" of the optimum sites mentioned by the DOE? It will take results for several more years to answer these questions.

DOE's National Renewable Energy Laboratory (NREL) published land areas available for each state's wind energy potential at 110-m hub height with 35% capacity factor. [20] Using NREL's highly optimistic 35% capacity factor, wind farms already built in Washington occupy 18% of its potential land area and Oregon's wind farm occupy 19% of its potential land area

John Droz explains the space requirement of wind facilities advances it ever-closer to a near-intractable obstacle.[21] The very wide spaces needed for wind are due to its very low power density as explained by Vaclav Smil. [22] Smil, one of the world's leading energy experts uses this analogy to explain power density. Packing a minimum volume of food for a mountain hike you skip the carrot and opt to take a granola bar which packs ten times greater density. If you fly across the Atlantic you avoid hydrogen as a fuel and use kerosene instead whose density is 3300 times higher. **Figure 3** illustrates this space requirement, using the power density dimension, whereas an onshore wind farm that occupies 250,000 acres (390 square miles) or a solar farm that occupies 130,000 acres offers the same power density—produces the same amount of energy [although part-time]—as a nuclear or coal plant that occupies 430 acres. The space requirements reflect the power density differences between the fuels. The power density of natural gas and coal are 2,000 to 4,000 times higher than wind or biomass. In other words, the space requirement if opting for solar or wind power balloons to 2,000 to 4,000 times the area needed for a nuclear or coal plant's area. The fossil-fueled civilization of developed countries of the U.S., Asia and Europe are built on making electricity from power sources packed with energy that is more than three orders of magnitude larger (or more dense) than wind, biomass or solar.

A Stanford Engineering professor[23] says we could provide 50% of world electricity by building 7.6 million 2.5 MWe wind turbines. Bernie Sanders thinks that all power (not just half) should be provided by renewables so raise that to 15.2 million 2-1/2 MWe wind turbines. The space requirement of each

[19] G.C. Alvarex and other, 2009, Study of the effects on employment of public aid to renewable energy sources, RJCU, Spain
[20] http://apps2.eere.energy.gov/wind/windexchange/wind_resource_maps.asp?stateab=wa
[21] http://wiseenergy.org/
[21] http://sunweber.blogspot.com/2014/11/prove-this-wrong.html
[22]http://www.masterresource.org/2010/05/smil-density-comparisons-v/
[23] http://www.scientificamerican.com/article/a-path-to-sustainable-energy-by-2030/

wind turbine at the Vantage wind farm in Kittitas County, Washington is more than 67 acres and after adding facilities to transmit the power this value sums to 75 acres. Packing turbines more closely reduces their efficiency more from the current low efficiency values of 26% for Washington and 24% for Oregon.

Let's look at the land requirements:

15.2 million turbines *times* 75 acres per turbine *divided by* 640 acres per sq mile
equals 1,781,000 sq miles.

The area—1,781,000 square miles--That's the size of all of the 40 smaller U.S. states or all of the 10 largest US states [Alaska, Texas, California, Montana, New Mexico, Arizona, Nevada, Colorado, Wyoming, and Oregon]. So what's left?

Add to that impediment--People cannot live within 1.5 miles of a wind turbine farm due to health hazards as explained in the next section due to constant noise that makes them mentally ill. In effect installation of wind turbines on land preempts its occupation by human beings. Some municipalities have now passed into law set-back code for building permits limiting building of residences no closer than 1.5 to 2 miles from the nearest wind turbine. Then put aside for the moment that wind turbines only work far-less-than-half the time when the wind blows at the right speed. Also put aside the big transmission losses from moving the electricity from where the wind blows to where the electricity is used.

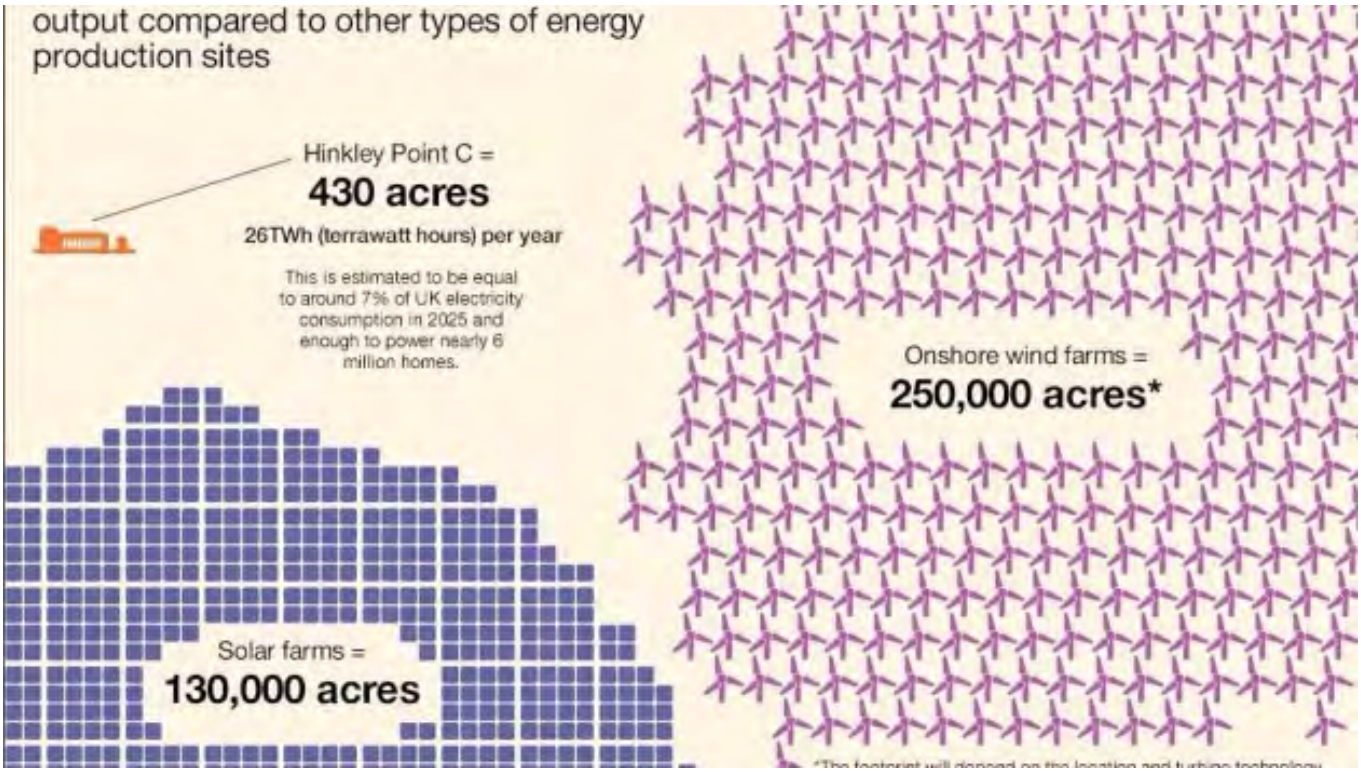

Figure 3. Illustration of Nuclear-Solar-Wind Footprints

The Hinckley Point thermal plant occupies 430 acres and produces 26 terawatt-hours of electricity per year, or 7% of UK's electricity consumption. The same amount of electricity would require a solar farm covering 130,000 acres or a wind farm covering 250,000 acres

Green Renewables Mega-Flop

European consumers are generally opposed to green energy. These experiences are well voiced at the European Platform Against Windfarms. They have learned this energy is costly, defaces once-serene communities, and poses health risks. Hundreds of windmills are operating at a loss and now face demolition.[24] In Ontario, Canada, a University of Waterloo wind energy study lists socially mediated health concerns, distribution of financial benefits, lack of meaningful engagement and failure to treat landscape concerns seriously as core stumbling blocks to community acceptance of wind energy developments[25].

Following are headlines listing Wind Power concerns by European, US and Canadian communities.

- The Danish Minister of climate and energy Lars Lilleholt is talking about about saving 5 billion green tax Danish kroner by dropping wind farms already agreed upon.[26] On June 7, 2016 the Danish government announced that as a « proposal to resolve its renewable energy tax that it will cancel all coastal wind turbines agreed in 2012 because the tax is markedly more expensive than planned ».[27]
- Wind turbines for climate? A mistake for our planet! - Paris, December 1st 2015.[28]
- Engie's President pointed out the high price of wind power: "These are intermittent energies that will require great storage capacities, which will rely on natural gas. We will have to pay three times. First because we have to build two systems (wind and gas), second because we have to subsidize wind turbines, and third because the gas turbines will only work 70% of the time and the cost of MWh will increase as much. Aside from its high price, the wind gas system will generate greenhouse gases 70% of the time. It is therefore a polluting combination.[29]
- Wind turbines kill birds by the hundreds of thousands.[30] [31]
- Massachusetts Epicenter of US Wind Turbine Corruption - The Massachusetts Technology Collaborative, MTC, today known as the Massachusetts Clean Energy Center, MassCEC, bought two massive commercial Vestas V-82 commercial wind turbines to place in residential communities. The trail of corruption starts in 2004 with the Massachusetts state legislature and former Governor Deval Patrick also known as "Sally Reynolds" to wind turbine contractors. [32]
- "Energy prices are creating an industrial massacre in Europe"Roger Helmer's speech in the European Parliament--We have a policy which is exporting jobs, exporting investment, exporting manufacturing, and increasing CO2 emissions at the same time.[33]
- Fraud in Falmouth MA – Town Relied on Acoustic Consultants' Faked Vestas Wind Turbine Noise Report.[34]
- Polish Parliament adopts mandatory setback for industrial wind turbines (10 times turbine height)[35]
- Indoctrination of our Children in Schools by wind developers Must Stop---Subsidy Sam set to knock wind out of Tommy's sails. 'Subsidy Sam' is a children's story written by Lyndsey Ward to counter the shameless pro-wind propaganda allowed in schools.[36]

[24] http://www.epaw.org/echoes.php?lang=en&article=n476
[25] Tanya Christidis, Univ. of Waterloo School of Planning: Nature Energy
[26] http://www.epaw.org/echoes.php?lang=en&article=n495
[27] Denmark Cancels All Coastal Wind Farms, Delays New Build, by Jyllands-Posten, 7 June 2016
[28] http://www.epaw.org/echoes.php?lang=en&article=n423
[29] http://www.museedemontmartre.fr/montmartre-21
[30] http://lepeuple.be/les-eoliennes-tuent-les-oiseaux-par-centaines-de-milliers/52521
[31] Environnement & Sciences 1 septembre 2015 http://www.epaw.org/echoes.php?lang=en&article=n397
[32] http://www.epaw.org/echoes.php?lang=en&article=n412
[33] http://en.friends-against-wind.org/realities/energy-prices-are-creating-an-industrial-massacre-in-europe
[34] http://stopthesethings.com/2016/01/04/fraud-in-falmouth-ma-town-relied-on-acoustic-consultants-faked-vestas-wind-turbine-noise-report/
[35] http://en.friends-against-wind.org/news/polish-parliament-adopts-10h-setback
[36] https://wattsupwiththat.com/2016/04/22/friday-funny-subsidy-sam-in-the-news

- Human Rights or Wind Energy Projects -- Review of the possible breaches by wind energy projects of human rights of people living nearby. It identifies and considers a number of potential breaches of varying impact and of differing ease or difficulty of establishing.[37]
- "Now it's official: wind turbines aren't safe. Wind turbines... what they're doing to people's health, and now it's official" Good video footage of Waterloo and strong statements by the presenters plus some footage of acoustics expert Steven Cooper.[38]
- Subsidy Sam the Turbine. This short story has been written to counter the shameless wind propaganda that is allowed into our schools to influence young minds with no effort to show the other side. We have repeatedly challenged the wisdom and morality of allowing multinational companies into the classroom to put their side of a story that is designed to cultivate acceptance of their industry into future generations. You will remember Tommy the Turbine - a tale told to children in Ireland about the wonders of wind power: www.tommytheturbine.net and tommytheturbine.com[39]
- Management of Sound Emissions from Wind Turbines -- Mis-handling issues of dangerous sound emissions from wind turbines by Authorities.[40]
- Petition!!! On the Subject of Infrasound -- Debate on the as yet unforeseeable health damages by infrasound in Germany.[41]
- Winded in Germany: Berlin's renewable energy fiasco is about to get even worse.[42]
- Important: Support for Research on wind turbines. Dr David Lawrence, Internal Physician from Connecticut, USA:"*This is seeking crowd-funding support about trying to scientifically establish a cause and effect relationship of IWTs and adverse human effects.*" I practice Primary Care in Internal Medicine in a small town in Northwestern Connecticut. On October 17, 2015, two Industrial Wind Turbines (IWTs) began operation as close as 1600 feet from my house. My wife became so severely affected by the turbines that we moved into our basement the next morning to shield us from Infrasound and whatever else caused the physical effects, possibly including "dirty electricity." Most people cannot feel the effects of IWTs. If they do, they do not often realize that something is going on or they do not know it is from the turbines. But for those who are highly sensitive-like my wife-the symptoms start almost immediately. Head pressure, posterior head pain, dizziness, loss of balance with falls, palpitations, the thumping of the blade in her chest. Sleep disturbance is prominent and has a significant adverse health impact. The clinching factor is that everything goes away when the turbines are not operational or the person leaves the area.[43]
- German State Of Bavaria "Puts Brakes On" Wind Energy, Industrialization Of Rural Landscape.[44]
- Québec--Fini les factures gonflées à l'éolienne -- Quebec will ensure that the cost of future electricity supply of wind fields, minicentrales and biomass power plants will not be passed on to consumers.[45]
- Ireland's Battle Against Wind Farm Rollout Escalates - Vestas Workers Receive Death Threats.[46]
- French historical monuments destroyed by wind turbine industry -- Hundreds of classified sites, thousands of small historic villages, 51 natural parks are about to be destroyed by 20,000 giant wind turbines. French Senators are trying to stop the destruction of French Héritage!!!!! [47]

[37] http://www.epaw.org/echoes.php?lang=en&article=n485
[38] http://en.friends-against-wind.org/health/what-wind-turbines-are-doing-to-people-s-health
[39] http://en.friends-against-wind.org/realities/subsidy-sam-the-turbine
[40] http://www.epaw.org/echoes.php?lang=en&article=n484
[41] http://www.epaw.org/echoes.php?lang=en&article=n482
[42] http://www.wsj.com/articles/winded-in-germany-1460589766?mod=wsj_review_&_outlook
http://www.epaw.org/echoes.php?lang=en&article=n479
[43] http://en.friends-against-wind.org/health/support-for-research-on-wind-turbines
[44] http://www.epaw.org/echoes.php?lang=en&article=n477
[45]http://www.epaw.org/echoes.php?lang=en&article=n472
[46] http://stopthesethings.com/2016/04/02/irelands-battle-against-wind-farm-rollout-escalates-vestas-workers-receive-death-threats/
[47] http://www.epaw.org/echoes.php?lang=en&article=n466

- Falmouth Wind Turbines 110 Decibels-February 2016-05 – Sick and Tired Protest -- The European Platform Against Wind joins the people around the world in voicing the protests and solidarity with your objectives. [48]
- The Misfortune Of Living By A Wind Farm - The truth about having to live near Grouselodge wind farm, Co. Limerick, the illness they cause, the noise, the discomfort, the lies from developers, wind farm owners/operators - Health professional speak out against wind infrasound….https://youtu.be/nyK3pG0l270 [49]
- Disintegrating Wind Turbines & Mass 'Planned' Blackouts in Germany: What's Not to Like About Wind Power? -- The wind industry, its parasites and spruikers, around the globe, hail Germany as *THE* wind power 'Super Model'. Trouble is, in Germany – as elsewhere – the 'gloss' has well-and-truly worn off – and the 'Model' is looking more than just a little worse for wear. Some *800,000 German homes* have been disconnected from the grid – victims of what is euphemistically called "fuel poverty". In response, Germans picked up their axes and headed into their forests in order to improve their sense of energy security – although foresters apparently take the view that this self-help measure is nothing more than blatant timber theft. [50]
- *Wind Farms Useless*, says Duke - The Duke of Edinburgh has made a fierce attack on wind farms, describing them as "absolutely useless". In a withering assault on the onshore wind turbine industry, the Duke said the farms were "a disgrace". He also criticised the industry's reliance on subsidies from electricity customers, claimed wind farms would "never work" and accused people who support them of believing in a "fairy tale". The Duke's views are politically charged, as they put him at odds with the Government's policy. [51]

These articles compile wide experiences with wind energy voiced from many perspectives :

- Twenty Bad Things About Wind Energy, and Three Reasons Why--by John Droz, October 24, 2012 [52]
- *A Problem With Wind Power* – by Eric Rosenbloom. [53]
- *Human Rights and Wind Energy Projects*, March 2016, by Peter Mitchell for *Friends Against Wind*. Reviews residents' human rights breaches by wind energy projects.[54]
- *Speaking Truth About Wind Power* – Submission to Legislative Committee of Ontario on Bill 150, by Michael Trebilcock, April 2009, an economist and friend of the environment and a resident of the Grey Highlands, the Niagara Escarpment of Southwest Ontario argues against Ontario's Green Energy Act, if for many reasons, this act is anything but "green". [55]
- *Wind Energy*: *Facts and Fiction – A half-truth is the whole idea*, by J.A. Halkema, electrical engineer and energy authority, Nederland – He maintains that wind energy advocates with hidden political and monetary agendas intentionally withhold vital information from the public. In the light of steadily growing concerns, the author insists the public should not be told that a partial solution has already been found and is working well. That claim is blatantly untrue.[56]
- *Power Density Primer*: Understanding the spatial dimension ---Why the transition to renewable electricity won't work, a 5 part series, by Vaclav Smil, May 2010. [57]

[48] http://www.epaw.org/echoes.php?lang=en&article=n465
[49] http://stopthesethings.com/2016/01/11/irish-wind-farm-neighbours-detail-unnecessary-daily-acoustic-misery/
[50] http://stopthesethings.com/2016/01/09/disintegrating-wind-turbines-mass-planned-blackouts-in-germany-whats-not-to-like-about-wind-power/
[51] http://www.telegraph.co.uk/news/uknews/prince-philip/8901985/Wind-farms-are-useless-says-Duke.html
[52] http://www.masterresource.org/2012/10/20-bad-things-wind-3-reasons-why/
[53] http://www.aweo.org/ProblemWithWind.pdf
[54] http://en.friends-against-wind.org/justice/human-rights-and-wind-energy-projects
[55] Science and Public Policy, SPPI Reprint Series, April 7, 2009, Speaking Truth About Wind Power
[56] http://www.hkcawps.org.hk/news.php?l=en&i=6
[57] http://www.masterresource.org/2010/05/smil-density-comparisons-v/

Carbon Dioxide and Fossil Fuels *Benefit* Food Production, Economic Expansion, Human Development, Lower Use of Water Resources

Authors have outlined the advantages of maintaining a secure electrical power system, the social benefits of carbon based fuels and the disadvantages of relying on renewable energy due to its cost and uncertain benefit. Others have outlined the disadvantages of jumping on the renewable wagon as a measure to replace fossil-based fuels.

Writing on the high cost of renewable electricity mandates, or Renewable Portfolio Standards (RPS), the Manhattan Institute says they are too expensive, counterproductive and unbalanced across the U.S.[58] [59] Nor have states fully calculated renewable costs in the hurry to sign on, a method likened to a back-door way to place a price on carbon as well as to increase the cost of electricity via a de facto carbon reduction tax. The objective of the renewable mandates as a method to avoid so-called dangerous pollution from carbon dioxide from fossil fuels is unproven. These taxes strain struggling economies by regressive taxes that in some states have added 54.2% to electricity rates since 2001 with largest increases in Oregon, California and Ontario.

Stopping emissions of carbon dioxide are very costly while the benefits of carbon dioxide are free. Germany is good example to show that it cannot sustain an economy on renewable energy alone. In Germany, the cost of its "Energiewende" has increased utility costs 31 billion Euros while its carbon dioxide emissions from fossil fuels have actually increased[60]. In 9 August 2012 Chancellor Angela Merkel announced that Germany would build up to 19 coal-fired electric generating plants that pose a carbon dioxide emissions threat as it phases out its nuclear fleet.[61] In 2006 investors had proposed 38 new coal plants but that number has been scaled back. Germany's Energiewende—the country's transition away from nuclear to renewables, now welcomes coal back. It is a coal conundrum. Renewable energy seems able to fill the gap left by phase-out of nuclear but the buildout of renewable energy seems unable to diminish the need for lignite and hard coal to generate electricity.[62]

Australia has ended its renewable energy subsidies. In July 2014 Prime Minister Tony Abbott succeeded in ending Australia's carbon based tax, the source of these subsidies as it ended its carbon tax law passed just two years earlier in 2012.

Economists Dr. Roger Bezdek and co-others[63] [64] write that *carbon dioxide is profoundly earth-friendly*, that the social benefits of carbon range 380 to 510 times their cost, and that fossil fuel use has resulted in two-fold growth in global life expectancy, an 8-fold growth in population, an eleven-fold increase in incomes due to fossil fuels. Fossil fuels have facilitated successive industrial revolutions and created a modern world with an advanced technological society that permits a high quality of life. Bezdek shows that countries with highest use of fossil fuels and per capita electricity use correspond to highest *human development indexes* in developed countries (Figure 4). The increase of world GDP from $1,000 billion in 1900 to $74,700 billion in 2010 is inescapably correlated with increased use of fossil fuels. After the invention of the printing press, the second most significant achievement in the world's 6,000-year history is electrification.

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[58] R. Bryce, 2012, The high cost of renewable-electricity mandates: Manhattan Institute
[59] What Happens to an Economy When Forced to Use Renewable Energy? Robert Boyce, 2016 http://www.manhattan-institute.org/html/issues-2016-what-happens-economy-when-forced-use-renewable-energy-8844.html
[60] https://wattsupwiththat.com/2016/05/03/fail-co2-emissions-increasing-in-eu-despite-1-trillion-in-green-subsidies/
[61] http://www.bbc.com/news/business-19168574
[62] https://eu.boell.org/sites/default/files/german_coal_conundrum.pdf
[63] Bezdek, R, 2014, The social costs of carbon? NO. The social benefits of carbon: Management Information Services www.misi-net.com
[64] http://marshall.org/climate-change-tags/social-cost-of-carbon/

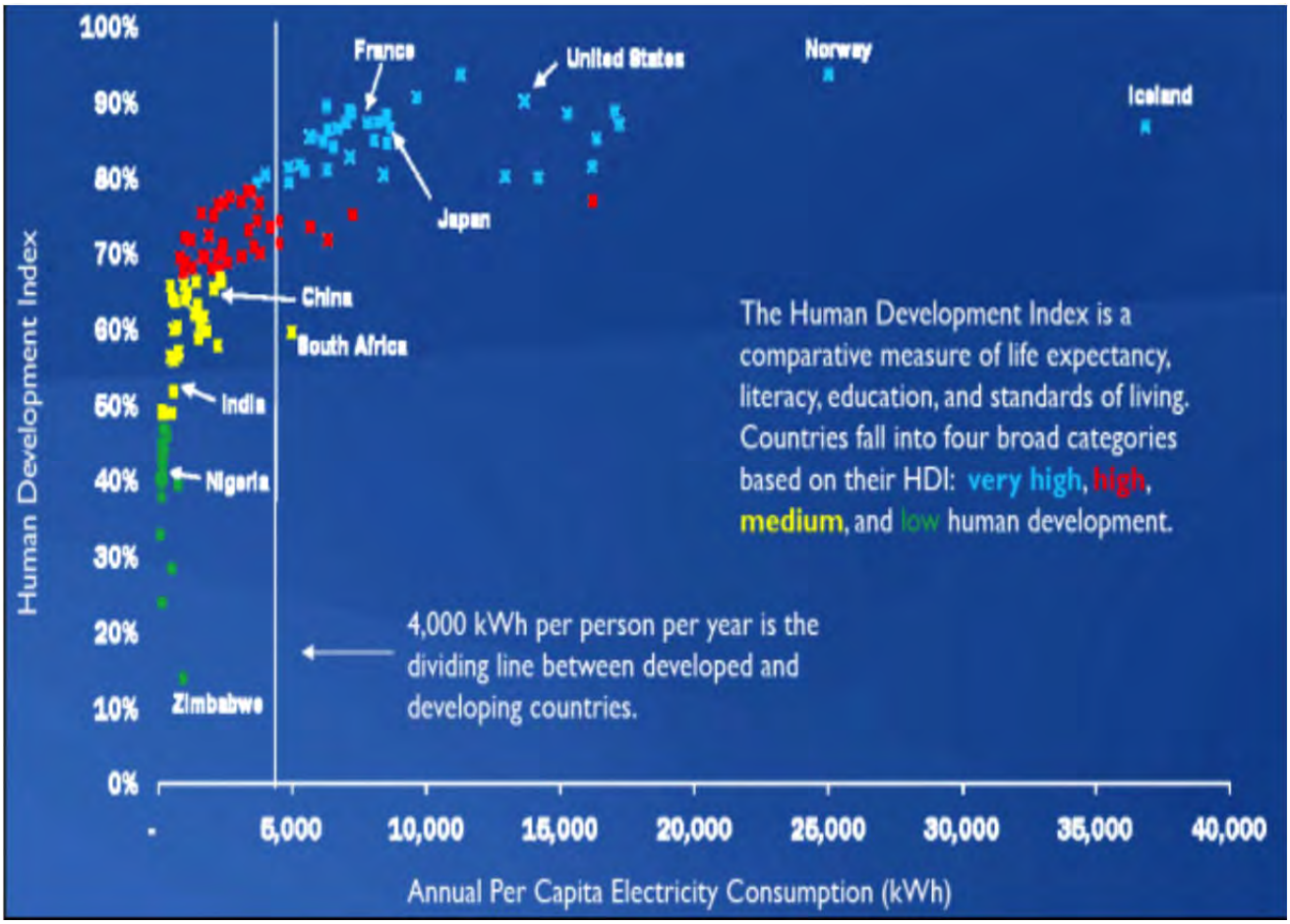


Figure 4. Human development index compared with per capita electricity consumption

(Source: Bezdek, GCMI Briefing, 2014; United Nations Development Program, 2012)

The increase in carbon dioxide in the atmosphere also benefits to crop production and food supply[65]and reduces water use in irrigation. The benefits of carbon dioxide to plant photosynthesis and more efficient water usage[66] have been long recognized by plant scientists and biologists. Craig Idso demonstrated that the CO2-induced benefit for global food production from 1961 to 2010 was $3.2 trillion after subtracting improvements in new cultivars and improvements in technology. The author projects similar benefits through 2035 to add another $9.8 trillion.

[65] Idso, C., 2013: Positive externalities of carbon dioxide: http://www.CO2science.org/education/reports/co2benefits/co2benefits.php
[66] http://www.co2science.org/subject/w/wateruseag.php

APPENDIX

How to Build a Wind Turbine.

To construct [67] [68] one 2.5 megawatt wind turbine with a tower height of 328 feet and weighing 71 tons made of steel--that comes from iron ore mined in Brazil and then shipped 12,000 miles to Philippines at a cost of $8000 per day on a 1,200 foot long Brazilian flagged ship that consumes 57 tonnes per day of bunker fuel oil, then offloaded because Chinese ports cannot accommodate a ship with a draft so large and reloaded onto a smaller ocean freighter to continue 1300 miles to China where smelted in blast furnaces sometimes using coke made from coal mined from coal mines for fuel shipped by ocean freighter from Eastern Australia that crosses the Great Barrier Reef and carries 180,000 tons of coal--with three blades each 314 feet long weighing 36 tons--made of fiberglass from ethylene a by-product of oil produced from the ground where hydro-fracturing is employed and then refined--mounted on a nacelle weighing 56 tons made of steel--that comes from iron mines in Arctic Norway--that contains 250 gallons of oil--refined and produced from the ground in the United States--in its transmission--and with tons and tons of copper in its winding--that comes from copper mines in Chile that is shipped to Korea--and a rare-earth metal magnet--containing 500 pounds of a very rare metal, dysprosium, that comes from Chinese mines where mines are unregulated by US environmental standard that costs $500 per pound all of which are transported from Korea or Denmark by ocean freighter that costs $8000 per day and made by Vestas, a Danish company, now one of several parties accused of fraud in a Falmouth MA wind turbine controversy with Gov. Deval Patrick--and with all of this is set in a foundation of 45 tons of steel reinforcement bar--mined from iron ore in western Australia and shipped to China were its manufactured in blast furnaces with coke that comes from coal mined in eastern Australia and then shipped by ocean freighter at a cost of $8000 per day and consuming 57 tons of bunker fuel oil per day to the United States--and 1200 tons of concrete made of locally supplied aggregate and water with cement--made and shipped from China to the United States aboard an ocean freighter that costs…..

One 2.5 megawatt turbines produces energy in Washington at an efficiency of 26%, or in real terms it produces only 0.65 megawatts and occupies 75 acres of land where there is a cost either to purchase or to lease the land and which must be at a distance of at least 1.5 miles from residences occupied by people due to the health hazard caused by the low frequency noise produced by the wind turbine and it is well known that operating turbines cause the death of eagles, bats and other small birds in great number though the U.S. government has provided waivers to wind energy companies so they may continue to kill eagles without risk of legal action.

To construct the wind turbine, the US government provides a guarantee of 100% of the loan for construction. To promote the sale of power, when produced, the U.S. Government gives the operator 3.2 cents per kilo-watt-hour for energy produced and has set into law that the minimum selling price will be 12 cents per kilowatt-hour, about double the current rate of electricity in Washington or Oregon. The States of Washington and Oregon have mandated by law that public utilities will buy this energy from the operator as a part of the State Renewable Portfolio Standard so that at least 15% of the utility company's portfolios consist of "renewable" forms of energy. Despite this there is no requirement that any of this saves carbon dioxide, whatsoever. The wind turbine only produces wind when the wind is blowing and if blowing too hard it must be shut down as high wind will damage it. It has a 20 year life and must undergo periodic maintenance each 2 to 5 years.

[67] http://static1.squarespace.com/static/503a5bade4b0b543ed240317/t/5730fab7356fb056e17d8b13/1462828034844/

[68] http://www.theenergycollective.com/robertwilson190/344771/can-you-make-wind-turbine-without-fossil-fuels

Wikipedia says that Renewable Energy is energy which comes from natural resources which are naturally replenished. Well, fossil fuels like oil, gas, and coal fit that definition too. Oil and natural gas are currently forming in deep water deposits offshore from river deltas of the world such as the Ganges, Brahmaputra, Amazon, Niger, Mississippi Rivers because the rate of sediment accumulation is so great and burial and thermogenesis are so rapid. Low grade coal, as peat, is currently forming in swamps of the world in central South America and other low lying river basins of the world.

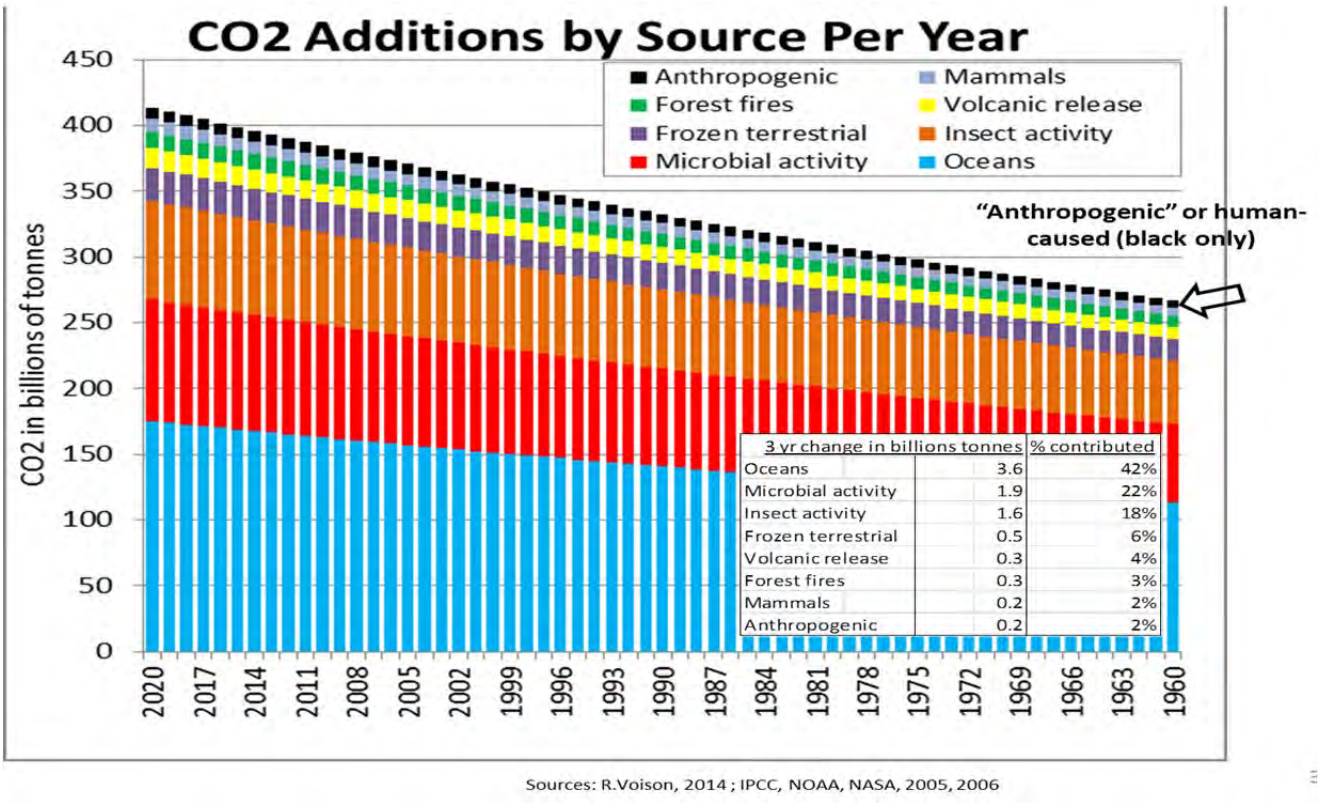
CO2 (carbon dioxide) Additions by Source Shows Human-caused Sources are Tiny

The chart shows carbon dioxide (CO2) additions by source for 1960 to 2020. It shows that humans contribute only a tiny share compared to all other natural sources. The major sources of carbon dioxide are the oceans (mainly bacteria and microorganisms) and microbial and insect life. These sources account for 82% of all carbon dioxide released into the atmosphere. Human or fossil fuel sources (anthropogenic) sum to about 2% of the total (black symbol). The amount of CO2 in the atmosphere today from all sources is about 400 parts per million (or 0.04%). Therefore, the amount contributed by human is 2% of 400 parts per million or 8 parts per million, or as a percentage humans contribute 0.0008%.

It is interesting to compare the amount of water vapor in the atmosphere to human-sourced carbon dioxide. Both are considered greenhouse substances for their moderating effect on weather. The amount of water vapor is about 4% of the atmosphere or 40,000 parts per million (ppm). We can compare the relative impact of water vapor to carbon dioxide in terms of their greenhouse ability although many scientists believe no such effect exists, especially an effect by CO2. Assuming that water vapor and CO2 are greenhouse substances, then we can compare the relative impact of each by their dividing one by the other:

40,000 ppm divided by 8 ppm. = 5,000

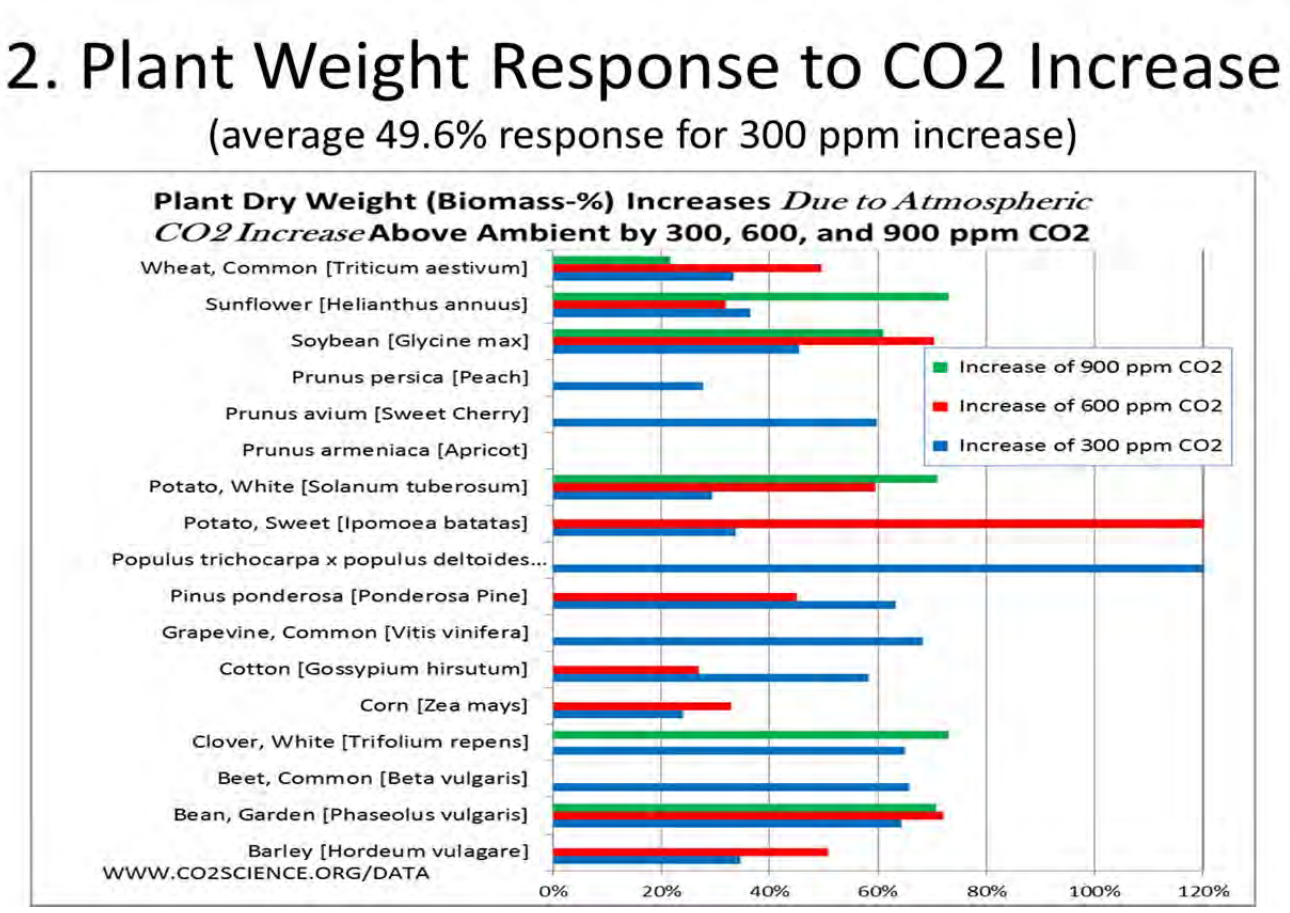
From this we see that the effect of water vapor as a greenhouse substance is 5,000 times stronger than the effect of CO2.



Plant Weight and Photosynthetic Response to CO2 Increase

The chart below shows the benefits to plants by carbon dioxide. It shows why CO2 contributes directly to living plants.

The chart shows the increase in plant weight due to increases in the concentration of CO2 in the atmosphere for increases in amounts of 300 ppm, 600 ppm and 900 ppm above the value today (data courtesy CO2 Science. org). Data provided is for common field crops grown in Washington State. For example, using wheat, wheat increases in weight by 30-32% if the level of CO2 were increased by 300 ppm (blue bar symbol) over levels today (ambient), while soybean increases in weight by 42-44% if there is an increase of 300 ppm (blue bar) CO2 from its level today. The chart also shows the weight response for increases in CO2 of 600 ppm and 900 ppm over ambient.



Oil equivalent tonne conversion

1 tonne oil - equivalent equals:
-- 7.3 barrels or 1,165 litres oil
-- 40 million BTU or 400 therms
-- 1.5 tonnes hard coal or 3 tonnes lignite
-- 1,110 cu m or 39,200 cu ft natural gas
-- 12 megwatt-hours electricity
-- 12 cords, or 43.5 cu m wood fuel

Submission Number: ***MBTL-SEPA-DEIS-0003075***

Received: 6/13/2016 5:17:38 PM
Commenter: David Boleneus
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Cowlitz County Department of Building and Planning 207 Fourth Avenue North Kelso, WA 98626 Washington Department of Ecology Southwest Regional Office P.O. Box 47775 Olympia, WA 98504 Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0003827***

Received: 6/14/2016 1:20:33 AM
Commenter: Michael Bolt
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Michael:

My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Steve Running: Yes, I want to particularly point out what I see happening in the global coal markets and global carbon cycle science. That's the stage that I work in, global carbon cycles. We, probably a decade ago, first identified really clearly that the biggest single carbon emission by humanity is burning coal for electric power. It became clear to us right at that point that everything else we do in trying to reduce carbon emissions wasn't going to matter at all if we didn't, first and highest priority, quit burning coal for electric power.

That was over a decade ago. It didn't seem like we were making much progress until about the last year. I can finally say that we've had a pretty good year in global policies. Obviously we all know about the Paris Climate Agreement where every nation signed on to a commitment for driving down carbon emissions, and for most countries that first biggest carbon emission is burning coal for electric power.

What's more immediately relevant to us here is that China not only signed the Paris Agreement, but China actually does a 5-year strategic plan for the nation. What a concept to actually plan the future of your nation. We've got learn something here. In the last 5-year plan, China has publicly announced that they will quit importing coal. What we're clearly seeing is that in 2014 and 2015, China's coal imports went down by actual statistics, so they're making good on this strategic plan that they've announced.

They are starting to drive down their purchasing of imported coal. Of course, their 2 biggest sources are Australia and us. They have already announced that they have a strategic objective to quit buying coal. I can't imagine a worse time for America to be building more coal infrastructure when the biggest customer has already announced publicly that they're going to quit buying. This is really almost a no-brainer.

What I also see now in this last year is that the world financial community has really started to catch on that long-term fossil fuel investment, and particularly long-term coal infrastructure investment, is just plain a bad idea. It's a bad investment. You have very high probability of losing your investment with the trajectory of the global economy and energy. When the world bank and Goldman Sachs, I read almost every week another major financial institution announcing that they are getting out of coal investment ... What we see here is the local version of that same decision point.

You would think this ought to be an easy decision, that the last thing the Pacific Northwest would want to do is invest in long-term infrastructure for coal export when a major customer has already announced that they're going to be capping their imports. I think this is to me, at the global scale that I work at and study and follow, this really should be a pretty easy decision then. This is certainly not a terminal that we want locally, but that even makes any sense in terms of a larger financial picture. It just doesn't make sense one bit. I think that's what I want to leave with you on this topic. Thank you.

Paul Smith: I'm really happy to get a chance to comment on the health implications of the increasing coal shipments by rail for our communities and others. It's easy to make the case that negative health impacts with coal will occur because they've been occurring for the last several hundred years. There's no reason to think a little bit more is better.

I hope to stress the health threats local to Missoula and also stress that this new threat will be greatest on the vulnerable, including children, infants, the unborn, and the elderly. I also have a list of references that I always feel nervous talking and making statements without. If anybody wants the list of the references that at least give the health implications, please see me. Because I take care of children and infants with lung disease, obviously my main concern at the local level is the increase in air pollution from these diesel fumes, coal dust, and worsening climate change.

Data is substantial showing that coal trains do increase bloom concentrations. Diesel emissions are recognized as carcinogens, which was previously noted, and contain toxic substances such as polyaromatic hydrocarbons and particulate matter or PM. Coal dust also adds to air pollution in the form of particulate matter. Of the 6 criteria of air pollutants that the EPA is mandated to regulate, particulate matter is perhaps one of the easiest to track and to correlate with health effects.

It's generated a vast amount of medical literature. We know there is PM increase as public health worsens. We also know that when we lower particulate matter, population health improves. That's an important concept and lends significant credibility to particulate matter being culpable, and justifies action that lowers air pollution. Particulate matter leads to lung damage and diseases such as asthma and COPD. Children are at the highest risk because their lungs are developing and they have more life years of exposure.

This often worsens over decades from accumulating scar tissue along the airways by repeated injury. We have no cure for asthma. For today's living asthmatic children, they may end up being tomorrow's asthmatic cripples. In health, particulate matter also leads to diseases distant from the lungs such as heart disease, stroke, and cancer and even adverse effects on pregnancies and fetal tissue. Infants born to a mother exposed to high concentrations of particulate matter are born smaller, and with impaired lung function.

These more systemic effects outside of the lung happen in part because fine particulate matter can also cross pulmonary system directly into the circulation and they release whatever poisons they contain. Missoula already struggles with air quality in a large part because of our valley inversions that attract pollutants. Despite strong efforts to decrease particulate matter, we often, here in Missoula, are close to the prescribed threshold by the EPA for particulate matter.

There is no safe lower threshold. The more time one spends in high exposure of particulate matter, the greater the effects. Again, this is of special concern to children. Another health concern with coal dust is increased chance of train derailments. You might recall an article in the Missoulian last year quoting the Department of Transportation estimating that there would be over 10 derailments per year in the US of trains carrying nothing but ethanol and oil cargo alone. Missoula is a very populated area. It's time we realize that with only 2 hospitals in our town, we would struggle to handle the type of derailment disaster that hit Quebec killing 47 and devastating a small

town.

Then finally the effects of coal combustion on climate change are already significant here in Montana. As it was noted, we've already come through 2 of the warmest years on records and the warmest April on record. Our snow pack is already lower than normal this year and it's disappearing. Our farmers and ranchers are threatened. Increased forest fires and hot weather will again threaten our health and our children's health.

By way of closing, one of my favorite quotes when giving a talk like this is from CF Elliot in 1909. He was then secretary of Anaconda Copper Mining Company. He stated, "We have the perfect right to carry on a legitimate business and if incidentally we should pollute the atmosphere nobody has the right to complain until specific damage gives them a cause of action." This statement really describes the position that we're in as a company.

We can't stop a process legally until we can show harm. By then, the ground, the air, and the water are contaminated, and our children are sick and it's too late. So ask yourself when we're coming through these discussions what angles are we heading in? Is the public being shouldered with the responsibility to prove harm or is the impetus on the industry to prove there's no harm? Harm to health has already been shown. There is specific cause for us to halt more pollution.

John: Good evening. I'm John Woodland. I retired in January as the Superior, Montana Fire Chief. I'm speaking from my background in emergency services, I do speak for myself. Superior is one of the many small towns along the rail line that this project will negatively impact. Emergency services and access to many of my district's neighborhoods require crossing the tracks. That's true of many other towns along the rail line. This is what's hauling our water supply across the tracks.

I personally waited at a grate crossing for a train to pass while on an emergency service response. This proposal lacked the train traffic. It increased the likelihood emergency services will be negatively impacted in communities all along the tracks. The tracks in Mineral County in places are built right along steep mountainsides next to the Clark Fork of the Columbia River. Trains fall off these tracks sometimes into the river and not that infrequently.

In my 10 years as the fire chief there have been 2 trains in the river in Mineral County. One visible from my home, included empty oil cars, and the other dumped Boeing fuselages into the Albertan Gorge. More traffic means more wrecks. More traffic will also mean more pressure not to hold up the trains for maintenance work which means yet again more wrecks. For Montana, Eastern Washington and Idaho, it also means less access and higher prices to ship agricultural products. For emergency services, today the 800-pound gorilla in the room is climate change.

If you don't think that's emergency service issue just look at the newspaper for the last week, at the evacuation of between 80 and 90,000 people from Ft. McMurray in May in

Northern Alberta, months before there's supposed to be a fire season in that part of the country. This is the future for the entire inter-mountain west if we don't act decisively now with climate change. We cannot continue to invest in fossil fuel projects, such as Longview, and have any chance of limiting the worst impacts of climate change. I urge you to say to no to the Longview Coal Port and yes to acting decisively on climate change now before it's too late.

Michael: My name is Michael Daniel Bolt. I'm a student at the University of Montana. I'm running for House District 98, Montana State District. I think preventing any new coal mining is the best choice. I'm also interested in bringing ideas of increasing government control over the natural resource industry including the coal industry. I believe government run operations of the coal industry would allow us to shut down that industry more responsibly and make any future natural resources extraction use projects really more beneficial to the Montana people. That's the main concession. That's all. Thank you.

Carolyn: Hello, my name is Carolyn Walker. I used to be Carolyn Alderson. I lived along the Tongue River for 20 years of my life. I raised my 3 children there. There is an interesting story about a law and a regulation that actually stopped something. When I lived down there, the Northern Plains Resource Council, I was part of it, was just beginning. That's when you all heard of the Tongue River Railroad. The Tongue River Railroad was thought of and started because there was a mining plan for that area, right on the Tongue River. It was called the Montco Mine.

Well there's a nice picture of me shaking hands with President Carter in 1977 at the signing of the strip mining bill. In that bill there's a piece of the legislation that says, "There shall be no strip mining on Alluvial Valley Floors." The Montco Mine was right on the Tongue River. It caused some difficulty in the community. I just wanted you to know that there are ways to use legislation and rules to stop bad things from happening. My recommendation is that we recommend no action on the Longview Port.

Jim: My name is Jim Parker. I live in Missoula Montana. As a Montanan along the rail corridor between the Powder River Basin mines and the proposed terminal I oppose the Millennium Bulk Terminals because of the associated increase in coal train traffic through my community. The increased coal train traffic will bring with it increased air pollution and health risks from increased coal dust and diesel exhaust and increased noise pollution.

In addition, the increase in coal traffic through my community will reduce access across the tracks and cause traffic delays for citizens, commuters, for emergency response vehicles when there's a medical emergency or fire, or a need for police. The additional train traffic will also provide greater potential for vehicle collisions with trains and for pedestrian accidents.

As a Missoulian and Montanan, I'm asking that the EIS fully analyze and consider the impacts of this port and the increased coal train traffic would cause here in Missoula and across Montana especially as it relates to the above sited impacts. The proposed project’s impacts are real and significant to Montanans and are connected in cumulative

result of what happens if this project is approved.

The EIS prepared by the court in the Washington Department of Ecology in Cowlitz County must include all the connected and cumulative impacts in Montana that will result if the MBTL facilities are approved and constructed. These include the significant connected and cumulative impacts on the project all the way back through Montana to the Power River Basin Coal Mines in Montana and Wyoming.

The increased rail traffic in Montana must be addressed, analyzed, and its consequences fully considered in the EIS. More trains in Montana will mean an increase in the amount of airborne pollutants, from diesel engines as well as from coal dust. Medical studies have shown a clear link between both diesel air pollutants and coal dust and disease.

While those with chronic disease, the elderly, young children, and pregnant women are most at risk, the health effects from particulate matter exposure may occur years later. Even healthy individuals need to be concerned. These issues must be addressed, analyzed, and their consequences fully considered in the EIS. The MBTL facility will directly lead to an increase in the burning of coal. The link between increased coal burning and associated public health problems cannot be ignored and should be included, analyzed, and the consequences fully considered in the EIS.

Finally, because the sole purpose of the MBTL facility is to facilitate the shipping of coal being transported from the PRB to its final destination in Asia, where it will be burned for energy, I also believe that the EIS must fully consider the long term and direct effects that this action will have on the global climate.

In conclusion, I strongly oppose the proposed Millennium Bulk Terminals Longview facility. The connected and cumulative impacts to Missoula, and all of Montana, from the proposed facility, are real and significant. The EIS prepared by the co-lead ggencies for this project must address, analyze, and consider all the connected and cumulative impacts this proposal will have on Montana. Please reject this proposal and take no action.

Thank you.

Harold: I'm Harold Hoem from Missoula. The whole town of Butte Montana went through a long period of horrible air quality early in this century because of ore smelting. Read a book called Smoke Wars. People sickened and then died especially underground miners like my grandfather who was cut down in the prime of life by lung disease. The corporate giants called the air pollution a nuisance. It was deadly. Oh, what a nuisance Biff was to my family.

What are some corporations proposing to do this century later but ship Montana coal overseas so citizens there can get sick and die from nuisance called coal? A friend of mine who was a former coal mine manager says this, "The problem with the coal mining industry is the product is a poison”. We know that CO2 is increasing dramatically. It is now over 400 parts per million. Humanity hasn't seen this stuff but it is affecting climate

change dramatically.

The current wildfire in Ft. McMurray in Alberta Canada caused the evacuation of over 88,000 people. The smoke from each building is hundreds of miles away. Perhaps a wake-up call for Montana. We have rapidly declining snow pack and are facing longer and harder, tired, and more dangerous fire seasons and possibly worse than Iroquois. For sure a nuisance for residents and a real downer for tourism. The DEIS gives Montana a scant potential.

They say 16 additional coal trains a day would go through Missoula that cite inflated numbers for existing traffic of 25 to 28 trains. We currently see only 13 to 15 trains. 16 more trains would double current traffic. The effects would ripple down all the impacts of safety risks, derailments, noise, dust, the laser crossings et cetera. They should know where our current capacity is and give assurances that deficiencies will be mitigated. My last word , bring down CO2 emissions by switching to renewables. Vote no action. Show the US means business in climate litigation.

Gary: I'd first like to thank Northern Plains and the Hoems in particular for it, and Les Anderson coming all the way from Longview to speak here. The speakers, it's been a very nice haven. Thanks for this opportunity to comment. Hi there, I'm Gary Mattson. I live in West Riverside, which is a suburb of Milltown. I really seriously, if the most serious effects of this port certainly have to do with health and climate change.

For those reasons, I am just baffled that so many people either ignore the science, or deny the science, or simply don't know about the science. I cannot understand why we have so many people that are not supportive of recognizing climate change demand. Some of the effects aren't realized. I can see in my community. Milltown has one singal entrance to it across on the south side of Powder River, there is one railroad crossing.

If that railroad crossing was blocked, no emergency services can occur. Our fire chief manager will recognize that concern. In Missoula County that's 10. That has a significant impact. The additional of 16 trains would really be a big impact on emergency services. For multiple reasons, I would strongly recommend that no action alternative.

George: Thank you, thank you all for being here. My name is George Price. I was asked to represent an organization I belong to named Indian People's Action. Indian People's Action asked me to be here as an environmental issues coordinator.

I would like to put our input collectively in here; just the fact the basis what coal is doing to our climate and the life on earth. I think that should be enough reason to keep it in the ground, not transport it anywhere. Anybody who's paying attention and looking at how fast this is escalating climate change to an unpredictable level at levels with all the other elements that are being released. Rising sea levels, you can go down the whole list if anybody's honest about that, you would say yes, let's stop all of this.

I'd also like to say let's look at the paradigm shift and deeply question a society that creates incentives for people to write environmental impact statements that are

intentionally lying to the people for profit, for money in a society that lives for money. I'm not going to go into my whole historian's diatribe there. I had often wondered what if the people who came from across the ocean, and likeminded people that welcomed innovation in Massachusetts had come to learn instead of to control. It's great. Can we start on the right foot now? I recommend the no action on behalf of Indian People's Action of Montana.

Dave: Hi, my name is Dave Dittloff. I'm the regional representative for National Wildlife Federation. Most of you are probably aware of National Wildlife Group. We're the folks who put on Ranger Rick Magazine. That's our biggest identifier here with the kids.

In 3, 4 years that that's going to take, yet there's nothing coming back up the streams in order to spawn salmon. The impacts are almost certainly down to relating to some of the impacts here. Last year, last summer's conditions literally had most of the species dying, most of the adults coming back to the rivers and streams here to the headwaters of the Columbia River Basin died due to high temperatures, directly related to climate change.

I want to talk a little about, quickly here's something that hasn't been hit hard today, talk about wildlife. It starts right from the beginning. You look at the mine site here, the direct habitat displacement, the coal recommendation that follows it, that impacts wildlife. If you look at what happens on the mine sites with water, that impacts fish and wildlife. The next connector we look at has it transferred over? We look at the trains. There's been a lot of talk about human health and consequences here which are really important. Those same impacts are related to wildlife for particularly the fisheries here. That coal dust gets in the streams. There's mercury concern with it here and other neurological issues are a concern.

Mercury is bad for people eating the fish as well. We've got dozens of streams and multiple dozens of lakes in Montana that had mercury consumption warnings here. You can only eat so much of the fish. That's an impact to wildlife. You look at the ports, same thing here. The direct construction of the ports, this place is habitat for sure. That has real consequences to the fisheries. You'll see salmon come in and out of the ocean as well here.

Lastly, climate change, I got to talk to you about salmon. Name a critter, even the biggest critters, white tail deer, elk, etc. that think generalist that those are for generalist. There's impacts here. More and more research that's done it's really impact of Montana's out pour heritage, it's culture, what we like to do here whether it's sightseeing, hunting, fishing, what have you here. Fishing is a multi-billion dollar industry in Montana and the Pacific Northwest. There's economic reasons associated with wildlife as well here. I appreciate it. No action alternative makes sense for wildlife.

Dave Jones: Hello, my name is David Jones. I've been a fly fishing guide in Montana for over 30 years. Dave just inspired me to get up here and talk about what I see in my career fishery that I work primarily in. My season has been shortened by an average of about 6 weeks in the 30 years I've been doing this. We don't have clients in August anymore at all because of

the low flows. Half the time our rivers are shut down because we have to worry about railing over there. Anybody that watches the forester around in the spruce moss and the beetle kill, it's just obvious that Montana is being really affected. We mentioned the economic impact, but really we're talking genocidal, ecocidal impacts for climate change. We ought to think in those terms really. This is an emergency. I recommend no action on the terminal. Thank you.

Steve: Hi, my name is Steve Schwartz. I live here in Missoula. I'm a professor interior of the Department of Communication Studies at the University of Montana. I teach and do research in environmental communication. No matter what the coal industry says about the free market, their goal is to get government on their side to make the market work for them whether it's supporting carbon cash receipt frustration, whether it's blocking the clean power plan, or supporting coal export infrastructure like MBT as a goal. It's past time for us to use our voice to remind government agencies who's side they need to be on and who's interest they need to represent.

The connected and key note we've heard about tonight on public health and safety, on air, land, and water, on wildlife, and on climate change are common in house. They're shared by the residents of the Pacific Northwest, shared in common by the people who live in Washington and Idaho and here in Montana. We all deserve a voice in this decision. For that reason, I want to thank all the organizations that have made this opportunity possible for so many of us to express our voices. To protect the commentators in the Department of Ecology, to take no action, thank you.

Jim: My name is Jim Roach. I've been a Missoula resident for 45 years. I don't understand why it's draft Environmental Impact Statement doesn't address impacts for rail traffic in Montana. That seems sort of ridiculous. It seems like a rip off. On behalf of my family, and my friends, and a lot of people that I know are neighbors, I just want to say we don't want any more coal dust. We don't want any more diesel fumes. We don't want any more threat of derailment. We don't want traffic complications from increased rail traffic. We don't want the noise.

Most of all we don't want the climate impact. We don't want the endless smoky summers. We don't want the low stream flows and the sick fish. We don't want the reduced fishing opportunities. We don't want increased beetle kill. We don't want disappearing biodiversity. We don't want damage to agriculture. We don't want the drought. We don't want climate refugees. We don't want shut downs of skiing areas. We don't want this action, no action. Thank you.

Claudia: My name is Claudia Narcisco. I am speaking for myself today. When I was trying to find some things that I was going to speak about, I found an old letter that I had written in I guess November 2013. There goes my letter. I had it on my phone and mailed it to myself. Anyway, it was hard enough to read. I emphasized that connection actions between the mine and the port and Asia and the impacts on climate change and how it would cycle back to us.

I requested that they consider this. I cited a section of the National Environmental Policy

Act. I believe it was section F2 or 2F that specifically directed agencies to consider international ramifications of actions which is not something that we normally associate with, but it's just that it was our responsibility to do that. Obviously those things were not necessarily done, as far as I could tell, to this point.

I hope that's considered.

Submission Number: ***MBTL-SEPA-DEIS-0000434***

Received: 5/17/2016 6:55:57 PM
Commenter: Connie Bolte
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

In a time that has included seeing neighbors and friends out of work and under-employed, we need to encourage economic development. In my opinion, that cannot happen soon enough. That is why I am writing today. Current world markets and decision in East Asia re capital allocation over the last decade demonstrate that American coal exports are not necessary to, nor causally-related to, decisions in China, Korea or Japan to build coal-fueled power generation capacity. The environmental impacts will occur regardless of Cowlitz County and Ecology decisions to grant permits for construction of the project-specific docks and terminals in question. Millennium Bulk Terminals has done a great deal to assure that environmental protections are put in place for its proposed import/export terminal. I see Millennium as being an asset to the surrounding communities and the economic outlook of our nation as a whole. Please see that this project is allowed to proceed. Some former employees of General Motors developed a Carbon Sequestration System that will greatly reduce emissions caused by the use of coal. Unfortunately, since President Obama directed the company away from that direction when they filed for Chapter 11 protection, those who worked for GM and who also developed a patent for their system have long since been unemployed and the idea seems to have been forgotten. That is a shame. Nothing is more efficient at making our machines work than coal. There are some great ideas but most of them do not work very well, except for coal. Please support efforts to keep these talented and informed people working so that they cam focus their efforts on ways to keep the carbon emissions and other potential pollutants at bay by developing systems that work better and pollute less.

Submission Number: ***TRANS-SPOKANE-M1-00071***

Received: 5/26/2016 12:00:00 AM
Commenter: Bonnie
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Good afternoon. My name is Bonnie, and I'm a former county commissioner.

I have an interest in this both personally and as a former public official. As a public official, I want to thank you very much. I know it's a very serious job having sat on your side of the table, and I know that there's many hours that you've put into this and a lot of serious consideration.

My family live in the annihilation zone on the other side of the tracks in Cheney, Washington. My husband also has MS. If there were to be an accident, we would really be literally up the creek. We would not be able -- since we have moved there in anticipation of these coal facilities, they have increased in other tracks. There are many times that we have to wait in excess of 15 minutes. That could be critical when someone has had a stroke or other emergencies that you have to do. My community of Cheney will be increasingly cut off from these emergency vehicles as more and more trains go by.

Those of us who have land near the tracks will be adversely impacted by particulates, emergency vehicle delays, drops in our property values.

As a citizen of the world and a farm owner, I am impacted by climate change.

For all of these critical reasons, I'm in support of the no-action option. Please, consider all of the impacts and recommend the no-action option. Thank you for your time.

Submission Number: ***MBTL-SEPA-DEIS-0002388***

Received: 6/9/2016 6:05:33 PM
Commenter: Kelly Bonnin
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

It's with great enthusiasm that I write today to express my support of the DEIS, the study was thorough and it’s time to get Millennium Bulk Terminals port off the ground and under construction. We need the jobs this terminal will provide. What most folks in Seattle tend to forget is that not everyone in Washington lives in Puget Sound. Not all of us work in the high-tech industry, and we still earn good livings as farmers, working at ports or in manufacturing. We make things, harvest and develop natural resources, feed our community and help facilitate trade in our great state. And we need more jobs like this especially in Cowlitz County where our unemployment rate is 8 percent. Millennium Bulk Terminals can bring great jobs to our county not to mention the much-needed tax revenues. Let’s not forget about how much time, effort and money Millennium has spent to clean up the port. Frankly, it was an environmental blight on our community, but now it will be a critical link for expanding trade for Southwest Washington. Again, having good jobs and protecting the environment can go hand in hand. It is clear to me, Millennium Bulk Terminals has a project that will have long-term positive impacts on local and regional economies in Washington. Millennium has maintained and presented ongoing efforts to uphold the current environmental regulations set for its project in Longview. I have good faith and trust this will continue and the company should be allowed to move forward without further delay. Thank you for allowing me the opportunity to comment.

Submission Number: ***TRANS-PASCO-M1-00063***

Received: 6/2/2016 12:00:00 AM
Commenter: Charley Boonstra
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Hello. My name is Charley Boonstra (phonetic). I'm 18 years old. A few years ago I started a climate action club at my high school. The purpose of the club is to promote awareness about climate change and to be activists in our community.

I'm here today not to create divisions between the blue shirts and the red shirts. I'm here only to speak my bit of truth that I have come to know. 2015 was the hottest year on record. 2016 is on track to surpass last year as being even hotter. This is not coincidence.

The extreme weather and droughts throughout the world are not coincidence. They are results of climate change, and 95 percent of scientists say climate change is caused by the burning of fossil fuels.

I'm here in strong opposition to the Millennium Bulk Terminal in Longview because I dream of a world where fossil fuels are not used to fuel human consumption or pollute our world. I dream of a world where we don't have to worry about polluted air and unclean drinking water.

We can have employment and in sustainable industry, but we must be brave enough to make the change from business as usual and transition to a new energy. An energy that doesn't deplete natural resources and energy and treat the world with respect. There is no reason to continue burning fossil fuels when we know that this causes drastic changes on the planet's climate. We can do better.

Thank you.

Submission Number: ***TRANS-PASCO-M1-00042***

Received: 6/2/2016 12:00:00 AM
Commenter: John Boonstra
Organization: United Church of Christ
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Good afternoon. My name is John Boonstra (phonetic). I am a clergy person in the United Church of Christ and a former executive minister of Washington State Association of Charges.

There's a Native American legend that offers wisdom in the face of the unconscionable proposal for Millennium Bulk Terminal. It goes like this. A fight is going on inside each of us. It's a terrible fight and it's between two wolves. One wolf is greedy, short-sighted, arrogant, wasteful, callused to the long-term needs of the community, tells lies to advance its special interest, making false promises, cannot be trusted, is not a good neighbor.

The other wolf is mindful of what is happening to the health of the planet and health of the community. The wolf will protect our water, air, and land. The wolf is smart, community minded and an innovator of sustainable business and energy.

The fight between the two wolves is the same fight that is going on between each of us and inside every community too. And the legend concludes with the question which wolf will win. The teaching is the one that you feed. In this legend big coal is the big wolf demanding to be fed. This proposal increases the amount of coal trains to 16 additional trains a day. It will export up to 44 million tons of coal each year. And the associated combustion would accelerate global warming to the equivalent of 80 million cars.

Today is my 67th birthday. Every day of my life has been (inaudible) proposal to grant social license to the diet of the bad wolf. Not today. Do not feed the wolf that binds our planetary future. Reject the Millennium Bulk Terminal.

Thank you.

Booth, Scott (1160)

Submission Number: ***MBTL-SEPA-DEIS-0001160***

Received: 5/25/2016 1:35:51 PM
Commenter: Scott Booth
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
I'm for the allowing the port to be used for export. The EPA and other entities are restricting and negatively impacting US citizens and the US economy. The EPA is strangling the energy industry in the US.

Bordelon, Tika (0041)

Submission Number: ***MBTL-SEPA-DEIS-0000041***

Received: 5/2/2016 7:09:01 PM
Commenter: Tika Bordelon
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
please consider the environmental impact.

Boren, Joyce (0165)

Submission Number: ***MBTL-SEPA-DEIS-0000165***

Received: 5/9/2016 2:02:35 PM
Commenter: Joyce Boren
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for the opportunity to state my opinions on this important issue. We should not let this project get caught up in politics. The company has demonstrated their commitment to meeting all of the environmental requirements. The draft EIS is sufficient and it's time to move forward. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible.

Submission Number: ***MBTL-SEPA-DEIS-0001193***

Received: 5/26/2016 12:47:32 AM
Commenter: Stephen Borg
Organization:
State: Oregon

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

To whom it may concern: this proposal of shipping coal ANYWHERE is insane. No coal should go anywhere as the harm to our environment effects us all. Only greed and money fuels this proposal. The coal should stay in the ground until a safe way to use it is enacted. The United States may need this commodity in the far off future, if it could be used safely. How can America even think of shipping something to countries that pollute the air, without looking ahead to the destruction of the environment as we knew it. This proposal will affect our climate now and even worse in the future. Our lives and the future of our children is at risk based on greed and money. Please don't let America ruin the planets environment in so many ways imaginable. Truly, Oregon Native, Stephen T. Borg

Submission Number: ***MBTL-SEPA-DEIS-0002301***

Received: 6/9/2016 5:01:20 PM
Commenter: Seana Borsheim
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study for the Longview port should be accepted as sufficient sooner rather than later. I support this plan and the many positive economic and environmental benefits it will reap. Coal exports are a huge opportunity for the Northwest. The infrastructure coal companies are creating will expand trade of all kinds, from apples to software. At a time of increased competition from both West and East Coast ports, Washington needs to seize these opportunities to expand trade and create thousands of family-wage jobs. Thank you for letting me submit my opinions and show my support for the project.

Submission Number: ***MBTL-SEPA-DEIS-0000782***

Received: 5/23/2016 2:34:37 PM
Commenter: Pam Borso
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am writing to urge you to deny any permitting for the Millenium Bulk Terminal. The draft EIS shows us threat moving 44 million tons of coal and stockpiling it along the Columbia River has significant public and environmental impacts which can not be mitigated. In a time when we want to reduce carbon impacts to allow this project to be built is irresponsible. This project has significant unavoidable impacts from toxic coal dust, diesel emissions, greenhouse gas emissions to traffic delays. It must not be allowed to move forward. Thank you for the opportunity to comment, Pam Borso

Submission Number: ***MBTL-SEPA-DEIS-0002971***

Received: 6/13/2016 3:42:36 PM
Commenter: Julie Bosma
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Dear Cowlitz County and Washington Department of Ecology, I applaud both Cowlitz County and the Washington Department of Ecology for conducting a comprehensive and sufficient environmental review of the proposed Millennium Bulk Terminal in Longview and want to underscore my strong support for the approval of this project. First, an opportunity like Millennium will ensure Washington can maintain and grow its trade infrastructure. Greenlighting this terminal would increase our ability to ship products abroad to growing markets, thereby spurring greater investments at home. The terminal would also allow our state to compete more closely with other trade markets in North America including trade terminals in Canada and California. The benefits for local communities are equally noteworthy. Washington has long depended on trade and exports a vital portion of our economy, directly and indirectly creating nearly 40 percent of all of our state's jobs. Ushering in developments like Millennium Bulk Terminals – now thoroughly reviewed and vetted – will provide critical economic opportunities for local communities throughout Washington. It could create as many as 2,650 direct and indirect jobs during construction, with 300 direct and indirect opportunities supporting the community once the project is complete. The local economy would also see an additional $5.9 million in tax revenue during construction and an additional $1.7 million annually post-construction. Both of these are on top of the state's tax revenue estimated at $37.2 million during construction and $2.2 million annually thereafter. The study phase of Millennium was an important opportunity for both of your departments to exhaustively examine the project's potential impacts, and from that, develop appropriate mitigation measures that would avoid or minimize these findings. Now outfitted with the thorough review, I strongly urge the co-agency leads to continue the permitting process for Millennium Bulk Terminal project with the hope of final approval. The benefits to businesses across the state, and those who they employ and our local economy are too great to ignore. I thank you for the opportunity to comment.

Submission Number: ***MBTL-SEPA-DEIS-0002830***

Received: 6/13/2016 2:39:58 PM
Commenter: Dennis Bosman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. It seems that some people are against ANY kind of industry that provides good jobs for hundreds. We live in a world that has many risks and dangers - we can't live in a world that is completely without risk. The risks of this project are minimal compared to the benefits it will provide. Thank you.

Submission Number: ***MBTL-SEPA-DEIS-0002927***

Received: 6/13/2016 3:17:17 PM
Commenter: Dennis Bosman
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Agency Staff, I support the proposed port facility in Longview. The environmental review of this project has taken too long and it is time to allow Millennium to invest $680 million in southwest Washington. The new bulk commodity export facility will revitalize an old, underutilized industrial site. Millennium is cleaning up the site and the new project will create hundreds of jobs. Washington can have economic development while still protecting the environment. The draft EIS for this project is extremely thorough. It is now time to put southwest Washington to work. Please publish the final EIS quickly and issue the permits. It seems that some people are against ANY kind of industry that provides good jobs for hundreds. We live in a world that has many risks and dangers - we can't live in a world that is completely without risk. The risks of this project are minimal compared to the benefits it will provide. Thank you

Submission Number: ***MBTL-SEPA-DEIS-0002610***

Received: 6/13/2016 11:29:31 AM
Commenter: Cassie Bossman
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The opening of this export facility would directly affect Wyoming and it's thousands of workers that have been laid off. From employees that worked directly for the coal mines, to the subcontractors that supplied services, to the local businesses. These layoffs, and not exporting coal have made a devastating impact on the families that rely on these jobs to raise their families.

Submission Number: ***MBTL-SEPA-DEIS-0002944***

Received: 6/13/2016 3:24:44 PM
Commenter: J.E. Bostick
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Dear Cowlitz County and Washington Department of Ecology, I am writing to voice my support for the proposed Millennium Bulk export facility in Longview that is currently undergoing environmental review. First of all, I want to commend the state and county for conducting such a thoughtful and in-depth environmental review. Shepherding this review through such a process is an essential tool and I am satisfied that at this point the project has been appropriately reviewed. The thorough review also helps me feel confident that the project will meet Washington's already high environmental standards. However, while the importance of protecting the environment cannot be overlooked, we also must keep in mind another tremendous factor in this decision, our economy and the livelihoods of our citizens. As you know, nearly forty percent of all Washington jobs are tied to trade related activity. And with our state's economy tied so closely to trade it is worth noting that nearly 90% of Washington's exports come from small to medium size business with less than 500 employees. With growing demand for U.S. domestic goods in the global market, the Millennium Bulk Terminal project represents an infrastructure opportunity in which Washington businesses and workers across the state will significantly benefit. In fact, the Millennium terminal will positively impact Washington for years to come. Almost immediately the project will create as many as 2,650 direct and indirect jobs during construction, with a total of 300 full time direct and indirect jobs generated once complete. Additionally, the tax revenues from the project both during construction and then ongoing during its operations will support projects and services for the state's citizens. But with trade growth expected to grow across the state and certainly along the Columbia River, securing new privately funded investments today will ensure long-term improvements to our trade related infrastructure, which is essential to the well-being of jobs in Washington and throughout the Pacific Northwest. Furthermore, with neighboring domestic and international ports continuing to expand, export and trade has reached new levels of competition. Maintaining our position as a leader in the global market is no longer just a concern for Washington's economy and job growth, but an interest for all of the U.S. The competitive threat from our neighbors in Canada and even those down in California should not be ignored. In conclusion, the proposed Millennium Bulk Terminal project offers an opportunity to expand our ports, ensure that jobs are created and preserved, stimulate growth in the local and regional economy, and provide our state with a world class project that will ensure environmental standards are maintained. Higher standard of living and long-term security for the families of Washington are sure to accompany this project. I applaud the Department of Ecology and Cowlitz County for the thoughtful and procedurally important review of the project and I urge the both agencies to continue on to advance this tremendous trade investment in a fair and timely manner. Thank you for your consideration and the opportunity to comment on this important matter.

Submission Number: ***MBTL-SEPA-DEIS-0001668***

Received: 5/31/2016 6:31:06 PM
Commenter: Nicholas Bostow
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The environmental study should move forward in a timely manner. Please allow me to provide my comments in regards to the draft EIS. At a time when Washington needs jobs, we cannot turn away the kind of opportunity that the proposed Millennium Bulk Terminal would provide. The project would create work right away during construction, and plenty more jobs would stay around to run the terminal. Plus, all of those wages generated would trickle back into our local and state economies. At a time when our state unemployment rates are below the national average, we cannot miss big opportunities for new business like this one. This proposal will see that jobs are returned, the local and regional economy is stimulated, tax revenues are increased, and environmental standards are maintained. This is what Cowlitz County needs in our present economy. Please move the permitting process along as soon as possible. Not only will this create jobs in Washington state, it will also create and sustain hundreds of mining jobs across the country. It's a win for Washington, and a win for the country!

Submission Number: ***MBTL-SEPA-DEIS-0000866***

Received: 5/24/2016 2:26:06 PM
Commenter: Debra Boswell
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Thank you for your time, in advance. I am writing to urge you NOT to support the coal export terminal proposal in Longview Washington. It is not worth the risk of our health, economic vitality, and safety of our residents, for the benefit of exporting coal overseas. Coal demand is significantly declining in China and other projects have been terminated. It is time we move forward. The risk to our Washington State community is not worth the pollution and danger to our residents. Please stop this export terminal proposal.

Submission Number: ***MBTL-SEPA-DEIS-0002244***

Received: 6/9/2016 9:28:12 AM
Commenter: Delores Bott
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

In Wyoming we are all coal workers. Without our energy resources Wyoming residents cannot maintain their quality of life nor their independence. Keep Wyoming strong. Get rid of the Washington liberals and let Wyoming continue to be what America was. db

Submission Number: ***MBTL-SEPA-DEIS-0003165***

Received: 6/13/2016 6:14:26 PM
Commenter: Judy Boucias
Organization:
State: Idaho

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I live in what the Draft EIS terms "a key potential chokepoint," that is, Sandpoint, Idaho. I strongly oppose the repurposing of the existing facility in Longview, WA, for several reasons, and I appreciate being able to express them. Our area already is inundated with trains; I am seeing and hearing one now as I write. Eight more full and eight empty trains each day through our area will make life unbearable. Already we are awakened multiple times every night and every early morning by trains. Being disturbed 16 times more each day, roughly every 1.5 hours, by wayside noise and especially by horn noise, will be deleterious to our health and well-being. During warm weather, the situation is worse. We don't have air conditioning but cannot sleep with open windows, because they allow even more train noise into our home, making sleep impossible, even with earplugs. In addition, more trains mean more waiting during the day at intersections, something we already often do, and it can be frustrating, especially when trains stop. Result: Our lives, already affected at all hours of the day and night, will be further diminished if this facility is built. Another consideration is that with more road blockage, emergency vehicles will be delayed even more than they already are. Injured and sick people may die or experience less favorable results due to delays in treatment/hospitalization, a huge concern, as the county hospital is located in our town. Finally, the problems I have just enumerated reduce property values for all residents in our area, an economic and budgetary game-changer for any family and for any community. Realize that not only Longview, WA, is affected by the construction and running of this facility--every community on both routes to it will be harmed. The solution? Do not approve the building of this terminal. If it is approved, however, take two actions: first, noting that the EIS document says that "routing decisions are dynamic," reroute trains to lessen disturbances to communities to the greatest extent possible. Second, dedicate funds to build overpasses or underpasses along the train routes so that residents who live in their vicinity do not have to sacrifice the larger part of their quality of life, health, and investments in their homes so that this terminal can exist. More could be said. I ask you to seriously, mindfully consider these valid and compelling reasons for not building the Longview terminal.

Submission Number: ***MBTL-SEPA-DEIS-0000205***

Received: 5/10/2016 4:43:27 PM
Commenter: Marci Boultinghouse
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. Too often, projects that promise historic economic opportunity like Millennium Bulk Terminal get lost in cumbersome procedures and bureaucratic delays. This is unacceptable. Our communities need to foster economic growth when it comes knocking on our door. This project has the ability to deliver this, and has earned a fair and detailed draft EIS after five long years.

Bowen, Kevin (1209)

Submission Number: ***MBTL-SEPA-DEIS-0001209***

Received: 5/26/2016 2:36:59 PM
Commenter: Kevin Bowen
Organization:
State: Wyoming

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
Keep Wyoming jobs.

Submission Number: ***MBTL-SEPA-DEIS-0001387***

Received: 5/26/2016 7:32:02 PM
Commenter: Larry Bowen
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to contribute to the public commentary on the Longview port proposal and voice my support. Please support this proposal and help get this project moving. This draft EIS is exhaustive and quite frankly, overreaching. For instance, because the proposal is a terminal proposal, the use of the bulk commodity by a third party is a superseding and intervening cause to the combustion of coal. As a result of these superseding causes, the construction and operation of the terminal is not a proximate cause of the combustion of coal. Enough already! Thank you for accepting comments for this important project. Please make the necessary steps to move forward on its approval as soon as possible.

RECEIVED
MAY 20 2016

Millennium Bulk Terminals EIS,
c/o ICF International,
710 Second Ave., Suite 550, Seattle, WA 98104

May 20, 2016

To Whom it May Concern,

Let me begin by stating that I unequivocally oppose your coal terminal.

The deterioration of the Columbia River Gorge's natural environment from additional coal trains will not affect or bother you.
The cacophony of noise emanating from additional engine blasts and squeaking breaks will not affect or bother you.
The shards of coal and related particulates that will be ejected from the tops of coal cars onto the tracks and into the river will not affect or bother you.
The noxious odors and fumes that accompany every additional diesel engine will not affect or bother you.
The pollutants spewed from the scores of these same engines that will negatively impact the Gorge's visibility will not affect or bother you.
The sensitive flora, fauna, and wetlands that will be irrevocably harmed from additional coal train contaminants will not affect or bother you.
The degradation of the river and its tributaries brought on by these same contaminants will not affect or bother you.
The unsightly appearance of additional mile long coal cars and engines coursing along the river and through the Gorge will not affect or bother you.
None of these offending blights will affect or bother you but they certainly and most assuredly will affect and bother us.

The 'us' I'm referring to are the countless NIMBYs who consider the Columbia River Gorge our backyard - a backyard that each of us holds dear and wants to see protected for the enjoyment of present and future generations. Should your ambitious terminal be approved, countless coal trains - up to 18 round trips per day - will snake their way through the Gorge threatening the well being of this National Scenic Area. Each and everyone will wreak havoc on the beauty, health, and tranquility that makes the Columbia River Gorge the unique treasure it is today. Easy access to an undesirable terminal and pocket padding for special interests are flagrantly lame excuses for attempting to push such an ill conceived and unmerited project upon us. If approved, your terminal would severely damage one of the Pacific Northwest's - if not the nation's - most scenic areas.

That four-letter catch word "jobs", that pro-development entities continually use to rile and incite the misinformed, can never justify the willful degradation of the Columbia River Gorge especially when jobs will be so few while negative consequences be so profound. Incessant train loads of the dirty fuel source, destined solely for foreign markets, should, under no circumstance, be allowed to chain their way through the Gorge to your or any other coal terminal.

It is estimated by BNSF that when being transferred between where the ore is mined to your proposed terminal, each car load will loose between 500-2,000 pounds of coal waste - or approximately 1 pound of ejected debris per mile. Seeing as that there are 120 cars per train, approx 10,200 pounds of coal would travel 85 miles through the Gorge on any given day which in turn would flagrantly foul the air and surrounding environment, not to mention mar its unique beauty. It is understood that your 'Millennium coal terminal would bring an estimated 44 million tons of coal through the Columbia

River Gorge National Scenic area and Vancouver, WA, every year.' This hellacious amount could, and would, result in the serious deterioration of the Gorge's esthetic viability.

Your proposed coal terminal is an ill begotten folly of monumental proportions which has no business being foisted upon us. The Millennium Bulk Coal Terminal is the wrong project for the wrong place. Keep it out of our back yards!

Sincerely,

Lydie Boyer
POB 128
White Salmon,
WA. 98672

Boyer, Rebecca (0918)

Submission Number: ***MBTL-SEPA-DEIS-0000918***

Received: 5/24/2016 5:10:46 PM
Commenter: Rebecca Boyer
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I recommend you quickly permit the Longview port, and that it be approved as soon as possible. The environmental study will clearly outline a plan that works for the benefit of jobs and conservation in Washington and that will deliver a commodity that is in demand by the worldwide electricity market. This draft EIS is exhaustive; there is nothing further to study. Coal is an abundant commodity that moves freely in a global market. Asian economies consumed over 5 billion tons of coal in 2012 without any exports through Washington ports. Additional supplies to feed that market are coming on line from Australia, Indonesia, South America and Mongolia, and domestic supplies in China are becoming more readily available. Assuming that incrementally new GHG releases will result from some portion, or all, of future coal exports from a new terminal in Longview Washington that, at maximum capacity, would amount to less than 1% of Asian coal use, requires a degree of speculation that is not permissible under SEPA or NEPA. Thank you for your work to move forward with this project. Sincerely, Rebecca Boyer becky.boyer@cldpk.com 82718

Submission Number: ***MBTL-SEPA-DEIS-0002428***

Received: 6/9/2016 6:28:46 PM
Commenter: Matthew Boyle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close and move on to a permit decision. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves.

Boyle, Matthew (2899)

Submission Number: ***MBTL-SEPA-DEIS-0002899***

Received: 6/13/2016 3:04:02 PM
Commenter: Matthew Boyle
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

Bring the never-ending studies and ever-expanding permitting costs to a close â€" and move on to a permit decision. After five years, we have an exhaustive draft EIS for Millennium. Instead of more delays, we should move forward with this project, ensuring it meets the environmental requirements. No more or no less should be expected. Cowlitz County is fraught with uncertainty. Millennium’s proposal, however, offers all the economic benefits of a long-term port facility without any of the uncertainty. Coal is needed by other countries to help shape their future and enhance their quality of life. Let's give other countries the living standards we have for ourselves. Sincerely, Matthew Boyle matthewb@gretteassociates.com 98403

RECEIVED
JUN 13 2016

F. E. "Skip" Kalb, Jr.
Director
Strategic Development

BNSF Railway Company
P.O. Box 961051
Fort Worth, TX 76161-0051
2650 Lou Menk Drive, 2nd. Fl.
Fort Worth, TX 76131-2830
817-867-6133 Office
817-352-0376 Fax
817-271-3057 Cell
Email:skip.kalb@bnsf.com

June 11, 2016

VIA EMAIL AND OVERNIGHT MAIL

Millennium Bulk Terminals EIS, c/o ICF International
710 Second Avenue, Suite 550
Seattle, WA 98104

Re: Comments in Response to Publication of Draft Environmental Impact Statement; Millennium Bulk Terminals

To Whom It May Concern:

Through this letter, BNSF Railway Company ("BNSF") provides comments in response to the publication of a Draft Environmental Impact Statement ("DEIS") for the Millennium Bulk Terminals--Longview ("the Project").

In comments made to date regarding the Project, certain parties have suggested that the geographic scope of analysis under Washington State Environmental Policy Act ("SEPA") should extend well beyond the Project area in order to address the effects of train traffic and other purported impacts in localities throughout Washington State or even other states. For the reasons provided below, BNSF believes that extending the geographic scope of analysis beyond the area impacted by the Project would be inappropriate, and in conflict with applicable agency policies and regulations.

In particular, BNSF is concerned with any decision making whether to approve the Project based on potential impacts resulting from interstate commerce moving into Washington. As you are aware, Article I, Section 8, Clause 3 of the United States Constitution grants to the United States Congress the power "To regulate commerce with foreign nations, and among the several states, and with the Indian Tribes." Further, the Interstate Commerce Commission Termination Act, *49 U.S.C.A. §10101 et seq.*, gives exclusive jurisdiction to the Surface Transportation Board ("STB") over "the construction, acquisition, operation, abandonment, or discontinuance of spur, industrial, team, switching, or side tracks, or facilities, even if the tracks are located, or intended to be located, entirely in one state. *49 U.S.C. § 10501(b)*. This federal scheme ensures that interstate rail operations occur in a safe, reliable manner that protect interstate commerce. Consequently, BNSF believes the Co-Lead Agencies should defer to the STB and Federal Railroad Administration consideration of the interstate rail system.

Leaving aside these federal law issues, it appears from reading the DEIS that virtually the entire document focuses on the impacts to the State of Washington from a maximum of eight

loaded trains per day moving in interstate commerce to the Longview, Washington. It is difficult to understand how this particular train traffic triggers a statewide study of the interstate rail system. This seems to be a significant over-reach. It is also worth noting that the DEIS fails to discuss the benefits to Washington's ports that come from being rail-served, including the environmental and economic benefits.

The Co-Leads should take note that the Pacific Northwest Rail Corridor Environmental Assessment, written and approved by Washington Department of Transportation and the Federal Railroad Administration, two agencies with far more expertise on rail issues, found that adding eight trains to the BNSF system in the same geographic area resulted in no environmental impacts (See additional reference below under "Terrestrial Wildlife").

I. Scope of Environmental Review

SEPA and NEPA regulations require an analysis of the direct and indirect effects of the proposed action. *See* WAC 197-11-060(4)(d); 40 C.F.R. § 1508.8. However, both SEPA and NEPA regulations limit analysis of impacts to those which are "reasonably foreseeable" and not merely speculative. *See* WAC 197-11-060(4)(a); 40 C.F.R. § 1508.8(b). Moreover, SEPA expressly requires consideration of environmental impacts that are "likely, not merely speculative." *See* WAC 197-11-060(4)(a).

Courts applying these regulations have held that "remote" or "speculative" impacts do not require analysis. An impact is "reasonably foreseeable" if it is "sufficiently likely to occur that a person of ordinary prudence would take it into account in reaching a decision." *See Sierra Club v. Marsh,* 976 F.2d 763, 767 (1st Cir.1992). *See also City of Shoreacres v. Waterworth*, 420 F.3d 440, 453 (5th Cir. 2005). "Reasonable foreseeability" does not include "highly speculative harms" that "distort the decision making process" by emphasizing consequences beyond those of "greatest concern to the public and of greatest relevance to the agency's decision." *See City of Shoreacres*, 420 F.3d at 453. *See also Cheney v. Mountlake Terrace*, 87 Wash.2d 338, 344 (1976).

Contrary to assertions contained in the DEIS, it is speculative and not reasonably foreseeable that construction of the Project will cause train traffic to increase on any particular line in the State. As discussed in more detail below, the statewide increase in train traffic is not attributable to the Project or any other specific commodity movement, and is in fact subject to many diverse factors

II. Rail Capacity in Washington

Although the Project has projected receiving up to eight unit trains per day, should the terminal ever reach full capacity, depending upon market conditions, it is speculative and not reasonably foreseeable that construction of the Project will cause train traffic to increase on any particular portion of the state's rail system.

One simply cannot make that definitive statement unless one knew how many other trains per day were traveling on a particular rail route at specific point in time in the future, which is simply not possible and explained in further detail below.

The method in which the DEIS approaches train growth projections is equally disingenuous. There are two ways to build growth projections of train traffic:

a) From an existing base, ground up, adding reasonably foreseeable projects and their associated estimated train traffic (a + b+ c…),
or

b) Macro economically, where expected growth factor percentages (economic, population, etc.), essentially provide a big picture approach to predicting how many projects will likely be added.

Accuracy is compromised, however when one combines these two methods, (using a macroeconomic approach to predict a background growth rate and then adding projects on top of that, since it is those very added projects that were built into the macroeconomic assumptions in the first place, basically resulting in overstating the results. This is because the macroeconomic growth rate occurs only because various projects are built to accommodate capacity needs.

According to the Federal Highway Administration, current trends, as discussed further below on page 10, indicate that train traffic will realize a Compounded Annual Growth Rate (CAGR) of 13% per year over the next 25 years. This projection already includes any increases associated with commodity shipment to the proposed terminal.

Moreover, the 2013-2035 Washington State Rail Plan (SRP) predicts an even greater growth in train traffic over a shorter time period, essentially doubling or a 100% increase in less than 20 years. (See page 11 for additional information on the Washington SRP.)

To summarize this point, and allthough it seems like an easy answer to say that a project adding eight loaded trains to the system will automatically result in an increase of eight trains to overall traffic, this is an oversimplification and clear error, as discussed above. Traffic ebbs and flows, as particularly evidenced by the recent decline in overall rail shipments nationally. (See AAR report of June 1, 2016; https://www.aar.org/newsandevents/Press-Releases/Pages/2016-06-01-railtraffic.aspx) and eight freight trains per day are insignificant relative to BNSF's overall traffic.

Due to this dynamic nature of train traffic, no statewide overall increase in train traffic is attributable to the Project or any other specific commodity movement. No credible evidence indicates that this proposed project would cause actual increased train traffic throughout Washington. This dynamic nature is affected by many factors, including but not limited to the following:

- A diverse set of customers each with variable schedules
- Markets driven by global supply, commodity prices, and demand factors

- Competing modal choices, which themselves are influenced by factors such as highway congestion
- Population growth and the resultant demand for BNSF's transportation services
- Energy and environmental efficiencies of freight rail
- Scheduling factors for individual shipments, including seasonality and weather events

These supply and demand scenarios play out across the entire rail system in the United States, as further explained below.

BNSF operates a number of rail lines and retains the right to operate over some lines that are owned and/or controlled by other railroads. Possible routes thus include BNSF rail lines and other lines that may provide more convenient transportation options. Which route a train will take on a given day depends not only on convenience or distance, but also on the numerous variables listed above. While BNSF strives to provide reliable, exceptional rail transportation services, including individual project and rail lane reviews, these diverse and complex factors do not allow for complete certainty or predictability. Therefore, the route a particular train will take or how many trains any route will need to absorb is speculative, and not subject to precise prediction.

This letter addresses the following reasons why it is impermissibly speculative to assume that the proposed Project would increase rail traffic along any particular route:

1) BNSF rail traffic is complex and variable based on a host of factors beyond our control, which makes likely predictions impossible.
2) Several independent, government studies predict that rail traffic will increase over time due to various economic conditions, such as demand for commodities of the type proposed to be shipped at the proposed terminal, with or without the proposed Project
3) BNSF already has adequate capacity on its mainline for the proposed Project.
4) Commodities will be shipped regardless of the proposed Project, either to existing or potential future terminals on the West Coast by any number of rail routes.

III. BNSF Range of Operations

BNSF Railway operates as a common carrier and is one of North America's leading freight transportation companies operating on 32,000 route miles of track in 28 states, as well as connections with Mexico via five border gateways and Canada via three border gateways, and direct service to and from British Columbia and Manitoba. BNSF Railway also employs more than 40,000 individuals and serves more than 40 ports.

BNSF is one of the top transporters of consumer goods, grain, industrial goods and low-sulfur coal that help feed, clothe, supply, and power American homes and businesses every day. BNSF and its employees have developed one of the most technologically advanced, and efficient railroads in the industry. BNSF is working continuously to improve the value of the safety, service, energy, and environmental benefits we provide to our customers and the communities we serve. This is a partnership that BNSF values tremendously, so we seek opportunities to advance our common interests of safety, opportunity, and success.

Transportation by rail provides significant economic benefits to the State of Washington. Freight rail contributes more than $28.5 billion to the state economy – accounting for more than 7.5 percent of Washington's Gross Domestic Product. More than 342,000 workers in this state depend on freight rail. In Washington alone, BNSF employs nearly 4,000 people, with a combined payroll of more than $260 million. Additional information regarding BNSF is available on our website at: www.bnsf.com.

Figure 1. BNSF Rail Network and Variability of Customer Demand

BNSF has a diverse customer base and has segmented its business into 4 main groupings: Industrial Products, Consumer Products, Coal and Agricultural Products. These business groups are further differentiated into 43 forecast groups and 178 sub-forecast groups. These customers' demands are subject to the same complex factors as those driving the economy; one segment may experience significant growth while another segment is in decline. This variability in customer demand creates considerable uncertainty with respect to the timing and volume of future transportation of specific commodities.

Other factors can also affect rail volumes over particular segments. Railroads operate in a competitive marketplace. We compete with other modes: trucks and barge as well as other rail carriers. Business shifts between modes and carriers based on price, service, capability, and reliability. These shifts can be meaningful and can have major impacts to our network volumes.

Freight rail traffic is very dynamic and unlike passenger service, it does not adhere to a fixed schedule or particular route. In general, freight trains can go any direction, at any time. Which route a freight train will take on a given day depends not only on convenience or distance, but also on other numerous factors, including weather events, customer needs, market demands,

etc. BNSF's three existing east-west routes through Washington have available capacity, as discussed further below, and offer flexibility in ensuring network fluidity.

Market demand for any of the products we transport could cause an increase in rail traffic, and that demand fluctuates as the economy currently and continuously demonstrates. Increases in train traffic associated with the proposed projects in Washington will depend on the market demand when the terminals would open. It is simply too soon to know what the demands will be when the projects open, including the Millennium Bulk Terminals Project.

It is important to remember that even if none of these projects are built, and as stated above, we expect rail traffic to continue to grow. As such, we will continue to invest in capacity improvements, as we have done in Washington and the rest of our network for years, to accommodate all of the growth in our freight business. Further detail on our capacity improvements are provided below.

To accomplish this, BNSF has processes in place that review our operational capacity by specific rail lanes on a five-year planning cycle. Timely and predictable permitting processes are important to this established capacity review procedure as well.

IV. Nationwide Freight Rail Growth Projections

As noted above, a number of independent government agencies, national associations, and transportation professionals have predicted for years that this general growth trend will continue. Several national studies (FRA, AASHTO, GAO, Global Insights) have predicted that rail traffic in the United States will increase over the next 20-25 years based on a variety of factors. Some of the major factors contributing to this estimated growth in freight rail traffic include:

- Population Growth
- Highway Congestion
- Energy Efficiency of Rail
- Environmental Benefits of Rail vs. Truck
- Increased Demand
- Need for Maintaining Global Competitiveness
- Increased Passenger Use of the Rail Network

The AASHTO study titled, "Transportation Reboot: Restarting America's Most Essential Operating System, The Case for Capacity: To Unlock Gridlock, Generate Jobs, Deliver Freight, and Connect Communities" (July 2010) emphasizes the importance of the nation's transportation system: http://www.transportgooru.com/2010/07/transportation-reboot-%E2%80%93-aashto-study-growing-freight-demands-reaching-transportation-crisis/.

> ***We have prepared this report to describe how important an efficient freight system is to the economy, the congestion already taking place, the growth in anticipated demand, and the challenge of keeping America competitive in the world economy.***

AASHTO's study makes it clear that congestion on the nation's highways is emphasizing the need for the railroads to handle more freight, stating that:

> ***In 40 years, overall freight demand will double, from 15 billion tons today to 30 billion tons by 2050. Freight carried by trucks will increase 41 percent; by rail 38 percent from today's quantities. The number of trucks on the road compared to today will also double.***

More recently, the USDOT released in October 2015 a draft National Freight Strategic Plan, which cites current Department of Transportation (DOT's) "Freight Analysis Framework" data including freight tonnage growth projections by mode.

Some excerpts are contained below and the full report can be found at: https://www.transportation.gov/freight/NFSP.

Expected Growth in Freight Tonnage (pg. 5):

> ***The U.S. economy is expected to double in size over the next 30 years. By 2045, the nation's population is projected to increase to 389 million people, compared to 321 million in 2015. Americans will increasingly live in congested urban and suburban areas, with fewer than 10 percent living in rural areas by 2040 (compared to 16 percent in 2010 and 23 percent in 1980). To support our projected population and economic growth, freight movements across all modes are expected to grow by roughly 42 percent by the year 2040. For example, container traffic at ports will increase steadily as the volume of imports and exports transported by our freight system more than doubles over this period. Air freight is expected to triple in response to demand for the rapid movement of high-value merchandise, while multimodal shipments are predicted to more than double.***

Expected Growth in Freight Traffic (pg. 23):

> ***Our freight system moves approximately 63 tons of goods per American each year. As our population grows and our economy expands, demand for freight will grow as well, placing additional strain on an already challenged transportation system. U.S. freight demand will be affected by several trends:***
>
> ***• Freight will grow across all transportation modes.***
> ***• The changing nature of our economy and population will affect where and how freight moves.***
> ***• All else being equal, growth in overall freight demand will place increased pressure on infrastructure throughout the country, with particularly significant impacts concentrated in certain areas.***
> ***• Increasing domestic energy production will have profound implications for our transportation system.***

Freight will grow across all transportation modes. Even by conservative estimates, our economy is expected to double in size over the next 30 years. As the economy grows, freight movement is forecasted to increase as well, albeit at a slower rate as measured by tonnage. Freight movements are expected to increase at a rate of approximately 1.3 percent per year, or by roughly 42 percent by the year 2040. Air freight is expected to triple in response to demand for the rapid movement of high-value merchandise, while multimodal shipments are projected to more than double. Container traffic at ports is steadily increasing. Overall, the volume of imports and exports transported by our freight system is expected to more than double in the next 30 years. This growth in trade will have implications for ports, which handle 72 percent of America's international merchandise trade by tonnage; air cargo, which handles 25 percent of our international merchandise trade by value; and intermodal carriers that move imports and exports between ports of entry and inland locations.

Rail Volumes Will Increase by 49 percent (pgs.24-25):

The volume of goods moved by rail has increased steadily since 1980, and is projected to increase by 49 percent by 2040. With increases in passenger traffic and freight demand, track congestion may increase, especially in higher-traffic passenger corridors. Growing congestion may reduce the railway network's reliability for both freight and passenger movements unless appropriate investments are made.

As previously stated, growth in freight rail traffic of all commodities has significantly increased and is projected to continue to increase. This is good for local economies and the environment, as railroads are the most environmentally efficient and cost effective way to move freight. Moving freight by rail uses less energy, reduces pollution, lowers greenhouse gas emissions and cuts highway congestion, when compared to all other transportation modes.

Figure 4 and Table 1-Tonnage of Freight Carried by Transportation Mode (millions of tons), U.S. Department of Transportation, Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA) , Freight Analysis Framework (FAF), version 3.6, 2015) are attached as Appendices A and B, respectively.

In short, if rail system use did not grow to meet these economic demands, the environmental, energy, and greenhouse gas impacts from less efficient transport through trucking and airfreight would increase globally. As detailed in Appendix C-"Helping to Preserve the Natural Beauty of the Pacific Northwest", freight rail moves approximately 40% of all U.S. products but contributes only 2.3% of transportation greenhouse gases. Additional information on this topic also appears under the "Air Quality" portion of this letter

Most recently, new projections were released on March 1, 2016 by the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) and Federal Highway Administration (FHWA) stating and confirming that freight tons moving on the nation's transportation network will grow 40 percent in the next three decades while the value of the freight will almost double, increasing by 92 percent. By 2045, total freight on all modes – air, vessel, pipeline, rail, and trucks – is projected to reach 25 billion tons while the value is expected to grow to $37 trillion.

The projections are from BTS' and FHWA's latest version of the *Freight Analysis Framework* (FAF), the most comprehensive publicly available dataset of freight movement. The current estimates show that in 2015, nearly 18.1 billion tons of goods worth about $19.2 trillion were moved on our nation's transportation network. On a daily basis, 49 million tons of goods valued at more than $53 billion are shipped throughout the country on all transportation modes.

The projections show tonnage will increase, reaching 69 million tons per day by 2045, and the growth in value will outpace growth in tonnage, reaching $101 billion per day, or $37 trillion total, by 2045. This edition of FAF also includes high-growth and low-growth scenarios for 2020-2045.

The mix of commodities has been changing in recent years and is projected to continue evolving. Energy commodities were 38 percent of total tonnage in 2015, and they are projected to decline to a 31 percent share by 2045. This is mostly due to increases for other goods. Tonnage for energy goods is projected to increase 14 percent by 2045, while non-energy goods are projected to increase by 56 percent.

Trucks are by far the single most-used mode to move freight, moving 64 percent of the tonnage in 2015 and 69 percent of the value. Tonnage for trucking is forecast to grow 44 percent by 2045, and value is forecast to grow 84 percent. Tonnage for rail is forecast to grow 24 percent by 2045, and value is forecast to grow by 82 percent.

(Note: These are tonnage forecasts, not volume, which were estimated in the earlier USDOT study mentioned above.)

The *Freight Analysis Framework* includes data on the amount and types of goods that move by land, sea and air between large metropolitan areas, states and regions. It is designed to provide information on national-level freight flows across the nation's transportation network.

This information helps the public and private sectors at all levels better understand freight movement, and transportation planners use it to better target resources to improve operations or increase capacity. See Freight Analysis Framework release for summary tables. More detail on the Freight Analysis Framework is available from BTS and from FHWA at http://www.rita.dot.gov/bts/press_releases/bts013_16; https://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/subject_areas/freight_transportation/faf; and http://ops.fhwa.dot.gov/freight/freight_analysis/faf/index.htm

V. The State of Washington Capacity Improvements

The Washington Department of Transportation (WSDOT) 2013-2035 State Rail Plan provides information regarding rail capacity in Washington. The plan is available at (http://www.wsdot.wa.gov/NR/rdonlyres/F67D73E5-2F2D-40F2-9795-736131D98106/0/StateRailPlanFinal201403.pdf) and provides as follows:

> *Summary of Future Demand for Rail Transportation*
>
> *How will the system operate in the future?*
>
> *The Federal Railroad Administration requires state rail plans include a rail system capacity analysis. This broad analysis is meant to show what a future rail system would look like with the anticipated freight and passenger rail growth, if no additional capacity or operational improvements were made.*
>
> ***In reality, it is anticipated the Class I railroads (BNSF and UP) and other infrastructure owners will likely address key capacity issues as they emerge.*** ***(Emphasis added.)*** *Therefore, the 2035 capacity assessment is included here to illustrate the magnitude of growth anticipated for Washington's rail system. This underscores the need for continued planning and action to address capacity and mobility concerns throughout the system.*
>
> *Washington's rail system is expected to handle more than 260 million tons of cargo by 2035— more than double the volume carried on the system in 2010. This represents a compound annual growth rate of 3.4 percent for all commodities carried on the rail system. As a result, and as shown in Figure 4.3, several rail segments are expected to require operational changes and/or capital improvements to manage anticipated freight rail volumes.*

			Tons (000)							
Origin	Destination	Mode	2010	2015	2020	2025	2030	2035	2040	2010-2040 CAGR
Idaho	WA	Rail	53	76	82	88	90	93	95	8.6%
Montana	WA	Rail	8,991	9,543	9,791	10,785	12,546	13,893	15,355	7.9%
Oregon	WA	Rail	79	149	158	162	165	171	175	12.1%
Washington	WA	Rail	3,338	4,363	4,295	4,443	4,609	4,767	4,916	5.7%
Wyoming	WA	Rail	4,218	6,687	7,900	8,944	9,320	9,381	9,330	12.0%
Total (all states)	**WA**	**Rail**	**31,942**	**50,879**	**54,468**	**60,241**	**65,411**	**70,468**	**75,076**	**13.0%**
Idaho	WA	Truck	4,074	6,013	6,890	7,310	7,686	8,038	8,732	11.5%
Montana	WA	Truck	336	452	438	438	432	428	422	3.3%
Oregon	WA	Truck	15,910	21,306	23,673	26,181	28,620	31,558	35,402	12.1%
Washington	WA	Truck	226,472	302,616	309,309	326,220	344,303	360,189	379,597	7.7%
Wyoming	WA	Truck	44	112	128	152	179	195	213	25.2%
Total (all states)	**WA**	**Truck**	**259,350**	**351,581**	**363,111**	**385,582**	**409,375**	**431,322**	**458,663**	**8.5%**

Figure 2. Washington state traffic by rail is predicted to increase steadily, for Compounded Annual Growth Rate (CAGR) of 13% by the year 2040 (Source: Federal Highway Administration).

As indicated by Figure 2., Washington state traffic by rail is predicted to increase steadily, for a Compounded Annual Growth Rate (CAGR) increase of 13% by the year 2040 (Source: Federal Highway Administration). In the 30 years from 2010 to 2040, the State of Washington is expected to grow annual truck volumes by 6.4 million trucks to 15.8 million. This 70% increase in truck traffic will result in additional highway congestion and drive additional freight to the more energy and environmentally efficient rail system.

By comparison, if and when the Project reaches full capacity, the associated train traffic would represent only a small fraction of the total transportation increase represented by the anticipated natural economic growth for Washington.

This growth in transportation enables the economies of both the state of Washington and the United States to meet the projected growth expectations of the shipping public. In 2010, freight-dependent businesses represented 44% of Washington state jobs. Likewise, the Washington Council on International Trade (WCIT) has stated that 40 percent of all jobs in Washington are tied to international trade.

VI. BNSF Capacity Commitments

BNSF has adequate capacity in the near and long term to accommodate current and anticipated future freight traffic growth in Washington. Despite assertions to the contrary, we do not have a looming regional capacity issue. The Project DEIS acknowledges these facts, , stating in part: ***"It is expected that BNSF would make the necessary investments or operating changes to accommodate the growth in rail traffic."***

(See DEIS, Section 6.3.3.1-"Rail Transportation, Pg. 6-39".

Long-term forecast such as the 2011 Marine cargo Forecasts & Rail Capacity Study and the 2006 WSDOT Capacity Study made assumptions about growth, but acknowledge they do not constitute actual predictions of when and where growth will occur. As stated above, the economy and the marketplace are the key drivers of changes in freight volumes.

The 2006 WSDOT capacity study which was conducted during BNSF's all-time volume record, was quickly thrown out of date by the Great Recession and is inconsistent with what has actually happened since then. In the 2011 Marine Cargo Forecasts & Rail Capacity Study, the conclusion is that capacity is sufficient for growth along most routes today. The two routes where potential capacity constraints are forecast under high-growth scenarios – Pasco to Vancouver and Everett to Blaine – would not experience constraint with existing capacity until after 2020, according to the study, and would come to fruition only much later under low or moderate growth scenarios.. The study indicated these potential issues are remediated with modest upgrades.

Rail improvements are made financially possible only by increased rail volume. The system ensures that the necessary private capital to refresh BNSF's physical infrastructure and capacity becomes available as necessary to provide adequate levels of service along rail lines. Therefore, BNSF invests in capacity improvements when actual traffic demand justifies the investment. This includes capital investments that are made on track covered by operating agreements through railroad Switching Companies, such as the Longview Switching Company in which BNSF holds a 50% ownership interest, subject to approval of the other owner(s).

Freight demand driven by the marketplace and the economy determine when that demand actually occurs. While BNSF plans on a multi-year basis, BNSF reviews and approves capital investments on an annual basis. We have invested for a long time on that basis, including in the state of Washington, and will continue to do so. It is the best way to ensure that capacity expansion investments are made in response to actual market needs.

It is a basic tenet of economics that any business whether it be Microsoft, Amazon, or Boeing, will consistently make the necessary capital expenditures to ensure their profitable growth, and BNSF is certainly no exception, as discussed in detail below.

All freight capacity expansion needed on BNSF's right of way is paid for by the railroad. We have invested more than $53 billion of our own private capital on our network since 2000. In 2015, we invested nearly $6 billion across our network, with $1 billion of that capital being invested in expansion and maintenance on the Northern Corridor alone, more than any other part of the network. BNSF has continued to make these improvements to its lines that have resulted in improved system-wide train velocity over the last few years.

BNSF's history of investment in the Pacific Northwest demonstrates BNSF's commitment to this important region. BNSF regularly invests more than $125 million annually in Washington state alone in order to maintain and improve freight rail capacity. In 2015, BNSF invested nearly $200 million in Washington, and we will invest $220 million in the state this year. Since 2013, BNSF has invested approximately $3.5 billion to maintain and add capacity improvements in the Northern Corridor.

The three existing BNSF rail routes through Washington have available capacity and offer flexibility in ensuring network fluidity. In fact, to provide more capacity to move goods in and out of Washington, we invested more than $150 million in the mid-1990's to reopen the Stampede Pass Route. For 2016, BNSF's maintenance program in Washington includes more than 1,260 miles of track surfacing and/or undercutting work, the replacement of nearly 70 miles of rail and close to 243,000 ties, as well as signal upgrades for federally mandated positive train control (PTC). This year's capital projects in the state also include continuing the replacement of the Washougal River bridge in Camas and follow more than $550 million invested by BNSF in its network in Washington over the past three years.

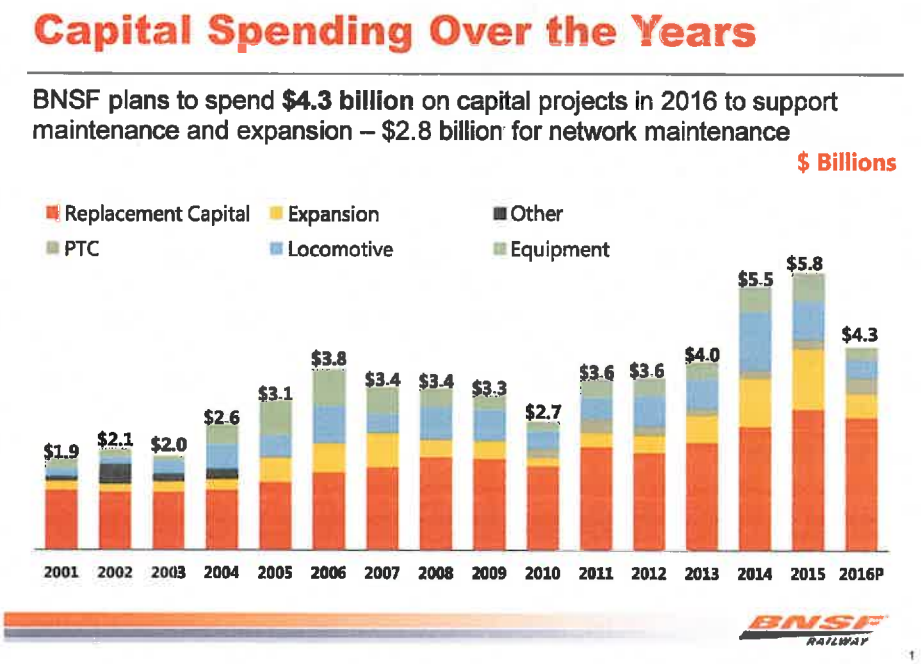


Figure 3. BNSF Capital Expenditures 2000-2016p

Figure 4. BNSF Capital Expenditures Plan Breakdown 2016p.

VII. Public-Private Partnerships

Public-private partnerships combine the business interests of private companies with the diverse goals of local, state and federal government entities who are working in the interest of the public. Cooperation between the private and public sectors may, in many cases, allow both sides to achieve their respective goals better, faster, and at lower cost. When more freight moves by rail, the public benefits through lower shipping costs, reduced highway gridlock, enhanced mobility, lower fuel consumption, lower greenhouse gas emissions and improved safety. And, since the railroads contribute funding commensurate with the benefits they receive -- It's a win-win for all involved.

BNSF engages in strategic public and private partnerships in the state of Washington. The recently opened West Vancouver Freight Access Project is a perfect example http://www.portvanusa.com/wvfa/wvfa-home/. This project provides new and enhanced rail access to the Port of Vancouver USA. This project will have a big benefit for freight and passenger service which no longer will be slowed by trains entering or leaving the port. The companion project to this is the Vancouver By-Pass, which will provide a main line route that will allow trains to by-pass the lower tracks within our yard.

BNSF has a proven track record of coming together and working with the state of Washington on issues. The FAST Corridor is an excellent example of this. The FAST Corridor program was a first for the region and near-unique at the time in terms of corridor partnership commitment and cooperation: federal, state, local, private sector. This program had, for

example, the Port of Tacoma contributing to a Port of Everett project – because the partners recognized each project benefited the viability of the whole corridor system.

VIII. Comments Concerning Environmental Impacts Associated with Rail Operations

BNSF offers the following detailed comments concerning the environmental impacts of rail operations discussed in the DEIS.

A. Air Quality

Rail is the most environmentally friendly method of moving the nation's freight. One train can carry as much freight as several hundred trucks. It would have taken approximately 5.6 million additional trucks to handle the 100.8 million tons of freight that originated in, terminated in, or moved through Washington by rail in 2012.
(Source AAR:https://www.aar.org/Style%20Library/railroads_and_states/dist/data/pdf/Washington%202012.pdf).

According to the Association of American Railroads (AAR) (https://www.aar.org/), trains move the same ton of freight more than three times as far as trucks per gallon of fuel. This efficiency produces more than 50 percent fewer CO2 emissions per ton mile than trucks.

Diesel emissions have been extensively analyzed, and are federally regulated by the Environmental Protection Agency (EPA). In fact, the existing EPA standards for locomotives, called Tier 4, were tightened in 2015. Specifically, the Environmental Protection Agency (EPA) requires all newly manufactured and all remanufactured locomotives that were originally manufactured after 1972 to comply with increasingly stringent emission standards and to be equipped with idle reduction technology that automatically shuts down locomotives if they are left idling unnecessarily (EPA 2013b).

BNSF has added 600 new, more energy-efficient locomotives to its fleet, which is the newest and cleanest-burning locomotive fleet in the rail industry. Nearly 40 percent of BNSF's fleet has been replaced in the last 10 years, resulting in a 10 percent improvement in fuel efficiency and a nearly 14 percent reduction in carbon dioxide emissions from its trains in the last decade.

The idling control program is expected to eventually reduce NOx, volatile organic compounds (VOCs), and PM emissions from locomotive idling by approximately 90 percent as well as significantly reduce locomotive smoke emissions and exhaust odors (EPA 2013b). These measures will reduce future locomotive emissions compared with both past and some present locomotive emissions. (See pages 3.2-25)

More than ninety eight percent (98%) of BNSF's locomotives, including all high horse power (HHP) locomotives, that are used in our over the road and heavy haul fleets, are equipped with an Automatic Emission Shutdown System (AESS), which automatically shuts down a locomotive not in use to reduce idling emissions.

In addition to idle control technology, improvements in operation and maintenance practices also have an impact on the inherent fuel efficiency of rail. BNSF, which has the industry's newest and most fuel-efficient fleet of road locomotives, is able to move one ton of freight 500 miles on a single gallon of fuel.

A number of factors impact fuel efficiency, including age of the fleet, network fluidity, technological solutions, freight commodity mix, and operating and maintenance practices. Because fuel efficiency is influenced by various factors, BNSF also measures the energy used by determining fuel used per gross ton mile. (Gross ton miles are the weight of the train, excluding the locomotive, multiplied by the miles the train has traveled.)

In 2014, BNSF averaged 833 gross ton miles on a single gallon of diesel, which is a 10 percent improvement from a decade earlier when gross ton miles on a single gallon of diesel were 757.

With 92 ultra-low-emission locomotives in use, at the end of 2014, for switching operations inside its rail yards, BNSF reduces nitrogen dioxide and particulate matter emissions from locomotives by 80 to 90 percent at those facilities and improves fuel efficiency by 25 percent compared to older switch engines (See "Helping Preserve the Natural Beauty of the Pacific Northwest"; Appendix C. for additional information).

B. Bridges

As background, BNSF has approximately 13,000 bridges across our network. The visual appearance of these structures is not indicative of their structural integrity. Every bridge receives one comprehensive inspection per calendar year by a qualified bridge inspector and an inspection by a supervisor, with a more frequent inspection schedule occurring in some cases.

Additionally, on our busiest routes, track inspections occur every day, and while those inspectors are looking at the track, they are also observing track conditions that may indicate underlying issues with a bridge structure, providing additional review.

Further, if we receive an inquiry on a particular bridge, our Structures team will perform an inspection to determine whether repairs are needed. BNSF has a staff of trained bridge inspectors, as well as structural engineers, consultants, and specialized contractors. We maintain bridge inspection reports, which as the railroad's regulatory agency, the FRA can review, as well as inspect our structures.

As previously noted, railroads spend a higher percentage of revenue maintaining, replacing, and expanding infrastructure than any other industry. We spend private money to invest in our private rail network, unlike roads, highways, and bridges that are taxpayer funded. BNSF has an ongoing bridge replacement and maintenance program, which is part of the nearly $6 billion that we spent across our network in 2015 to replace and maintain our infrastructure. The Washougal River Bridge in Camas, Washington is a good example of this.

Inspections of all bridge structures are performed a minimum of once per year and are utilized to identify required maintenance and to ensure there are no structural exceptions. One of those inspections is also performed with the presence of a BNSF supervisor.

Bridges on BNSF's core routes are typically inspected three times per year, exceeding FRA standards. BNSF's bridge inspectors and engineering staff are also supported by consultants and contractors in our efforts to inspect and maintain BNSF bridges.

The key to the longevity of any structure is proper maintenance and repair. And railroads, such as BNSF, spend a higher percentage of revenue maintaining, replacing, and expanding its infrastructure than any other industry.

These bridge inspections are both comprehensive and as stated above, are supervised by a trained BNSF officer. Inspections are made on a periodic basis for underwater components, movable bridge machinery and other specific contract inspections. Additional inspections are performed when special conditions and events exist, such as high water, vehicle/boat strikes, fire, etc.

The following statistics apply to BNSF bridges:

- 99.9995% of bridge train miles occur without any type of service interruption.
- 0.02% of service interruptions across our entire network are caused by a bridge being removed from service.
- No derailments have been caused by the structural integrity of a bridge.
- BNSF's expert, certified Railroad Bridge Inspectors performed more than 35,000 Comprehensive Inspections in 2015.

BNSF's "Rail Bridge Safety" flier is attached as Appendix D.

C. Grade Crossings

Promoting grade-crossing safety is an essential part of our operation and culture. Our network includes just over 25,800 grade crossings, including approximately 17,200 public and 8,700 private and pedestrian at-grade crossings.

In addition, BNSF has more than 3,700 public grade separations and 650 private and pedestrian grade separations, including one of the lowest highway-railroad grade crossing collision rates in the rail industry. Since BNSF's merger in 1995, the rate of grade crossing collisions has declined about 68 percent – from 5.3 per million train miles in 1995 to a rate of 1.7 per million train miles in 2013.

Trains cannot stop quickly. A 100-car freight train traveling at 55 miles per hour will need more than a mile to stop once the train is set into emergency braking. When vehicle drivers or pedestrians violate traffic laws at grade crossings, or trespass onto railroad right of way, they are putting themselves and the train crews in danger.

In recent years, we've invested an average of $95 million annually on grade-crossing maintenance, improvements and safety programs. Our initiatives include community education and awareness, train crew education and testing, crossing closures, new safety technology, vegetation control, and track and signal inspection and maintenance.
For more information see the "BNSF Grade Crossing Safety" brochure in Appendix E.

For the past several years, BNSF has invested an average of approximately $95 million annually on grade crossing maintenance, improvements, and safety programs. BNSF's expenditures include community education and awareness, train crew education and testing, crossing closures, new safety technology, vegetation control, and track and signal inspection and maintenance. To accomplish these educational and program activities, BNSF dedicates 17 grade crossing safety managers and 9 public projects manager. The amount spent on grade-crossing safety includes an annual average of approximately $20 million to maintain grade-crossing road surfaces.

Federal and State Roles

The 1973 Highway Rail Safety Act created a partnership to be built between the federal government, state government, local agencies and the railroads. Congress established guidelines for evaluating grade crossings, and the Federal Government would provide a funding mechanism for railroad-highway upgrades. In addition, the federal government created an inventory database of each crossing within the United States, available at http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/crossing/crossing.aspx. There is also an application for mobile devices, located at https://www.fra.dot.gov/Page/P0703.

The Highway Rail Safety Act required each state Department of Transportation (DOT) to create a ranking system, review that ranking system of all public crossings within the state on an annual basis and provide information to maintain the national inventory that is maintained by the FRA. This Act also placed the responsibility for determining the adequacy of the crossing warning devices on each state DOT, based on the priority of ranking system they created.

The railroads participate in diagnostics requested by the Department of Transportation, provide railroad information and provide a workforce to install, and then maintain the crossing warning devices that the particular state DOT deems to be adequate for that crossing.
The Federal government provides the funding to the agencies that can be used for the installation and upgrading of traffic control devices and crossings. This information can be obtained through the FRA crossing database mentioned above. All crossing incidents and trespasser incidents on BNSF are sent to the FRA.

Grade Separated Crossings

The determination to grade separate a crossing is made by the appropriate road authority using their own calculations or other driving factors. BNSF participates in the process by conducting reviews of construction plans that would impact BNSF's ROW. Noise impacts are typically reviewed by the road authority through an environmental study.

Under federal law, there is a formula for cost-sharing between a community and the railroad for providing a grade-separated crossing when the grade separation results in the elimination of an at-grade crossing.

At-Grade Crossing Noise

There is no difference in train horn requirements by train type. The use of either train or an automated horn system, known as wayside horns, is determined through a diagnostic conducted by the Road Authority, FRA and BNSF. The installation and use is governed by the FRA Train Horn Rule https://www.fra.dot.gov/Page/P0105. Accordingly, BNSF does not determine where or when Wayside horns are installed. Section IV. Part 9 Subsection 9 of the FRA's Grade Crossing Safety Handbook (https://www.fra.dot.gov/Page/P0040 states that:

> ***A crossing bell is an audible warning device used to supplement other active traffic control devices. A bell is most effective as a warning to pedestrians and bicyclists. When used, the bell is usually mounted on top of one of the signal support masts. The bell is usually activated whenever the flashing light signals are operating. Bell circuitry may be designed so that the bell stops ringing when the lead end of the train reaches the crossing. When gates are used, the bell may be silenced when the gate arms descend to within 10 degrees of the horizontal position. Silencing the bell when the train reaches the crossing or when the gates are down may be desired to accommodate residents of suburban areas.***

Quiet Zones

Quiet Zones are established through the FRA Train Horn rule as outlined in the link below. https://www.fra.dot.gov/Page/P0104. BNSF participates in the diagnostics and review conducted by the road authority, the state DOT and the regional FRA representative. Crossing treatments and recommendations are determined through the diagnostic and calculations provided through the Train Horn Rule.

Grade-Crossing Consolidation

One of the best ways to address grade crossing safety is to reduce the number of at-grade crossings. BNSF's grade crossing safety program includes an aggressive initiative to close public and private at-grade crossings, working closely with communities and property owners. Good candidates for closure include those that are redundant (other crossings nearby allow access to the same roads or areas), are not designated emergency routes, have low traffic volumes, or are private crossings that are no longer needed or used. Since 2000, BNSF has closed more than 5,750 at-grade crossings.

Road crossing gate down times are minimal, especially for the number of trains anticipated by this project. BNSF has the ability to "split" a train in case a crossing is blocked and an emergency vehicle needs to pass. BNSF has a team that concentrates on eliminating at-

grade crossings and working with communities who show an interest in grade-separating crossings.

D. Weather-Related Impacts

Special inspections are required during extremely hot and cold weather conditions, storms, high water periods, and after earthquakes. When a significant earthquake is reported, BNSF inspects track based on the magnitude and epicenter location of the earthquake. BNSF's policy requires track to be inspected if the earthquake is measured at 5.5 magnitude or higher on the Richter scale. The required inspection radius is determined by the location of the epicenter.

Weather Alerts

BNSF subscribes to a private weather data service that monitors weather conditions on our network 24/7, and issues severe weather alerts to BNSF to enable our dispatchers to bring trains to a stop when severe local weather conditions such as tornadoes, very high winds or flash flooding could pose a threat to train movements anywhere on our network. When wind warnings are received that indicate possible wind speeds of 51 mph to 60 mph, BNSF instructs passenger trains to reduce speed to 40 mph. For wind warnings of possible wind speeds of 61mph or more, BNSF instructs passenger trains to stop. Depending on the type of freight trains in the area, some freight trains must come to a stop if wind speeds exceed 51mph.

Weather alerts are issued for a specific time-frame and for a specific portion of the railroad. Our employees comply with the applicable restrictions until either the train exits the affected area or the alert expires. We have attached below portions of BNSF's Special Service Instruction, No. 5, July 1, 2014, that deals with Wind Speed & Flash Flood conditions.

Slide Fence Detectors

BNSF has also invested in slide fences that have been strategically placed in potential slide areas to ensure that approaching rail traffic is warned in advance of possible dangerous track conditions stemming from rock or mud slides. When contact is made with the fences, a red block signal indication is displayed to provide advanced warning to approaching trains.

BNSF has also worked extensively with the Washington Department of Transportation (WSDOT) on a landslide mitigation plan (http://www.wsdot.wa.gov/NR/rdonlyres/8B3B653E-5C50-4E2B-977E-AE5AB36751B7/0/LandslideMitigationActionPlan.pdf) for slides in the Everett area, which is attached to this letter as Appendix F.

Excessive Wind Instructions
When wind warnings are received meeting the wind speed criteria, the train dispatcher will notify all affected trains and employees with movement authority in the area providing the time and limits of the expected high winds. The following table will govern train movement:

Wind Speed	Passenger Trains (includes Amtrak, commuter trains and freight trains consisting entirely of business cars)	Light engines, loaded ribbon rail trains and loaded bulk commodity unit trains as defined in the Air Brake and Train Handling Rules Glossary.	All other trains
51 to 60 MPH	40 MPH*	Not affected	Staging requirements*
61 MPH or greater	Staging requirements*	Not affected	Staging requirements*

Staging Requirements:
Affected trains and equipment may proceed not exceeding 20 MPH to a staging location (e.g. station, siding or location with double crossovers) as directed by the train dispatcher to allow trains not affected by the wind warning to pass.

* If a field employee (e.g. crew member on an affected train) observes that local weather conditions are not as severe as the wind warning indicated and these conditions would not impact safety, the employee will advise the train dispatcher of the local conditions. If the employee advises local wind conditions are 50 MPH or less, with chief dispatcher authority the train dispatcher may grant permission for passenger trains restricted to 40 MPH and other affected trains to operate at maximum authorized speed.

Tornado Watch and Warning Instructions
Tornadoes are the most violent of all storms. Paths of destruction range from a few hundred feet in width to more than a mile and extend the length of a city block to 300 miles.

E. Hazardous Materials

Although Project opponents have claimed that coal is classified as a Hazardous Material, that is not the case, and the DEIS states this incorrectly in some places as well. There are some references to the potential for release of locomotive fuel and lubricants, such as oil & grease on Pg. S-18, from rail operations and/or incidents, which we would like to address.

BNSF has enjoyed a proud 160-year history of providing rail services to the customers and communities we serve and looks forward to continuing the excellent relationships we have enjoyed over the years. In this regard, an important conversation is happening in our nation around the safe movement of freight by the nation's railroads. As stated above, no matter what we carry, we are absolutely committed to moving products as safely and efficiently as possible.

A new improvement to allow swift access by emergency responders to the necessary information is a secure mobile device application called AskRail, website link: https://askrail.us/ created by BNSF and the other Class I railroads. It provides first responders immediate access to accurate real time data about individual rail cars on a train, which can help emergency responders make informed decisions about how to respond on a scene of a rail emergency.

AskRail is only available to emergency response planners and first responders and not for public use, and does not replace current communication channels, but is intended as a real-time supplement to the existing process.

In addition, in 2015 BNSF developed our own secure mobile device app called "SECURETRAK" which was offered to state and local fusion centers that provides near real-time locations and consist information on hazardous material trains (including crude and ethanol trains) on the network with the use of a Geographical Information System (GIS) interface. The location of trains are indicated on a map and are color coded indicating the type of train. Users can obtain a train list that includes the sequencing of the train and hazmat commodity detail by clicking on the dot on the map.

Also, SECURETRAK can provide a "2 hour look ahead" that shows an estimated location of the train in the next two hours. The purpose is to provide a comprehensive consist list or make-up of a train with detailed hazardous materials information. Any agency who participates in SECURETRAK program signs an agreement to keep the information classified according to a license agreement.

During an incident response, we share information on the specific train and car consist through multiple channels to ensure there is no gap in communication. Train crews carry a list that provides the location of every car as well as hazmat emergency response information to share with first responders. The manifest is also faxed to the designated local first responder, and upon request, we provide the same information to CHEMTREC, National Response Center and other local, state and federal responders.

Lubricants

All the products that are utilized in BNSF Friction Management are approved through our Technical Research & Development Department to ensure they are well tested prior to uses on the railroad. All products are within the guidelines of federal regulations.

F. Rail Safety

BNSF believes that every accident and injury is preventable. Operating free of accidents and injuries has long been part of BNSF's vision and our focus has been on preventing accidents in the first place. Rail is the safest mode of land transportation for freight in general and is one of the safest ways to transport crude oil and hazardous materials. According to the FRA, the rail industry as a whole has reduced employee injury rates, train accident rates, and grade crossing collision rates by 80 percent or more since 1980.

The Federal Railroad Administration named 2013 and 2014 as the safest in U.S. history for American freight railroads, including BNSF, and the rail industry has reduced hazardous material train accident rates by 91% since 1980. This record setting safety record continued in 2015. According to the USDOT's Draft National Freight Strategic Plan (October 2015, pg. 66) mentioned above:

> ***Recent trends show impressive improvements in freight rail safety. There was a 27 percent increase in freight ton-miles for all surface modes between 1990 and 2011, but freight-related fatalities across all modes declined by 33% over that same period.***

The USDOT also notes that total rail fatalities have decreased by over 37% from 1980 to 2013 (1,365 down to 509) (Appendix G). Yet, while certainly even one fatality is too many, this tremendous improvement in rail safety cannot be ignored, especially as rail shipments have been increasing over this same time period.

We have made this remarkable safety progress in partnership with our employees and by continually investing in new technologies that help make the railroad safer and more efficient. Our philosophy and practice for rail transportation is that we must prevent incidents from happening, mitigate their severity and mobilize effective, efficient response. We believe our progress in all three areas: prevention, mitigation and response, coupled with the recently released USDOT rules, enhance our commitment to continually improving safety on our network.

To make this point, 99.998% of all hazardous materials shipped by rail reach their destination without incident. (Source: American Association of Railroads; Federal Railroad Administration.)

As we summarized in our previous comments on this project, BNSF operates under a number of federal laws that govern our operations. These laws and regulations, as well as

BNSF's own voluntary safety and prevention measures, make rail transportation the safest mode for transporting industrial goods in the United States.

BNSF prioritizes safety and the maintenance of its railroad network and makes significant investments in railroad safety and infrastructure. As noted above, in 2015 alone BNSF invested nearly $6 billion in support of its rail maintenance and expansion programs. Nearly 50% of our 2015 capital plan was spent on replacing and maintaining existing infrastructure. In Washington, we have invested more than $1 billion in our infrastructure over the past six years.

BNSF's Risk Reduction Program

BNSF has a broad-based, multi-level risk reduction program to reduce incident risk on our railroad. This multi-layered risk reduction program is designed to ensure that all commodities are handled in a safe and damage-free manner. The aspects of this program are highlighted below and discussed in additional detail later in this letter.

Employee Training and Compliance

As stated above, BNSF's employees share the vision of an injury and accident-free workplace and are trained on exposure and risk identification. They look out for one another—reinforcing positive safety behavior by acknowledging when people are working safely and expressing concern when someone puts themselves or others at risk.

There is nothing is more important than returning home safely in all of the communities in which we live and operate. BNSF's safety focus is built on a culture of compliance and commitment and uses a robust compliance oversight process, including both direct and remote operations testing, to monitor rules compliance. Employees are trained on a comprehensive set of safety rules and practices based on Federal requirements, industry recommendations and BNSF-specific safety initiatives. In addition, BNSF conducts operational tests and audits to verify employees are working safely and in compliance with all company rules, policies, instructions and procedures.

Record Capital Investments

Record capital investments are being made in the railroad to help create a safer and more reliable physical plant. Through the end of 2015, BNSF will have reinvested more than $50 billion into its equipment and its network and infrastructure work that helps to maintain train traffic fluidity and capacity expansion projects intended to meet customers' ever-growing freight shipment demands. BNSF spent a record of nearly $6 billion for the capital expenditure program in 2015, which is the third consecutive year of record investment in BNSF network and infrastructure, and plans to invest an additional $4.3 billion in 2016.

In addition to these capital improvements, BNSF implements comprehensive inspection processes as discussed below, that ensures safety by identifying potential problems before they can lead to unsafe conditions on the rail network.

Track Inspections

BNSF inspects its tracks more frequently than required by the FRA to ensure they are safe. Most key routes on BNSF are inspected up to four times per week, more than twice the inspection frequency required by the FRA, and our busiest main lines can be inspected daily. These inspections include routine visual inspections by track inspectors and inspections with specially equipped rail cars that use ultrasonic and other advanced technology to look for flaws in the rail and to test track geometry, as discussed in further detail below.

Track inspections on BNSF main lines occur by a hy-rail vehicle, which rides on the rails. In addition to the normal hy-rail inspections, on-foot inspections of all turn-outs on the main lines and yard tracks are required at least monthly. Supervisors are also required to make regular train rides over their assigned territories.

BNSF employs track inspectors who are chartered by the FRA to comply with FRA regulations. These inspectors record track conditions and update data following each inspection, which is provided to the FRA.

For further details on FRA guidelines, visit the Track and Rail and Infrastructure Integrity Compliance Manual http://www.fra.dot.gov/Page/P0051. Please see "BNSF Railway Wayside Detection (July 16, 2015)" (Appendix H) for additional information on the technologies discussed below:

G. Track Inspections Technology

BNSF's track inspection program also utilizes state-of-the-art technology to help identify defects or problem areas that cannot be detected by the human eye. BNSF has made significant investments in inspection and detection technology to enhance the regular manual inspection process.

Rail Detectors

BNSF's rail detectors use ultra-sonic rays to detect internal (and external) flaws in the rail. The frequency of inspections are determined by the tonnage moved over a given section of track, however, the main line routes across BNSF's system receive rail detector testing every 30 to 50 days on average.

Track Geometry Car

BNSF's track geometry car measures major main line routes annually and up to three times a year depending on rail volume. The track geometry car is a specially-equipped passenger car that measures the tracks' surface under load for, gauge, cross-level, alignment and vertical acceleration. A computerized print out of the trackage indicates where the measured flaws exist in the track. This information is immediately communicated to field personnel to ensure that the defects are addressed.

Freight Car Defect Technology

BNSF has an extensive network of special detection technology, which are described below, along key routes on its network to monitor each passing rail car for early signs of potential problems that could cause premature equipment wear or failure. Detecting such defects early has helped improve safety and extend the service life of equipment.

Wheel Impact Load Detector

Measures forces applied to the rail to evaluate wheel surface defects. Decreasing the number of high impact wheels can help prevent derailments and also extend the useful life of rail.

Warm Bearing Detection System

Monitors for excess heat coming from wheel bearings. Identifying internal bearing defects early prevents potential derailments and helps to extend wheel life.

Hot / Cold Wheel Detector & Technology Drive Train Inspection

Measures wheel tread temperature to identify sticking or inoperative brakes; and applied handbrakes. Acoustic Bearing Detectors use a microphone array to evaluate and identify internal journal bearing flaws.

Machine Vision System

Utilizes a camera system to evaluate and identify component wear or damage of wheels, brakes, draft gear and truck components. The early warning this technology provides enables BNSF to repair trucks before safety issues occur and can extend the life of wheels.

Truck Performance Detector

Measures forces applied to the rail to evaluate each truck's ride performance. Early warning of truck performance issues enable BNSF to perform repairs before safety issues occur and extends the life of the equipment.

Bridge Inspections

BNSF performs comprehensive bridge inspections that are supervised by a trained BNSF officer. These inspections are typically performed three times per year, exceeding FRA standards. Under BNSF's inspection program, we inspect bridges and tracks more frequently than required by the Federal Railroad Administration (FRA).

The key to the longevity of any structure is proper maintenance and repair. Railroads, such as BNSF, spend a higher percentage of revenue maintaining, replacing, and expanding its infrastructure than any other industry.

Planning and Response Plans

BNSF has developed and shared Geographic Response Plans (GRPs) with state and local emergency response organizations in many areas as adopted by the Northwest Area Committee ("NWAC") and as directed within the Northwest Area Contingency Plan ("NWACP"). In many cases, we have developed these GRPs in consultation with response agencies.

Emergency Response

As stated above, coal is not a hazardous commodity. Therefore, the following information on BNSF's Emergency Response capabilities is provided to cover a response to a diesel spill incident only.

While we have made significant progress in reducing the likelihood of a hazmat incident in any community, we also want to ensure BNSF and the communities we serve can be prepared to respond if an incident were to occur. To this end, BNSF also invests in community hazmat training and provided free railroad hazmat response and training to over 8,500 local emergency responders in 2014 in communities across our network. In 2015, BNSF provided hazmat response training to over 10,250 first responders across the BNSF system, and we have provided training to more than 80,000 emergency responders since 1996.

In 2015, BNSF trained 878 first responders in Washington, many from the Columbia River Gorge. In the past five years, hazmat training has been conducted by BNSF to fire fighters across Washington, including in Anacortes, Auburn, Bellingham, Camas, Centralia, Edmonds, Longview, North Bend, Olympia, Pasco, Seattle, Spokane, Tacoma, Vancouver and White Salmon.

This was in addition to the training we provided in 2014 to 937 first responders in over 40 classes. We have also participated in tabletop exercises in Seattle, King County, Skagit County and Spokane, which are important opportunities for us to identify opportunities and any gaps in how we work with our community partners.

In 2014 and 2015, BNSF underwrote the travel and training expenses for nearly 1,200 local first responders, including 265from Washington, for specialized training conducted at a national training and research center, the Security and Emergency Response Training Center (SERTC) in Pueblo, Colorado.

This year, BNSF is sponsoring46ocal first responders to attend this training at SERTC and Texas A&M. The three-day, hands-on field exercises at SERTC provide 24 hours of specialized training for a crude oil incident, which will help prepare them for managing incidents related to crude oil.

In addition, BNSF has provided the following to first responders:

PNW Fire Trailers (30 across the BNSF System):
Type I - Whitefish, MT (550 G AR-AFFF, pumps/bladders etc.)
Type II - Spokane, WA (275 G AR-AFFF, pump/bladder etc.)
Type I - Pasco, WA (550 G AR-AFFF, pumps/bladders etc.)
Type II - Vancouver, WA (275 G AR-AFFF, pump/bladder etc.)
Type I - Seattle, WA (550 G AR-AFFF, pumps/bladders etc.)
Type I - Redmond, OR (550 G AR-AFFF, pumps/bladders etc.)
Type I - Klamath Falls, OR (550 G AR-AFFF, pumps/bladders etc.)

BNSF - Spokane, WA (1000' boom/skimmer/storage tank, accessory items)
BNSF - Pasco, WA (1000' boom/skimmer/storage tank, accessory items)
BNSF - Wishram, WA (5 helicopter portable containers – 2,000' boom/skimmer/storage tank, accessory items)
BNSF – Moody, OR (1,600' boom and accessory items)
BNSF – Maupin, OR (1,000' boom and accessory items)
BNSF – Klamath Falls, OR (1,000' boom/skimmer/storage tank, accessory items)
BNSF – Sandpoint, ID (1000' boom/skimmer/storage tank, accessory items)
BNSF – Bonners Ferry, ID (2,800' boom/skimmer/storage tank, accessory items)

PNW Contracted Locations with equipment:
Spokane, Pasco, Portland, Prineville, Longview, Seattle, Everett, Anacortes, Bellingham

Here is a summary:

State/Province & Country	Total Spill Containment Boom (ft.)	Oil Spill Skimming Systems: Total EDRC (bbl.)	Total Recovered Oil Storage (BBL.)	Total Vessels (#)	Total ER Personnel [Includes Contractor Non-responders: I.E. Admin and Offsite Support] (#)
Oregon, USA					
BNSF Resources	3,600	343	144	0	2
BNSF Contractor Resources	28,375	6,520	2,679	27	194
Total	**31,975**	**6,863**	**2,823**	**27**	**196**
Washington, USA					
BNSF Resources	3,050	686	145	0	30
BNSF Contractor Resources	123,170	55,251	8,253	148	481
Total	**126,220**	**55,937**	**8,398**	**148**	**511**

BNSF has also entered into an agreement with the Clean Rivers Cooperative in Portland, OR (not yet included on above table) which is a non-profit spill response organization. Through this agreement, we have access to all of their resources in the Area of Responsibility (between the I-205 bridge and Astoria, OR). For areas outside of their AOR including the remainder of

WA, OR, ID, CA, MT, ND and WY we have access to their specialized equipment including Wildlife Response Trailer, Communications trailer, Shoreline trailers, 20,000' of boom + 10% of their skimmer/recovery and boat inventory.

Finally, BNSF has a Mutual Aid Agreement with the Western State Petroleum Association (WSPA) for refinery assets including foam and oil spill resources from Tacoma Oil, Shell, Tesoro, BP and P66.

BNSF has launched a new website: www.BNSFHAZMAT.com that provides the following:

- Participate in on-line BNSF hazmat training
- Schedule BNSF hazmat training for first responders
- Download a summary of BNSF's System Emergency Response Plan
- Request a Hazmat Traffic Flow Report for your city or county
- Request access to AskRail (See additional information above.)

The following emphasize BNSF's commitment to hazmat safety:

- BNSF has earned the national TRANSCAER (Transportation Community Awareness and Emergency Response) award 14 times since 1998 for our national outreach efforts to assist communities prepare for and respond to possible transportation hazardous material incidents.

- BNSF has specialized equipment and hazmat responders staged across its network to deal with hazmat and crude oil incidents, including for firefighting and spill cleanup.

- BNSF has more than 250 trained hazmat responders at 60 locations on our network who are supported by a network of contract emergency and environmental responders.

- BNSF has a Geographic Information System (GIS) for emergency incidents that enables BNSF to quickly identify and contact the local emergency responders closest to any incident on our network.

- BNSF has specialized equipment and hazmat responders staged across our network, which includes several locations in Washington such as Everett, Seattle, Longview, Wishram (Columbia River Gorge), Pasco and Spokane.

- BNSF has developed and shared geographic emergency response plans with state and local emergency response organizations, engages in ongoing planning, drills, and rapid response exercises with local, state, and federal agencies, and reports hazmat traffic and volumes to state emergency response agencies.

H. Coal Dust

Regarding coal dust, BNSF does not believe that coal or any commodity should be allowed to escape from their shipping containers. This is why a decade ago we conducted extensive studies to address coal dust. All of our research and experience has shown the presence of coal dust in our track structure near mine-loading points in the Powder River Basin in Wyoming and Montana – not nearly a thousand miles away in the Pacific Northwest.

We developed a coal loading rule that virtually eliminates any issues with coal dust – both at the mines and in the Pacific Northwest. Our coal loading rule is two-fold: coal must be loaded so that it utilizes a "bread loaf" shape that helps reduce issues with wind and then an approved topper agent must be applied. The topper agents are like a glue and have been identified during our testing as effectively controlling dust.

To add another redundant layer to an already effective mitigation program, we opened a state-of-the-art re-spray facility at our Pasco rail yard. Now all unit trains of coal traveling through Washington receive a second spray of an approved topper agent, furthering enhancing our coal dust program.

Before any measures were adopted to control coal dust, BNSF estimated that as much as 500 pounds of coal dust per car could be lost in areas near coal mines in Wyoming and Montana. Opponents to coal like to misuse this estimate and take it way out of context. The key to this estimate is putting it into context. First, it is just that - a very rough estimate made on untreated coal cars in the Powder River Basin at the very beginning of their movement, not elsewhere along our rail line. Second, these estimates were made a decade ago when we first started studying coal dust, before we issued our coal-loading rule and before the mines began taking any measures to prevent coal dust losses. Third, and most importantly, all of our research and experience has shown coal dust to be an issue near mine-loading points in the PRB - not nearly a thousand miles away in Washington.

In 2013, we announced plans to build a coal re-spray center and this facility is a voluntary measure that is responsive to a request from Canada's Port of Vancouver as part of its permitting process for coal export facilities located in British Columbia. This additional effort provides another level of redundancy to an already well-established mitigation process. As we've always said, BNSF is committed to addressing coal dust as an issue. We take this commitment very seriously, and this is why for nearly a decade we have been very proactive in our efforts to mitigate coal dust.

The re-spray center is located at our Pasco Rail Yard, and we have added additional rail capacity to accommodate trains running through our re-spray center. This location was selected because it best fits our operational needs. BNSF designed the facility with environmental and community issues in mind. As such, the entire re-spray center is enclosed, and there is no run-off from the re-spray. The coal is treated within a shed, helping to prevent the process from being a nuisance to our neighbors.

The re-spray center became operational in early 2015, and it is our expectation that all unit trains of coal traveling through the facility are treated. To date, nearly 1,000 coal trains have been sprayed since the facility opened.

As part of their campaign against coal, several opposition groups have misconstrued facts related to how railroads transport this commodity. For example, there have been claims about coal dust escaping from railcars that are simply not supported by any data in the research that has been done. It has been asserted that trains carrying coal lose one pound of coal dust for every mile traveled, including areas far from the Powder River Basin. There is no data to support this claim. This claim is also inconsistent with commonsense observations of coal movements through the Northwest for over two decades. If this claim was accurate, we would have heard many complaints about coal dust long before opponents of coal took up the issue as a convenient way to try to block coal transportation. Millions of tons of coal have been hauled through Washington for decades and we are not aware of a single coal dust complaint lodged with a Washington state agency or with the railroad until after the coal export terminals were proposed.

The following links are provided as additional information.

BNSF response to the University of Washington study:
http://bnsfnorthwest.com/news/2016/04/05/setting-record-straight-coal-dust/.

Research and testing: http://www.bnsf.com/customers/what-can-i-ship/coal/coal-dust.html.

Pasco, Washington re-spray facility video:
https://www.youtube.com/watch?v=EYpYOfMFBAI&feature=youtu.be

For additional information, please refer to the following Appendices:

- Coal Dust Facts (Appendix I)
- Coal Dust Slides (Appendices J & K)
- Topper Agents (Appendix L)Pasco Re-spray Center Background (Appendix M)

I. Historic and Cultural Resources

The DEIS suggests that trains may block access to culturally-important areas, such as Usual and Accustomed (U&A) Places. BNSF knows of no instance in which access to U&A Places has been blocked, or where parties have not had access over public or private crossings. BNSF works regularly with tribes to identify and address concerns, and would certainly work with any tribe who could not access U&A Places by the use of a public or private crossing.

J. Insurance and Financial Responsibility

BNSF has a strong track record of corporate responsibility. We have never expected taxpayers to assume the expense of a clean up after a derailment, and we stand by the practices that have allowed us to keep that record to date. BNSF is financially sound with a long history, substantial assets and a track record of being a responsible corporate citizen. In the event of an

incident, BNSF commences remediation efforts without regard to the availability of insurance, i.e., BNSF responds and then looks to recover from its insurers.

K. Noise-related Impacts

In 2005, in response to a Congressional mandate, the Federal Railroad Administration (FRA) issued a Final Rule on the Use of Locomotive Horns at Highway-/Rail Grade Crossings: https://www.fra.dot.gov/Page/P0105. Under the new rule, local governments may establish quiet zones or continue existing quiet zones, if they are willing to take remedial steps to address risk, based on a calculation of potential risk at the crossing. In many cases, the rule makes these designations subject to FRA review, approval and ongoing oversight.

These remedial steps can include crossing closure, grade separation, full-width crossing gates with an approved median divider, full-width gates and lights at crossings on a one-way street, temporary closure (for nighttime quiet zones only) or four quadrant gates. The rule also allows for an automated horn system, commonly wayside horns, at the crossing as a substitute for the train horn, if this provision is approved by the Federal Highway Administration.

Certain Alternative Safety Measures (ASMs) are also described. BNSF works with communities who wish to establish quiet zones and regularly reviews their quiet zone applications to the FRA. BNSF will certainly work cooperatively with Millennium in Longview for the establishment of quiet zones at two locations identified in the Project application where Millennium volunteered to fund specific quiet crossing improvements.

L. Positive Train Control

Congress mandated in 2008 that Positive Train Control (PTC) technology be installed on routes that carry passengers and/or toxic-by-inhalation (TIH) commodities. PTC deployment is an unprecedented technical and operational challenge that requires the entire U.S. railroad network to develop, test, and implement this new safety system, and avoid impacts to network capacity and fluidity as we do so.

The scope of BNSF's PTC installation is immense covering more than 11,100 miles of track, roughly half of the entire BNSF system and 80% of BNSF's freight density, as well as equipping 6,000 locomotives with PTC technology.

BNSF has been an early industry leader in and is committed to implementing PTC and has made great progress and devoted significant resources to that end. Specifically, BNSF has invested over $1.5 billion in the testing, development, purchase, and installation of PTC components out of an estimated total exceeding $2 billion. Thousands of BNSF employees have been trained on PTC, and thousands more will be.

BNSF expects to install and operate PTC on all legislatively mandated territories in the state of Washington within the federally mandated PTC timelines.

As of June 1, 2016, construction has been completed on more than 91% of the PTC-mandated subdivisions, which represents 78 of 86 Subdivisions. (See attached BNSF PTC Implementation Map. (Appendix K))

- Cutover Phases Completed: 919 of 1,017: 90%
- Base Stations Installed on Mandated Subdivisions: 539 of 552: 96%
- Locomotives Equipped: 4,277 of 5,000: 86%

See attached BNSF PTC Implementation Map (Appendix N)

Additional information on PTC can be obtained from the Federal Railroad Administration (FRA) and American Association of Railroads (AAR) website links: https://www.fra.dot.gov/Page/P0621 and https://www.aar.org/policy/positive-train-control.

M. Vegetation Management

BNSF dedicates resources and has established standards shown below for the proper treatment of terrestrial vegetation in order to maintain a safe and environmentally conscious rail operation in line with federal laws and regulations.

Herbicides

The use of herbicides on BNSF property allows for the following:

- Maintain a safe working environment for employees.
- Maintain drainage of ballast and waterways.
- Allow for structure and track inspections.
- Maintain visibility at grade crossings, signs, and signals.
- Allow for inspections of moving trains.
- Comply with federal regulations.
- Reduce the spread of noxious weeds.

Any herbicides that used are EPA approved and applied by licensed applicators, under strict BNSF Engineering Instructions, including, but not limited to those discussed below.

Applications of herbicides on BNSF property are only to be handled by licensed contractors and with the permission of BNSF's Manager Vegetation Control in Ft. Worth, Texas, who consults with our Technical Research & Development Department to ensure that such materials are within the guidelines of federal regulations.

This includes the October 31, 2011 NPDES nationwide restrictions for herbicide use on a landowners property as well as the responsibility for violations. The BNSF Manager Vegetation Control will select the chemicals to be used based both on their effectiveness for weed control and the safety considerations for workers, applicators, and bystanders.

The BNSF System areas of control for vegetation control contractors are identified in their specific contract. Any change to the designated areas of control must be communicated in writing by the exempt officer responsible for the territory to the vegetation control contractor and the BNSF Manager Vegetation Control. Labels on herbicide chemicals must be monitored with any application applied per the requirements of FIFRA. BNSF must approve of subcontractors and reserves the right to refuse specific applicators or applicators' employees access to its property. The contractor must submit a list of chemicals, including their labels and Material Safety Data Sheets (MSDS), to be used on BNSF property when requested by BNSF. This list will be pre-approved by the Manager Vegetation Control and the Manager Industrial Hygiene.

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N. Terrestrial Wildlife

BNSF follows the Endangered Species Act to ensure that all threatened and endangered species are protected under the law. When there is a threatened or endangered species that is likely to be affected by the movement of trains, BNSF works closely with federal and state regulators to take measures to protect these populations.

In particular, and as an example, BNSF is proud of the work it has done in Montana to protect grizzly bears. Although the grizzly bear population has increased substantially in recent

years, and many other groups are seeing increases in grizzly bear incidents that result in the death of a grizzly bear, BNSF has actually seen a significant decrease in incidents along our tracks.

There is no evidence that any barrier effects or small quantities of contaminants exist and/or pose any reasonably foreseeable threat to terrestrial wildlife. In fact, the Washington Department of Fish & Wildlife's (WDFW) letter dated October 16, 2009 in connection with the "Pacific Northwest Rail Corridor Program Environmental Assessment; WSDOT-Federal Rail Administration Proponent, BNSF Railway north-south mainline from Vancouver, Washington to Blaine, Washington", https://www.fra.dot.gov/Page/P0413 "Finding of No Significant Impacts (FONSI), Appendix A: Comment Letters on the Tier I Environmental Assessment," stated the following:

> ***Fences, sound walls, railway buttresses, bulkheads, and other vertical surfaces can impede migration travel corridors for terrestrial wildlife and may result in fragmentation or isolation of certain wildlife species. Vertical surfaces may decrease terrestrial wildlife travel corridors to fewer locations which could concentrate crossings of nearby roads resulting in potential rail and road kill hotspots. WDFW encourages the proponent to avoid, minimize, or otherwise mitigate habitat fragmentation, population isolation, or the unintended funneling of animals where it may be undesirable for wildlife or dangerous to humans.***

Further, on October 22, 2009, the Washington Department of Transportation (WSDOT) responded to the WDFW in part as follows:

> ***The corridor currently hosts more than 60 trains per day in some rural segments, therefore the addition of eight trains per day is a relatively small increase in train frequency, Additionally, on average a train passes any given location on the corridor approximately once an hour. This frequency is far less than the vehicle frequency on I-5, which is in close proximity to the rail corridor over most of the route. Finally, nearly all the specific improvements in the corridor expansion are proposed to improve an existing corridor, so wildlife in the vicinity are already accustomed to the passing of trains.***

IX. Conclusion

In conclusion, and for all the reasons cited herein, BNSF believes the scope of review contained in the DEIS to be overly-broad, not supported by available information, and not consistent with the requirements of SEPA or NEPA. BNSF recommends that the Council defer consideration of the interstate rail system and its regulation to federal agencies that possess authority and expertise in this area.

BNSF would like to thank the Co-Leads for this opportunity to provide comments and information concerning the Project and the DEIS.

Sincerely,

F. E. Kalb, Jr.

Enclosures

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Appendices

(Appendices appear in the following order.)

Appendix A-Figure 4-"Expected Growth of U.S. Ton-Miles of Freight" (in millions)

Source: "Beyond Traffic", U.S. Department of Transportation, (October 2015)

Appendix B- Table 1-"Tonnage of Freight Carried by Transportation Mode" (millions of tons)

Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, version 3.6, 2015)

Appendix C-"Helping Preserve the Natural Beauty of the Pacific Northwest"

Appendix D-"Rail Bridge Safety"

Appendix E-"BNSF Grade Crossing Safety"

Appendix F- "State Department of Transportation; Landslide Mitigation Action Plan, Final Report (2014)"

Appendix G- "Figure 13. Fatalities by Freight Transportation Mode: 1980, 1990, and 2000-2013" Source: BTS

Appendix H-"BNSF Railway Wayside Detection" (July 16, 2015)

Appendix I-"Coal Dust Facts"

Appendices J & K-"Coal Dust Slides"

Appendix L-"Topper Agents"

Appendix M-"Pasco Re-spray Center Background"

Appendix N-"PTC Implementation Map"

Millennium Bulk Terminals
Appendices
for
letter
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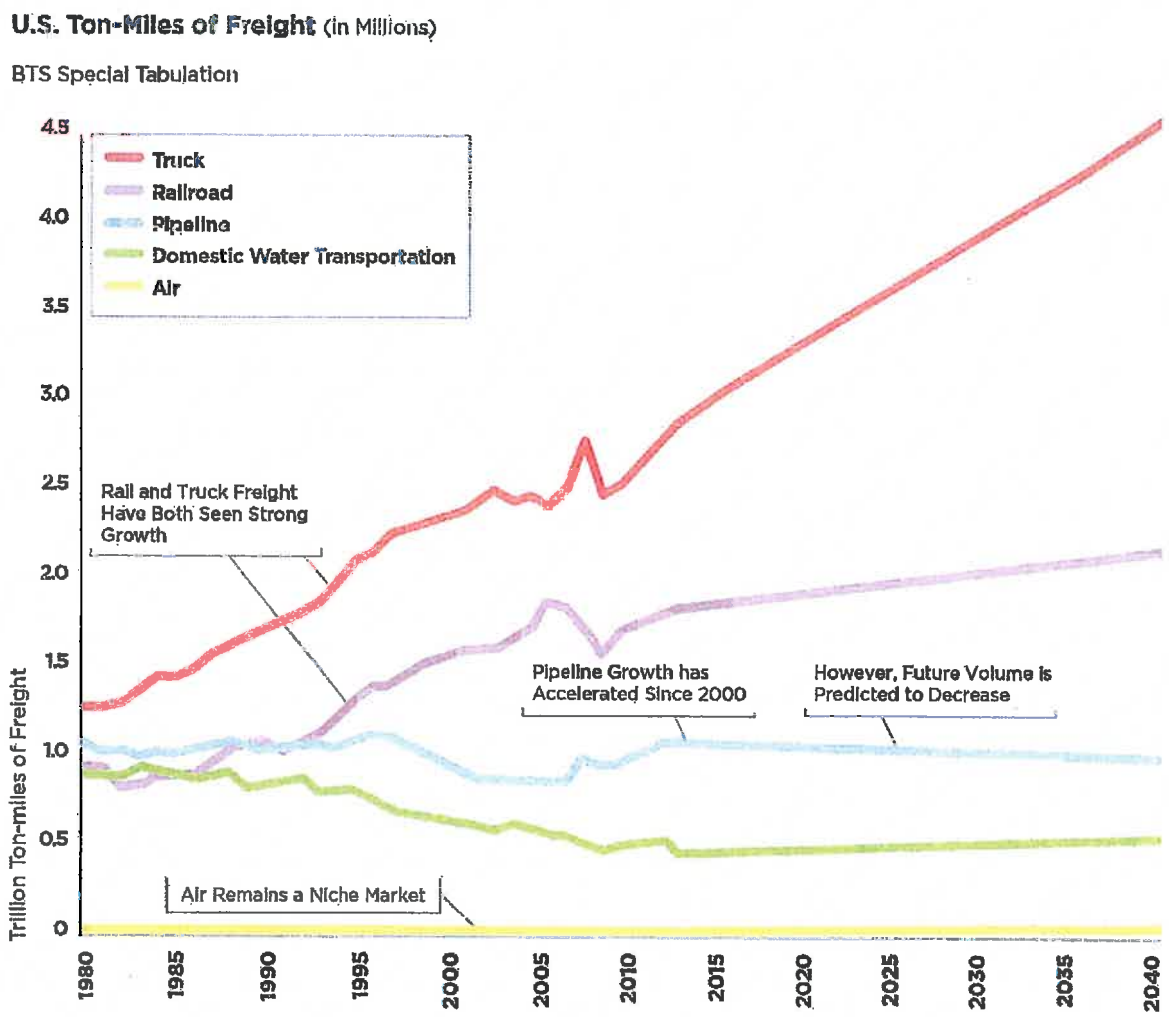


Figure 4. Expected Growth of U.S. Ton-Miles of Freight (in millions)

(Source: Beyond Traffic)

Table 1 shows a more detailed view of the expected growth of freight tonnage by transportation mode for 2007, 2013, and 2040 (forecasted), broken down into domestic movements, exports, and imports. Table 2 shows similar information, but for value of freight.

BNSF Railway Company (3218)

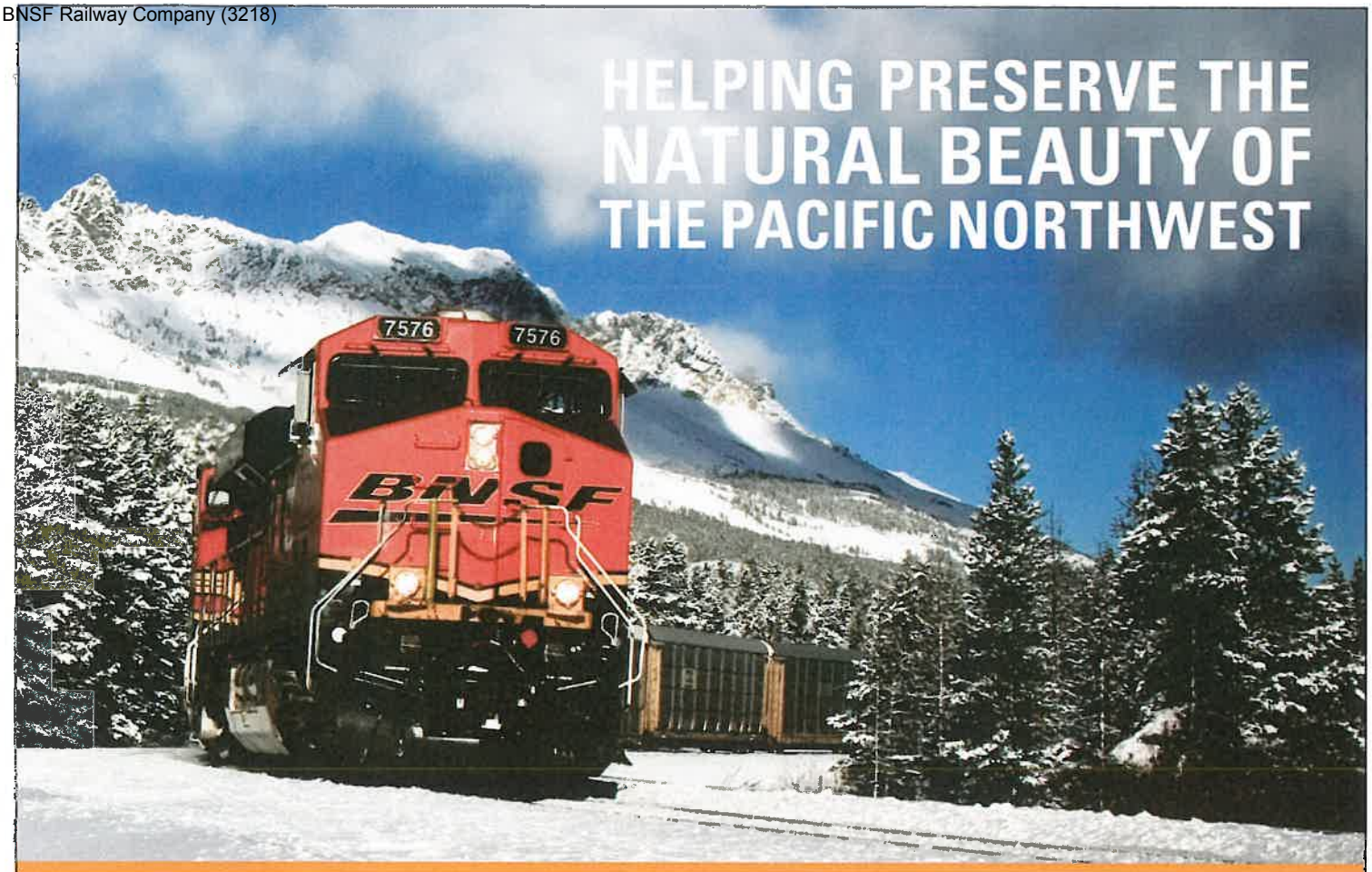
Table 1. Tonnage of Freight Carried by Transportation Mode (millions of tons) (Source: U.S. Department of Transportation, Bureau of Transportation Statistics and Federal Highway Administration, Freight Analysis Framework, version 3.6, 2015)

	2007				2013				2040			
	Total	Domestic	Exports[1]	Imports[1]	Total	Domestic	Exports[1]	Imports[1]	Total	Domestic	Exports[1]	Imports[1]
Total	18,879	16,851	655	1,372	20,063	17,950	914	1,199	28,520	23,095	2,632	2,794
Truck	12,778	12,587	95	97	13,955	13,732	120	103	18,786	18,083	368	335
Rail	1,900	1,745	61	93	1,858	1,681	82	94	2,770	2,182	388	201
Water	950	504	65	381	808	410	89	309	1,070	559	164	347
Air, air & truck	13	3	4	6	15	3	5	7	53	6	20	27
Multiple modes & mail	1,429	433	389	606	1,554	459	559	536	3,575	645	1,546	1,383
Pipeline	1,493	1,314	4	175	1,539	1,391	11	137	1,740	1,257	17	467
Other & unknown	316	266	36	14	333	274	47	13	526	362	130	34

[1]Data do not include imports and exports that pass through the United States from a foreign origin to a foreign destination by any mode.

Notes: Numbers may not add to totals due to rounding. The 2013 data are provisional estimates that are based on selected modal and economic trend data. All truck, rail, water, and pipeline movements that involve more than one mode, including exports and imports that change mode at international gateways, are included in multiple modes & mail to avoid double counting. As a consequence, rail and water totals in this table are less than other published sources.

HELPING PRESERVE THE NATURAL BEAUTY OF THE PACIFIC NORTHWEST



At BNSF Railway, we're proud to be an industry leader in protecting the environment.

Our trains move most of the agricultural products Washington farmers grow, and help manufacturers and the timber industry deliver their products around the world. And they do it in a way that is far more environmentally friendly than any other mode of ground transportation.

Each BNSF intermodal train takes hundreds of trucks off the highway, reducing traffic and carbon emissions by more than 50%.

In fact, the average BNSF intermodal train moves the equivalent of what 280 trucks could move, cutting carbon emissions by more than 50% while reducing congestion on our nation's highways. All told, freight rail moves 40% of all U.S. products, but only contributes 2.3% of transportation greenhouse gases. And at BNSF, we're working to reduce that percentage even more.

For example, we replaced close to 40% of our fleet with more energy efficient locomotives in the last 10 years. This has resulted in a 10% improvement in fuel efficiency, along with a reduction in carbon dioxide emissions of nearly 14%. Last year, we added more than 600 new, more energy efficient locomotives making our fleet the newest and cleanest in the nation. We also remanufactured more than 3,000 locomotives in the last decade to help further reduce emissions and improve fuel efficiency. Operating a more modern fleet means we use less fuel and emit fewer greenhouse gas emissions, particulates and nitrogen oxides.

A BNSF train hauling wind turbine components.

And we're using other environmentally friendly technologies across our business to be more efficient and to reduce emissions.

Our newer, EPA-certified ultra-low emissions diesel locomotives utilize three low-horsepower engines that only operate when needed instead of one large engine operating at all times, saving fuel and reducing emissions.

This includes being the first U.S. rail carrier to use wide-span electric cranes at our facilities, including at our Seattle International Gateway intermodal facility. These cranes, used to load and unload trains, produce zero carbon emissions on-site and significantly reduce the number of trucks needed to move containers within the rail yard.

We've also installed automatic engine start/stop devices on close to 95% of our locomotives, helping reduce our annual fuel usage by thousands of gallons for each locomotive equipped with this technology. And we're in the process of installing driver assist technology to further enhance fuel efficiency.

At BNSF Railway, we strive to protect the environment and the communities in which we operate. And we will continue to proactively pursue opportunities to develop, test and deploy technologies that result in an ever-improving sustainable transportation model.

Washington is the cornerstone of the BNSF Railway network.

It's also home to nearly 4,000 BNSF employees who share our commitment to protecting the environment while safely and efficiently transporting Washington's products to the world.

BNSF RAILWAY

Connecting the Pacific Northwest since 1873

BNSF Railway Company (3218)

RAIL BRIDGE SAFETY

BNSF is committed to the safe operation of every mile of our 32,500-route-mile network. That network includes more than **300 miles of track across more than 13,000 bridges**, which must be kept safe, secure and structurally sound. BNSF's **Bridge Management Program** includes comprehensive inspections and an ongoing commitment to maintaining and repairing and, when necessary, replacing rail bridges on the BNSF network.

A Track Record of Safety

- **99.9995%** of bridge train miles occur without any type of service interruption.*
- **0.02%** of service interruptions across our entire network are caused by a bridge being removed from service.*
- **No derailments** have been caused by the structural integrity of a bridge.

Federal Regulations

- The Federal Railroad Administration (FRA) requires railroads to have a Bridge Management Program to ensure the safety of railroad bridges.
- Programs must include a provision for inspecting every bridge in service **annually**, with no more than 540 days between inspections.
- The FRA audits the Bridge Management Programs and inspections records through document review and field verification.

Regular Comprehensive Inspections

- Comprehensive Inspections are thorough, visual, documented inspections encompassing the entire bridge structure.
- Bridges on BNSF's core routes are typically inspected **three** times per year, exceeding FRA standards.
- BNSF's expert, certified Railroad Bridge Inspectors performed more than **35,000** Comprehensive Inspections in 2015.

Commitment to Maintenance, Repair & Replacement

- In the rare instance a structural defect is identified, the bridge is removed from service until repaired or until a Special Inspection resolves the issue.
- Since 2012, BNSF has devoted more than **$420 million** on bridge maintenance and repair, repairing or replacing more than **340** bridge components and completely replacing more than **290** bridges.
- Since 2006, BNSF has devoted more than **$1 billion** to rail bridge capital investments.

Supplemental Inspection Technology

- BNSF owns six and leases two Bridge Inspection Vehicles (BIVs) that are specially equipped to allow safe access to inspect the entire bridge structure; BIVs conduct more than **600** inspections per year.
- When a portion of the bridge foundation is underwater, BNSF deploys a team of divers to inspect.
- BNSF also conducts supplemental bridge inspections using Unmanned Aerial Vehicles (UAVs).

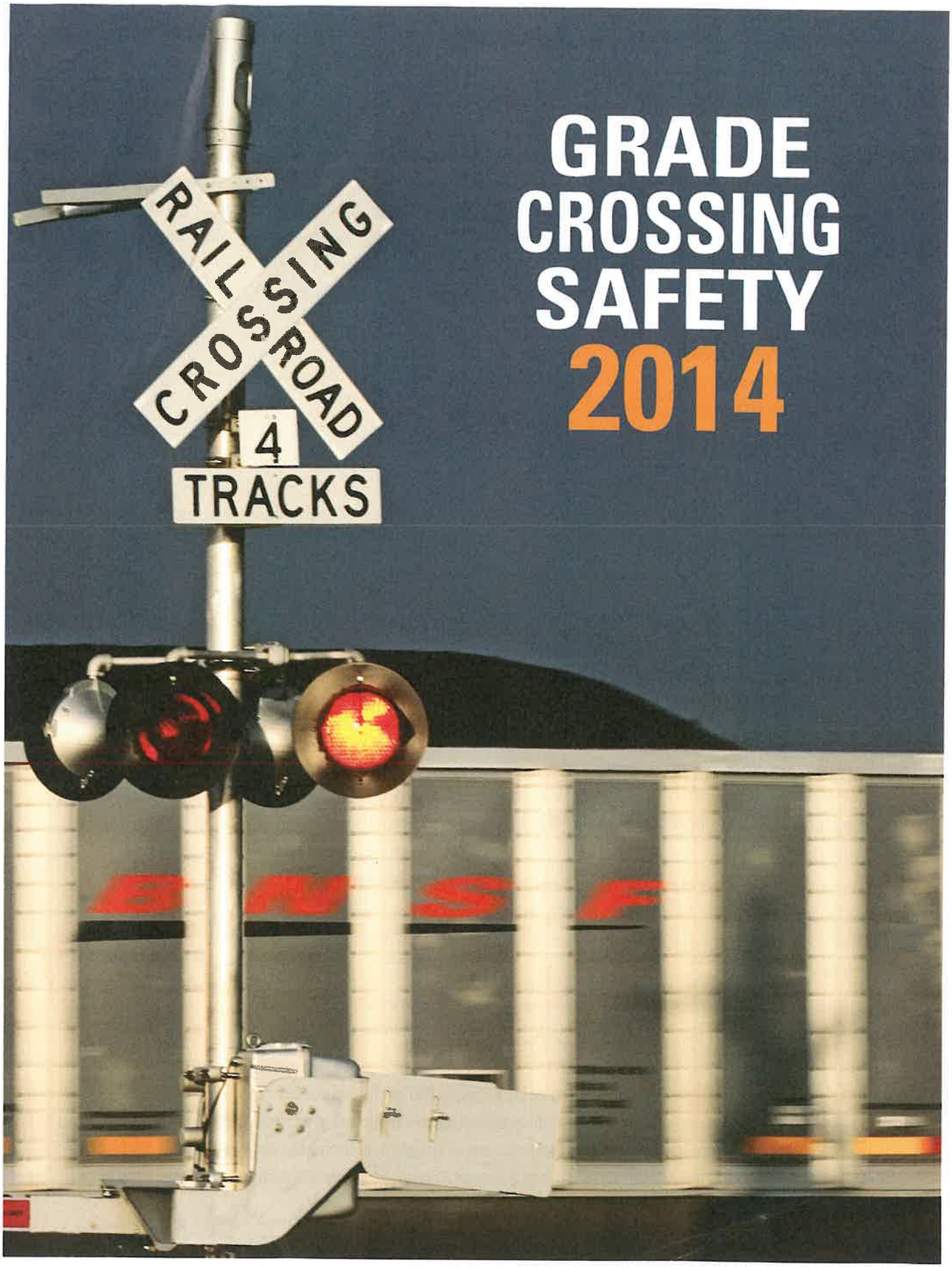
UAV

BIV

Your Bridge to BNSF

For more information about BNSF bridges, go to **bnsf.com/bridge**

* Jan. 1, 2009 – Nov. 1, 2015



GRADE CROSSING SAFETY 2014

Overview of BNSF's Approach to Grade Crossing Safety

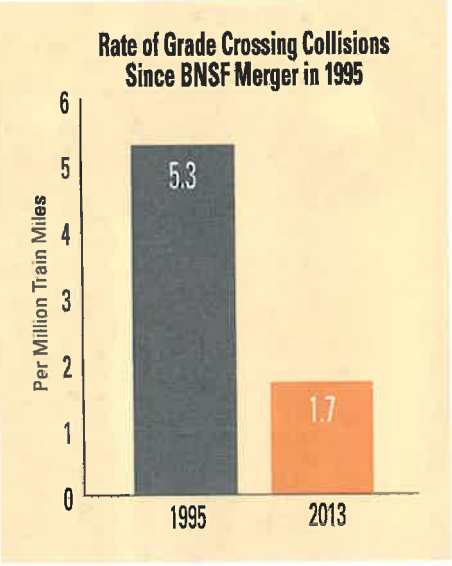
Highway-railroad grade crossing safety is an integral part of BNSF's operation and culture and involves the daily cooperative effort of many employees. Because oncoming trains cannot stop for vehicles whose drivers violate motor vehicle laws when approaching railroad tracks, each grade crossing presents possible danger to motorists and train crews. Recognizing this potential hazard, BNSF and BNSF employees are committed to grade crossing safety on many fronts, including the following:

- Community education and awareness
- Train crew education and field operations testing to monitor rules compliance
- Grade crossing closure
- Crossing safety technology
- Crossing resurfacing
- Vegetation control
- Installation of warning devices
- Track and signal inspection and maintenance

BNSF has one of the lowest highway-railroad grade crossing collision rates in the rail industry and, as an industry leader, will continue to work with the states and the communities we serve to further improve grade crossing safety.

General Information

- The United States has about 212,000 highway-railroad grade crossings, including just over 25,900 across BNSF's approximately 32,500 route-mile network.
- BNSF's highway-railroad grade crossings include approximately 17,200 public and 8,700 private and pedestrian at-grade crossings. In addition, BNSF has more than 3,700 public grade separations and 650 private and pedestrian grade separations.
- BNSF has one of the lowest highway-railroad grade crossing collision rates in the rail industry. Since BNSF's merger in 1995, the rate of grade crossing collisions has declined about 68 percent – from 5.3 per million train miles in 1995 to a rate of 1.7 in 2013.
- In 2012, 52 percent of the grade crossing collisions on BNSF occurred at crossings with active warning devices (automatic gates and/or flashing light signals).



- For the past several years, BNSF has averaged approximately $95 million annually on programs related to grade-crossing safety. BNSF expenditures include funding the educational and program activities of 17 grade crossing safety managers and 9 public projects managers, as well as crossing-signal maintenance and vegetation control. The amount spent on grade-crossing safety includes an annual average of approximately $20 million to maintain grade-crossing road surfaces.

Federal/Railroad Grade Crossing Safety Program

Federal and State Processes for Upgrading Crossing Signals: Each state determines the location and types of rail-highway grade-crossing signals to be installed, under a federal program. Crossing signals are defined by the Federal Highway Administration as highway control devices, not railroad signals.

Each state receives an allocation of federal safety funds and develops a priority list of crossings each year for grade-crossing improvements. The formula used to generate this list varies from state to state and typically includes elements such as train speed, train volume, average daily traffic and accident history.

Once a state determines which crossings are to be upgraded, it contacts the railroad to begin the "diagnostic" process. The railroad designs the circuitry for each crossing and estimates the cost. Once the state reviews and approves the estimate, the state issues an agreement to the railroad to install the specified signals. BNSF participated in more than 180 diagnostic projects in 2013.

Federal funds pay about 90 percent of the cost of a signal installation and the local government jurisdiction — city, county, etc. — pays the other 10 percent. The railroad maintains the signals from that time forward. These maintenance costs usually equal the cost of the initial installation in about 10 years. The railroad cannot, on its own, install crossing signals. It is required to get state permission.

FRA Locomotive Horn Rule: In 2005, in response to a Congressional mandate, the Federal Railroad Administration (FRA) issued a Final Rule on the Use of Locomotive Horns at Highway-/Rail Grade Crossings. Under the new rule, local governments may establish quiet zones or continue existing quiet zones, if they are willing to take remedial steps to address risk, based on a calculation of potential risk at the crossing. In many cases, the rule makes these designations subject to FRA review, approval and ongoing oversight.

These remedial steps can include crossing closure, grade separation, full-width crossing gates with an approved median divider, full-width gates and lights at crossings on a one-way street, temporary closure (for nighttime quiet zones only) or four quadrant gates. The rule also allows for an automated horn system at the crossing as a substitute for the train horn, if this provision is approved by the Federal Highway Administration. Certain Alternative Safety Measures (ASMs) are also described.

BNSF works with communities who wish to establish quiet zones and regularly reviews their quiet zone applications to the FRA. Community leaders who have questions about the proposed rule or about BNSF's role in implementing that rule should contact Mr. French Thompson, director Public Projects, who can be reached at french.thompson@bnsf.com.

Community Education/Law Enforcement/Awareness

Operation Lifesaver Program: In 2013, BNSF employees and operation Lifesaver volunteers presented more than 11,400 Operation Lifesaver (OL) classes on highway-railroad grade crossing safety in local communities. Many of the volunteers were trained by BNSF field safety managers, who are certified by OL to teach using the OL curriculum.

BNSF's program targets the highest risk populations: new drivers, adult drivers and professional drivers. Approximately 25 percent (2,899) of BNSF's OL courses were presented at drivers' education classes. More than 850 courses were conducted with truck and school bus drivers; more than 2,800 were offered to adult drivers; and 98 were conducted with emergency response personnel. The rest were held at elementary and junior high schools.

Officer on the Train: In 2013, BNSF conducted 55 Officer on the Train (OOT) exercises. This program gives local law enforcement the opportunity to observe motorist and pedestrian behavior from the cab of a locomotive or from the ground at a grade crossing in coordination with a BNSF train, to learn about grade crossing safety laws and get a sampling of compliance levels. Traffic citations or warnings are often issued as part of OOT exercises.

In addition, in 2013 BNSF participated in 210 positive enforcement efforts. This program places law enforcement officers near crossings to watch driver behavior. Motorists who obey grade crossing laws are stopped and thanked for their safe driving and rewarded with a small token of appreciation.

Roll Call: In BNSF's "Roll Call" program, 309 follow-up visits were conducted with patrol officers at law enforcement agencies to offer training or to reinforce prior training on the importance of enforcing grade crossing safety and trespassing laws.

Grade Crossing Collision Investigation: In 2013, BNSF participated in 119 Grade-Crossing Collision Investigation (GCCI) courses, which are four- to 16-hour courses offered as standard training at law enforcement academies. This program has been endorsed and certified by the National Sheriffs' Association and the International Association of Police Chiefs through OL and is now the standard for training nationwide.

Industrial Truck Driver Education Program: In 2013, BNSF offered over 860 truck driver education programs to trucking companies located along BNSF track. Primary targets included trucking companies that are BNSF customers, as well as trucking companies that haul commodities such as aggregate and gasoline over BNSF tracks.

Train Crew Education and Operations Testing: BNSF train crew employees receive extensive hands-on, performance-based training that covers safety and operating rules, air brake and train handling rules, and practice on locomotive simulators. This training, provided to newly hired employees as well as more seasoned employees as part of BNSF's recertification program, includes skills essential to grade crossing safety, such as a review of train whistle procedures and proper train speeds. This training is reinforced by frequent operations testing, as BNSF supervisors regularly monitor train operations to ensure all safety and operating rules are consistently followed.

Grade-Crossing Consolidation Programs

Grade-crossing Consolidation: One of the best ways to address grade crossing safety is to reduce the number of at-grade crossings. BNSF's grade crossing safety program includes an aggressive initiative to close public and private at-grade crossings, working closely with communities and property owners. Good candidates for closure include those that are redundant (other crossings nearby allow access to the same roads or areas), are not designated emergency routes, have low traffic volumes, or are private crossings that are no longer needed or used. Since 2000, BNSF has closed more than 5,750 at-grade crossings.

Private Crossing Permits Review: In 2013, about 13 percent of BNSF's grade crossing collisions occurred at private crossings. In response, BNSF is working to reduce the number of private grade crossings, especially those that are rarely used or redundant, and closely scrutinizes all requests for new private crossings. During 2012, there were 168 requests for private crossing permits. Only 25 new crossings were installed – and 22 of those were temporary for construction purposes.

Track and Signal Inspection and Maintenance

Track Inspection Programs: Key corridors on BNSF are inspected four times a week by BNSF track inspectors, and many heavily-traveled routes are inspected daily. These inspections include a review of condition of track and right-of-way as well as whistle posts, crossbucks and active warning devices. In addition, BNSF train crews are instructed to report any signal and crossing warning malfunctions immediately to BNSF's Network Operations Center (NOC) in Fort Worth. This program includes "power-on" lights at active warning devices that indicate a working power supply to the lights and gates.

Grade Crossing Warning Inspection and Maintenance: BNSF is responsible for maintenance of active warning devices and spends an average of $45 million annually on grade crossing signal maintenance and repair. Each of the active warning devices is thoroughly inspected monthly by BNSF signal employees. This inspection includes a review of functionality of gates and lights and of battery back-up power sources

Vegetation Control

Vegetation Treatment and Brush Control: As much as practical, BNSF's goal is to reduce vegetation and other obstructions on its right-of-way that would materially interfere with motorists' ability to see approaching train traffic. In 2013, BNSF treated more than 38,000 acres along its right-of-way with herbicides to prevent growth of new vegetation at railroad crossings.

Crossing Safety Technology and Management Processes

Crossing Surveillance Systems: BNSF cooperated with various cities across the system to test surveillance systems that digitally record drivers who violate highway-rail grade crossing laws. Drivers receive correspondence advising them that they were observed behaving unsafely.

1-800 Number Signs: BNSF has posted an emergency contact number at all public grade crossings for the public's use in contacting BNSF's 24-hour Resource Operations Center with concerns regarding crossings or related questions (800-832-5452). These signs allow motorists who become stalled or in any way obstruct railroad tracks to call a number and simply provide the information on the sign. This information includes the Department of Transportation (DOT) identification number that pinpoints their location for BNSF's dispatching center and allows us to warn or stop trains in the affected area.

Other Technologies: BNSF continues to investigate new technologies that enter the marketplace related to highway-rail grade crossing safety. Examples are four quadrant gates, extended cantilever arms, median barriers, barrier gates, stationary horns and instantaneous reporting of active warning device failures via cellular technology.

Operations Monitoring Programs

Reports of Unsafe Motorists/Trespassers: As part of BNSF's unsafe motorist and trespasser program, train crews and other field employees submitted over 740 reports in 2013 of trespassers or drivers who violated grade crossing safety laws. The information is provided to state highway department personnel for consideration in preparing their grade crossing priority index to determine the possible need for traffic control devices, as part of the Federal Highway-Rail Grade Crossing and Trespasser Prevention Program. BNSF also uses this data to identify problem areas, respond with educational training and seek assistance from local law enforcement authorities.

Landslide Mitigation Action Plan

Final Report
2014

Washington State
Department of Transportation

Washington State Department of Transportation (WSDOT)
Rail Division

Contact information:

David Smelser
WSDOT Cascades High Speed Rail Program Manager
Olympia, WA 98504
360-705-6916
smelsed@wsdot.wa.gov

Acknowledgements

The Landslide Mitigation Action Plan was compiled by the Washington State Department of Transportation (WSDOT) with participation from the following entities:

BNSF Railway Company (BNSF)

Sound Transit

Amtrak

National Oceanic Atmospheric Administration (NOAA)

Governor's Office of Regulatory Innovation and Assistance (ORIA)

Washington State Department of Ecology (Ecology)

Washington State Department of Natural Resources (DNR)

Snohomish County

City of Everett

City of Mukilteo

City of Shoreline

City of Seattle

City of Edmonds

Town of Woodway

Port of Everett

Executive Summary

Each year, landslides along the Pacific Northwest Rail Corridor interrupt rail service for passenger and freight trains. High numbers of landslides between Seattle and Everett have been especially problematic for Sound Transit commuters and Amtrak Cascades passengers. Record numbers of service interruptions (sum of annulments and disruptions for all passenger trains) during the 2012-2013 winter season prompted collaboration among Washington State Department of Transportation (WSDOT), BNSF Railway Company, Sound Transit, Amtrak, and stakeholders to quantify the landslide-related impacts, identify the primary factors within the corridor that contribute to landslides, and develop mitigation strategies to reduce the occurrence and impact of landslides.

WSDOT created the Landslide Mitigation Work Group and convened bi-weekly meetings over a nine-month period. The mission of the Work Group was to develop short- and long-term strategies to reduce landslide impacts and improve transportation reliability throughout the corridor.

Documented landslide impacts for Sound Transit commuters and Amtrak passengers include direct costs, such as annulments (cancelation of trains), busing customers around the closure area, loss of ridership; and costs to BNSF for landslide debris cleanup. Indirect costs are also substantial but harder to quantify, and may include declining ridership due to perceived unreliability of winter service, devaluation of property values and subsequent loss of tax revenue, loss of commercial productivity, and increased congestion on roads when rail service is interrupted.

The majority of landslides that impact the rail line are shallow in depth and are sensitive to well-established factors and conditions. These factors include heavy or prolonged precipitation during the rainy season; the steep, high slopes that are prevalent along the corridor; underlying geology frequently associated with shallow landslides; and poor slope management practices carried out by adjacent landowners, such as discharging stormwater above or on steep slopes and disposing of yard, construction and earthen debris onto slopes. Commonly, it is a combination of factors that converge to start landslides.

Potential strategies to reduce landslide interruptions and impacts were explored by the Work Group. Strategies were outlined and evaluated for implementation time, complicating factors, and short, moderate-, and long-term effectiveness to reduce or prevent landslides.

The Work Group recognizes that measurable long-term reduction in landslide-related impacts to passenger service will require substantial investments in capital improvement projects. Depending on the financial resources available, as well as factors such as permitting, design, and construction scheduling, the time required to achieve significant reductions in landslide-related service interruptions will likely take one or more decades.

Key Findings

Short-term, low-cost strategies include:

- Develop education and public outreach to engage adjacent landowners to improve slope management practices.
- Continue low-cost mitigation options, such as maintenance of slide fences, ditches and other drainage facilities.
- Provide a drainage improvement incentive, such as reduced permit fees from BNSF to adjacent landowners (limited duration).
- Review landslide data through 2007 and develop landslide maps to be completed during the fall 2013. Inventory can be used to develop detailed landslide hazard maps to assist local agencies in the development of land use regulations on steep slopes.

Intermediate strategies include:

- Research and implement a landslide potential assessment model to inform decisions between agencies and provide additional time for contingency planning; model validation is targeted for the 2014-2015 rainy seasons.
- Design and construct up to six projects in high-priority landslide areas from 2013-2016 to mitigate landslide problems and improve service reliability.

Long-term strategies include:

- Continue community education and public outreach.
- Develop a permit process for improvements to private residential land adjacent to and/or above the track area, and identify a funding source or sources to implement improvements.
- Explore solutions for long-term slide debris removal and restoration process, such as beach nourishment.
- Optimize design of containment structures and evaluate effectiveness of stabilization measures for shallow slope failures.
- Develop a management system to prioritize and implement slope stabilization projects.
- Consider acquisition of additional right-of-way or long-term maintenance/construction easements on adjacent property in landslide-prone sections to improve opportunities to implement best-suited mitigation measures. (Note that this long-term strategy would require additional funding.)
- Explore justification for further public investment, recognizing that a significant increase in capital investment will be required to significantly reduce landslide-related closures.

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Introduction

Frequent landslides along the railroad corridor, especially between Seattle and Everett during the wet winter season pose periodic service interruptions for passengers on the Amtrak Cascades, Amtrak Long Distance, and Sounder. Landslides result in rail closures and emergency project activities every year, particularly during the rainy season from October to April. Disruption of rail service within the Seattle to Everett corridor has been especially problematic, with a record number of annulled and disrupted daily passenger trains (sum of both Sounder and Amtrak Cascades trips) due to landslides in 2013.

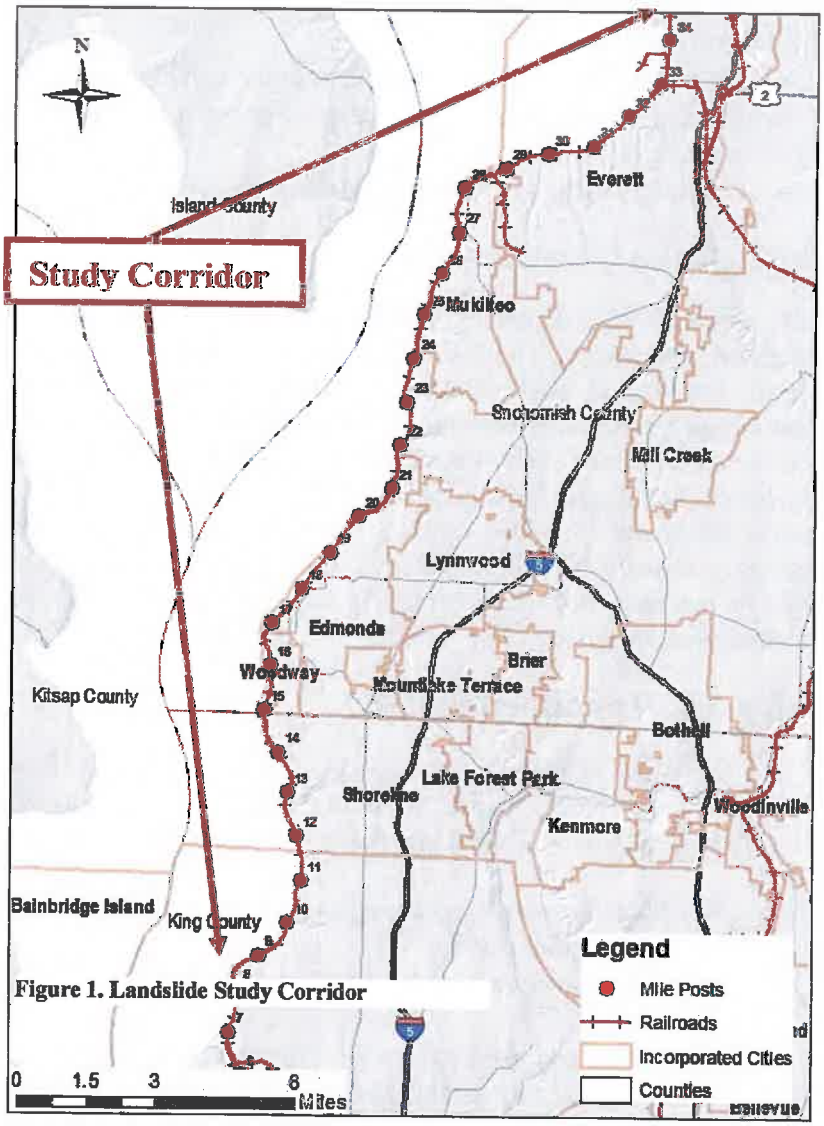

Figure 1. Landslide Study Corridor

At the request of the Washington State Secretary of Transportation, the Washington State Department of Transportation (WSDOT) initiated a joint work group effort with BNSF Railway Company (BNSF), Amtrak, Sound Transit, and local jurisdictions and stakeholders called the Landslide Mitigation Work Group. The mission was to investigate contributing factors to landslides within the corridor and determine a path to solutions.

The Work Group developed the Landslide Mitigation Action Plan to evaluate causes of landslides within this 26.6-mile-long railway corridor (Figure 1), and form reasonable mitigation strategies to reduce impacts to the traveling public. The extent of the study area was defined by the high frequency of events. Landslides within the study corridor are triggered by a combination of factors including climatic/hydrologic factors (e.g., heavy or prolonged precipitation during the rainy season), geomorphic factors (i.e., steep topography), geologic conditions and impacts from human activities.

Effect of the Plan

The purpose of this Plan:

- Document potential improvement strategies.
- Identify actions to minimize impacts to traveling public.
- Identify recommended actions for measureable improvements in interruptions due to landslides.

This Plan is *not* intended to:

- Guarantee landslides will not occur in the corridor.
- Prevent other government agencies or group members from advocating a particular improvement.
- Provide funding for proposed action strategies.

Work Group Coordination

Rail transportation is dependent on partnerships among government agencies, private industry and other stakeholders. The Work Group was a cooperative effort with WSDOT, BNSF, Sound Transit, Amtrak and local jurisdictions/stakeholders within the study corridor, such as the Washington Department of Natural Resources, Washington Department of Ecology, National Oceanic Atmospheric Administration, and Governor's Office of Regulatory Innovation and Assistance. Local jurisdictions include the cities of Everett, Mukilteo, Shoreline, Edmonds, and Seattle; the town of Woodway; and Snohomish County. The group implemented a reasonable strategy to identify contributing factors to landslides within the corridor, develop conclusions based on research, and create an implementation plan with recommendations for measurable improvements to the traveling public.

Roles and Responsibilities

- The WSDOT Rail Division sponsors the Amtrak Cascades and its intercity passenger rail service along the Pacific Northwest Rail Corridor, contracting with Amtrak as the service provider. Sound Transit and Amtrak contract with BNSF for track use.

  In WSDOT's Amtrak operating agreement, Amtrak is responsible for operating the Amtrak Cascades service.
- BNSF and Amtrak notify WSDOT of operational changes.

- BNSF owns and maintains the rail rights of way and track structures. BNSF is responsible for maintaining the railway infrastructure in compliance with Federal Railroad Administration safety standards. As the owner of the track, BNSF is responsible for addressing landslides within the BNSF right of way (ROW) only. However, landslide stabilization projects must often be constructed, at least in part, on property outside of BNSF-owned ROW to be effective, as a majority of landslide activity in this corridor originates from above and off BNSF property.

- Local agencies within the corridor are responsible for permitting development activities in geologically hazardous and/or sensitive areas (such as steep or unstable slopes) within their jurisdictions. This includes, but is not limited to, vegetation management and implementing development standards, such as building setbacks from steep slopes/bluffs, defining and communicating stormwater runoff requirements, erosion/sediment control during construction and communicating seasonal restrictions during the rainy season.

Study Schedule, February-September 2013, and Process

February	Develop framework for final product; initiate data collection.
March	Data collection and documentation.
April	Interim report: data collection; develop action strategies.
May	Continue development of action strategies; prioritize action strategies.
June	Interim report: immediate action strategies.
July-August	Implement immediate action strategies; draft final report.
September	Final report; executive summary; recommended solutions.

Landslide Impacts

Washington State supports a rail system that is integral to maintaining our economy, environment and quality of life. The rail system provides transportation for freight rail (BNSF), commuter rail (Sound Transit), intercity passenger rail (Amtrak Cascades), and long distance passenger rail (Amtrak).

Washington and Oregon jointly sponsor Amtrak Cascades, a 467-mile-long regional service that operates between Eugene, Ore., and Vancouver, British Columbia (Figure 2). Since 2000 Sound Transit has been operating a system of express buses, commuter rail and light rail to provide faster, more dependable ways to commute within the counties of Snohomish, King and Pierce. Sound Transit uses a portion of the BNSF line to provide daily commuter rail service between Everett and Seattle.

More than 60 areas along the 467-mile-long Amtrak Cascades route have been identified as at risk for landslides. However, the majority of landslides occur within a 26.6-mile-long corridor, from north Seattle to Everett along steep coastal bluffs. Since 1914, more than 900 blocking landslides have occurred along the Seattle-Everett rail corridor, with 5.5 miles of quarter-mile sections experiencing 10 or more blocking landslides (Appendix A).

Figure 2. Amtrak Cascades Route

Service and Cost Impacts of Landslides

Landslides not only present risks to passenger service operations, but also have social and economic effects. Landslides can destroy or damage residential and commercial developments and agricultural areas, and negatively affect water quality in rivers, lakes and the Puget Sound. Increased development in landslide prone areas, deforestation and precipitation can all contribute to higher landslide activity (Schuster 1996).

Direct costs of landslides, such as repair, replacement or maintenance, are more easily identified than indirect costs, such as loss of property values, loss of tax revenue, loss of commercial productivity and adverse effects to water quality (Schuster 1996). The Work Group evaluated direct and indirect costs of landslides within the study corridor.

Direct Costs

Direct costs include capital improvement projects and maintenance costs, such as debris cleanup and disposal. In most instances, BNSF must dispose of landslide debris offsite. Since 2008 direct costs for BNSF, as a result of landslide impacts, are estimated at more than $10 million (Table 1). This does not include losses associated with freight train delays.

Table 1. BNSF Railway Landslide Related Costs

Year	Expenditures
2013*	$4,041,000
2012	$2,442,000
2011	$796,000
2010	$2,628,000
2009	$374,000
2008	$110,000

** Data through May 2013.*

In addition to BNSF capital improvement projects, WSDOT has provided approximately $6.3 million of federal funding for landslide mitigation efforts, with an additional $92,000 directly from state funds. These expenditures represent progress on expected project costs budgeted at $16.1 million in federal dollars and $304,000 in state funds.

The Port of Everett identified direct impacts from landslides in the corridor that included property damage and interruption of seaport operations. For example, the Port spent significant money cleaning and repairing stormwater treatment facilities (bioswales) and cleaning a public access trail and Terminal Avenue due to slide damage (Figure 3). The Port cited difficulty maintaining compliance with stormwater permit conditions when treatment facilities fill with landslide debris. Landslide debris that spills across Terminal Avenue also impacts cargo staging areas, construction projects and access to land needed for operations.

Figure 3. Terminal Avenue train car derailed by landslide (photograph courtesy of Port of Everett).

Indirect Impacts/Costs

Indirect costs for Amtrak Cascades and Sounder Commuter Rail within the study corridor include disruptions to service and subsequent loss of ridership. Record numbers of service disruptions (total number of cancelled or disrupted passenger trips for Amtrak Cascades and Sounder) occurred during the 2012-2013 season. Costs to the local communities include direct loss of property, devaluation of property, higher insurance costs for homeowners along the bluff, and homeowner costs for repairs and/or prevention.

Local jurisdictions, such as the cities of Mukilteo and Everett, identified commuter disruption, impacting time lost to the individual, as well as increased roadway congestion. The impact to property owners can include direct loss of property, but also the expense of repair and/or construction, permitting costs and emotional impact. Some property owners lose access to their property, which requires time, money and effort to repair. For property owners without resources to fix the damages, funding is not available and they are profoundly affected.

In addition, the disruption of rail service from a catastrophic event can greatly impact the local and regional economy. These impacts affect the private sector and all governmental agencies, from smaller entities to the state level.

Amtrak Cascades

Amtrak Cascades trains have been impacted by landslides since daily intercity passenger rail service was re-established between Seattle and Vancouver, B.C. in May 1995. Since 2009, WSDOT maintained detailed data on service impacts resulting from landslides. These service impacts occur in two ways:

1. Trains are canceled and do not operate over any portion of their scheduled route. These service impacts are called annulments.
2. Trains operate over a portion of their route, with buses deployed to cover one or more segments of impacted areas between cities. These service impacts are called disruptions.

Seasonal service impacts from 2009 to 2013 ranged from 20 to 71 annulments, and 27 to 104 seasonal disruptions during the season (October-June) from 2009-2013 (Table 2).

Table 2. Amtrak Cascades Seasonal Annulments and Disruptions from 2009-2013

October – June	Annulments	Disruptions
2012 - 2013	50	81
2011 - 2012	23	31
2010 - 2011	71	104
2009 - 2010	20	27

Calculating the financial impacts during service annulments and disruptions is challenging because many factors influence a person's decision to ride Amtrak Cascades (ticket prices, automobile fuel prices and on-time performance of train service). The calculation of financial impacts is further complicated by the fact that travelers holding tickets when a landslide occurs will still be transported to their destination by either a bus or a combination of a bus and a train.

A comparison between ridership and revenue data for Amtrak Cascades trains between Seattle and Everett for the past four seasons showed a precipitous drop (20 to 35 percent for major city pairs) in ridership and revenue from 2012-2013 (Table 3). While this decline in ridership and revenues was observed in most of Amtrak's national network during April 2013, customers may have chosen not to ride the trains due to concerns for their safety after Amtrak's long-distance Empire Builder train was partially derailed by a landslide near Everett, specifically on April 7, 2013.

Table 3. Amtrak Cascades Trains 510, 513, 516 and 517-Ridership and Revenue 2009-2013

October-June	Ridership	Revenue
2012 - 2013	143,676	$5,860,420
2011 - 2012	163,207	$6,540,335
2010 - 2011	160,275	$6,052,903
2009 - 2010	162,995	$6,018,360

Sounder Commuter Rail

Sounder Commuter Rail, operated by Sound Transit, started its north line service between Everett and Seattle in December 2003 with a single daily round trip. Landslides began to significantly impact Sounder service in the 2005-2006 winter with 10 days of cancelled service and 40 annulments. All but one winter since 2008-2009 has experienced service disruptions from landslides with the number of impacts growing as service increased from one to four daily round trips. In the 2012-2013 winter, 28 days of Sounder rail service were disrupted, resulting in 206 annulments (Table 4).

Table 4. Sounder Commuter Rail Seasonal Annulments, Days Impacted, and Daily Trips Scheduled from 2003-2013

October – June	Annulments	Days Impacted	Daily Trips Scheduled
2012 – 2013	206	27.5	8
2011 – 2012	41	7	8
2010 – 2011	70	9	8
2009 – 2010	24	3	8
2008 – 2009	0	0	8
2007 – 2008	18	3	6
2006 – 2007	16	4	4
2005 – 2006	40	10	4
2004 – 2005	0	0	2
2003 – 2004	3	2	2

When Sounder service is cancelled, customers are directed to special bus transportation that Sound Transit arranges to transport riders to Sounder stations. These buses augment existing bus service, which are often overloaded from absorbing the additional commuters unable to commute by rail transit. There are also occasions when limited partial service is offered (i.e., morning or afternoon train, or a train to one or two stations not impacted by slide activity), rather than cancelling an entire train. For instance, if landslides occur north of Mukilteo, service may be possible between Seattle and Edmonds/Mukilteo, but not Everett. On these occasions, the replacement bus service is only required for customers that travel between Seattle and Everett.

The largest financial impact to Sounder north line service as a result of landslides is lost farebox revenue from declining ridership. However, quantifying these financial impacts is challenging

because it is unknown how many customers chose not to ride Sounder rail after a particular landslide event has impacted service. Other than the original $368 million provided to BNSF for the permanent easements and track improvements necessary to meet track-capacity requirements, as well as station construction, Sound Transit does not have additional capital investments in the corridor beyond what was approved in the 1996 Sound Move ballot measure. In 2008, voters approved a second platform and other station access improvements at the Mukilteo facility in the Sound Transit 2 ballot measure. Additional operating costs are incurred by Sound Transit when buses are required because of cancelled trains, which can cost several thousand dollars per day. These costs, however, are offset by the elimination of operating costs from cancelled train trips.

In the 2010 to 2011 season, when there were 70 cancelled trips in a season, average daily ridership decreased by approximately 10 percent, and it was more than a year before ridership returned to previous levels. The 2012-2013 season took a particularly heavy toll on Sounder north ridership, where 206 trips were cancelled, which nearly tripled the earlier high of 70 in the 2010-2011 season (Table 4). Although overall annual growth in Sounder ridership exceeded 10 percent during 2012, Sounder north line ridership was down 7 percent (1,215 average boardings) in July 2013 from the October 2012 high of 1,304 average daily boardings (Table 5).

Table 5. Sounder Commuter Rail North-line Service

Year	Annual Boardings	Average Daily Boardings	Percent Growth on Average Daily Boardings
2013	TBD	1,147*	6%*
2012	307,846	1,144	21%
2011	280,767	946	-9%
2010	303,060	1,024	-5%
2009	319,719	1,080	2%
2008	314,072	1,062	26%
2007	252,299	843	27%
2006	201,299	665	43%
2005	151,773	466	68%
2004	88,903	277	

*YTD through June 2013 Data

Amtrak Long-Distance Service

The Amtrak Empire Builder and Coast Starlight trains operate in Washington State with a terminal in Seattle at King Street Station. Because the landslide activity occurs primarily north of Seattle, the Empire Builder has experienced more impacts from the landslides than the Coast Starlight. The Amtrak long-distance train service has been impacted by landslides as long as service has been in existence.

Calculating the financial impacts that occur when there are service annulments and disruptions is challenging for the same reasons mentioned for Amtrak Cascades (i.e., other factors such as ticket prices, automobile fuel prices and on-time performance of train service). The table below compares ridership and revenue data for Amtrak long-distance trains that traveled within Washington state for the past four seasons. The 2010-2013 time periods were impacted by outages on the Empire Builder line.

Table 6. Amtrak Long Distance Trains 7, 8, 11, and 14
Ridership and Revenue Data from 2009-2013

October – June	Ridership	Revenue
2012 - 2013	247,259	$29,615,975
2011 - 2012	243,438	$29,007,289
2010 - 2011	218,625	$25,567,097
2009 - 2010	239,832	$25,296,150

Currently Funded Capital Projects

Recently, the Federal Railroad Administration (FRA) awarded $16.1 million to WSDOT to identify, design and construct slope stabilization improvements. WSDOT and BNSF are collaborating on environmental and engineering work. These long-term improvements will be in various stages of design and construction from 2013-2016.

Current Practice of Managing Landslide Impacts

As the owner of the rail corridor, BNSF is ultimately responsible for the operational and maintenance aspects of the track structure. BNSF routinely inspects and maintains the slopes, ditches, retaining structures and tracks to minimize impacts to railroad operations when landslides occur. BNSF also uses an extensive network of slide fences through much of the corridor. When the wires of a slide fence are severed by landslide debris, an indication is provided to the BNSF dispatcher and train crews are signaled accordingly. Inspection and monitoring of the rail corridor between Seattle and Everett is heightened during the rainy season. When a landslide occurs that blocks one or more tracks (referred to as a blocking event), BNSF imposes an automatic 48-hour moratorium on passenger rail service through the impacted segment of the corridor. Alternate bus service is then deployed for riders. Impacts to riders vary, ranging from longer commutes to missed appointments and work days.

Over the years, BNSF has invested millions of dollars in installing slide fences, building catchment walls and widening ditches to contain the landslide debris and stabilize the slopes.

Contributing Factors to Landslides

The occurrence of a landslide is dependent on a combination of site-specific conditions and influencing factors. Common factors that contribute to landslides fall into four broad categories:

1. Climatic/hydrologic (rainfall or precipitation)
2. Geomorphic (slope form and conditions - i.e., slope shape, height, steepness, vegetation and underlying geology)
3. Geologic/geotechnical/hydrogeological (groundwater)
4. Human activity.

Climatic

Climatic factors influencing landslides include the duration of rainfall events, intensity of rainfall, and type of precipitation (i.e., snow or rain), as well as rainfall conditions over a period of time (antecedent conditions). Typically, numerous landslide events are associated with intense and/or prolonged periods of rain (Baum et. al., 2000). Recorded landslides impacting the corridor largely occurred during the winter wet season between October and April. An example of an unusually large, deep-seated landslide occurred in January 1997 south of Edmonds in the town of Woodway (railroad milepost 14.80) following a two-week period of heavy precipitation (Figure 4). Some episodes of widespread landsliding corresponded with storms involving the rapid melting of previously accumulated snow by wind and warm rain, which is referred to as "rain-on-snow" storm event. The landslide cut 50 feet into the property above, passed over the railroad tracks and knocked a freight train into the Puget Sound.[1] Many of the shallow landslides prevalent along the corridor have occurred during a single storm event involving one or more days of intense rainfall (Baum et al, 2000).

Antecedent conditions

Refers to the amount of rainfall that has fallen in previous weeks, months or even years.

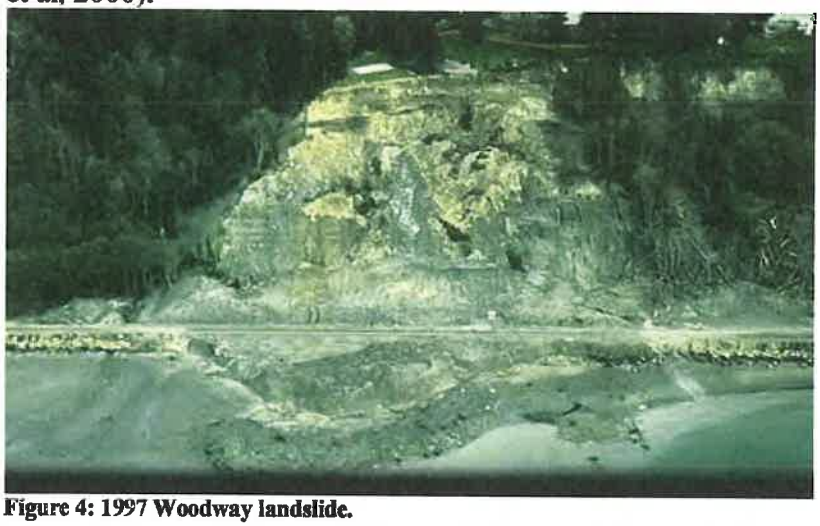

Figure 4: 1997 Woodway landslide.

[1] www.ecy.wa.gov/programs/sea/landslides/show/woodway.html

Shape and Condition of Slope

Geomorphic (Slope Form)

The form and condition of a slope can affect its stability. Geomorphic factors affecting slope form include height and steepness, as well as vegetation and underlying geology. Increased steepness and slope height generally correlate with reduced stability. Many of the landslide-prone slopes along the corridors are more than ten stories (100 feet) in height and quite steep (35-45 degrees slope gradient). This steep orientation exceeds the long-term stability of the relatively weak sediments that comprise the slopes, and such slopes or segments of slopes are often referred to as being in an "oversteepened condition." Increased slope height and the lack of vegetative cover, especially conifers, increase the amount of rainfall that reaches the slope surface. Vegetation generally contributes to how well the near-surface soils hold together and thus helps resist surface erosion. Bare slopes tend to be more prone to erosion than well-vegetated slopes. Large trees, however, can also be a detriment to localized slope stability, where they root on steep slopes underlain by dense soils. For this reason, the presence and type of vegetation and its contribution or detraction from stability needs to be evaluated on a site-specific basis by qualified professionals.

Whether water infiltrates into the ground or runs off is influenced by the permeability (porousness) of the geologic substrate, its degree of saturation (affected by antecedent conditions) and precipitation intensity. The compact (solid) and fine-grained nature of some of the underlying geologic units within the corridor limits infiltration and increases the likelihood of saturating and weakening the near-surface, loosened soils. Within the corridor, this condition commonly results in the separation and rapid transport of relatively thin, slab-like portions of the slope, known as *debris avalanches*. Concentrated surface water runoff within drainages and swales can further lead to channel-confined slope failures, involving the rapid transport of highly fluidized debris, known as *debris flows*. More than 80 percent of the documented landslides between 1914 and 2001 were shallow landslide types (debris avalanches and debris flows) (Shannon & Wilson, 2001). Figure 5 illustrates how precipitation and groundwater can influence the occurrence of deep-seated landslides.

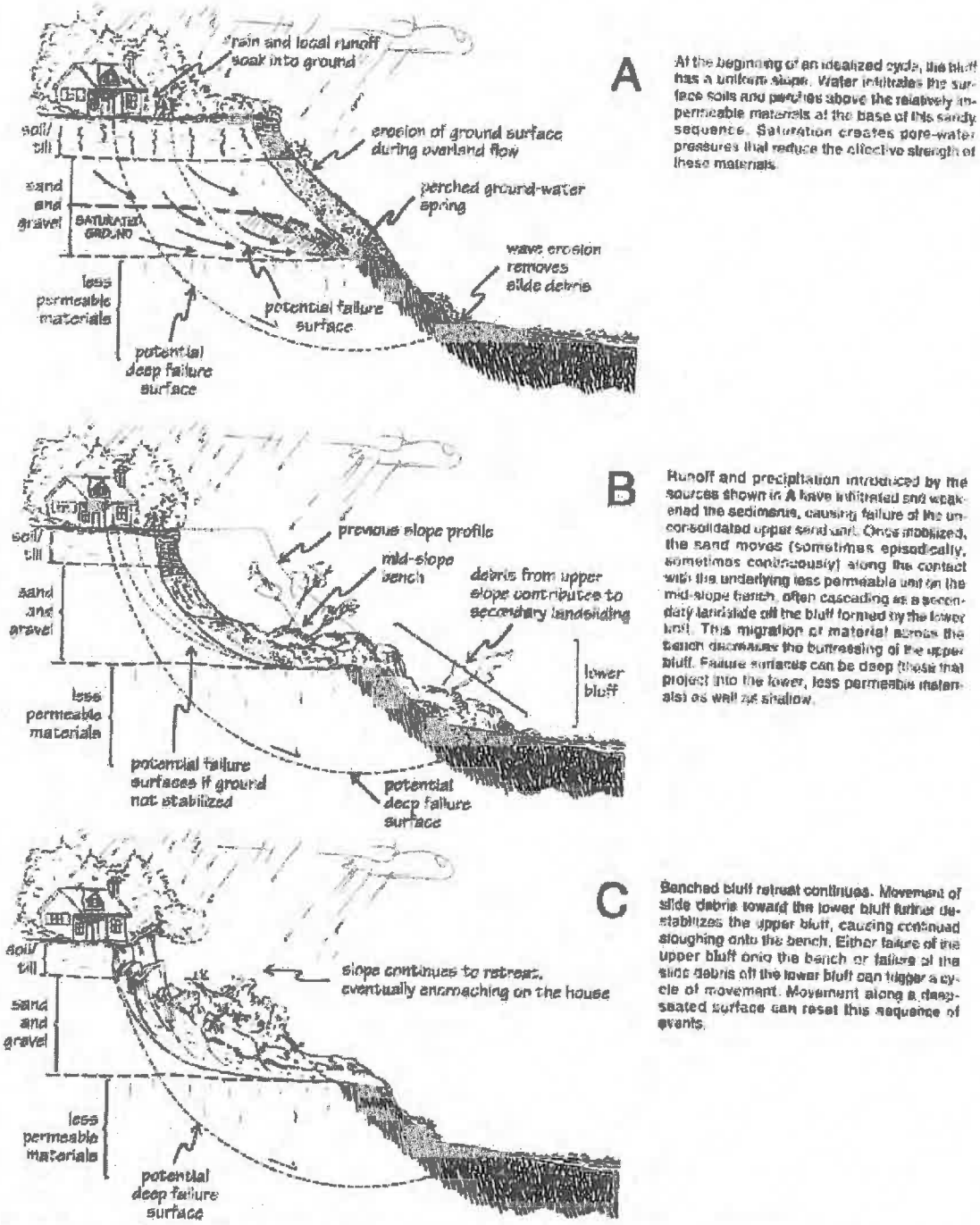

Figure 5: This sequence of sketches shows a conceptual process that forms bluffs in the northern Puget Sound area and causes them to retreat. More permeable soils/sediments sit on top of less permeable sediments. Water run off infiltrates this upper layer until it meets the lower layer, where water is "perched." This causes the soils at this interface to saturate to the point of failing. Lower soil layer failure removes the support for the upper layers and they also fail (Gerstel et al. 1997).

Geologic/Geotechnical/Hydrogeologic (Geology and Groundwater)

The geologic conditions, and engineering (geotechnical) and groundwater (hydrogeologic) characteristics of the geologic units that compose the slope greatly influence its stability. Generally, the upper portions of the slopes along the corridor are underlain by a sequence of glacial sediments deposited in advance, beneath and during the last continental glaciation (Vashon Stade). Fine-grained lake sediments that formed in front of and then compacted by the advancing ice sheet typically underlie the coarse-grained Vashon advance deposits, and have been referred to as transitional beds (Minard, 1982, 1983, 1985; Yount et al., 1993). These transitional beds are underlain by a variable sequence of very compact interglacial deposits (called the Olympia beds and Whidbey Formation) and older glacial deposits (known as Possession and Double Bluff Drifts), which typically outcrop in the middle to lower portions of the slope. Of all the geologic units within the corridor, several are recognized as "bad actors" — over 60 percent of the landslides reported between 1914 and 2001 originated within the transitional beds or the Whidbey Formation (Shannon & Wilson, 2001).

Glaciation

Alteration of any part of the earth's surface by passage of a glacier, such as erosion or deposition.

Landslides also commonly recur in the same areas. Remobilized landslide debris from previous landslides was another geologic unit significantly contributing (approximately 13 percent) to landsliding (Shannon & Wilson, 2001). Baum et al. (2000) noted that roughly two-thirds of the landslides generated during the winter storms of 1995-96 and 1996-97 initiated within the bounds of mapped landslide events.

Human Activity

Human activities have repeatedly been observed to be a substantial contributor to landslides within the corridor. These adverse and widespread activities primarily involve the discharge of stormwater onto or above slide-prone slopes; the cutting and re-grading of slopes; and the disposal of yard, construction, and earthen or other debris onto the upper portion of the slope (Shannon & Wilson, 2001). In addition to these adverse practices by adjacent landowners, the density of upslope development, even hundreds of feet behind the top of the slope, has the potential to significantly contribute to groundwater recharge through more concentrated discharge of storm water runoff. This in turn has the potential to adversely impact stability of the slopes along the rail corridor.

Transpiration

The evaporation of water from leaves.

More complex in its relationship to slope stability is the effect of removing vegetation. Rooting depth and the interception and transpiration potential offered by mature conifers during the winter wet season can be important contributors to stability. Conversely, the effect of wind on mature conifers, referred to as *windthrow*, can disturb the substrate in which they root, resulting in localized slope instability. For these reasons, the presence and type of vegetation and its

contribution or detraction from stability needs to be evaluated on a site-specific basis by qualified professionals.

Implications

While a landslide on an adjacent slope does not always impact the rail line, about 80 percent of the documented landslides between 1914 and 2001 generated debris that reached one or both railroad tracks. Despite the investigation bias of this data (landslides are generally only investigated when they might affect the tracks), the close proximity of the tracks to the base of the steep slopes and the very limited area available for debris containment is a primary reason for the apparent high likelihood of impact to the tracks when a landslide does occur. The volume of debris, material and transport characteristics [i.e., material composition, velocity, viscosity (thickness), path of travel, etc.], location of landslide initiation, and the potential to gather additional material during transport (bulking) further influence the potential for debris run-out onto the tracks and the extent of impacts.

Given the wide range of potential factors that influence landslide initiation characteristics, it is virtually impossible to predict the location and impacts of a single event within such a long landslide-prone corridor. However, of all the potential influencing factors, five factors were judged by Shannon & Wilson (2001) to be the most differentiating in quantifying risk of landslide-related impacts to the tracks:

1. Density of slides – Number of historic landslides per quarter mile of track.
2. Catchment area – Available area between the base of the slope and tracks to contain debris.
3. Slope height – Influences both debris volume and impact/run-out characteristics.
4. Geology – Tendency of specific geologic units to experience landslides.
5. Line closures – Percentage of total number of landslides per quarter mile of track that impacts tracks.

Such experience is invaluable for prioritizing where and what type of future mitigation should be considered when funding for capital improvements is available. There is ongoing research to develop better understanding of the precise climatic conditions that have a high potential of generating shallow landslides.

Typical Mitigation Strategies

There are four basic strategies to mitigate for a particular landslide:

- Stabilization
- Protection
- Avoidance
- Maintenance and monitoring

Only stabilization seeks to counter one or more key failure mechanisms and improve stability of the slope. The latter three strategies (protection, avoidance, and maintenance and monitoring) allow slope failure and seek to avoid, protect against or limit the associated impacts. The last mitigation strategy, maintenance and monitoring, is different than a "do-nothing" alternative; a "do-nothing" alternative is a management approach/decision, not a mitigation strategy.

Stabilization (Capital Improvement Projects)

Typical landslide stabilization measures include grading the unstable portion of the slope to a lower gradient, construction of rock buttresses and retaining walls, and drainage improvements. Examples shown below entail grading with slope armoring/buttressing (Figure 6) to address a large deep-seated landslide at railroad milepost (MP) MP 24.5; and patterned reinforcement of high-tensile-steel wire mesh that could potentially be used to address the abundant shallow-type landslides that originate upslope of BNSF's ROW (Figure 7). With the exception of drainage improvements, stabilization measures are typically moderate to high cost, but provide a long-term solution with low, long-term maintenance costs. Cessation of adverse human activities by diverting stormwater away from steep slopes, maintaining appropriate native vegetation, and properly disposing of debris off-site are also considered measures that would improve stability.

Figure 6. Recent slope reinforcement project at rail line MP 24.5 (Photographs courtesy of BNSF).

Figure 7. Slope reinforcement project in Germany involving a steep cut in highly weathered sandstone. Reinforcement consists of high-tensile-steel wire mesh secured with patterned ground anchors, showing installation and re-vegetation (photographs courtesy of Geobrugg).

Protection

Protection measures for landslides primarily focus on containment and/or diversion of the moving debris. Such measures include walls, berms, ditches and catchment basins, which can be low to moderate in cost. However, considerable long-term maintenance costs are often associated with these measures to clean out and dispose of accumulated debris. BNSF currently employs a number of timber and steel containment walls (Figure 8).

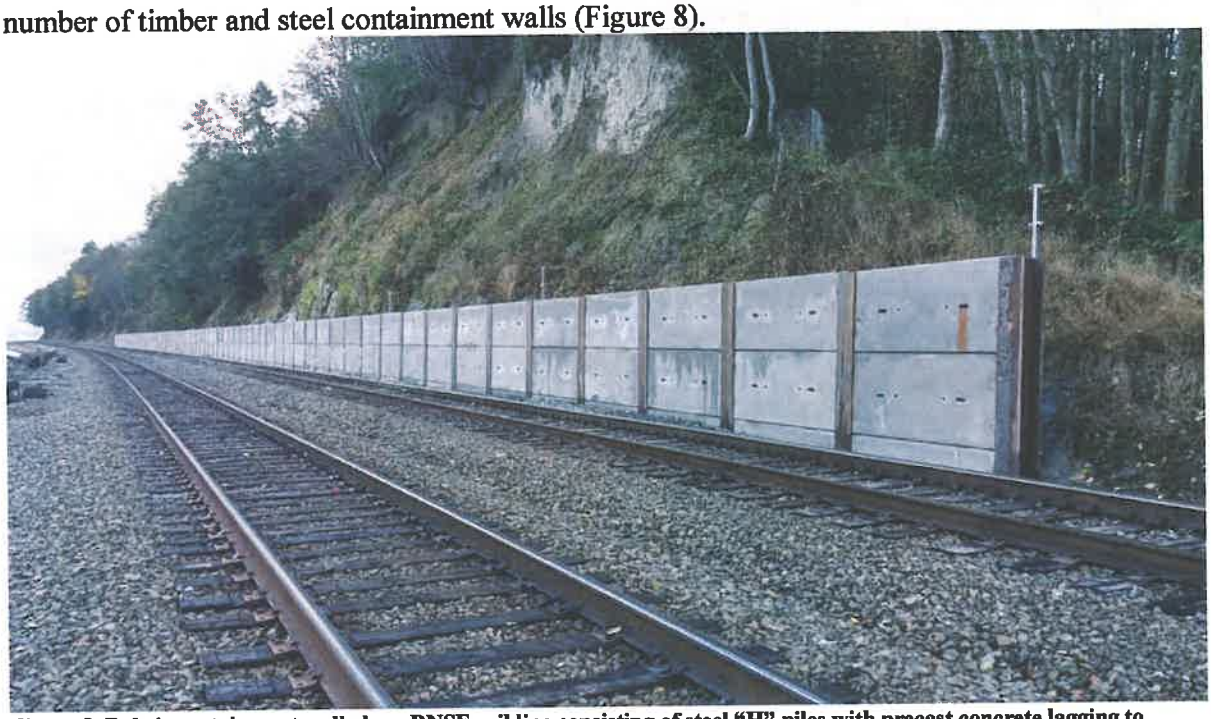

Figure 8. Debris containment wall along BNSF rail line consisting of steel "H" piles with precast concrete lagging to facilitate cleanout (photograph courtesy of BNSF).

Avoidance

Avoidance measures constitute a permanent solution to a landslide hazard. Measures include realignment away from the slope, relocation of the facility, tunnels and elevated structures that allow passage of debris beneath the facility. The typically high cost of these measures is offset by the elimination of further landslide-related maintenance costs and exposure to landslide risk.

Maintenance and Monitoring

Maintenance and monitoring measures may involve proactive cleanout of available catchment areas, routine observation and assessment of slope conditions, landslide-warning (slide) fences, monitoring slope and weather instrumentation and preemptive closures. Generally, these measures are relatively low cost and can be highly effective in reducing public exposure to slide risk. With the exception of cleaning existing catchment areas, these measures do not reduce the likelihood of a landslide event or the potential of landslide debris reaching the tracks. Slide fences are used extensively through the corridor to warn of the potential for debris on the tracks

(top of the wall in Figure 8). Another measure employed by BNSF is the passenger rail moratorium imposed for 48 hours following a blocking event due to a landslide.

Figure 9. Slide fence on top of a wall along the BNSF right of way (photograph courtesy of BNSF).

Selection of the most appropriate mitigation strategies is influenced by many factors that often have little relationship to the factors contributing to the landslide. Some of these include available funds, right-of-way/property ownership, required permits, access constraints, environmental effects and service interruption during construction.

Proactive Versus Reactive Mitigation Strategies

The mitigation strategies above can be implemented reactively or proactively. Reactive responses are instituted at the time of failure with little to no advanced planning. Expenditures are made when necessary, and are tailored to address actual conditions. No unnecessary expenditures are made on slopes that might not otherwise fail and impact the facility within a reasonable timeframe. However, reactive responses are often required at inconvenient times and locations, and are generally more costly to construct than when the same work is performed proactively at a more opportune time. Also, there are often more barriers to designing and constructing what is most effective and best suited for the site under emergent conditions. Further, direct and indirect costs/impacts — especially those indirect — are more difficult to manage by relying solely on reactive responses. Problems with a reactive management approach for unstable slope impacts to transportation facilities include high public expectations of the reliability, convenience and safety of the system (Lowell and Norrish, 2013).

Proactive responses, on the other hand, require considerable planning, especially when having to choose among hundreds of landslide-prone slopes. Some of the benefits of a proactive response generally include lower costs, better conditions to design and build under, and higher reliability. With the responsibility of managing many unstable slopes along transportation facilities, several public transportation departments (including WSDOT) instituted management systems for proactively identifying, prioritizing, programming, funding and ultimately mitigating these hazards. It is important to stress that implementation of a proactive management system to address large numbers of landslide-prone slopes does not relieve the need for reactive responses or eliminate the potential of further closures. When managing numerous unstable slopes, it is not possible to predict which slope will fail first or when it will fail. In addition, program implementation requires long-term commitments, since it can take many years to make necessary improvements to significantly reduce landslide-related closures on such a landslide-prone corridor. As an example, in 1974 a rock slope maintenance program was implemented along a rail corridor in British Columbia involving 750 rock fall sites. In the opinion of the geotechnical specialist involved since program inception, it took nearly three decades for the program benefits to become clearly recognizable (WSDOT, 2006).

Strategies to Reduce Landslide-Related Interruptions and Impacts

The work group evaluated potential strategies to reduce landslide interruptions and impacts. Strategies were outlined and evaluated for implementation time, complicating factors and effectiveness to reduce or prevent landslides over the short-, moderate- and long-term (Table 7). Strategies include:

1. Conduct community outreach and education:
   - Engage adjacent landowners to improve slope management practices.
   - Develop a public information campaign on best practices.
   - Construct demonstration projects in coordination with adjacent land owners.
   - Work with municipalities, Washington Department of Ecology and BNSF to streamline slope management permit process and provide clear direction on best practices (i.e., stormwater, vegetation management).

2. Implement vegetation management program:
   - Work with adjacent landowners to identify and implement vegetation management plans in specific areas based on recommendations from geotechnical and vegetation specialists.
   - Work with adjacent landowners to retain and replant native vegetation where it benefits slope stabilization.

3. Review feasibility of improving monitoring tools:
   - Research available systems and tools. Representatives from participating agencies have discussed whether monitoring tools can be developed.

4. Explore options for long-term debris disposal plan:
   - Evaluate beach nourishment as an option to remove slide debris. The strategy seeks to improve near-shore habitat and ecological function, as well as to reduce the amount of landslide debris to be removed offsite. Provides benefit for salmon restoration efforts through the restoration of forage fish spawning habitat.
   - Above strategy requires collaboration with U.S. Army Corps of Engineers (Corps), Ecology and BNSF for permitting revisions.

5. Continue maintenance and monitoring:
   - Proactively clean out available catchment areas and drainages.
   - Continue routine observation and assessment of slope conditions.
   - Maintain slide fences.

6. Consider acquisition of additional right-of-way or long-term maintenance/construction easements on adjacent property in landslide-prone sections:

- Recognizes difficulty of ensuring long-term implementation and maintenance of best slope management practices by adjacent landowners, and that adjacent landowners may lack resources to implement necessary improvements.
- Provides opportunity to implement best-suited mitigation measures, but assumes more responsibility.

7. Develop and maintain an inventory of landslide sites for possible implementation of a public-domain landslide management program:
   - Develop inventory and a systematic hazard/risk evaluation (rating), which would be subsequently used for project scoping and preliminary cost estimating, prioritization (benefit-cost analysis), programming, design and final construction estimating and plan development.
   - Use inventory as the basis for project selection, evaluating and justifying project merit, long-term management of the problem and measurement of program success.
   - Maintain a public-domain inventory of landslides, which provides a basis to relate landslide locations and frequency of occurrence to their associated impacts (e.g., annulments, volume of debris, closure duration and direct costs). Data would be invaluable for implementing a public-domain landslide management system, if deemed appropriate and justifiable.

8. Capital Improvement Projects:
   - Increase capital investment in landslide mitigation projects. Measurable long-term reduction in landslide-related impacts will require a significant increase in expenditure on capital improvement projects. The time required to significantly reduce landslide-related service interruptions is likely to require one or more decades, depending on the amount of financial resources available, permitting, design, and construction scheduling.

Complicating Factors for Landslide Reduction

Developing a plan that measurably reduces landslide-related interruptions to passenger rail service within the corridor is complicated by the following:

- *Large Problem Area* – More than 900 landslides have occurred at hundreds of locations within the 26.6-mile-long corridor since 1914. Many of the adjacent unstable slopes are greater than 100 feet high.
- *Land Ownership* – Most of the landslides on private property are outside BNSF's control or responsibility. Many of the landslides are partially due to poor slope management practices conducted by adjacent landowners.
- *Limited Right-of-Way (ROW)* – BNSF has a narrow ROW (about 50 feet upslope of the tracks) available to contain landslide debris or to construct protection structures. Construction of slope stabilization measures generally requires work outside of BNSF's ROW.
- *Differences in Organizational Priorities/Roles/Responsibilities* – Sound Transit, Amtrak, and WSDOT are charged with providing public service, and they do not own and are not directly responsible for track maintenance. BNSF, as a private corporation, is responsible for track maintenance and identifying, prioritizing and funding its own capital

improvement projects. Priorities for spending available funds may be different depending on the (public or private) source of the funds. Landslide origination point is often on private property outside BNSF right-of-way.

- *Low Risk Tolerance* – The risk tolerance for public safety is very low, so closure decisions will always err toward safety.
- *Assumption of Responsibility* – BNSF is responsible for determining safe operating conditions in their Seattle to Everett corridor. Implementation of some of the proposed mitigation strategies may involve more shared responsibilities or liabilities between stakeholders as several strategies are not constrained to State- or BNSF-owned right of way.
- *Funding* – Currently, there is no long-term source of public funds for capital improvements to proactively address landslide-prone slopes. Determining which, if any, slopes warrant expenditure for remediation, as well as the type and extent of remedial work, is the responsibility of BNSF.
- *Permitting* – Permitting process and timelines vary between agencies such as Ecology and the Corps, local jurisdictions, and BNSF.

Table 7. Potential Strategies to Reduce Landslide Interruptions and Impacts.

Potential Strategies to Reduce Landslides								
Strategies	**Implementation Time**			**Complicating Factors**		**Benefit**		
	Short-term	Intermediate	Long-term	Low	High	Low	Moderate	High
Conduct Education/ Outreach (drainage improvements/best slope management practices)	Ongoing – brochure developed and distributed; public workshops scheduled				Land ownership (difficult to ensure long-term implementation); permitting, funding		Potential to reduce landslide initiation with best slope management practices	
Implement Vegetation Management Program		Specific site to be identified and recommendations developed			Land ownership, limited right of way, funding, permitting		May reduce damage to structures/stabilize slopes over time	
Improve Monitoring Tools		Ongoing – validation planned within one to two years			Organizational priorities/responsibilities	Does not prevent or reduce landslides, but informs parties of potential landslide exposure		
Explore Long-Term Debris Disposal Plan			No current plan in place		Permit modifications needed; funding	Does not prevent or reduce landslides, but has benefit for salmon recovery efforts		
Conduct Maintenance and Monitoring Measures	Currently implemented by BNSF			Lower cost than capital projects		Highly effective in reducing public risk exposure, but does not reduce landslides		
Construct Capital Improvement Projects (containment structures/stabilization projects/realignment projects)	Ongoing – 6 proposed locations funded by WSDOT grants (current funding is $16.1 million)		Requires obtaining funding, planning (prioritization), designing, permitting, construction		Funding, prioritization of projects, organizational priorities/responsibilities, limited right-of-way			Reaches goal of long-term stabilization of slopes and/or prevention of landslides in corridor
Acquire Additional Right of Way in Landslide-Prone Sections			Funding, land ownership		Funding, prioritization of areas needed; organizational priorities/responsibility	Does not prevent or reduce landslides, but provides opportunity for best slope management practices		
Develop Public-Domain Inventory and Implement Landslide Management Program		Information gathered for action plan could be used as starting point for program			Funding, land ownership, organizational priorities/responsibility	Does not prevent or reduce landslides, but guides capital projects; can be used to justify further public investment		

Implementation Plan Status

Short-Term Improvement Strategies

Community Outreach and Education

The Landslide Work Group identified the need for increased education and outreach to the community upslope of the rail corridor. Previous studies of landslides in Seattle, with similar geology, slope conditions, and urban development have shown that more than 80 percent of landslides are at least partially related to human influence, including poor slope management practices (Seattle, 2001). Landowner involvement is essential for prevention of landslides as these studies indicate that improper vegetation removal, inadequate and/or unmaintained drainage, cutting or grading slopes and dumping debris on slope edges can cause slope instability and contribute to landslides.

A brochure was developed and delivered to landowners along the top of the slope through the study corridor in early 2013. In addition, landslide workshops in the city of Mukilteo and the development of resources on city websites are in progress. To further investigate public perception of the landslides, a survey was created to gauge public response to education and outreach efforts and catalog frequently asked questions and/or concerns.

Drainage Improvement Incentive

Improper or poorly designed drainage systems can contribute to slope instability, such as drainage pipes which outlet mid-slope. To stabilize slopes, drainage should be brought down to the bottom of the slope. BNSF owns a drainage system at the bottom of the slope.

BNSF can issue permits to property owners for drainage on its ROW. BNSF is offering an incentive to upslope residents by waiving permit fees (up to $3,500 per permit) until April 2015 to place approved drainage structures onto BNSF property. Insurance requirements are still in place.

Maintenance and Monitoring

This lower-cost option is currently employed by BNSF in management of the Seattle to Everett corridor. BNSF will continue to maintain slide fences, ditches and drainage along their right of way to minimize impacts to railroad operations.

Corridor Landslide Inventory

A landslide inventory database and maps were compiled by the work group (Appendix A) using previous studies by Shannon & Wilson (2001 and 2007) with data provided by BNSF. Inventory maps can be used to identify priority areas for remedial work and to develop detailed landslide hazard maps to assist local agencies in the development of land use regulations for steep slopes.

Intermediate Strategies

Capital Improvement Projects

Capital improvement projects are intended to improve passenger service reliability by reducing the number and severity of track outages due to slope failures along the corridor. Projects are intended to prevent and minimize service-disrupting landslides by improving the overall slope stability and implementing measures, such as walls, to prevent landslide debris from impacting the tracks.

Six mitigation projects funded by WSDOT's American Recovery and Reinvestment Act (ARRA) grants are in design and a minimum of three (funding dependent) are planned for construction between 2013 and 2016 (construction is currently underway on two of the six projects). The six sites were prioritized based on slide history (high frequency of slides and service disruptions), geotechnical investigation and constructability as well as budgetary, schedule and property ownership constraints. Improvements primarily involve removing slide material, terracing slopes, installing trench drains, installing catchment walls, installing slide fences and appropriately capturing and directing drainage from adjacent properties.

Development of a Landslide Potential Assessment Model

Work is being done to determine whether the likelihood of a landslide event can be reliably determined by gathering improved rainfall and soil moisture data, and by improving models used to monitor slide activity. The accuracy of the model will be assessed using historical and 2013-2014 data. Work in 2013-2014 will focus on installing additional rain gauges at key locations in the corridor and working with the U.S. Geological Service (USGS) to update their model; validation of the model would take place in the 2014-2015 rainy season. This work will be complemented by efforts to improve slope stability at a number of locations in the corridor.

Long-Term Strategies and Recommendations

Continue community outreach and education efforts to the local communities along the corridor bluff. Recommendations include:

- Update education and outreach materials based on community feedback gained through brochure survey, workshops and local jurisdiction interaction.
- Provide support for community workshops.
- Develop a streamlined permit process and funding source to implement drainage improvements and best slope management practices by landowners along the corridor.

Explore solutions for long-term slide debris removal and restoration of near-shore processes, such as beach nourishment. Recommendations include:

- Cooperatively develop restoration plan and updated permit process with agencies (Ecology and the Corps), BNSF, and local stakeholders (e.g. Puget Sound Partnership and Snohomish County Marine Resources Committee). Such solutions may not impact BNSF's operations or limit BNSF's ability to return its tracks to service under current regulatory structure.

Explore justification for further public investment:

- Consider acceptable target level-of-service (how many landslide-related interruptions are tolerable), recognizing that interruption-free service from landslides is likely not achievable or affordable.
- Estimate order-of-magnitude, long-term improvement (capital) costs.
- Evaluate projected cost of impacts against long-term improvement (i.e., capital) costs for a reasonable lifecycle to justify further public investment.
- Distinguish public benefit from private benefit on privately owned infrastructure to ensure taxpayer dollars are used to benefit Washington State, its businesses and communities.

The science and structural response of a fluid-like mass impacting a rigid structure, like the debris containment walls commonly used along the corridor, are not well understood, and current design methodology is poorly constrained. Similarly, the use of patterned-reinforced wire mesh to address shallow slope instability has not yet achieved widespread use in North America but is gaining widespread use in Europe. Research efforts should be undertaken to optimize design of debris containment structures and evaluate effectiveness of slope stabilization methods for shallow failures. Recommendations include:

- Make design improvements to ensure reliability and optimize design of low-deflection, debris containment structures;
- Evaluate test sections of reinforced mesh to determine suitability for more widespread application.

If further public investment is deemed worthwhile, a landslide management system should be implemented and managed by a public agency that is closely coordinating with BNSF to proactively identify, prioritize, program and fund mitigation projects.

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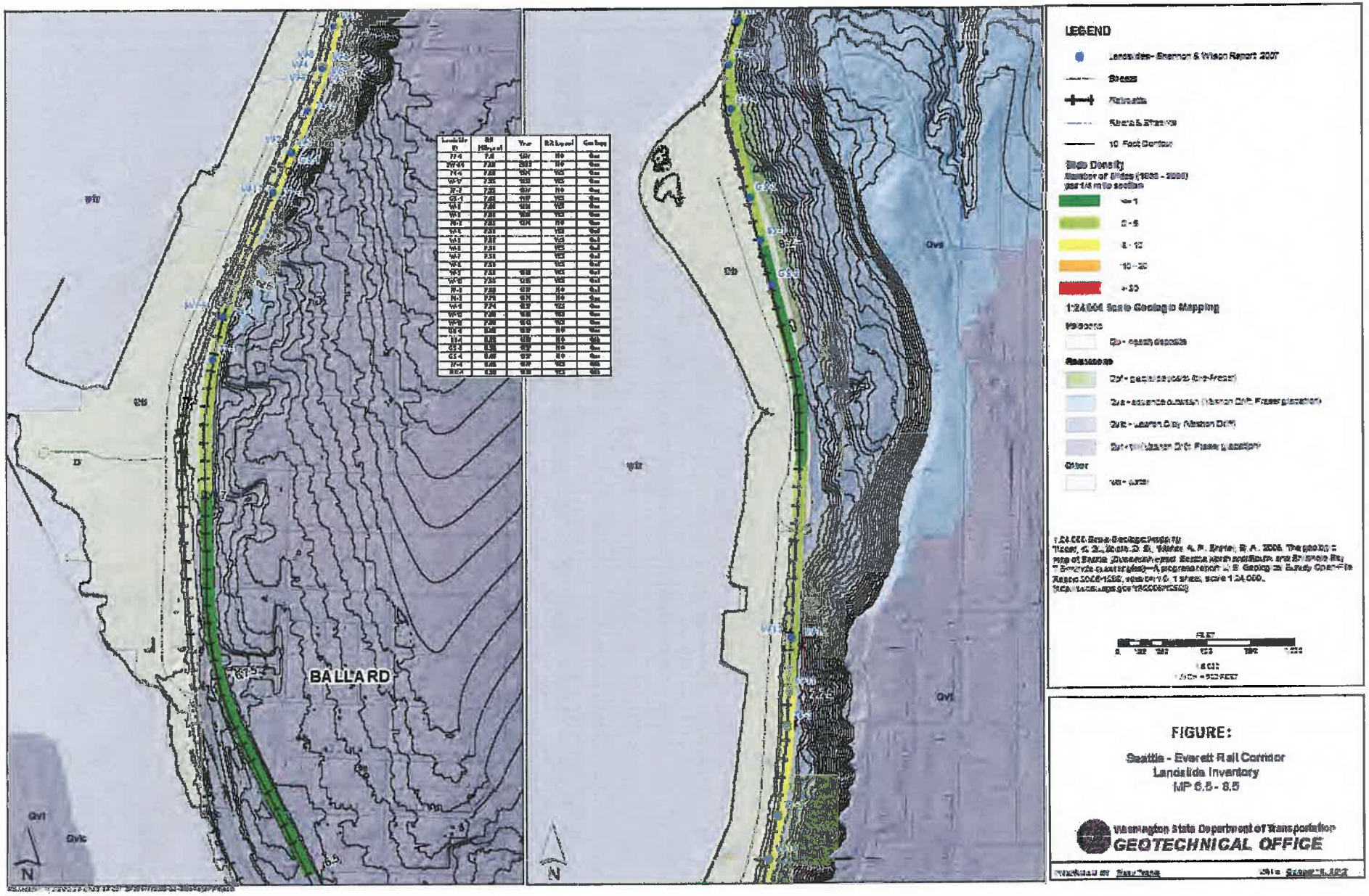
BALLARD
LEGEND
Landslides- Shannon & Wilson Report 2007
Streams
Railroads
10' Foot Contour
Slide Density
1:24,000 Scale Geologic Mapping
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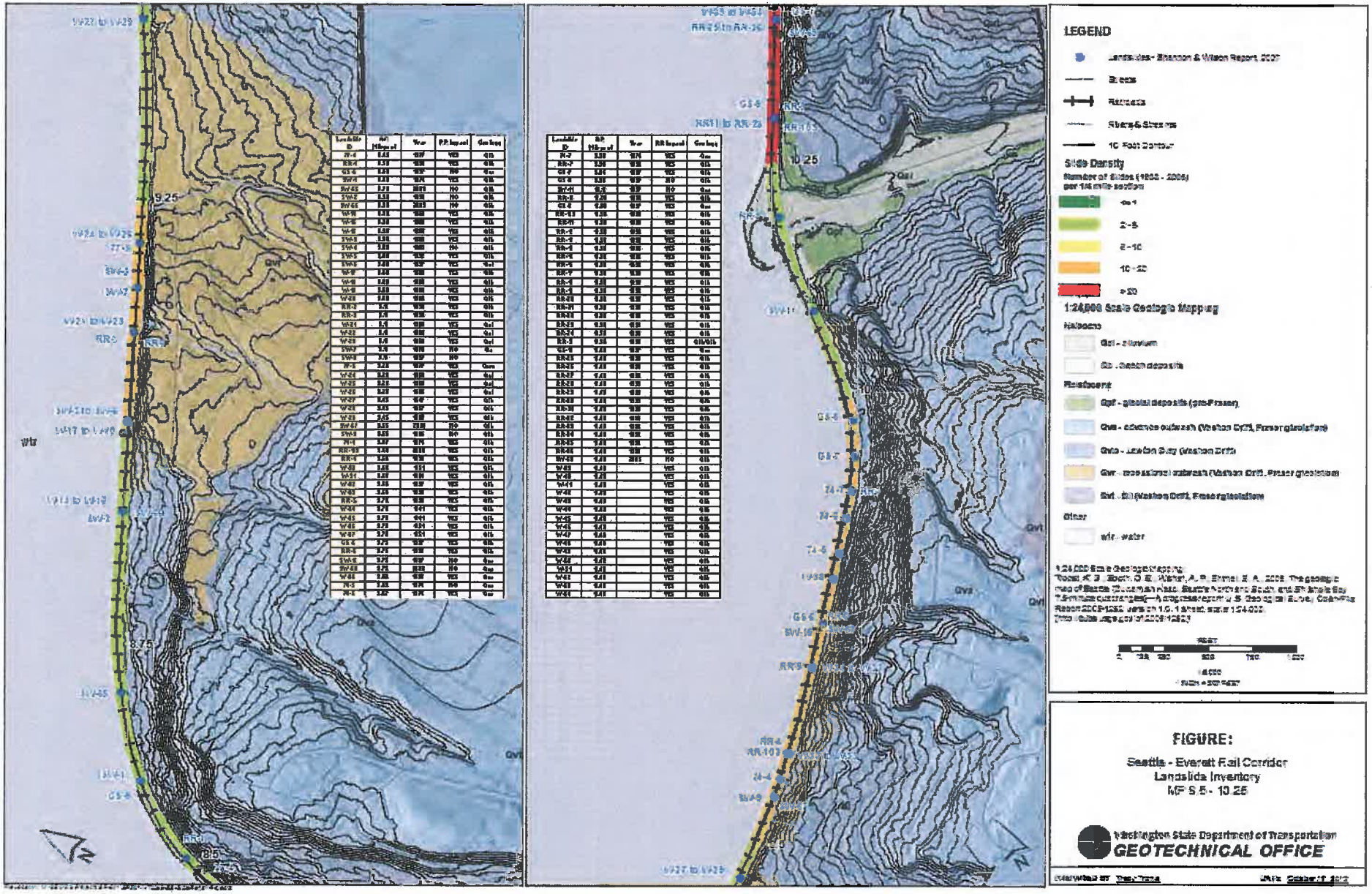
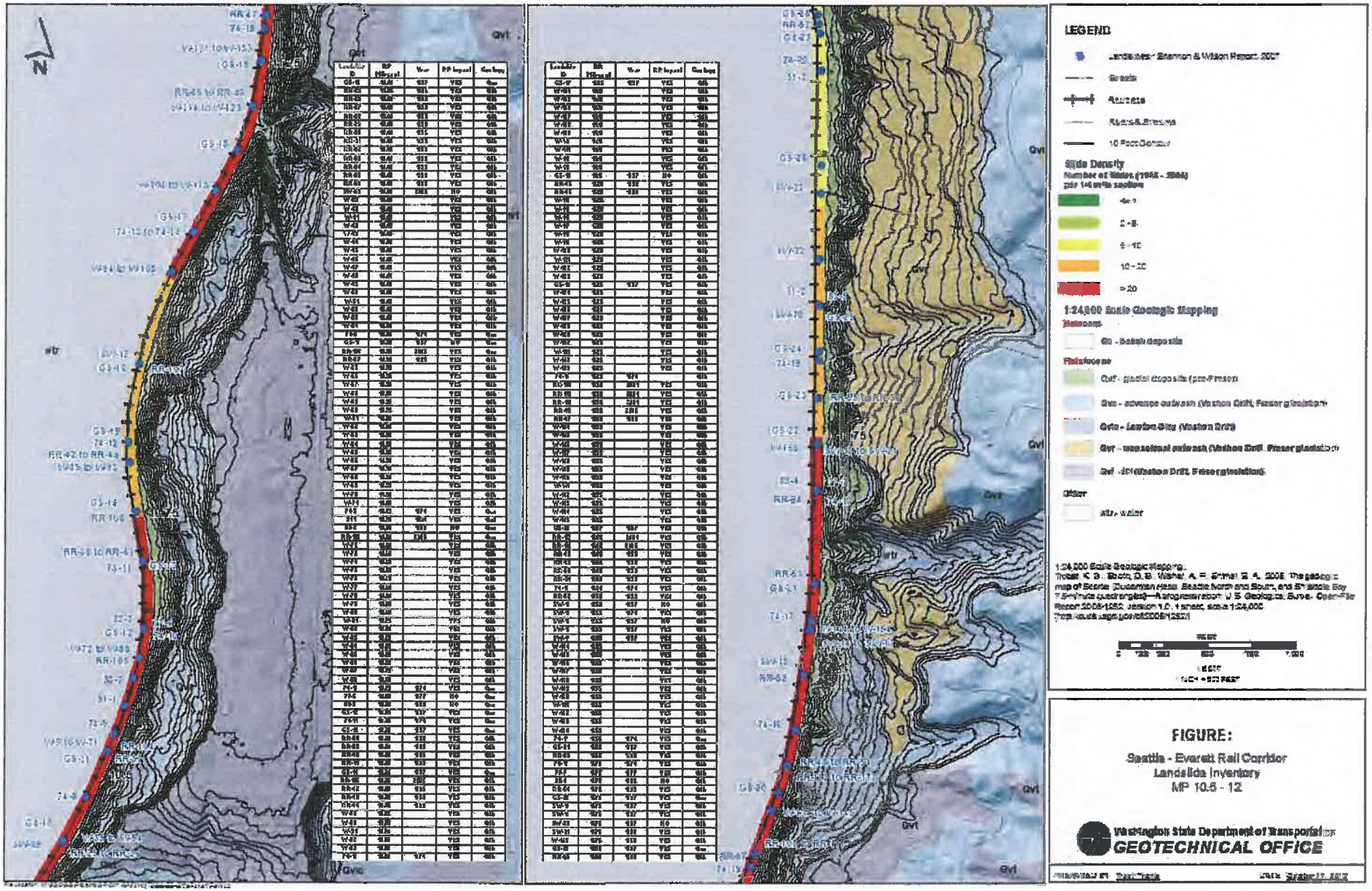
Landslide Inventory
MP 6.5 - 8.5
Washington State Department of Transportation
GEOTECHNICAL OFFICE


LEGEND
Landslides - Shannon & Wilson Report, 2007
Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
Number of Slides (1933 - 2005) per 1/4 mile section
0 to 1
1 - 5
5 - 10
10 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Qal - alluvium
Qb - beach deposits
Pleistocene
Qgf - glacial deposits (pre-Fraser)
Qva - advance outwash (Vashon Drift, Fraser glaciation)
Qvta - Lawton Clay (Vashon Drift)
Qvr - recessional outwash (Vashon Drift, Fraser glaciation)
Qvt - till (Vashon Drift, Fraser glaciation)
Other
wtr - water
FIGURE:
Seattle - Everett Rail Corridor
Landslide Inventory
MP 9.5 - 10.25
Washington State Department of Transportation
GEOTECHNICAL OFFICE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Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
Number of Slides (1946 - 2004)
per 1/4 mile section
4 or 7
2 - 3
5 - 9
10 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Qb - Beach deposits
Pleistocene
Qvf - glacial deposits (pre-Fraser)
Qva - advance outwash (Vashon Drift, Fraser glaciation)
Qvla - Lawton Clay (Vashon Drift)
Qvt - recessional outwash (Vashon Drift, Fraser glaciation)
Qvl - till (Vashon Drift, Fraser glaciation)
Other
W - water
1:24,000 Scale Geologic Mapping.
Troost K. G., Booth, D. B., Wisher, A. P., Shimel, S. A., 2005. The geologic map of Seattle (Quaternary Hess, Seattle North and South, and Shilshole Bay 7.5-minute quadrangles)—A progress report: U.S. Geological Survey, Open-File Report 2005-1252, version 1.0, 1 sheet, scale 1:24,000.
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Washington State Department of Transportation
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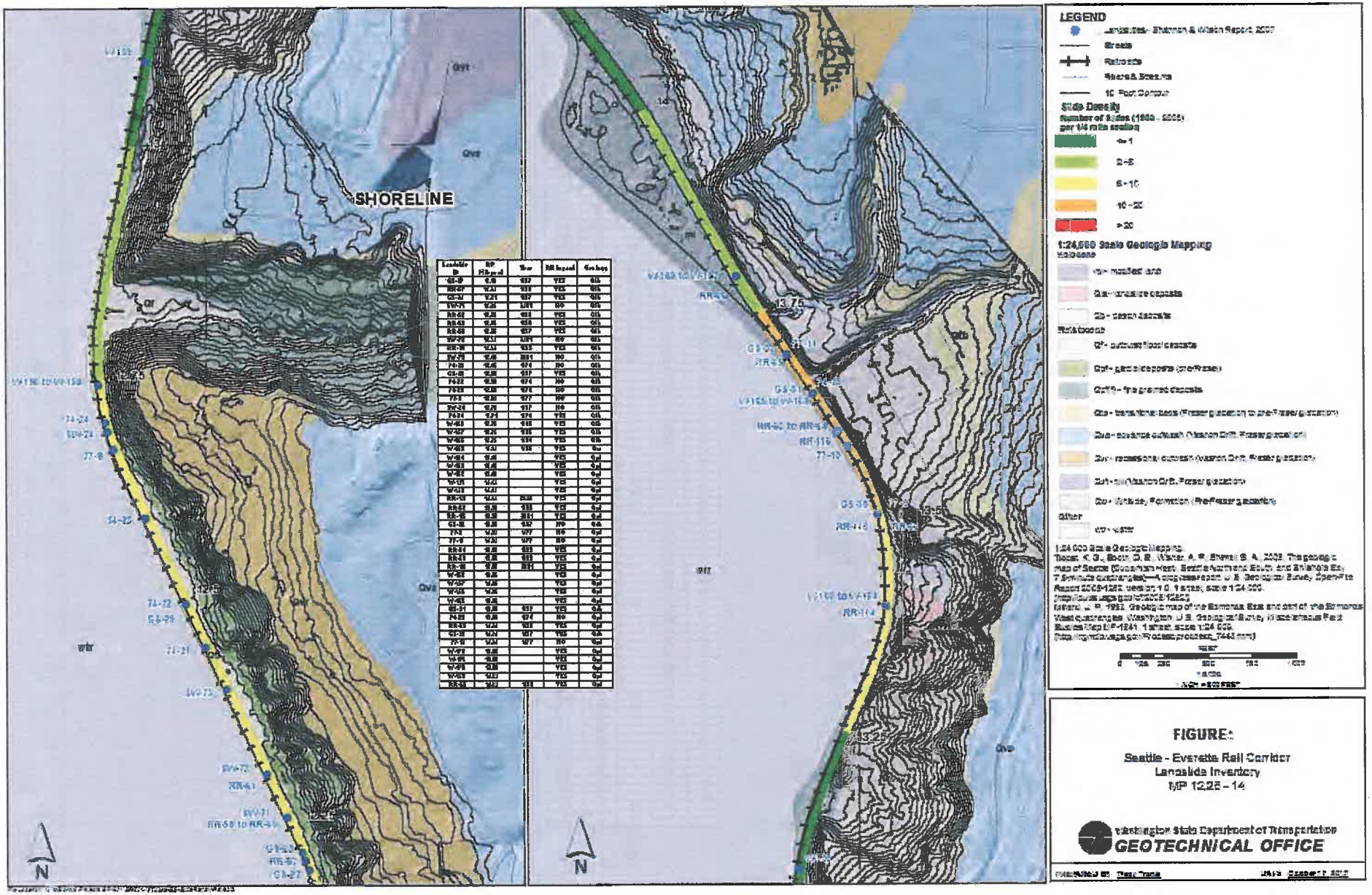

SHORELINE
LEGEND
Streets
Railroads
10' Foot Contour
Slide Density
Number of Slides (1965 - 2005)
per 1/4 mile section
1:24,000 Scale Geologic Mapping
Other
FIGURE:
Seattle - Everette Rail Corridor
Landslide Inventory
MP 12.25 - 14
Washington State Department of Transportation
GEOTECHNICAL OFFICE

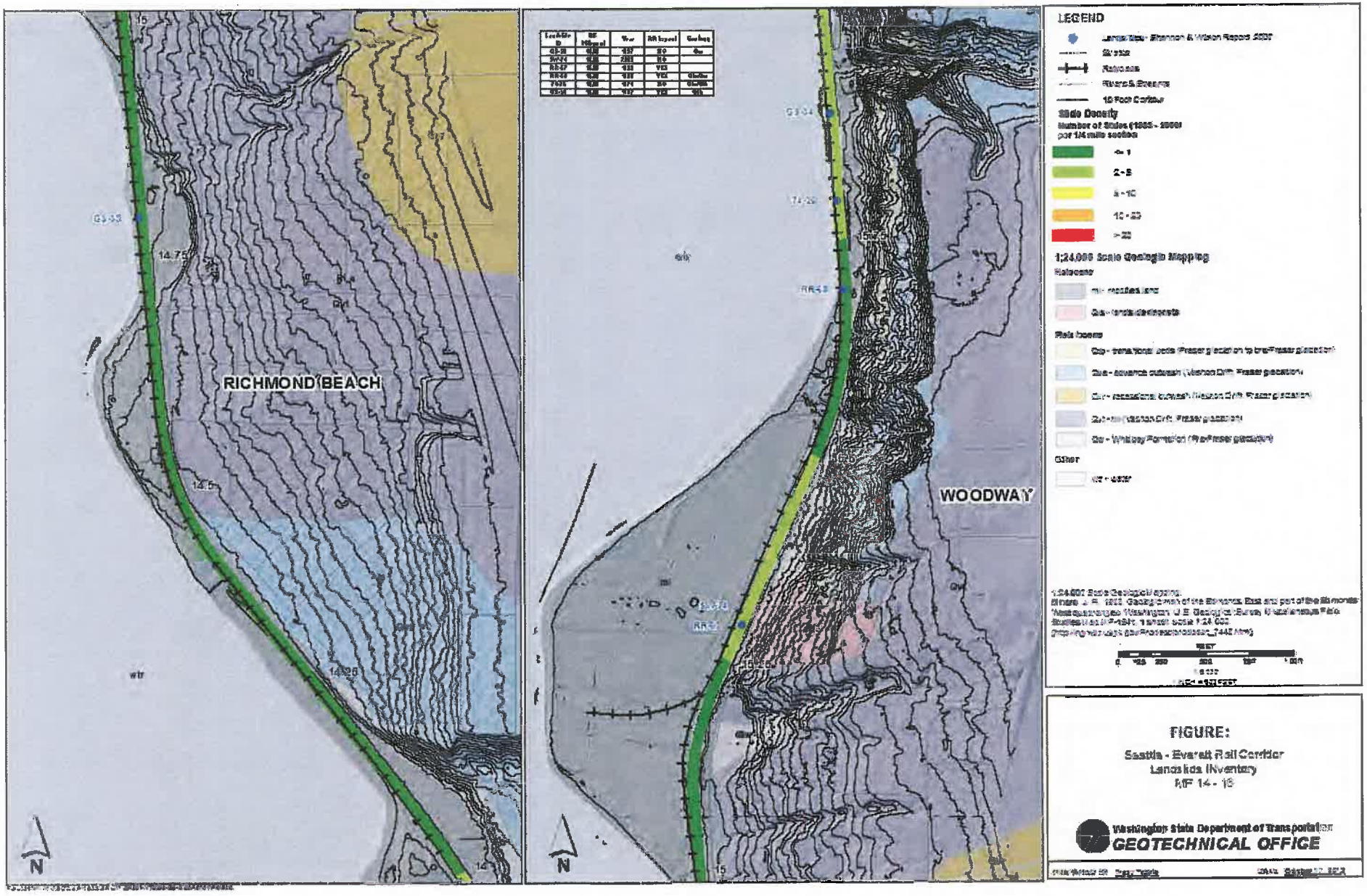
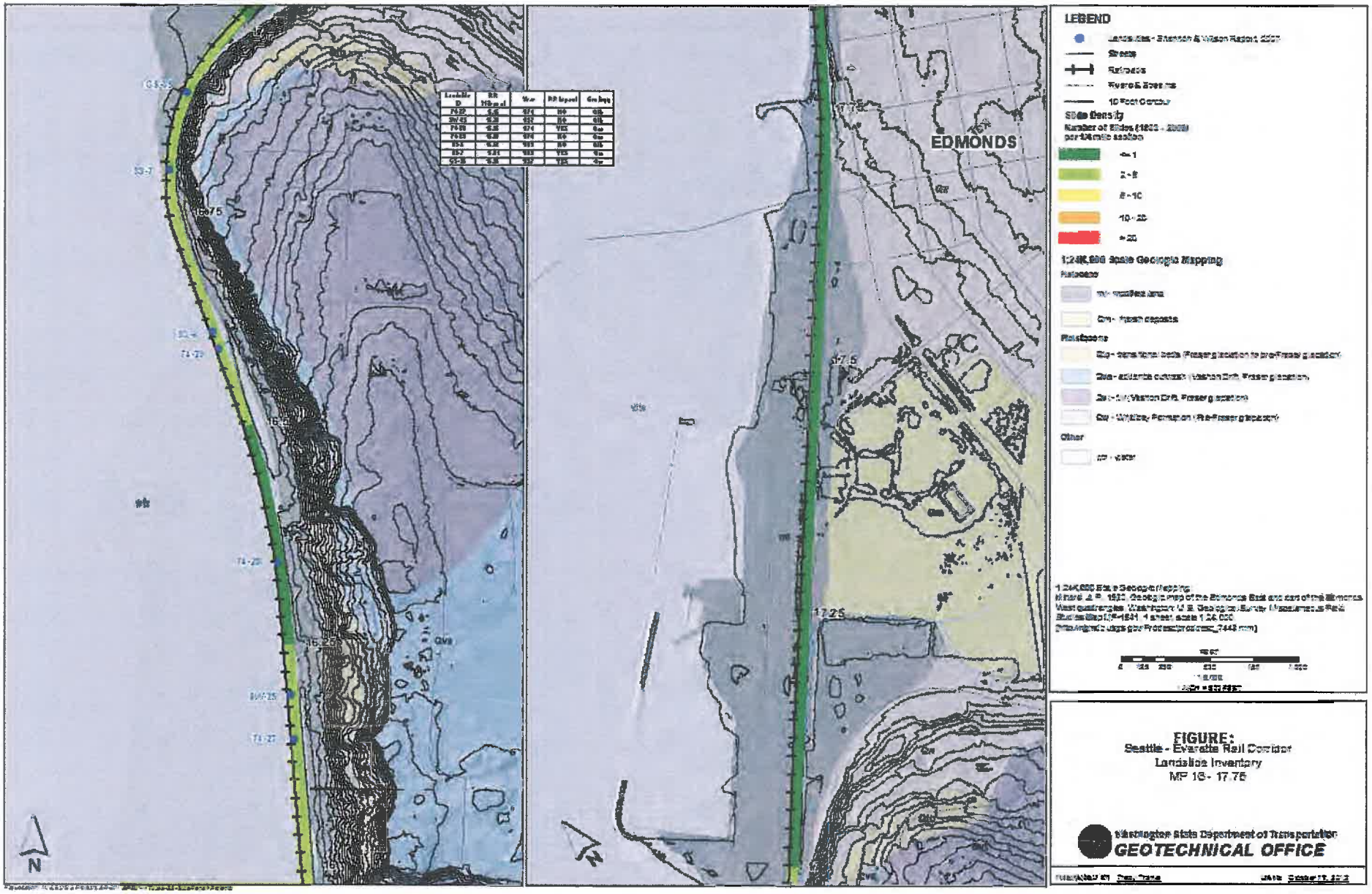


FIGURE:

Seattle - Everett Rail Corridor
Landslide Inventory
MP 14 - 15

Washington State Department of Transportation
GEOTECHNICAL OFFICE


EDMONDS
LEGEND
Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
1:24K,000 State Geologic Mapping
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Landslide Inventory
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Washington State Department of Transportation
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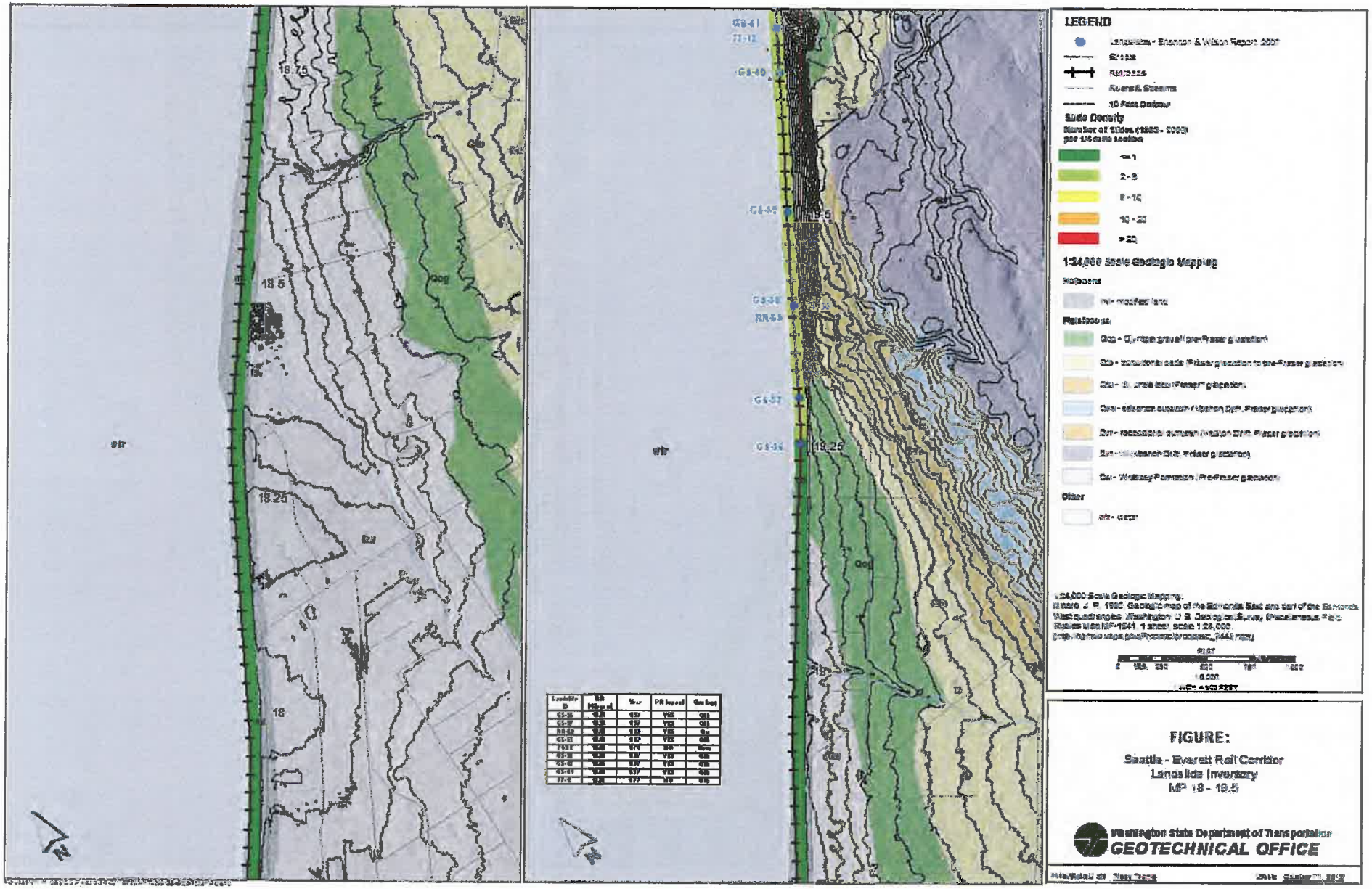
LEGEND
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Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
Number of Slides (1965 - 2003) per 1/4 mile section
<=1
2 - 5
5 - 10
10 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Pleistocene
Older
18.75
18.5
18.25
18
19.5
19.25
GS-41
GS-40
GS-39
GS-38
RR-43
GS-37
GS-36
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Seattle - Everett Rail Corridor
Landslide Inventory
MP 18 - 19.5
Washington State Department of Transportation
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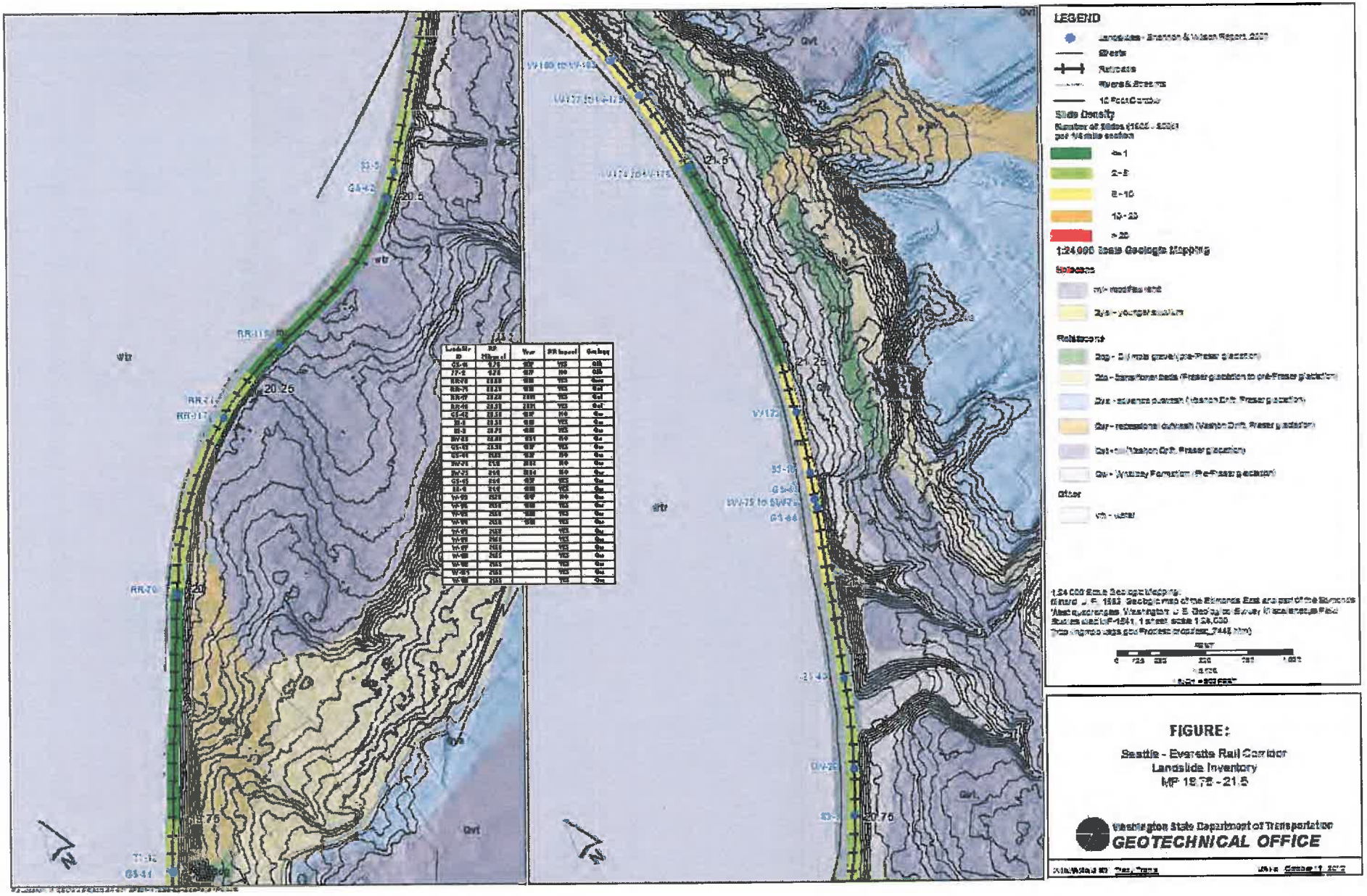
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Railroads
Rivers & Streams
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Slide Density
Number of Slides (1935 - 2006) per 1/4 mile section
4 or 1
2 - 3
6 - 10
15 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Qh - modified land
Qyaf - younger alluvium
Pleistocene
Qvg - Vashon glaciomarine drift (Vashon Drift, Fraser glaciation)
Qva - transitional beds (Fraser glaciation to pre-Fraser glaciation)
Qvs - advance outwash (Vashon Drift, Fraser glaciation)
Qvr - recessional outwash (Vashon Drift, Fraser glaciation)
Qvt - till (Vashon Drift, Fraser glaciation)
Qpu - Whidbey Formation (Pre-Fraser glaciation)
Other
W - water
1:24,000 Scale Geologic Mapping:
Yount, J. C., 1983, Geologic map of the Edmonds East and part of the Edmonds West quadrangles, Washington: U.S. Geological Survey Miscellaneous Field Studies Map MF-1541, 1 sheet, scale 1:24,000
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Seattle - Everette Rail Corridor
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Washington State Department of Transportation
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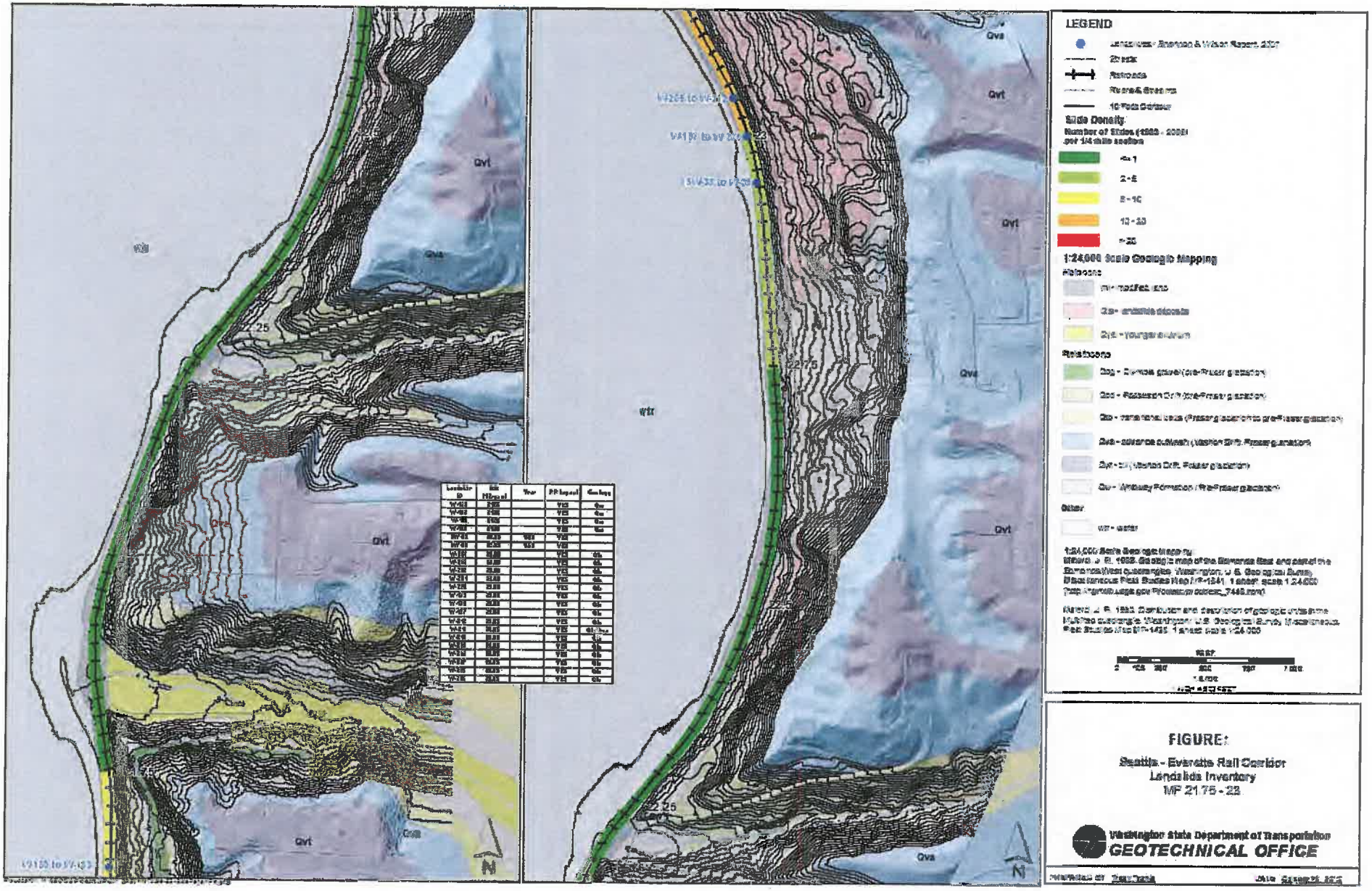
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Streets
Railroads
Rivers & Streams
10' Topo Contour
Slide Density
Number of Slides (1950 - 2006) per 1/4 mile section
<= 1
2 - 5
5 - 10
10 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Pleistocene
Other
water
Qvt
Qva
Qtb
25
2275
2.25
N
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Washington State Department of Transportation
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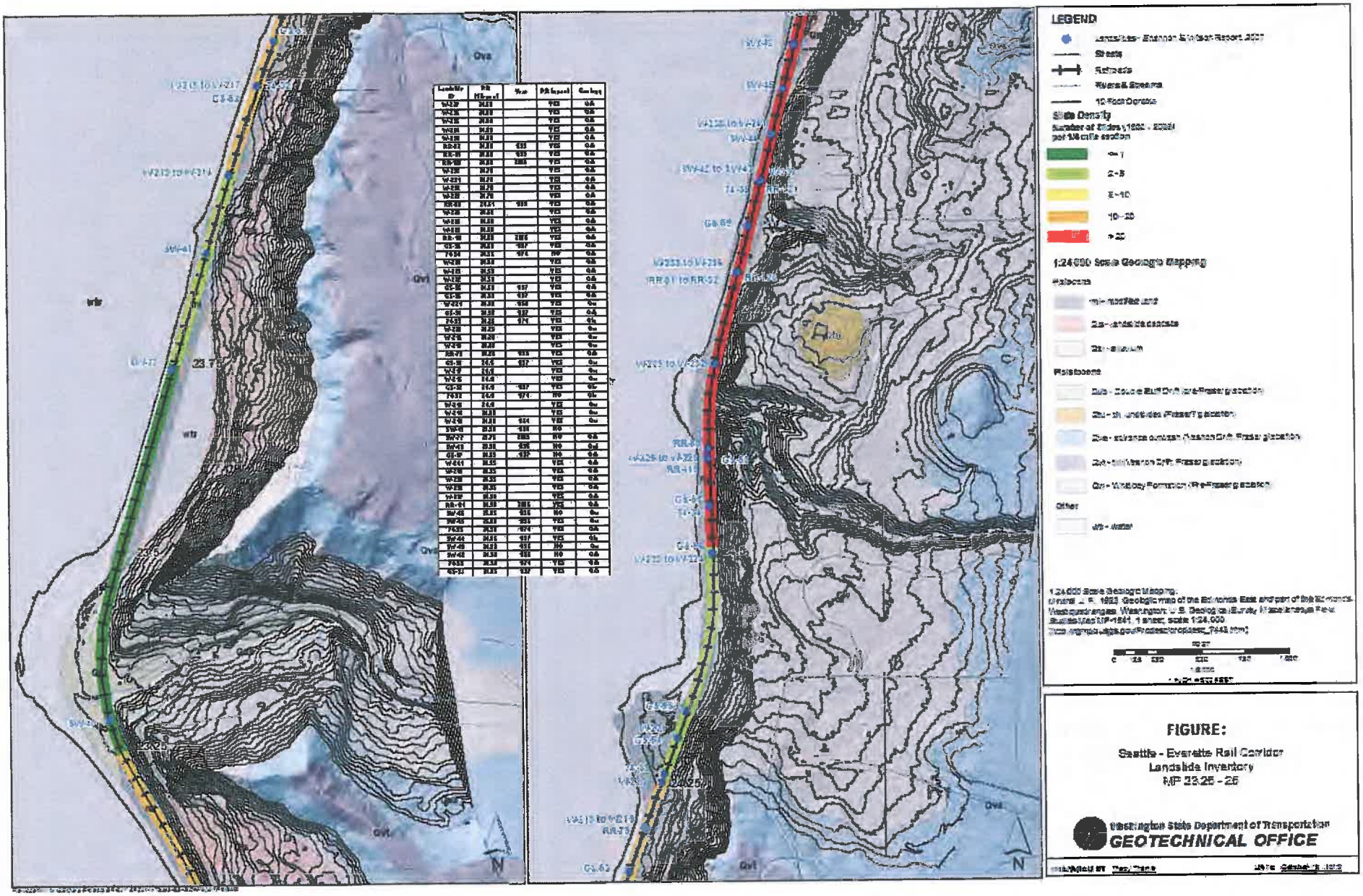
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Streets
Railroads
Rivers & Streams
10 Foot Contours
Slide Density
Number of Slides / 1000 - 2000 per 1/8 mile section
<=1
2-5
5-10
10-20
>20
1:24000 Scale Geologic Mapping
Holocene
Pleistocene
Other
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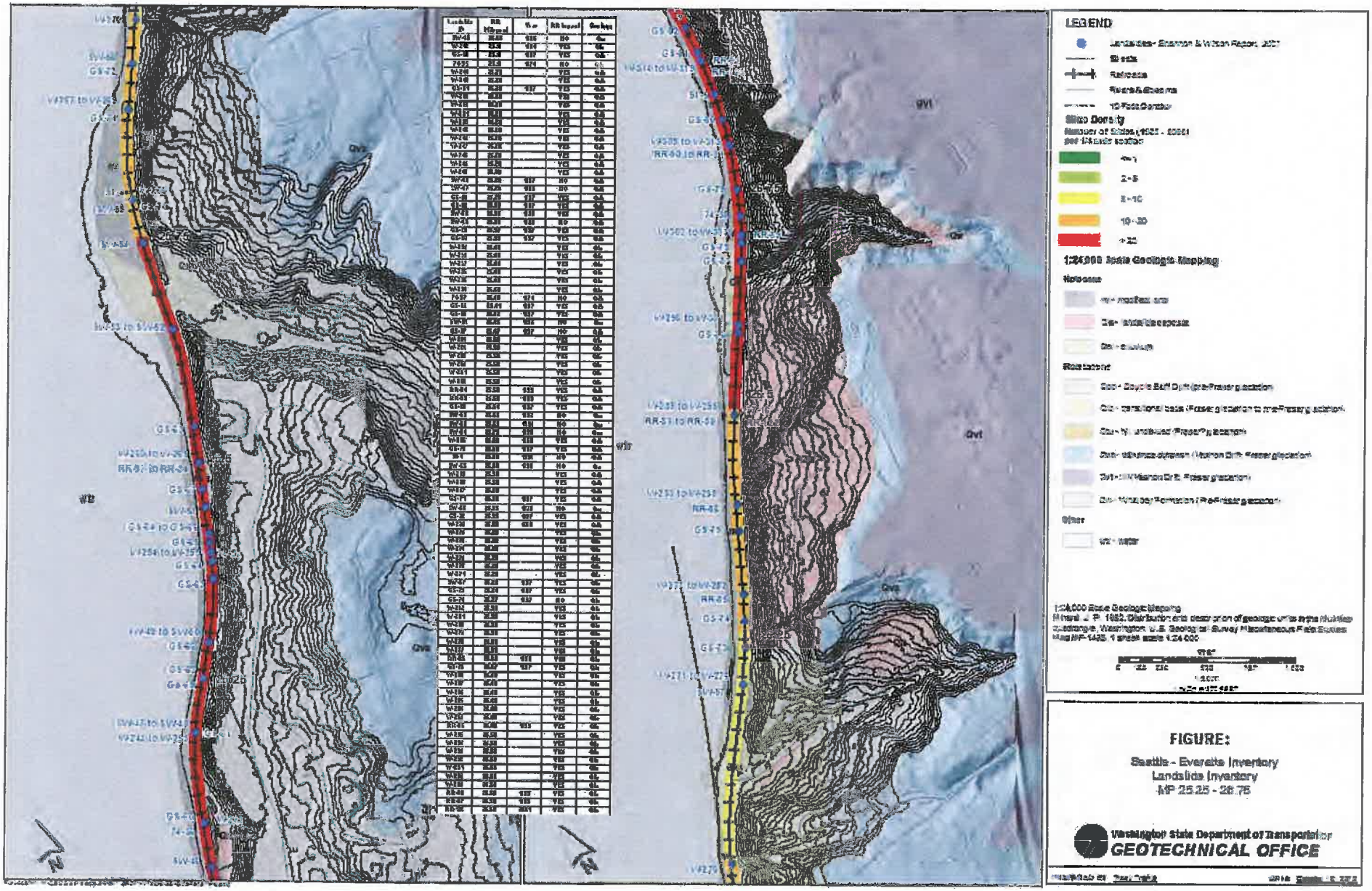
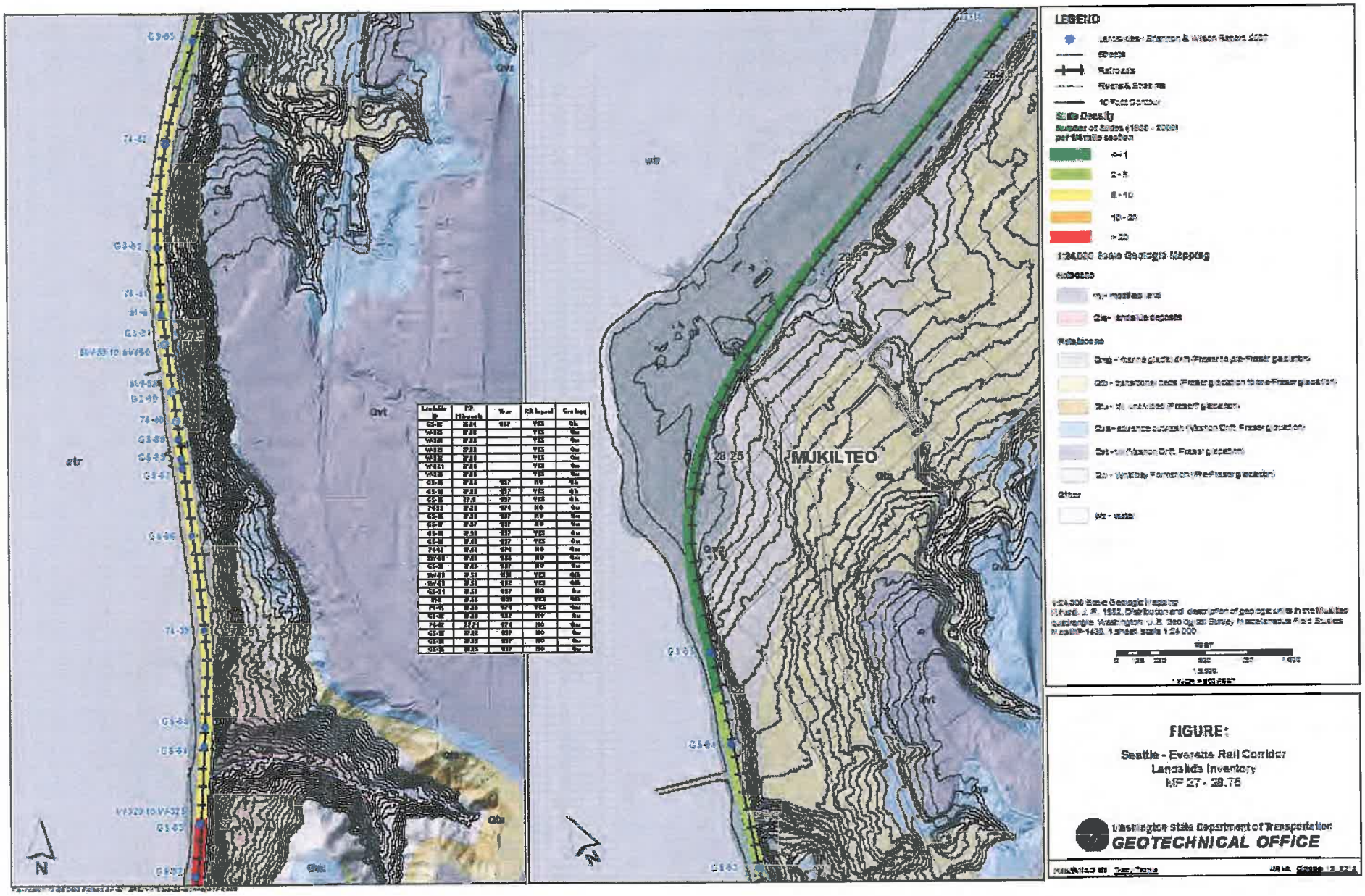
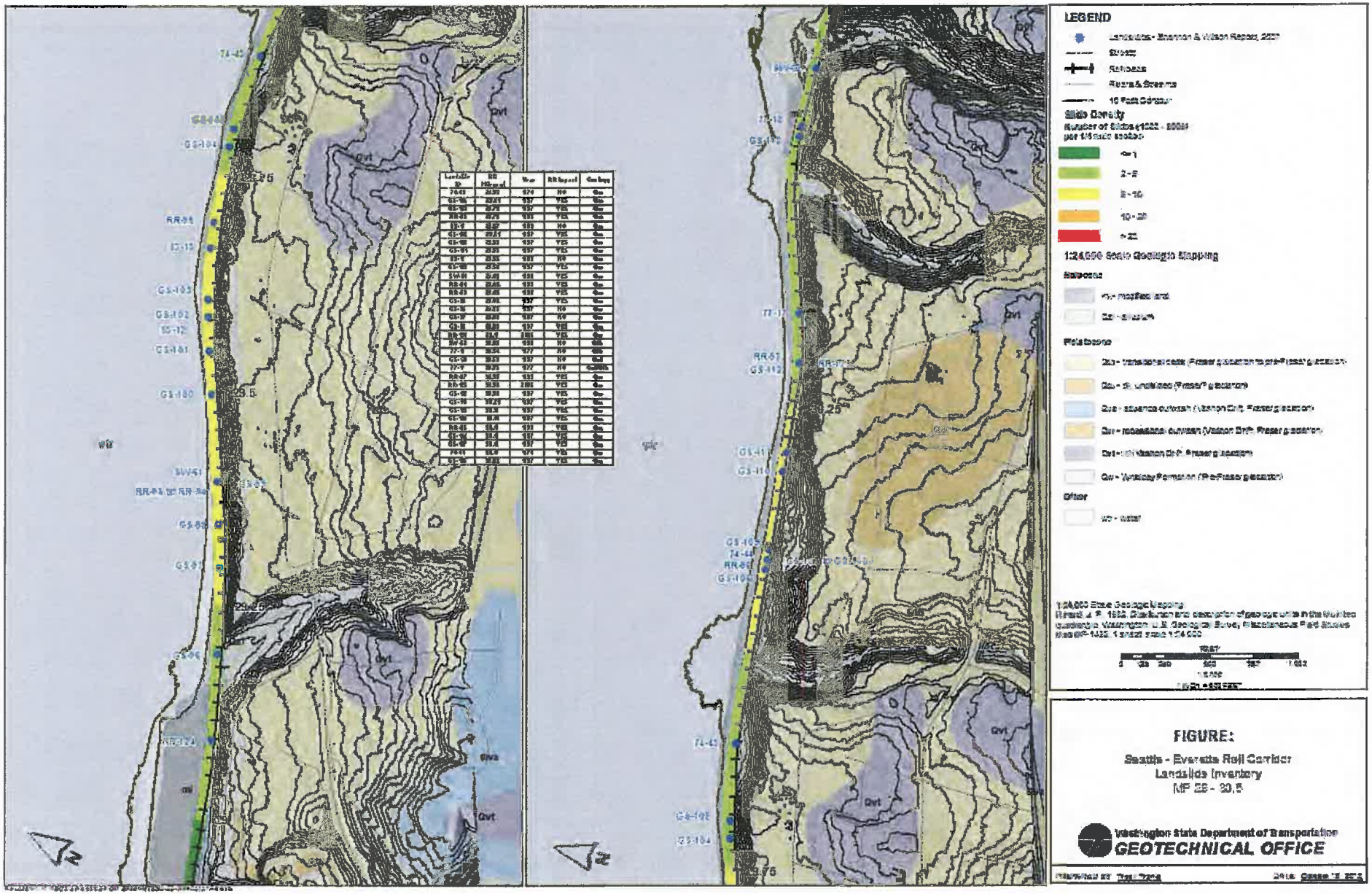
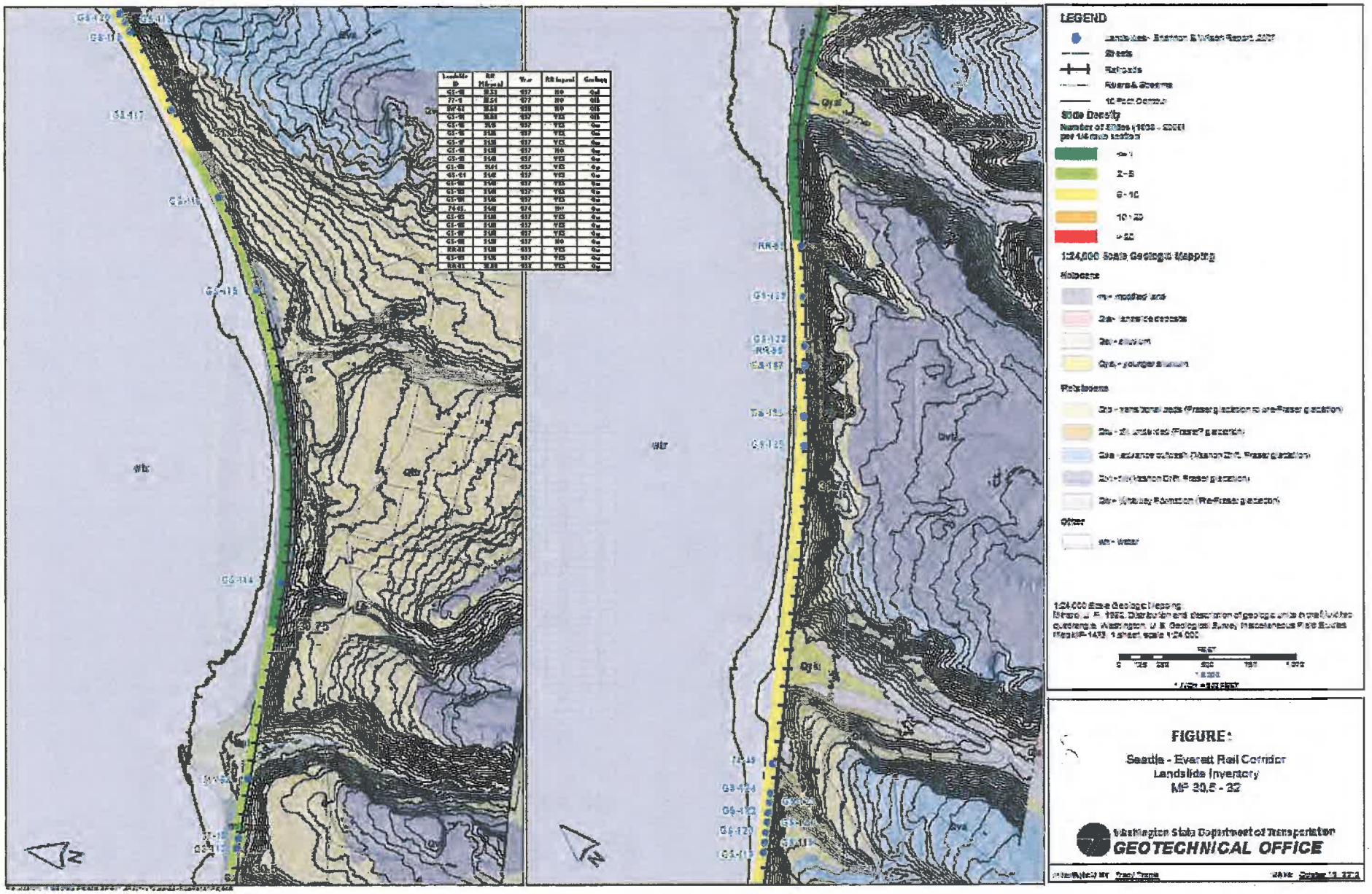
Seattle - Everette Rail Corridor
Landslide Inventory
MP 23.25 - 25
Washington State Department of Transportation
GEOTECHNICAL OFFICE

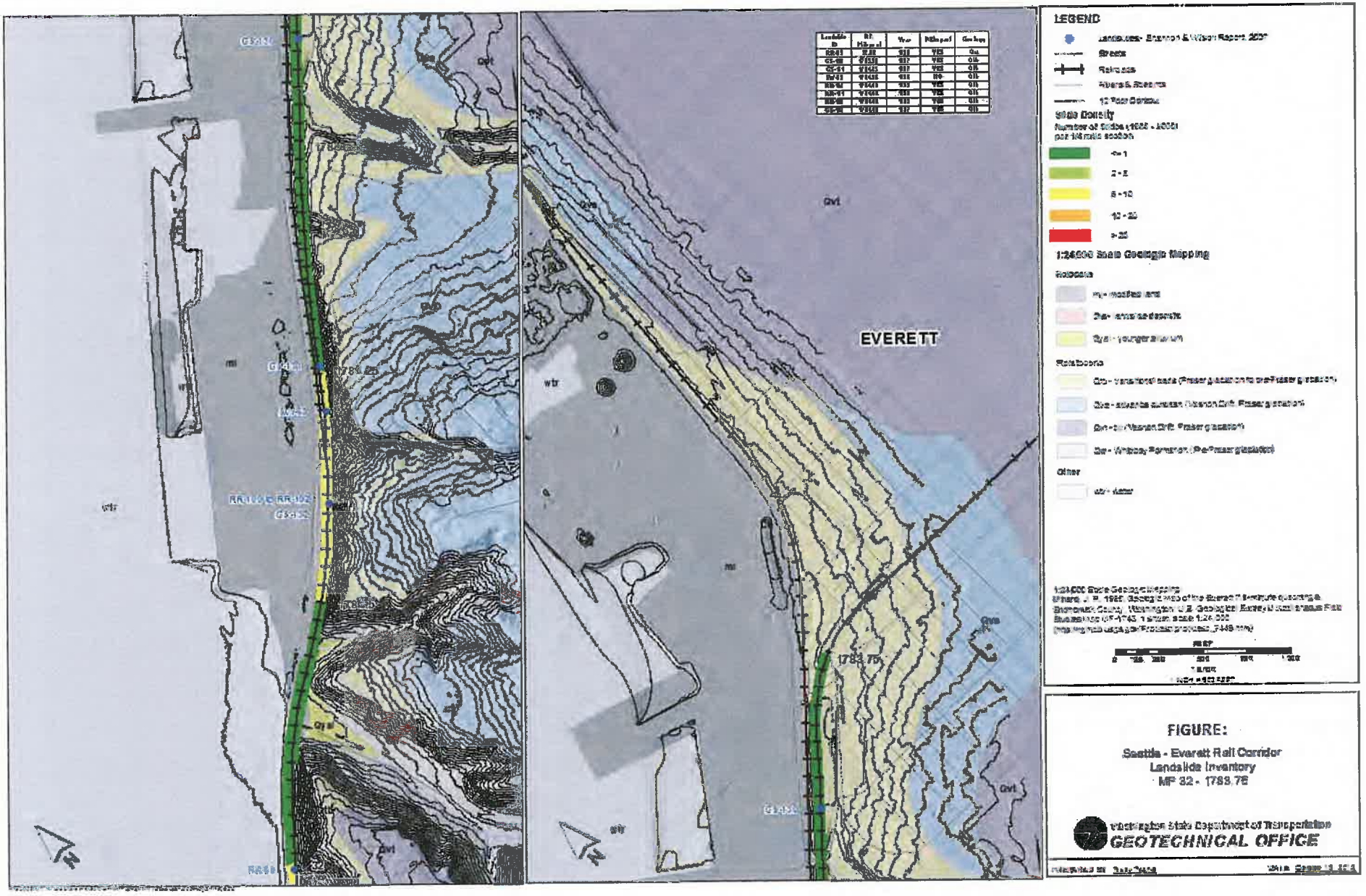

LEGEND
Landslides- Shannon & Wilson Report, 2001
Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
per 1/4 mile section
0 - 1
1 - 5
5 - 10
10 - 20
> 20
1:24,000 Scale Geologic Mapping
Holocene
Qal - Alluvium
Pleistocene
Qvt - Vashon Drift
Qw - Water
1:24,000 Scale Geologic Mapping
FIGURE:
Seattle - Everett Inventory
Landslide Inventory
MP 25.25 - 26.75
Washington State Department of Transportation
GEOTECHNICAL OFFICE


LEGEND
Slide Density
<=1
2 - 5
5 - 10
10 - 20
> 20
1:24000 Scale Geologic Mapping
Holocene
Pleistocene
MUKILTEO
N
FIGURE:
Seattle - Everett Rail Corridor
Landslide Inventory
MP 27 - 28.75
Washington State Department of Transportation
GEOTECHNICAL OFFICE


LEGEND
Landslides - Shannon & Wilson Report, 2007
Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
Number of Slides/1000 - 2000
per 1/4 mile section
<1
2-5
5-10
10-20
>20
1:24,000 Scale Geologic Mapping
Holocene
Pleistocene
Other
1:24,000 Scale Geologic Mapping
FIGURE:
Seattle - Everett Rail Corridor
Landslide Inventory
MP 28 - 30.5
Washington State Department of Transportation
GEOTECHNICAL OFFICE

BNSF Railway Company (3218)




EVERETT
LEGEND
Landslides- Shannon & Wilson Report 2007
Streets
Railroads
Rivers & Streams
10 Foot Contour
Slide Density
Number of Slides (1936 - 2003)
per 1/4 mile section
<= 1
2 - 5
5 - 10
10 - 20
> 20
1:24000 Scale Geologic Mapping
Holocene
Pleistocene
Other
1783.75
FIGURE:
Seattle - Everett Rail Corridor
Landslide Inventory
MP 32 - 1783.75
Washington State Department of Transportation
GEOTECHNICAL OFFICE

DRAFT FOR PUBLIC COMMENT

Figure 13. Fatalities by Freight Transportation Mode: 1980, 1990, and 2000–2013 (Source: BTS)

	1980	1990	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total transportation fatalities	NA	47,483	44,463	45,020	45,292	45,121	45,028	45,641	45,061	43,347	39,542	35,978	35,034	34,568	35,699	34,509
Total freight transportation fatalities	7,489	6,461	6,079	5,897	5,768	5,773	5,992	5,991	5,851	5,551	4,484	3,611	4,286	4,340	4,462	4,507
Freight as a share of total fatalities	NA	13.6%	13.7%	13.1%	12.7%	12.8%	13.3%	13.1%	13.0%	12.8%	11.3%	10.0%	12.2%	12.6%	12.5%	13.1%
Highway[1]	5,971	5,272	5,282	5,111	4,939	4,989	5,195	5,213	5,027	4,822	3,821	3,050	3,686	3,781	3,944	3,964
Large truck occupants	1,262	705	754	708	689	726	766	804	805	805	682	499	530	640	697	691
Others killed in crashes involving large trucks	4,709	4,567	4,528	4,403	4,250	4,263	4,429	4,409	4,222	4,017	3,139	2,551	3,156	3,141	3,247	3,273
Railroad	1,365	1,095	717	729	725	683	690	682	723	635	575	481	519	497	478	509
Train accidents	28	10	8	5	8	3	11	19	6	7	2	3	4	6	9	6
Highway-rail grade crossing[2]	821	624	353	326	288	262	299	289	295	252	220	166	187	189	169	156
Trespassers	426	426	328	373	399	395	355	349	411	354	330	291	309	280	286	322
Other incidents	90	35	28	25	30	23	25	25	11	22	23	21	19	22	14	25
Waterborne[3]	134	85	42	50	92	89	84	80	82	78	80	67	62	50	30	25
Freight	NA	NA	NA	NA	48	39	37	33	37	42	34	30	22	18	14	8
Industrial/ Other	NA	NA	NA	NA	44	50	47	47	45	36	46	37	40	32	16	17
Pipeline	19	9	38	7	12	12	23	16	19	16	8	13	19	12	10	9
Hazardous liquid pipeline	4	3	1	0	1	0	5	2	0	4	2	4	1	1	3	1
Gas pipeline	15	6	37	7	11	12	18	14	19	12	6	9	18	11	7	8

KEY: NA = not available.

[1] Large trucks have a gross vehicle weight rating at or above 10,000 pounds and include single-unit and combination trucks.

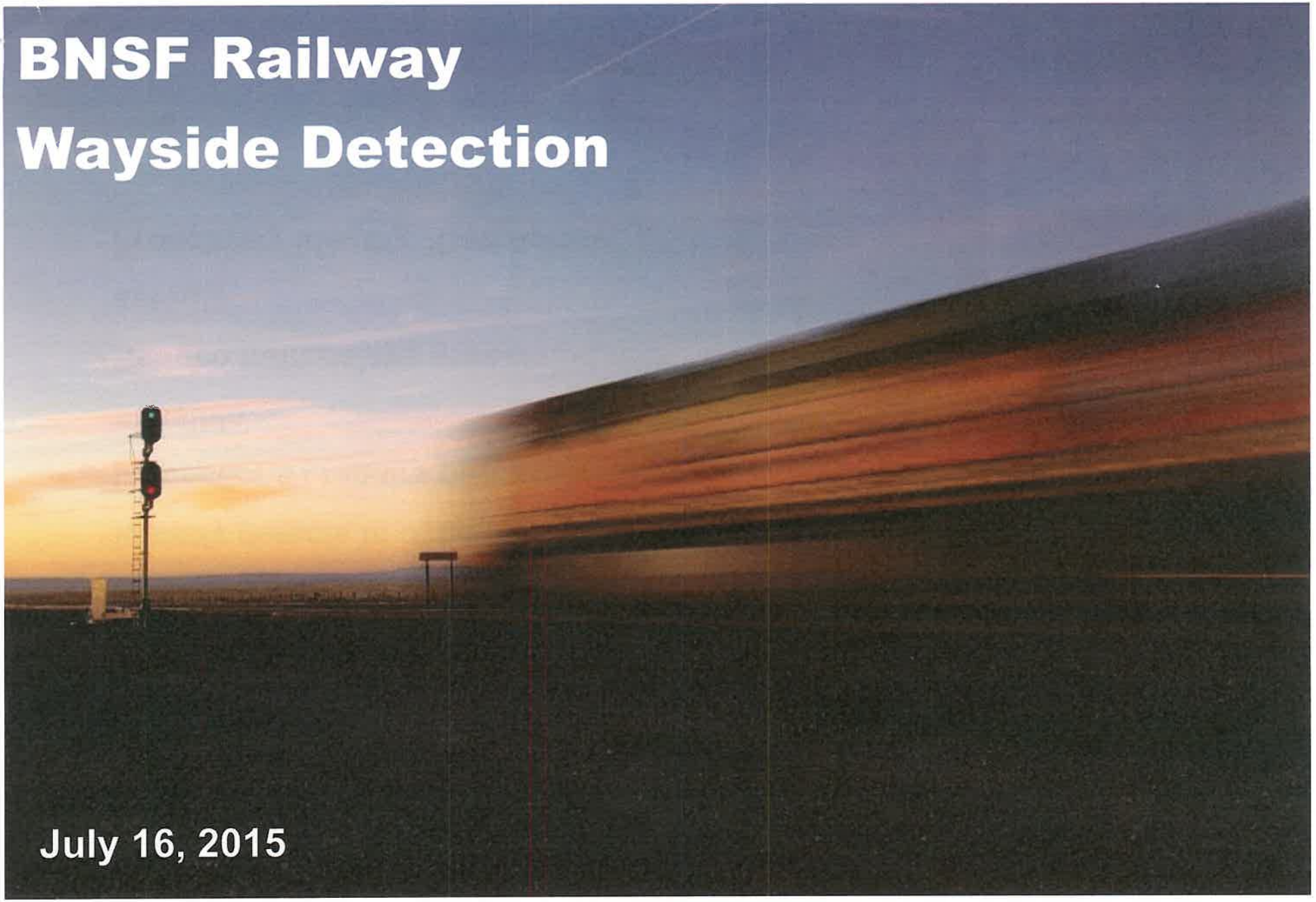
[2] *Highway-rail grade crossing* fatalities include freight train collisions with vehicles and people at all public and private highway-rail grade crossings.

[3] *Freight* includes barges, bulk carriers, general dry cargo ships, refrigerated cargo ships, roll-on/roll-off ships, tank ships, and towing ships. *Industrial/Other* includes fishing vessels, miscellaneous vessels, and offshore. Waterborne fatalities include only closed cases where vessels were involved in a marine casualty as of April 6, 2015. Open cases by year not included above: 2003 = 5, 2004 = 5, 2005 = 8, 2006 = 4, 2007 = 7, 2008 = 19, 2009 = 38, 2010 = 36, 2011 = 120, 2012 = 644, and 2013 = 727. Data prior to 2002 were tabulated using a different reporting system and are not directly comparable with later years.

NOTES: There are differences in definitions and reporting periods across modes due to regulatory and legal requirements.

SOURCES: Highway: U.S. Department of Transportation, National Highway Transportation Safety Administration, National Center for Statistics and Analysis, *Traffic Safety Facts, Large Trucks* and *Highlights* (annual issues). **Railroad:** U.S. Department of Transportation, Federal Railroad Administration, Office of Safety Analysis, available at http://safetydata.fra.dot.gov/officeofsafety/default.asp as of July 10, 2015. **Waterborne:** U.S. Department of Homeland Security, U.S. Coast Guard, Data Administration Division, *Marine Casualty and Pollution Data for Researchers* (April 6, 2015), available at homeport.uscg.gov as of July 2015. **Pipeline:** U.S. Department of Transportation, Pipeline and Hazardous Materials Safety Administration, Office of Pipeline Safety, Accident and Incident Summary Statistics by Year, available at http://phmsa.dot.gov/pipeline as of March 2015.

BNSF Railway
Wayside Detection



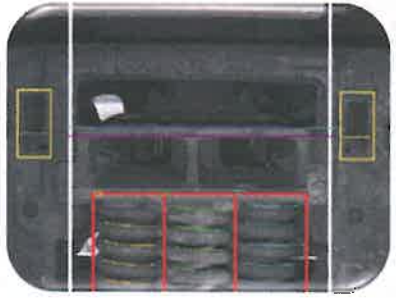
July 16, 2015

PRIVILEGED & CONFIDENTIAL ATTORNEY/CLIENT COMMUNCIATION: DO NOT DISCLOSE

Vision - Why Wayside Detection

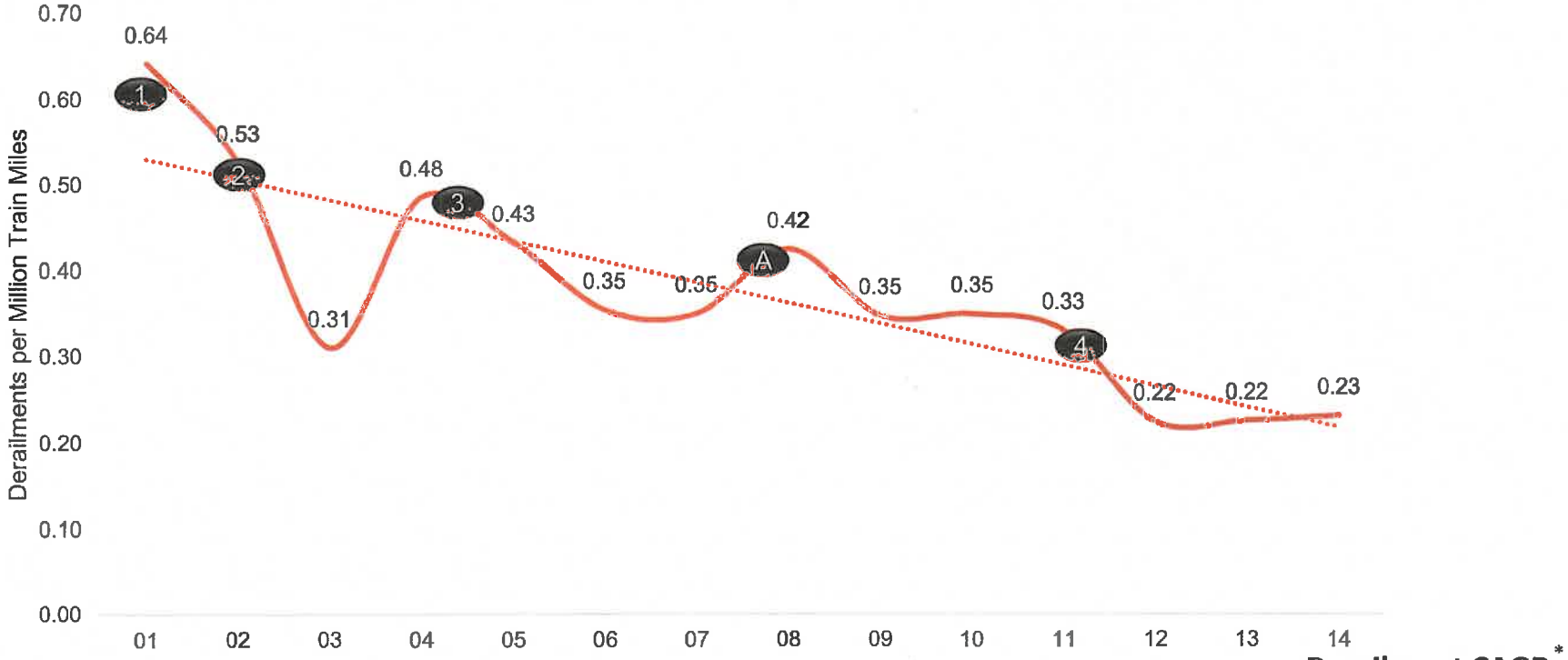
Vision

- Improve the safety, availability, reliability and velocity of rolling stock by minimizing derailments and service interruptions using new or re-purposed predictive technologies
- Augment manual inspections
- Identify defects in dynamic state while en route
- Inspections / repairs performed after unloading when possible
- Reduce train delays associated with setouts
- Proactively identify "Bad Actors"



2001 - 2014 Derailment

Mechanical Derailment Frequency by Year per Million Train Miles



Derailment CAGR* **-7%**

Detector Implementation

1	Wheel Impact Load Detector (**WILD**) Truck Performance Detector (**TPD**)
2	Warm Bearing Detectors (**HBD**) Acoustic Bearing Detector (**ABD**)
3	Additional **WILD** to fill Gaps
4	MVS Coupler Carrier Plates system (**CCP & CCK**)

External Factor(s)

A	Detector data reviewed and cars inspected prior to being taken out of storage

Mechanical (2001-2014)

Bearing related	HWD, HBD, ABD	-6%
Wheel related	WILD	-4%
Truck related	TPD	-7%

* CAGR: compounded annual growth rate

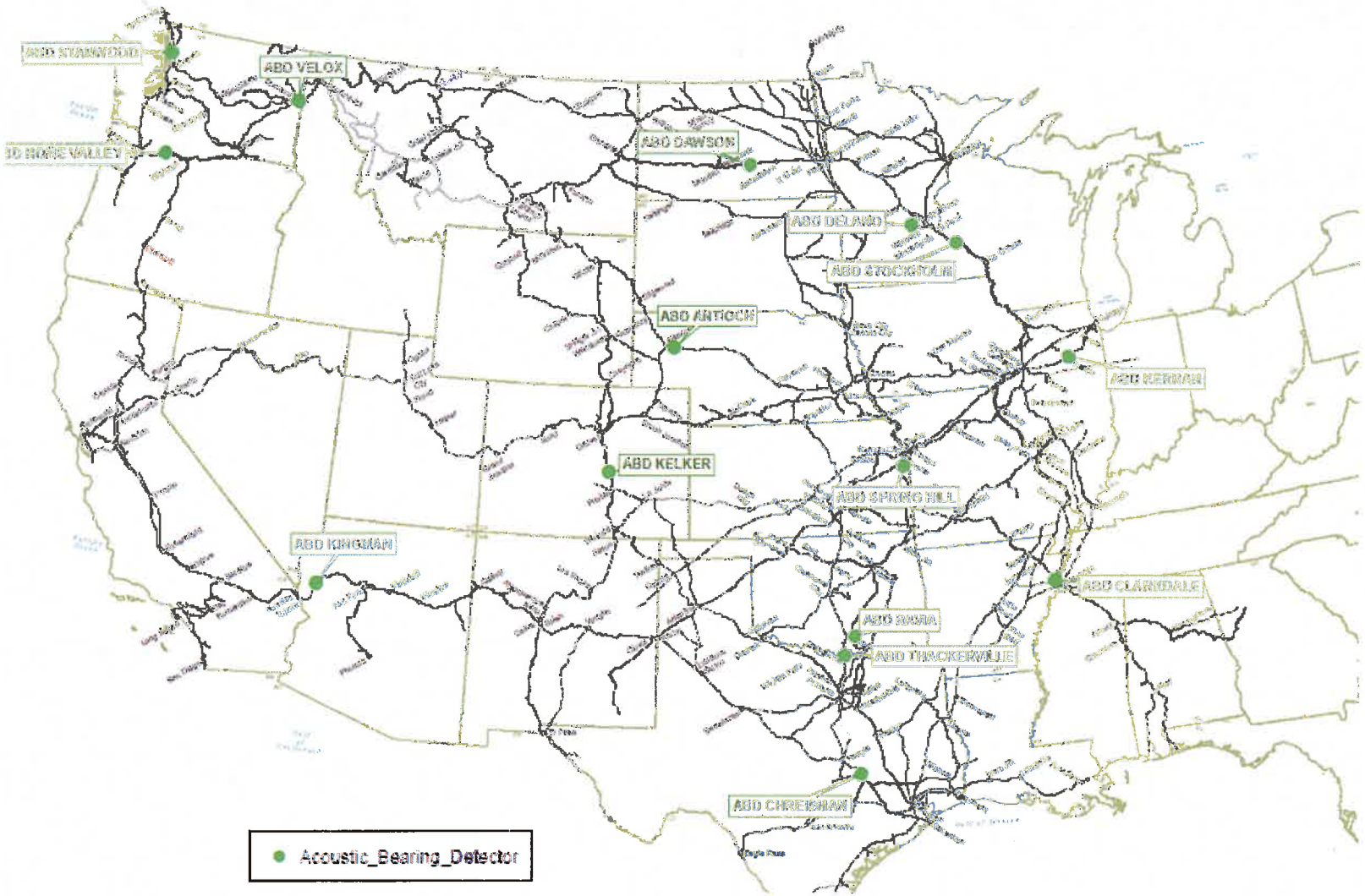
Acoustic Bearing Detector (ABD)

- **Technology**: Acoustic systems used to evaluate sounds generated by specific bearing component defects
- **Targeted failure modes**: Burned off journals
  - Spalling
  - Broken cages and cups
  - Water etch
  - Brinelling
  - Loose components
  - Growlers
- **Current Sites**: 15 (12 fixed / 3 Portable)

Acoustic Bearing Site

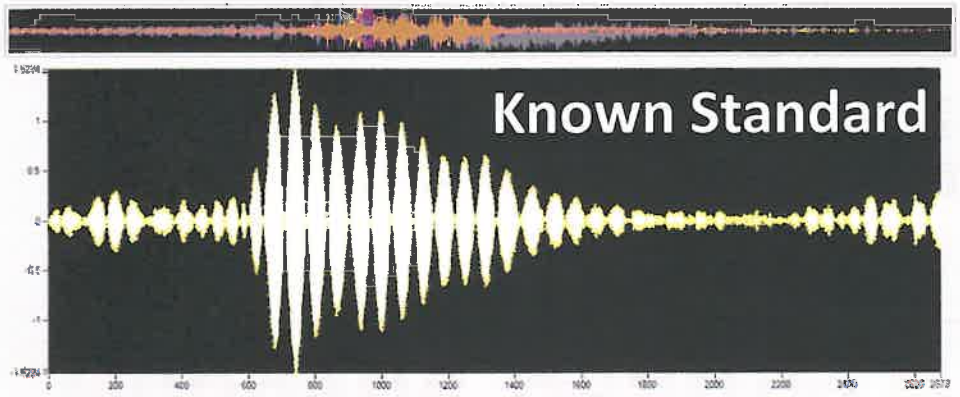
Spalled Bearing

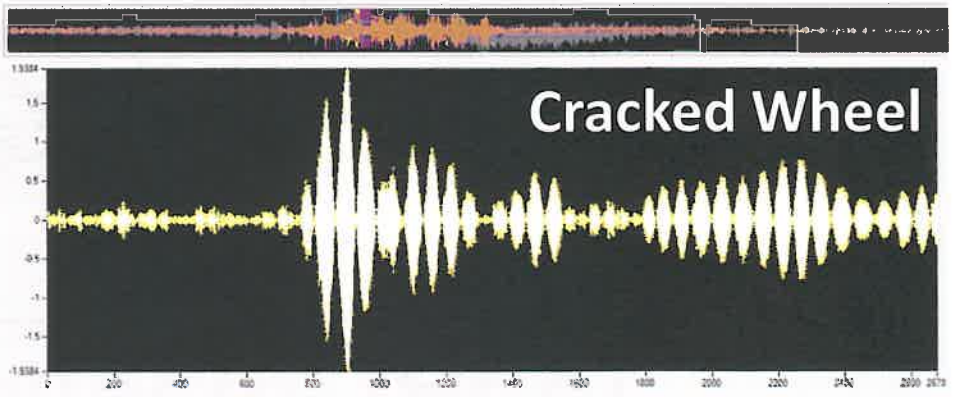
Acoustic Bearing Detector (ABD)



Cracked Wheel / Axle Detector (CWAD)

- **Technology**: Rail mounted sensors capable of detecting the difference between tones generated by normal vs. flawed wheels and axles
- **Concept**: The tone generated by solid wheels / axles *RING* longer than the tone of the same cracked component
- **Targeted failure modes**: Broken Wheels & Axles
- **Current Sites**: 4 (3 Jointed / 1 Jointless)

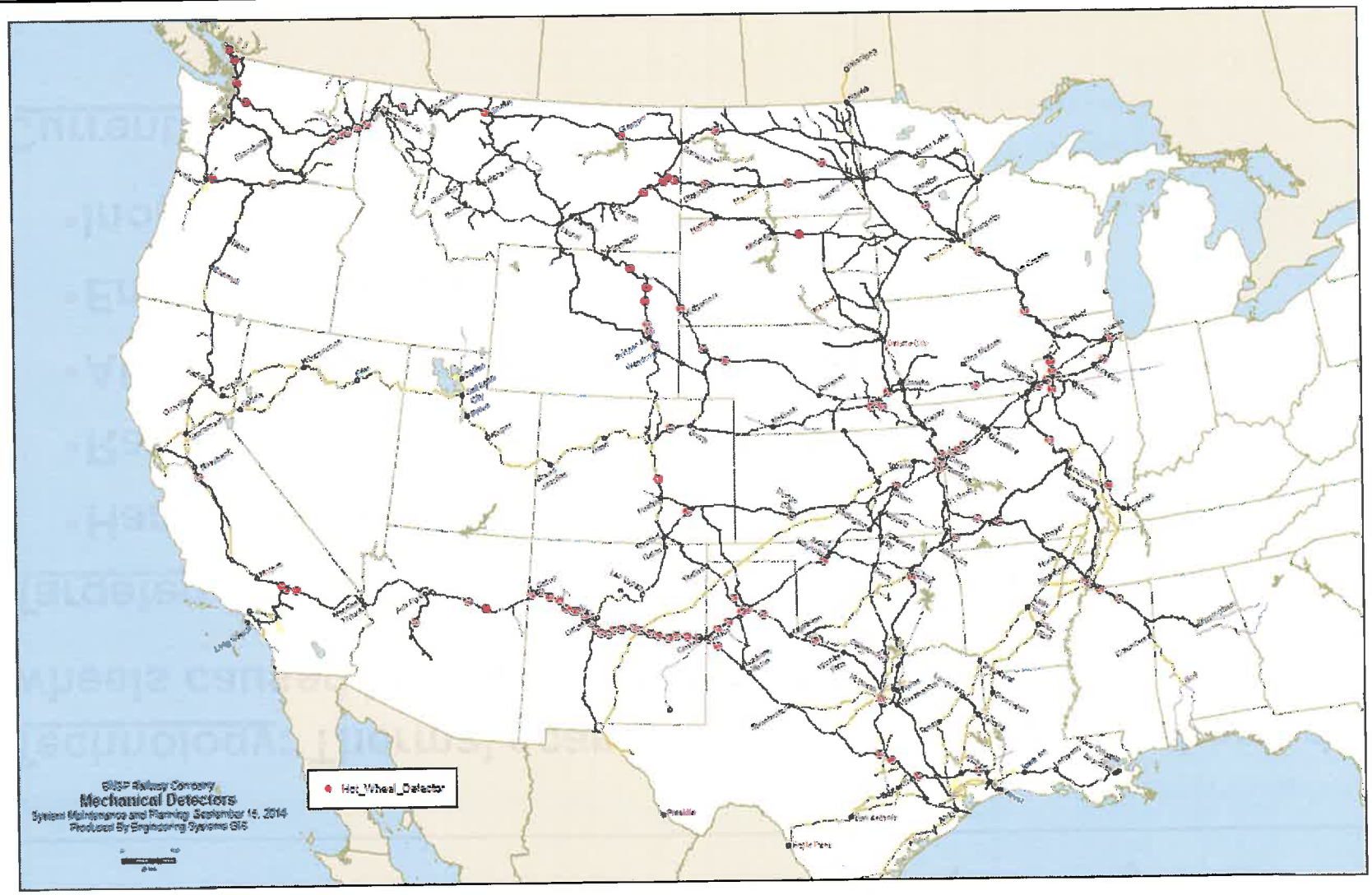




Hot Wheel Detectors (HWD)

- **Technology**: Thermal scanners used to detect overheated wheels caused by brake defects (HWD)
- **Targeted failure modes**: Brakes → Broken Wheels
  - Hand brake left on
  - Retainer valves in wrong position
  - Air valve and slack adjuster defects
  - Empty / load device defects
  - Inoperative brakes
- **Current Sites**: 179

Hot Wheel Detector (HWD)



Machine Vision Systems

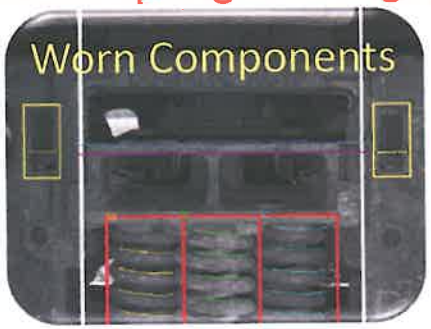
- **Technology**: Camera-based technology used to target specific defects / failure modes using custom algorithms, day or night; rain or shine
- **Targeted failure modes**:
  - Brake Shoe
  - Car body
  - Shifted Load
  - Undercarriage
  - Coupler Cross Key &Carrier Plate
  - Coal Car Hopper Door Lock
  - Truck Side
  - Wheel & Wheel Profile
- **Current Sites**: 12 (47 Modules)

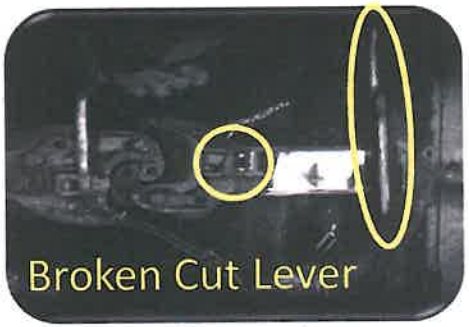
Machine Vision Systems (MVS)

Low Air Hose

Coupler Cross Key

Truck Spring & Wedge





Undercarriage

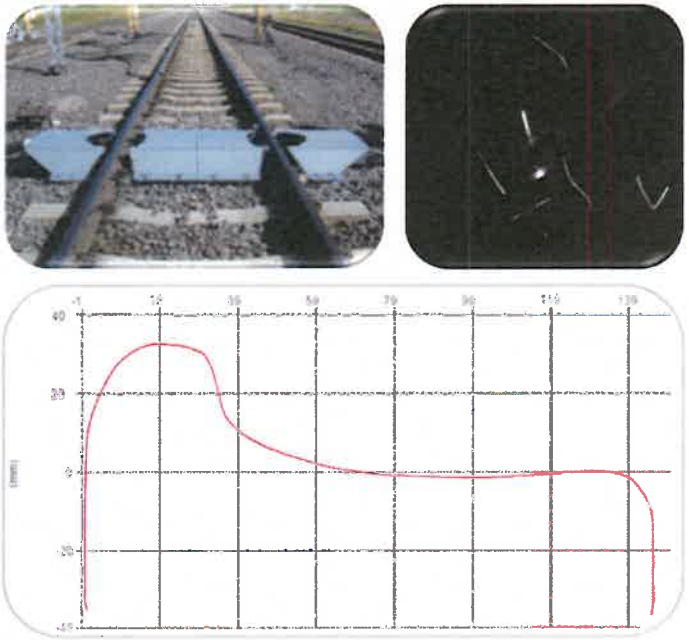
Coupler Carrier Plate

Brakes

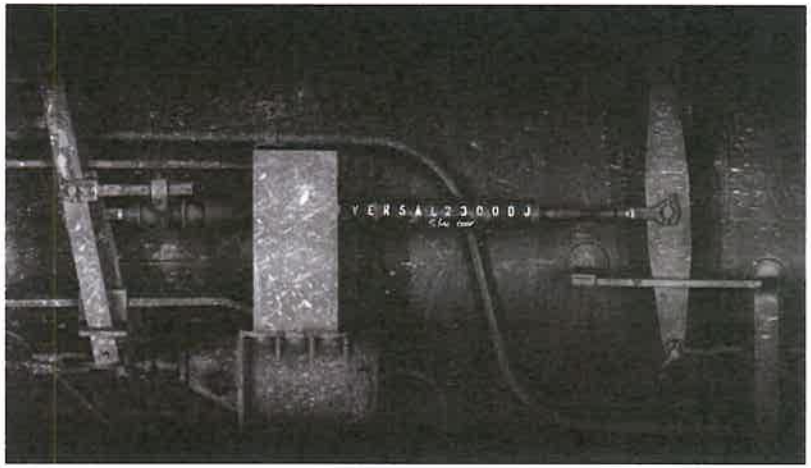
- **MVS** - Defect identification in transit at over 70 mph… Day or night; rain or shine.
- **Coupler Carrier Plate & Cross Key** - Coupler securement. e.g. Missing fasteners
- **Spring and Wedge** - Truck side inspection. e.g. Worn truck components
- **Undercarriage** - Complete under frame inspection. e.g. Structural integrity
- **Brakes** - Brake system health. e.g. Worn brake shoes
- **Wheel Profile** - Wear limits. e.g. Flange thickness
- **Hopper Door Lock** - Door securement. e.g. Rapid discharge outlets

Machine Vision Systems - Continued

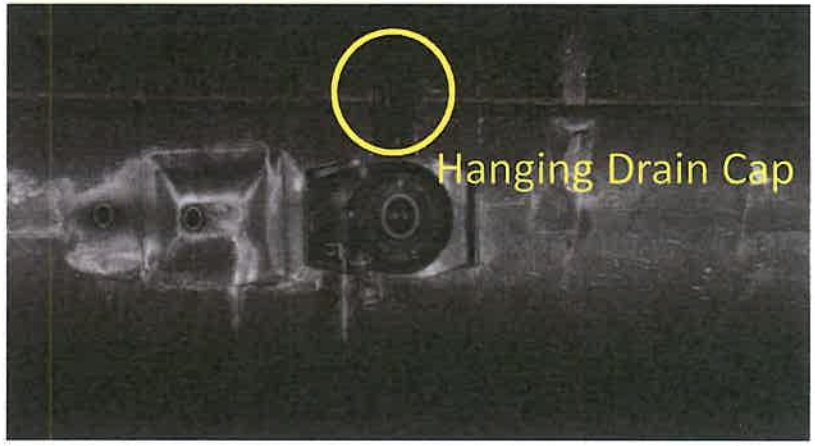
Wheel Profile



Undercarriage – Brake Rigging

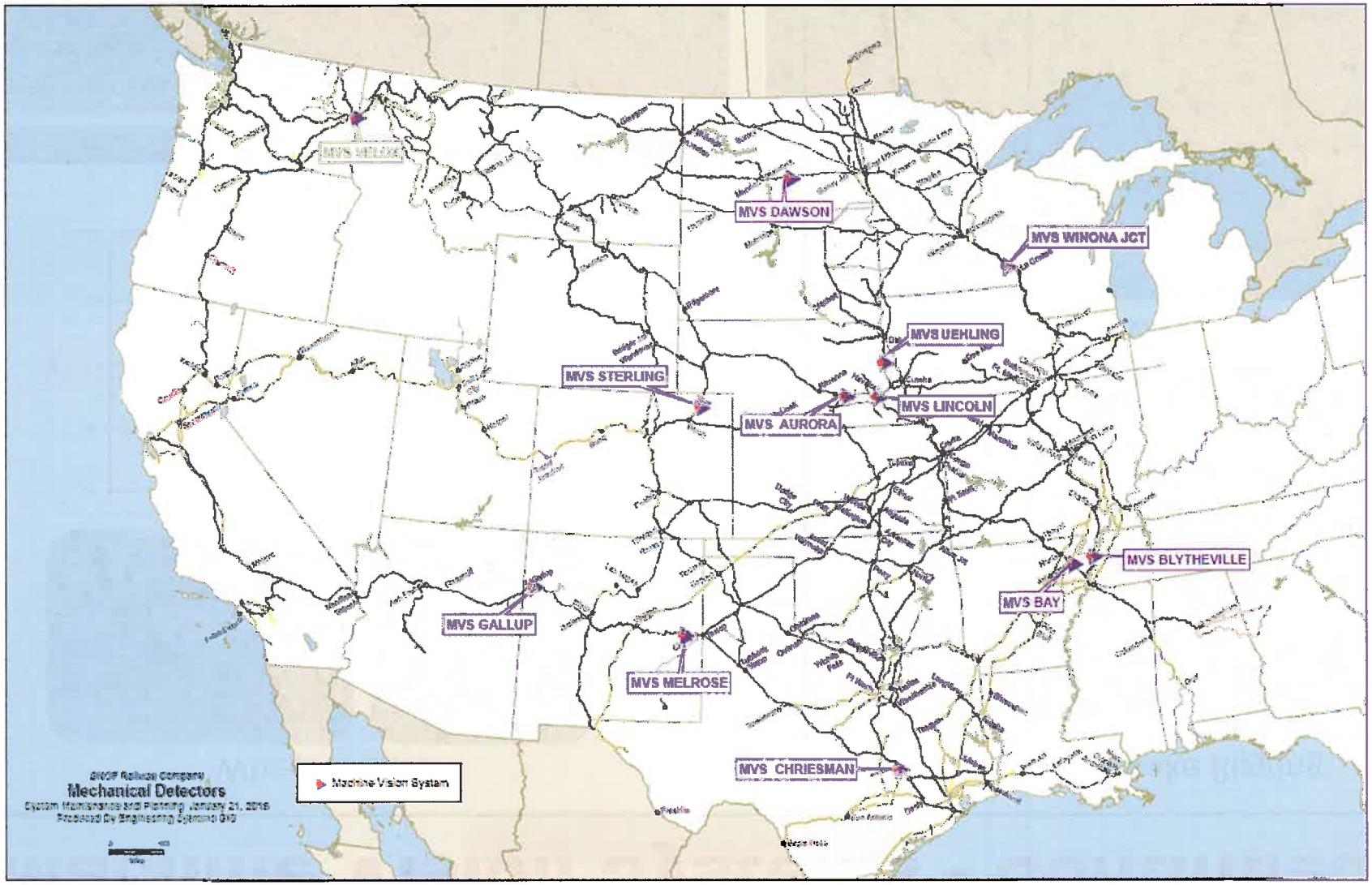


Undercarriage – Drain Value Cap Security



Open Top Load

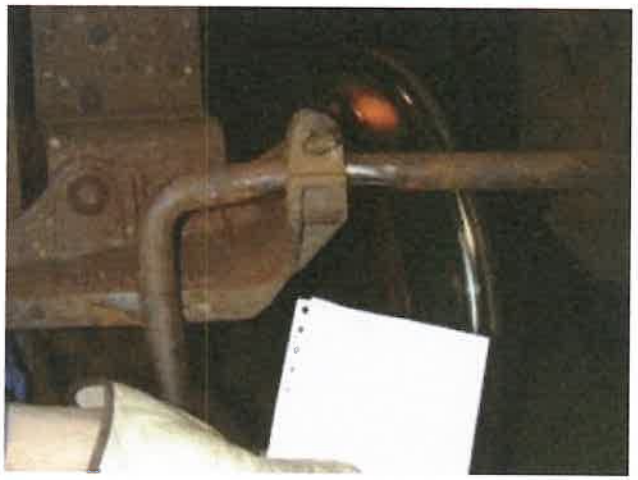
Machine Vision System Map



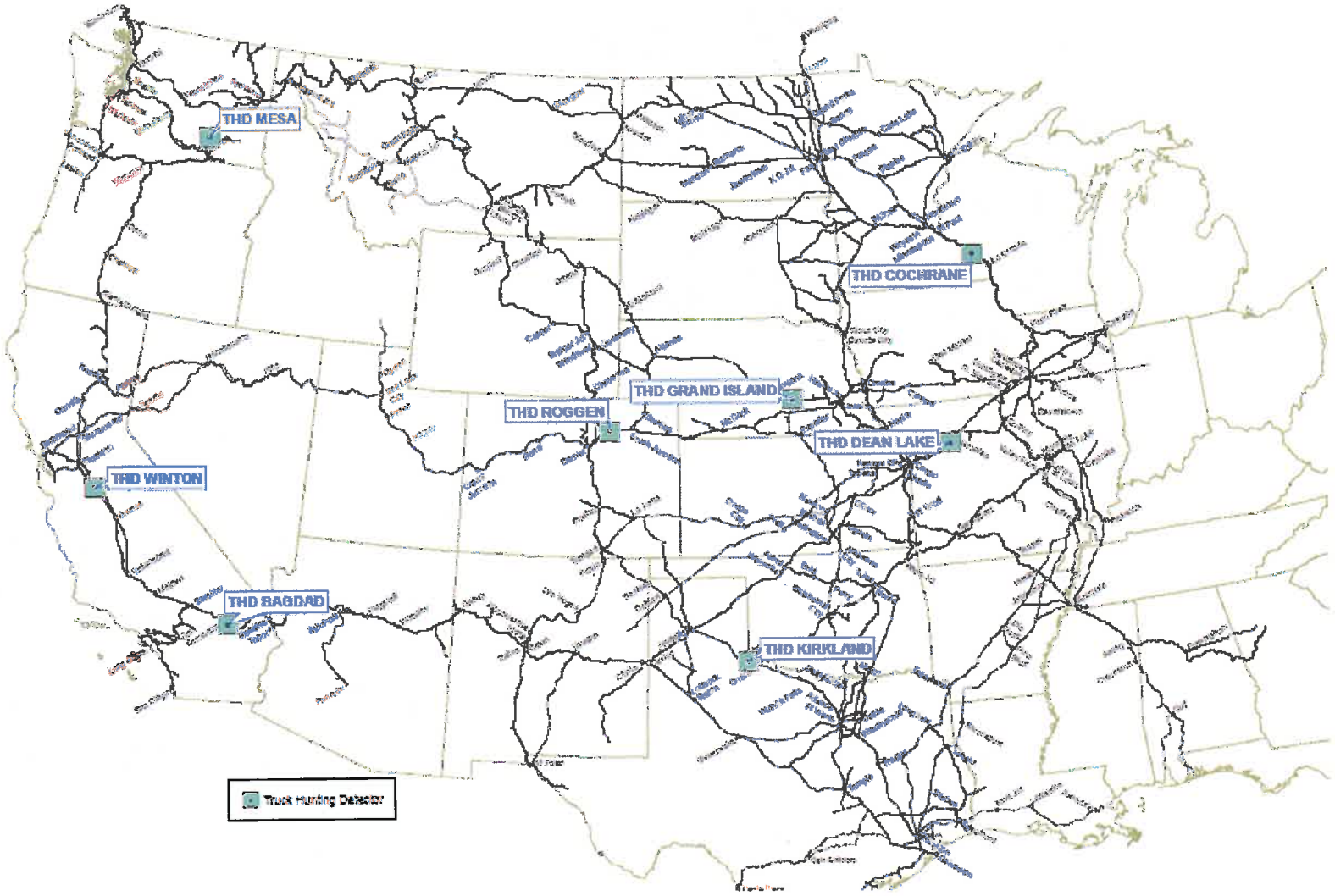
Truck Hunting Detector (THD)

- **Technology**: Rail mounted strain gages used to detect trucks that continually search for the track centerline
- **Targeted failure mode**:
  - Poor truck steering
- **Current Sites**: 8 (co-located with WILD)

Symptom: Polishing on Cut Lever & Cut Lever Bracket

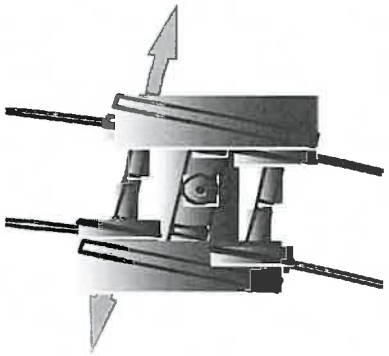


THD

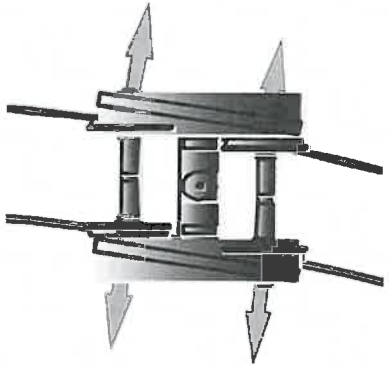

THD MESA
THD COCHRANE
THD GRAND ISLAND
THD ROGGEN
THD DEAN LAKE
THD WINTON
THD BAGDAD
THD KIRKLAND
Truck Hunting Detector

Truck Performance Detector (TPD)

- **Technology**: Rail mounted strain gauges installed in "S-Curves" to detect cars with reduced ability to steer around curves
- **Targeted failure mode**: Poor truck steering
- **Current Sites**: 10

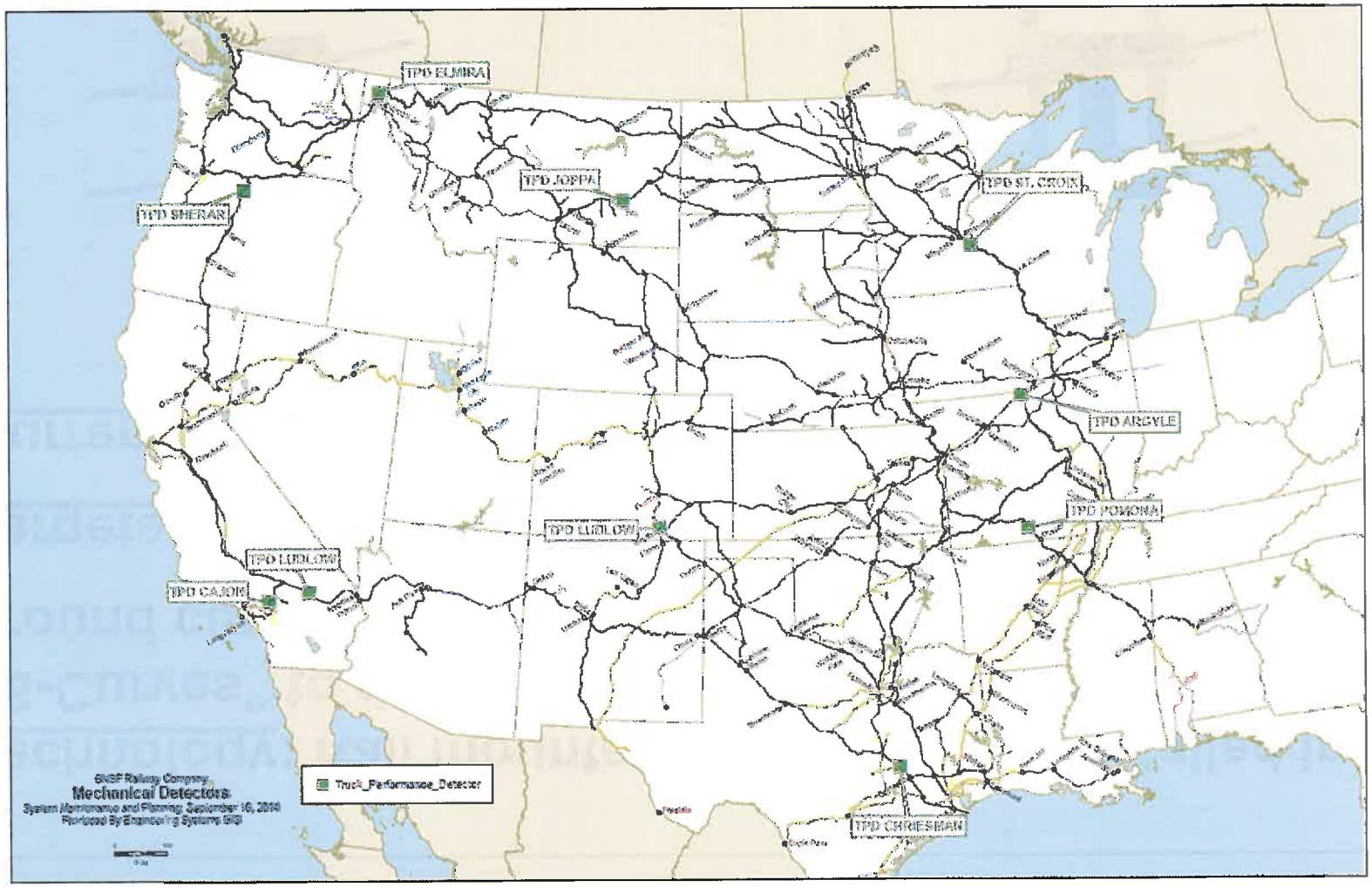


Normal Truck



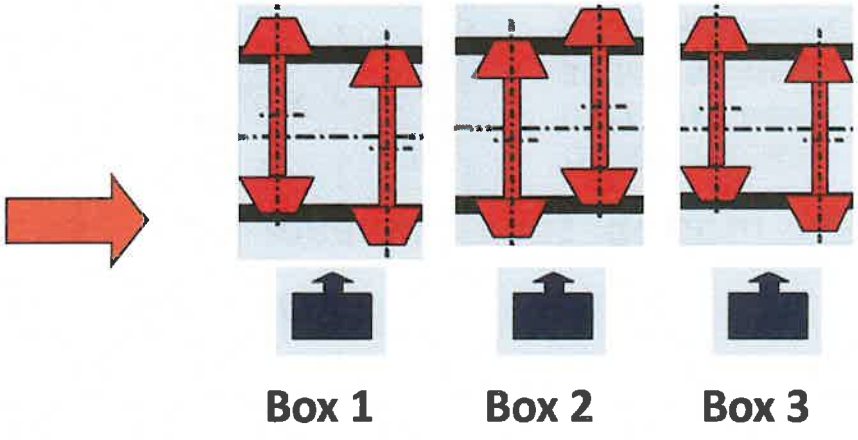
Warped Truck

Truck Performance Detector (TPD)



Optical Geometry Detector (OGD)

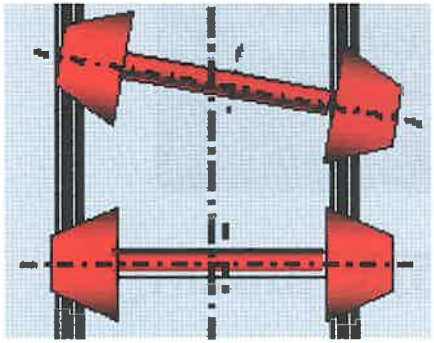
- **Technology**: Laser-based system used to determine the lateral position of wheel sets on tangent track
- **Targeted failure modes**:
  - Poor truck steering
  - Hunting
- **Current Sites**: 9



Truck Performance – Laser Based

Inter-Axle Misalignment (IAM)

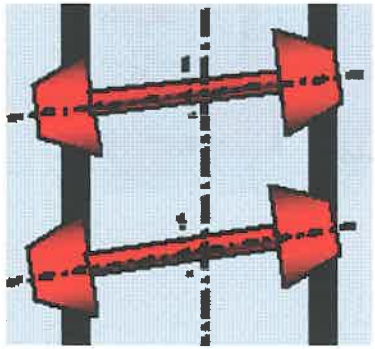
AOA measurement



Typical Findings
Mismatched side frames
Differential wheel wear
BO Adapter pad(s)

Rotation

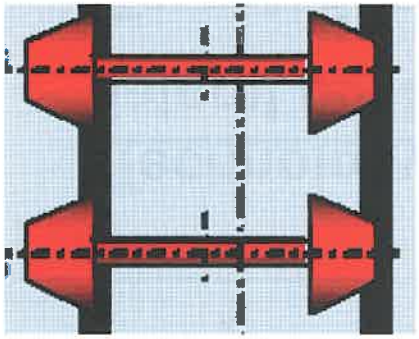
AOA measurement for both axles



Typical Findings
Dry / Rusty bowls
BO Side bearings
Insufficient bowl clearance

Shift

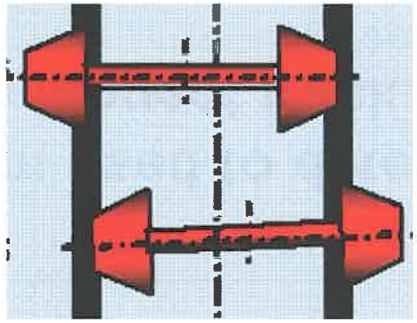
Distance from rail / known location



Typical Findings
Thin Flanges
BO Adapter pad(s)
BO Side bearings

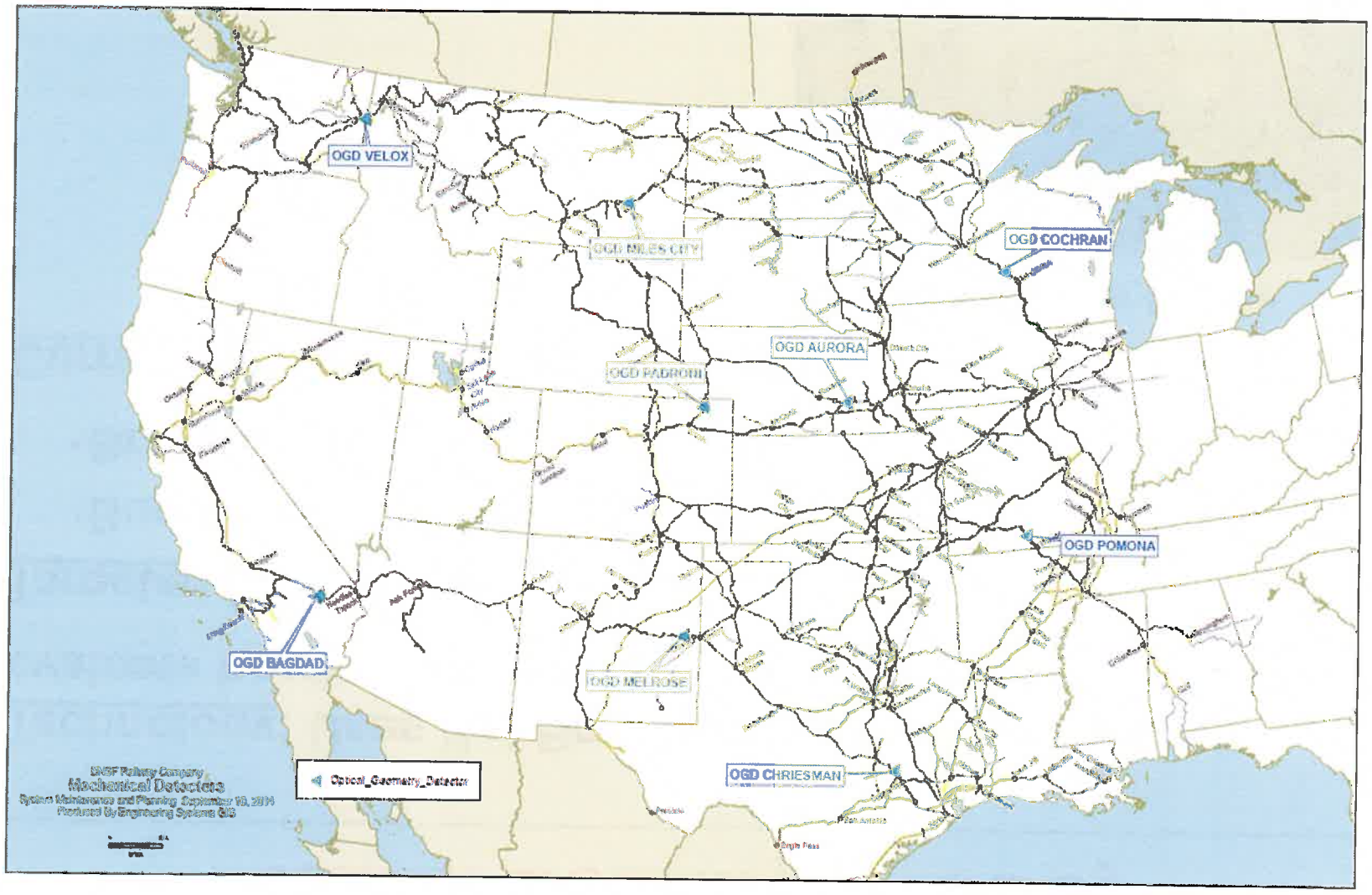
Tracking Error

AOA & distance measurement



Typical Findings
Differential flange wear
BO Adapter pad(s)
BO Friction wedges

Optical Geometry Detector (OGD)



Warm Bearing (WBDS)

- **Technology**: Uses Hot Box Detector (HBD) Network to evaluate bearing temperature history for statistical outliers
- **Targeted failure modes**:
  - Burned off journals
  - Brake issues
- **Current Sites**: 886 HBDs on network

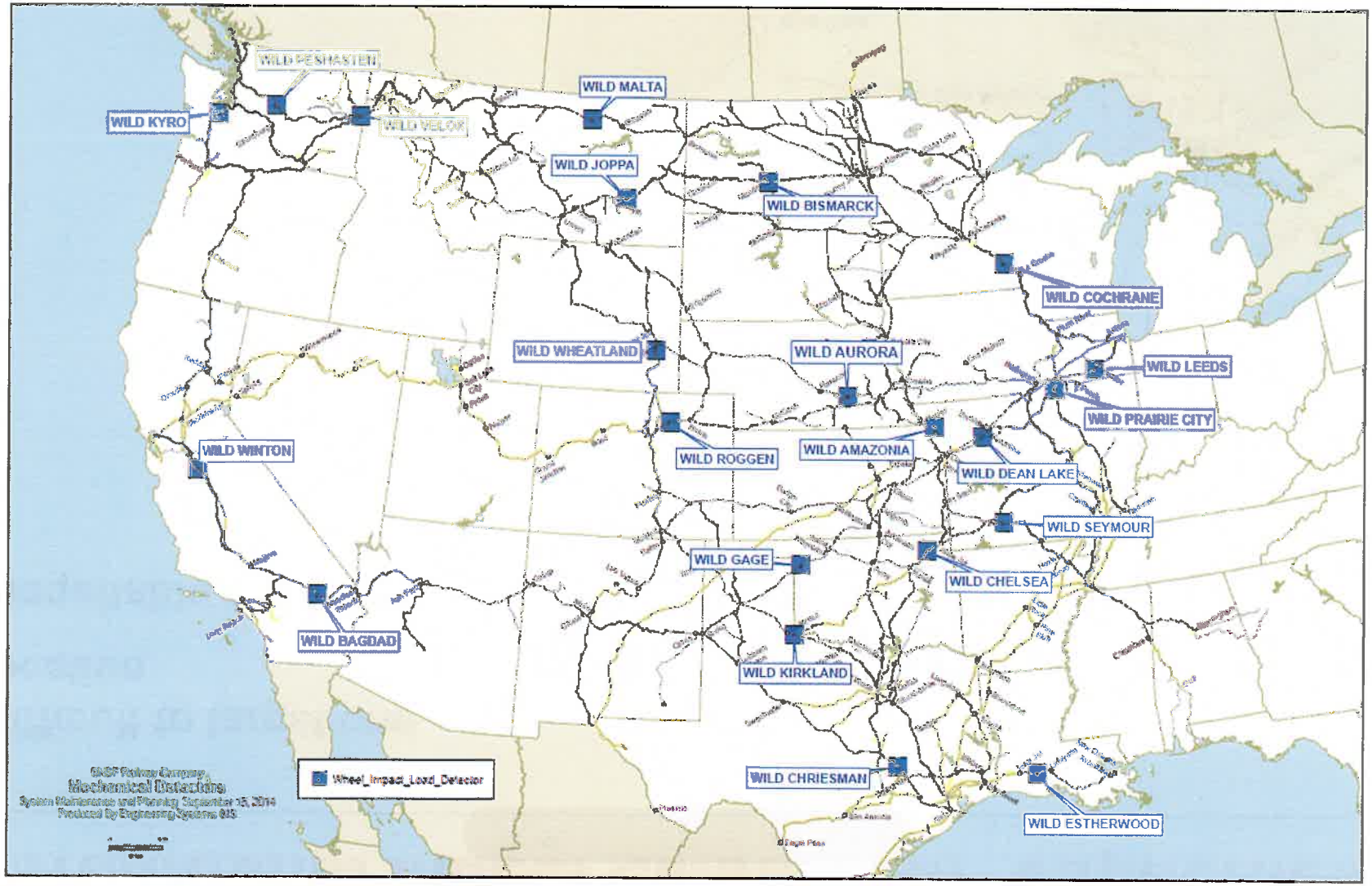
Hot Box Detector

Warm Bearing Detectors (WBDS)

Wheel Impact Load Detectors (WILD)

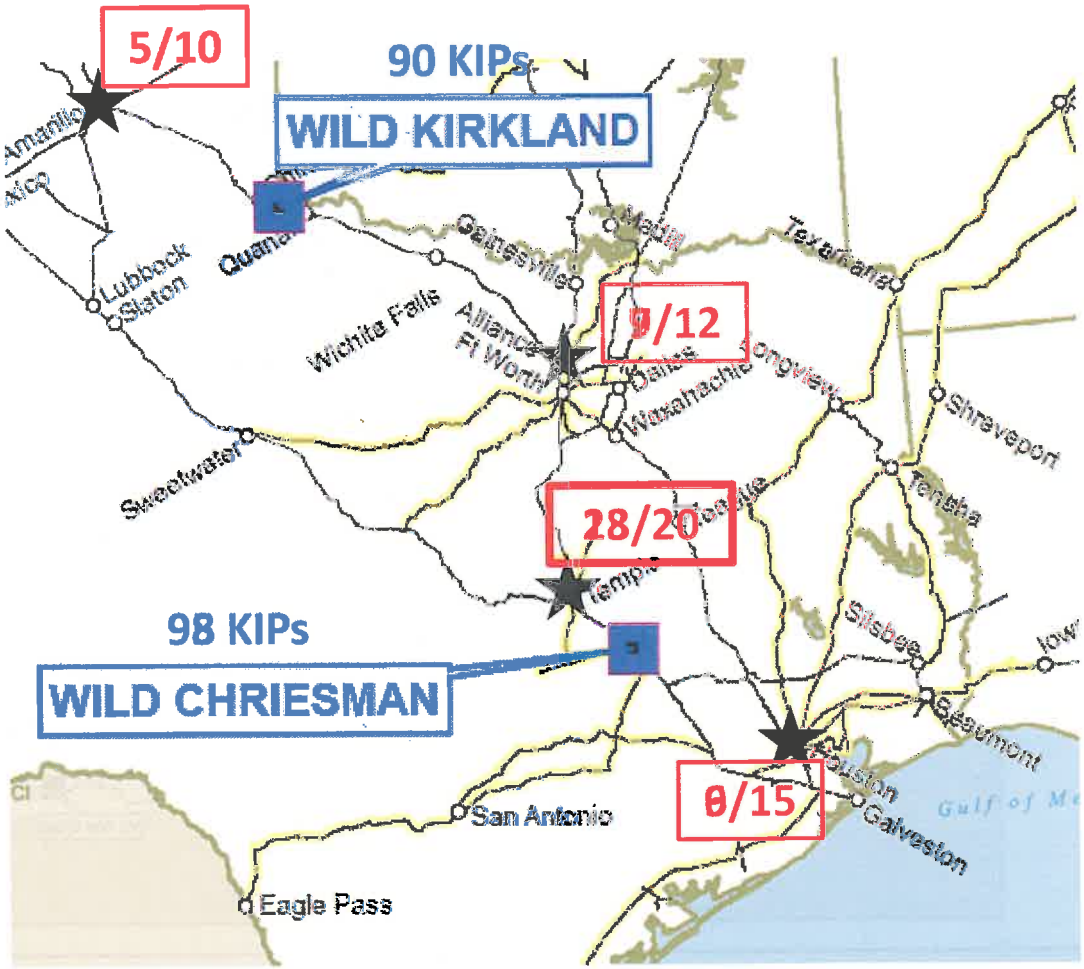
- **Technology**: Strain gauge based system used to evaluate vertical wheel forces on the rail
- **Targeted failure modes**:
  - Broken wheels and rails
  - Shelling and spalling
  - Flat spots and out of round
  - Broken bearing cages
- **Current Sites**: 22

WILD


WILD PESHASTIN
WILD KYRO
WILD VELOX
WILD MALTA
WILD JOPPA
WILD BISMARCK
WILD COCHRANE
WILD WHEATLAND
WILD AURORA
WILD LEEDS
WILD PRAIRIE CITY
WILD WINTON
WILD ROGGEN
WILD AMAZONIA
WILD DEAN LAKE
WILD SEYMOUR
WILD GAGE
WILD CHELSEA
WILD BAGDAD
WILD KIRKLAND
WILD CHRIESMAN
WILD ESTHERWOOD
Wheel_Impact_Load_Detector
Mechanical Detectors

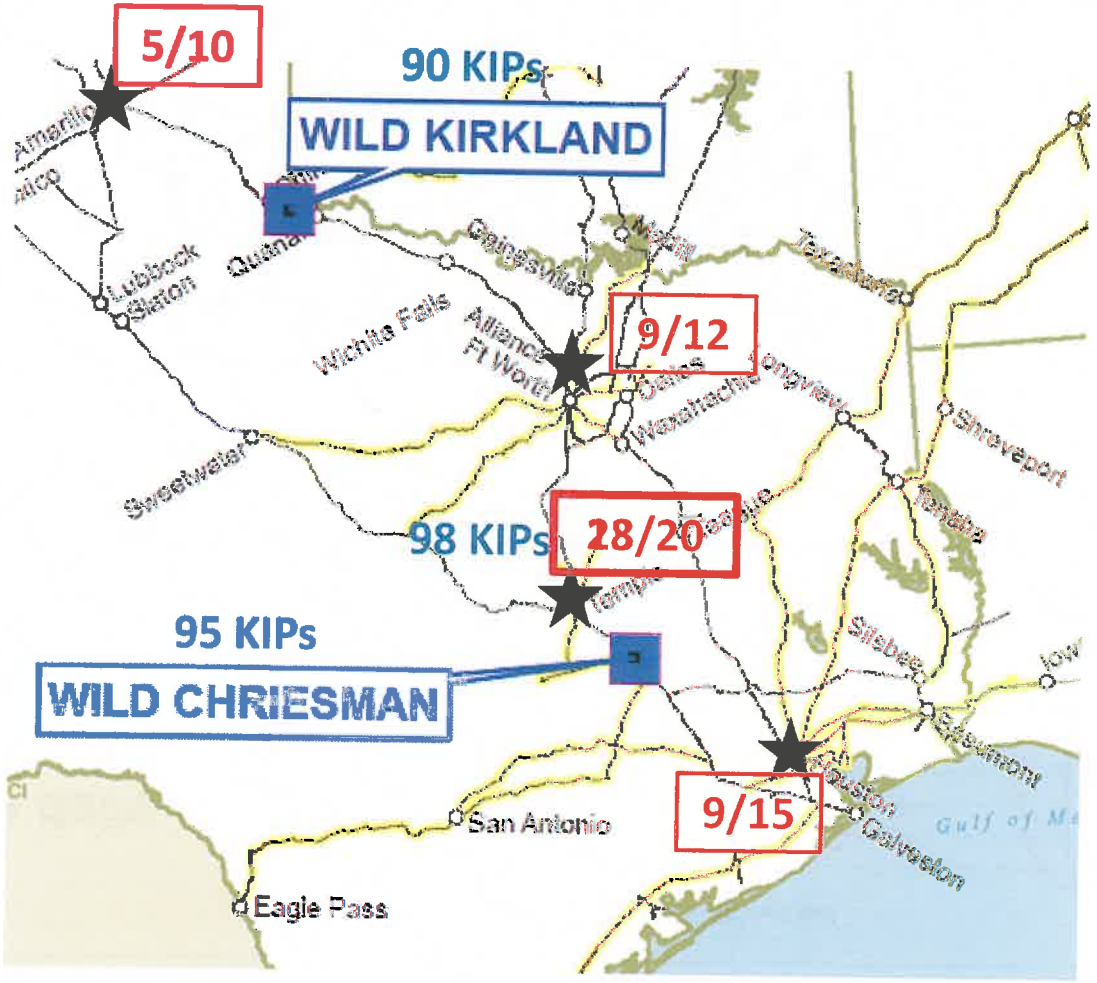
Traditional Model Limits / RIP Capacities

- Difficult to target one location
- Inequitable alarm levels



New Model Optimizes / RIP Capacities

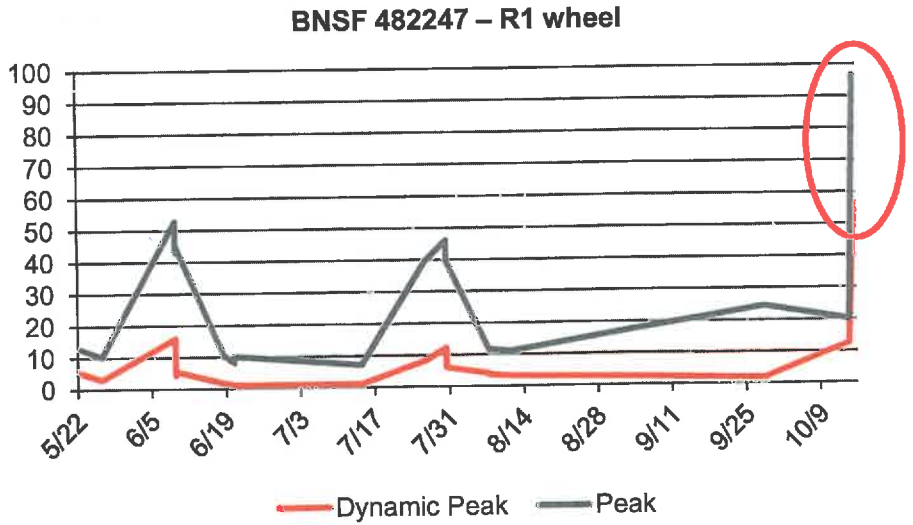
- RIP locations are assigned a KIP threshold
- Ability to affect single locations
- Maximizes system capacities



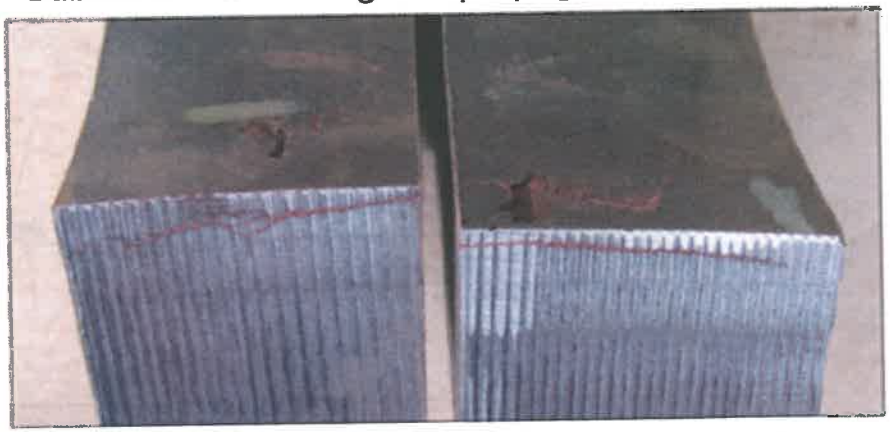
Prompt Jumps

Prompt Jump

- Manual algorithm run twice daily uses trending to identify wheels that have experienced a recent traumatic event
- Process currently being automated



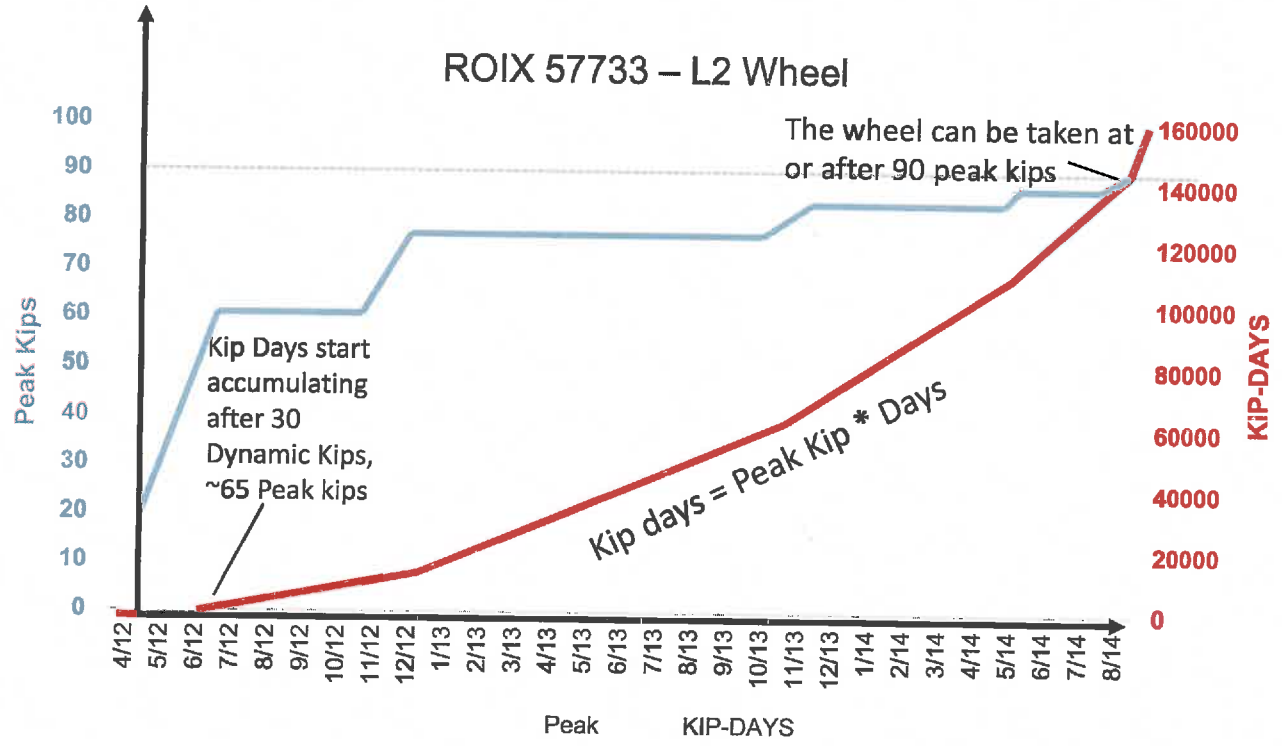
Subsurface fracturing and propagation



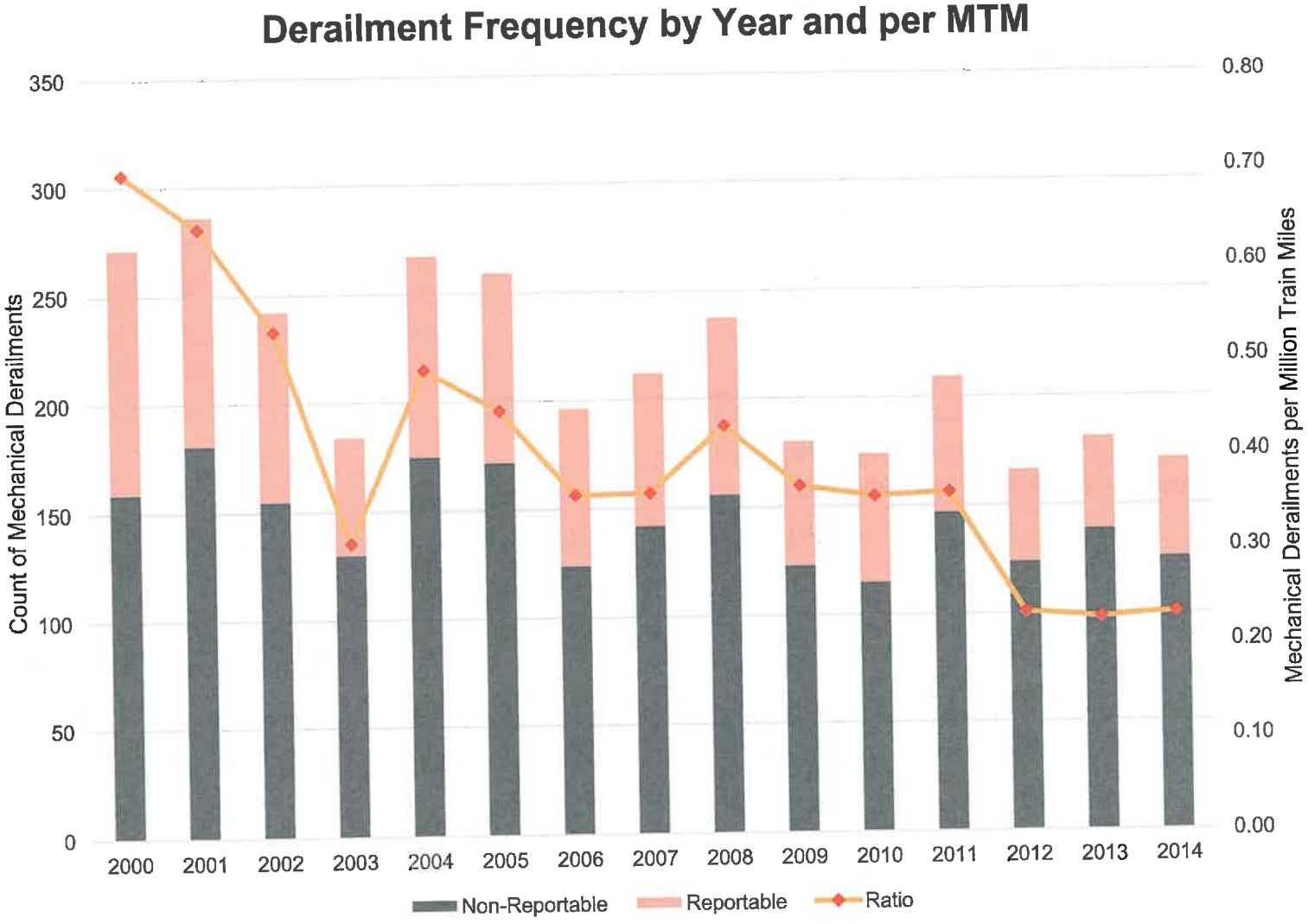
KIP-Day wheels

KIP-Days

Manual algorithm run twice daily identifies wheels with low level long term defects that negatively affect bearing life, wheel life and rail health



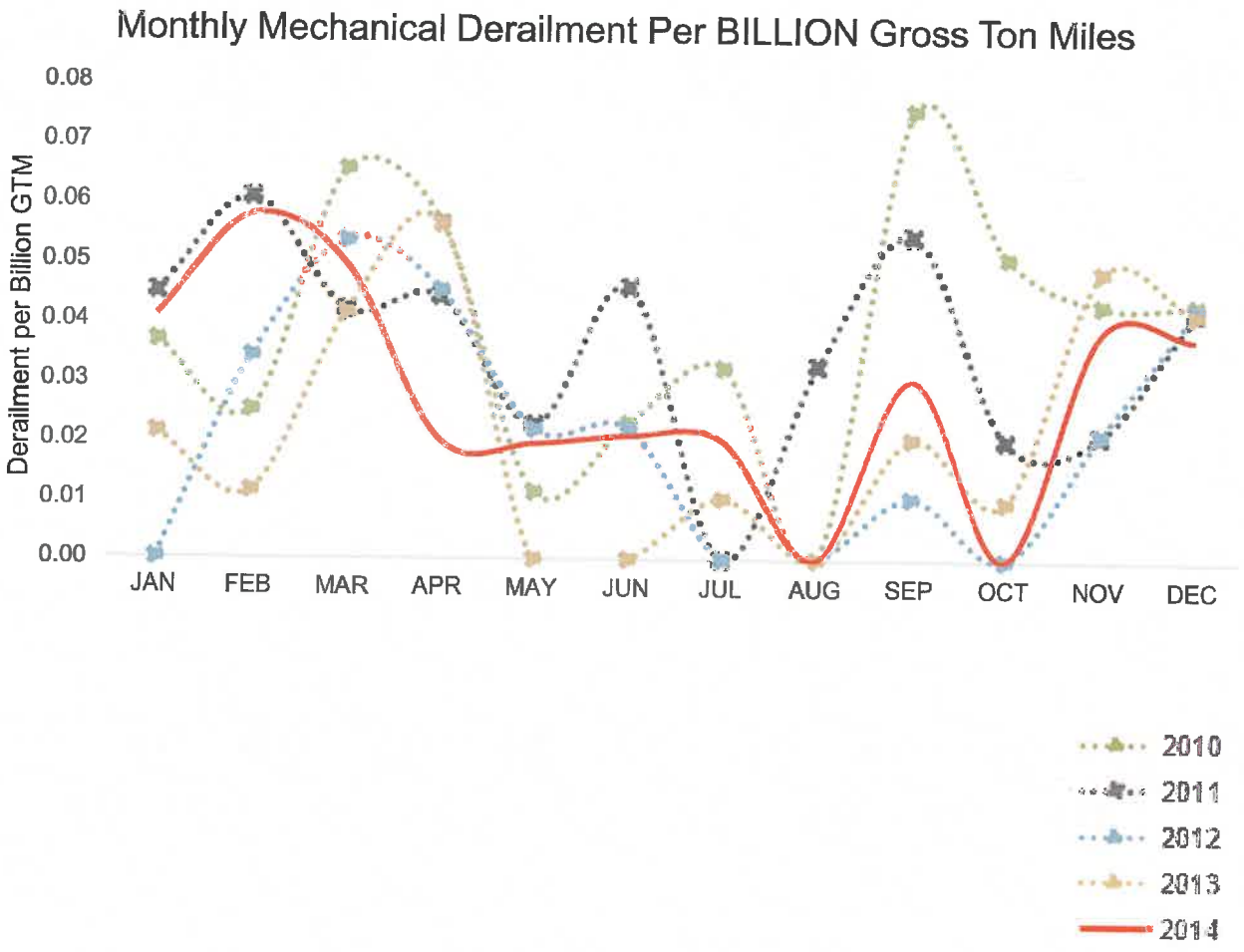
Mechanical Derailments 2000 - 2014



Source: Mechanical CBM

2010 - 2014 Derailment Comparison

Mechanical Mainline and Industry Derailments



There is a strong seasonal component to rail incidents. Every year there are more rail equipment incidents during winter.

Comparing 2010 through to 2014 the same trend is apparent.

Wheel Defect Progression

Hand brakes or air defects

- Proper air brake inspections
- Hand brakes left on
- Retainer valves in wrong position
- Wet and dirty yard and locomotive air
- Empty / load devices

Hot Wheel alarms

- Algorithm identifies potential handbrakes left on
- NOC WB Desk contacts crew based on severity of alarm

WILD alarms

- **Level 1**
  - >140 KIPS
  - Identified for immediate setout
  - High risk for broken wheels or rail
- **Level 2**
  - >120 KIPS
  - Bad Ordered to nearest Mechanical Facility
- **Level 3**
  - > 90 KIPS
  - Bad ordered to destination
  - Detector thresholds optimized to not overrun locations yet minimize risk to infrastructure

COAL DUST FACTS

Coal Dust Is Not An Issue Near Unloading Destinations:

Since 2005, BNSF has been at the forefront of extensive research regarding the impacts of coal dust escaping from coal cars that are loaded at Powder River Basin (PRB) mines in Wyoming and Montana and effective methods of preventing the loss of coal dust from loaded trains. BNSF's research and experience has shown that coal dust escape can be a problem near mine loading points, but that it decreases as the railcars move further from the PRB. Coal dust is not an issue near coal unloading destinations, such as those proposed in the Pacific Northwest, nor has a complaint of coal dust from rail cars ever been lodged with a clean air agency in Washington or with BNSF until the announcement of prospective bulk export terminals. In addition, BNSF has established coalloading rules discussed below that will effectively eliminate coal dust even in areas near the mine loading points.

Starting in 2005 to protect its track right-of-way close in to the mines, BNSF established an extensive data collection system in the PRB under the guidance and direction of an environmental and energy research and development firm, SWA, and an environmental engineering firm Conestoga-Rovers Associates. Trackside monitors were set up to measure coal dust on PRB lines. Dustfall collectors were placed at various points on the right-of- way to keep track of overall coal dust deposition along
the rail lines. In addition, several trains were equipped with dust monitoring equipment that measured coal dust losses and determined the effectiveness of various mitigation measures.

The data from the test trains showed that coal dust escapes the train in close geographical proximity to the mine and diminishes substantially afterward. This conclusion makes sense. Coal particles that can be blown out of loaded cars in transit are likely to be blown out of the cars early in a trip. In addition, as a train travels any distance, the coal dust particles shift, or sift, away from the surfaceof the railcar as the car is shaken and jostled as it moves down the tracks.

BNSF's maintenance experience confirms that coal dust losses are concentrated on lines near the PRB mines. Coal dust deposits on BNSF's lines in and near the PRB required costly accelerated maintenance far beyond normal maintenance. BNSF maintains regular maintenance schedules on our lines in Washington and Oregon. If coal dust was escaping the trains in the PNW, it would be present in our right of way, and there would be a much higher frequency of maintenance to protect the integrity of the track, similar to BNSF's experience in the PRB. BNSF's testimony before the Surface Transportation Board (STB) indicated that some areas of the Joint Line needed to be undercut every 2 to 3 years, and the entire Joint Line needed annual shoulder ballast cleaning. By contrast, other high density lines, like BNSF's TransCon Corridor in New Mexico, are generally undercut every 15 to 20 years (or 10 years for certain segments), and shoulder ballast cleaning is not required. (Sioggett Opening Verified Statement to the STB at pg. 7-8) [1] The maintenance practices that BNSF had to carry out in the PRB to deal with coal dust are not needed on our lines in Washington and Oregon because coal dust is not a problem on BNSF's Washington and Oregon lines.

Thanks to BNSF's efforts to understand the problem of coal dust and to promulgate loading rules to protect PRB lines from the effects of coal dust, BNSF is aware of the full range of research that has been done on the issue of coal dust. With the recent community discussions relating to coal transportation through the PNW, there have been claims about coal dust escaping from rail cars that are simply not supported by any data in the research that has been done. For example, it has been asserted that trains carrying coal lose one pound

[1]Undercutting is a ballast maintenance measure where the track and ties are lifted off the ballast, removing the

underlying ballast,cleaning it, and replacing it with clean ballast.

of coal dust for every mile traveled, including areas far from the PRB. There is no data to support this claim. This claim is also inconsistent with common-sense observations of coalmovements through the PNW for over two decades. If this claim were accurate,existing coal export traffic in Washington State last year alone would have resulted in 30,000 tons of coal dust escaping the cars within the state boundaries. That's the equivalent of two 125-car coal trains. It's a reasonable assumption to expect that BNSF's customers and the communities it serves would have noticed that amount of coal dust along the route. To our knowledge, there has not been one complaint from a city, county or state air management agency in the PNW related to coal dust. Claims about coal dust losses in the PNW are not validated by any empirical evidence or even anecdotal observation of coal transportation on PNW lines.

Coal Dust-Testing and Conclusions:

As part of BNSF's research, we retained and worked closely with engineering consultants to design monitoring devices for coal dust releases, to implement protocols for measuring coal dust from particular trains, and to analyze the results of field tests. This intensive effort definitively demonstrated that there are practical ways to substantially reduce coal dust releases from loaded railcars in transit and served as the factual underpinning of BNSF's current loading rules.

First, BNSF has found that coal dust releases can be partially reduced by loading coal cars with a modified loading chute that produces a rounded contour of the top of the loaded coal, thereby eliminating sharp angles and irregular surfaces that contribute to coal dust escaping the car in transit. BNSF has created a load profile template for PRB coal mines to follow when they load rail cars. While loading the cars with the proper load profile reduces the escape of coal dust, shippers must take additional measures to ensure that coal dust losses are substantially eliminated.

BNSF found that a topper agent or surfactant can be sprayed over the loaded coal in a rail car at the mine to keep the coal dust from escaping during transit. The topper agent forms a thin crust over the top of the loaded coal that keeps the coal dust in the loaded car. During a seven-month period in 2010, BNSF undertook a large-scale field trial ("Super Trial") of coal dust mitigation measures to obtain more information on the effectiveness of various topper agents and services. Different topper agents were tested in the laboratory and in the field on operating coal trains to determine their individual efficacy in reducing coal dust releases. The Super Trial confirmed that the application of certain topper agents, when used in combination with a modified loading chute, can reduce coal dust losses by at least 85%.

BNSF Loading Rules-Solving the Problem:

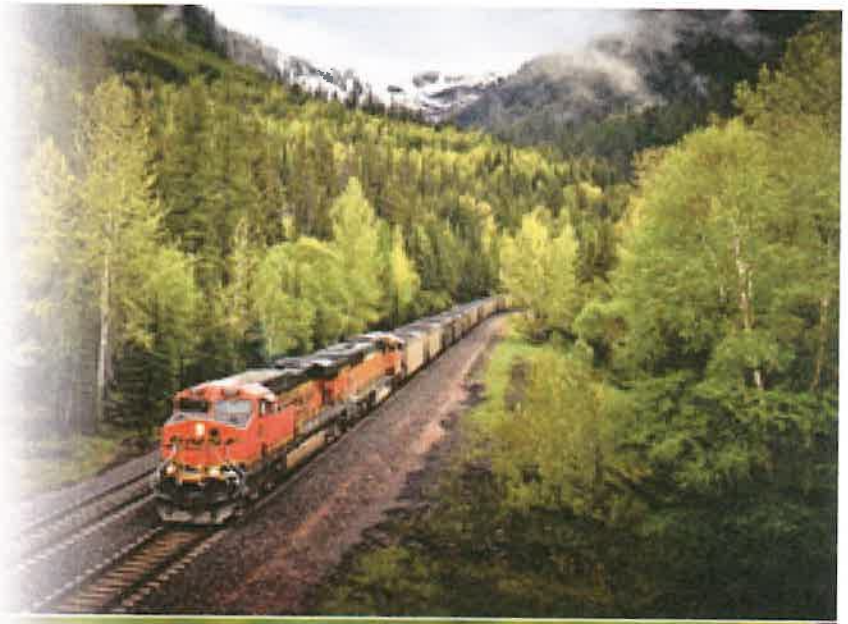
Prior to the Super Trial, in 2009, BNSF established a tariff that set a quantitative limit on coal dust that could be released from loaded coal trains, as gauged by certain electronic Trackside monitors located at fixed points on PRB rail lines. In its March 2011 decision in the Arkansas Electric Cooperative Corporation case, the STB found that it was premature for BNSF to enforce coal dust standards through an electronic monitoring system located along the PRB coal lines that measured coal dust losses after the trains left the mines. The STB concluded that shippers need to have more certainty when they load their coal cars that they will be in compliance with BNSF's coal dust rules.

In response to the STB's March 2011 decision, BNSF established a new coal loading rule with the same objective as its prior coal dust standard, which is to reduce coal dust losses from loaded coal cars by at least 85 percent. However, BNSF's new rule accomplishes this objective through an activity-based "safe harbor", whereby shippers can use approved methods of coal dust control to be sure when they load their coal cars that they will be in compliance with BNSF's rule. Under BNSF's loading rule, a shipper will be deemed to be in compliance with BNSF's loading requirements if the shipper loads coal cars using BNSF's Load Profile Template and also ensures that an acceptable topper agent is properly applied to the loaded coal at an effective concentration level and in accordance with the manufacturer's specifications. An acceptable topper agent is one that has been shown to reduce coal dust releases by 85%, and seven available topper agents have been shown to meet this requirement. A shipper may also seek to include any other method of coal dust suppression (e.g., compaction or other technology) by submitting a compliance plan to BNSF that provides evidence demonstrating that the alternative compliance measure will reduce coal dust releases by at least 85 percent. The rule went into effect on October 1, 2011.

The information included here has been set out in numerous filings that were submitted to the STB where BNSF has demonstrated the benefits of its coal loading rule in reducing coal dust losses from loaded coal trains.

Rail Misconceptions: Coal Dust

- Powder River Basin coal exported for decades to Canada
- No single complaint about coal dust until recent interest in export terminals
- Research and experience show that without treatment, dust is an issue at PRB mines, not areas far away from PRB
- BNSF's coal loading rule effectively addresses coal dust
- BNSF's Pasco Re-spray facility provides another level of dust mitigation to an already established mitigation for trains moving to Canada



The Reality: Coal Dust

- **Monitoring by the Northwest Clean Air Agency** found no evidence of harmful air pollution levels in more than a year's worth of air-sampling data that the agency had collected between February 2012 and September 2013
- **Spokane Clean Air Agency:** After reviewing how coal dust is treated once it is loaded, Spokane Clean Air is fairly confident that this will not be an issue for local quality impacts. The potential for coal dust emissions is greatest at the point of loading and unloading, which is not occurring in Spokane County.
- **Delta BC Mayor Lois Jackson**: "There seems to be a lot of hysteria and a lot of innuendo about certain things about coal. There is not a big bogeyman beside the rail tracks."
- **Testing near rail lines by Delta, BC** has repeatedly shown coal dust is "very difficult to detect."

RULES AND OTHER GOVERNING PROVISIONS

APPENDIX B

Acceptable Topper Agents and Application Rates

Topper Agents [1]	Concentration Rate per Car [2]	Total Solution Applied per Railcar [3]
Nalco Dustbind Plus	2.0 gal	20 gal
Midwest SoilSement [4]	1.25 gal	18.75 gal
Midwest SoilSement CCT-Cm	0.65 gal	11.65 gal
AKJ CTS-100 [5]	1.36 gal	15 gal
AKJ DustLock [6]	1.14 gal	12.5 gal
Rantech Capture 3000	2.5 lbs	20 gal
MinTech Min Topper S+0150	1.1 gal	20 gal

(1) For topper application only.
(2) The amount of topper agent mixed into a solution for each Railcar. These concentration rates were established during testing.
(3) The amount of topper agent solution (agent and water) applied to each Railcar.
(4) Midwest SoilSement may be produced by diluting Midwest Soilsement CCT-C with water 1:1.9 (water to agent).
(5) AKJ CTS-100 may be produced by diluting AKJ CTS-100C with water 10:1 (water to agent).
(6) AKJ DustLock may be produced by diluting AKJ DustLock C with water 10:1 (water to agent).

Pasco Re-spray Center Background

Re-spray Center

- In 2013, we announced plans to build a coal re-spray center and this facility is a voluntary measure that is responsive to a request from Canada's Port Metro Vancouver as part of its permitting process for coal export facilities located in British Columbia.

- This additional effort provides another level of redundancy to an already well-established mitigation process. As we've always said, BNSF is committed to addressing coal dust as an issue. We take this commitment very seriously, and this is why for nearly a decade we have been very proactive in our efforts to mitigate coal dust.

- The re-spray center is located at our Pasco Rail Yard, and we have added additional rail capacity to accommodate trains running through our re-spray center. This location was selected because it best fits our operational needs.

- BNSF designed the facility with environmental and community issues in mind. As such, the entire re-spray center is enclosed, and there is no run-off from the re-spray. The coal is treated within a shed, helping to prevent the process from being a nuisance to our neighbors.

- The re-spray center became operational in early 2015, and it is our expectation that all unit trains of coal and petroleum coke traveling through the facility will be treated.

Coal Dust

- BNSF does not believe that coal or any other commodity should be allowed to escape from shipping containers onto our right of way or adjacent property. Shippers are responsible for securing their freight for shipment by rail.

- This is why BNSF conducted studies to document that coal dust is an issue that needs to be addressed and to identify potential solutions shippers could use such as topping agents. Shippers are also free to use other compliance methods if they can provide evidence the alternative is just as effective as what we have outlined in our coal-loading rules.

- It is important to note that, despite decades of hauling coal in Washington, BNSF is not aware of a single complaint lodged with a clean air agency in the state or with the railroad about coal dust until the recent interest in coal exports. BNSF has a vested interest to ensure shippers are in compliance with our coal-loading rule, as coal dust poses a serious threat to the stability of our tracks. We believe our operating rule effectively addresses coal dust.

- In BNSF's history of transporting coal, **coal dust has not been an issue in areas other than the Powder River Basin (PRB) in the Western United States**. To address engineering and maintenance issues caused by coal dust near the PRB mines, BNSF established a coal-loading rule requiring shippers to control dust escaping in transit.

- Under BNSF's coal-loading rule, a shipper will be deemed in compliance with our loading requirements if the shipper loads coal cars using our load profile template and also ensures that an acceptable topper agent is properly applied to the loaded car at an effective concentration level and in accordance with the manufacturer's specifications.

- BNSF's required load profile utilizes a "bread loaf" shape that eliminates sharp angles and irregular surfaces in order to reduce the escape of coal dust caused by wind and in-train forces.

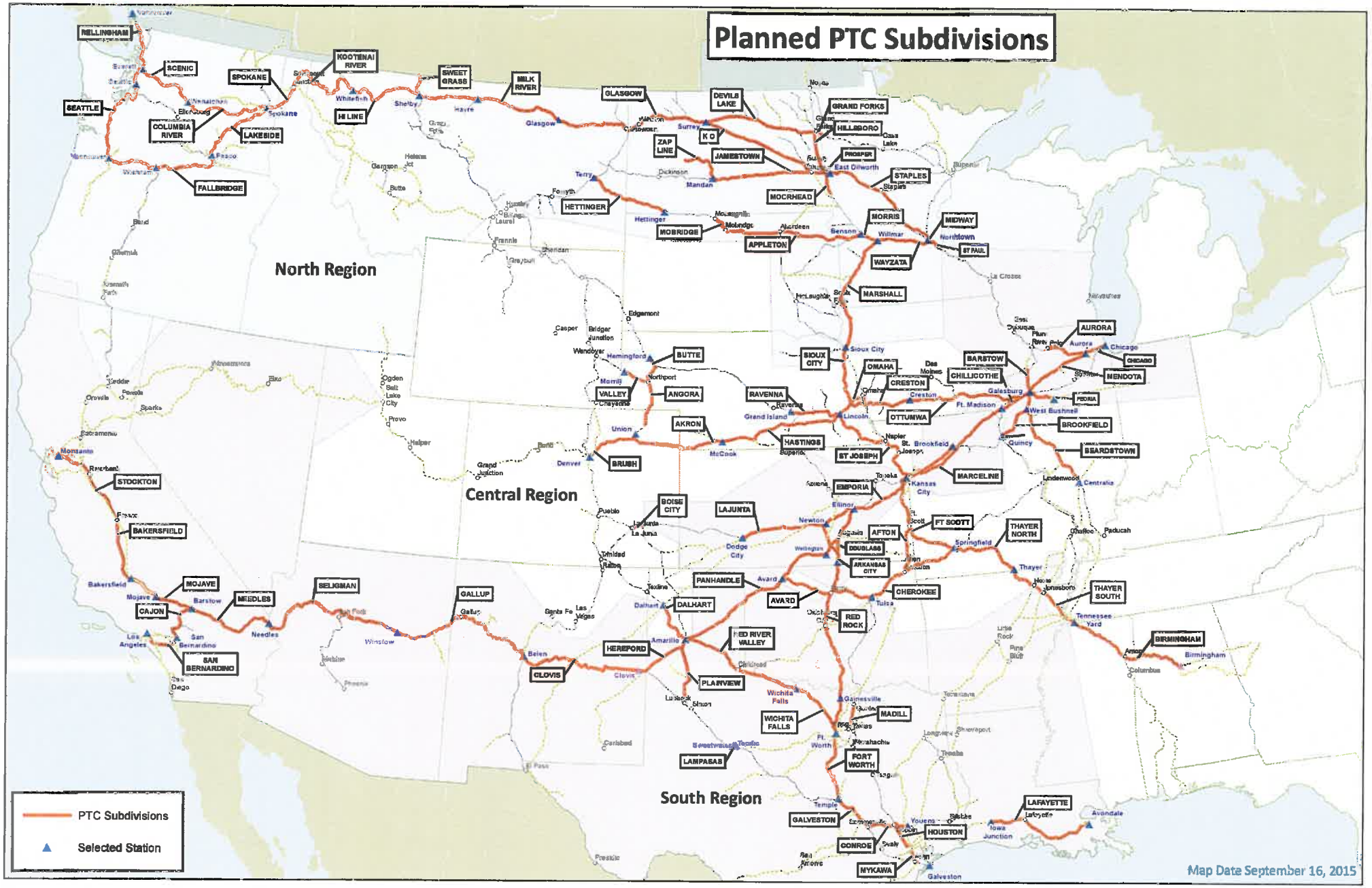
- As part of their campaign against coal, several opposition groups have misconstrued facts related to how railroads transport this commodity. For example, there have been claims about coal dust escaping from railcars that are simply not supported by any data in the research that has been done. It has been asserted that trains carrying coal lose one pound of coal dust for every mile traveled, including areas far from the PRB.

- There is no data to support this claim. This claim is also inconsistent with common-sense observations of coal movements through the Northwest for over two decades. If this claim was accurate, existing coal export traffic last year alone would have resulted in 30,000 tons of coal dust escaping from the cars. That's the equivalent of two 125-car coal trains. It is a reasonable assumption to expect that BNSF's customers, employees and the communities it serves would have noticed that amount of coal dust along the route.

- With BNSF's coal loading rule in place, coal dust will no longer be an issue at the mines, much less hundreds or a thousand or more miles away from the PRB at the trains' final destination.

###

BNSF Railway Company (3218)



Submission Number: ***MBTL-SEPA-DEIS-0002613***

Received: 6/13/2016 11:31:53 AM
Commenter: Brad
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text
For the reliability of our economy.

Submission Number: ***MBTL-SEPA-DEIS-0000965***

Received: 5/24/2016 5:37:33 PM
Commenter: Cary Brady
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millennium Bulk Terminals proposed coal export terminal should be approved and the port should be allowed to move forward. It's good for Washington and her neighbors. Railroads have always been a part of our community. While rail traffic can create some inconvenience as we wait for a train to pass, the railroad means we can get goods to market. This is essential to support the jobs and taxes that sustain our community. Rail traffic increases and decreases over time. The Draft EIS did not need to consider rail traffic in states beyond WA, but now that its done, I support the final EIS and progress for this project. Thanks for the ability to comment. I believe the final environmental review needs to be released ASAP!

Submission Number: ***MBTL-SEPA-DEIS-0002073***

Received: 6/7/2016 4:35:03 PM
Commenter: Leo Brady
Organization:
State:

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments
Submission Text

I would like to add my support to the proposed port at Longview and ask that the DEIS be accepted as thorough and sufficient. Right off the bat, Millennium began working with the Department of Ecology to clean up the old Reynolds smelter site. In addition Millennium is working to restore the natural habitat along the Columbia River, it has removed and replaced old pilings, and has brought the existing dock up to minimum standards. Why has this project's permits for the export terminal taken so long? All this delay has done is postpone the cleanup and restoration of a great industrial port site. Thank you for your work to move forward with this project.

Submission Number: ***MBTL-SEPA-DEIS-0000013***

Received: 4/29/2016 4:33:45 PM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Millenium Bulk Terminal DEIS organization should be complemented on the depth of coverage of many of the subjects from the Scoping Comments Process. The Challenge is to be able to read, understand, and comment in the short 45 day public comment period of the DEIS. An Extension to the comment period would be beneficial for the Agencies, Tribes, and Citizens to do a more in depth review . Thank You for the opportunity to allow public input into this proposal.

Submission Number: ***MBTL-SEPA-DEIS-0000351***

Received: 5/11/2016 12:49:36 PM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
DEAR DECISION MAKERS - CONNECT THE DOTS .....PACIFIC OCEAN .....COLUMBIA RIVER.....COWLITZ RIVER The Salmon too have a voice to be heard A Coal Terminal impedes their lifecycle.

Brake, William (0351)

Mission Control - We have a problem

The Columbia River Main Shipping Channel is 43 feet deep at low tide.

The Fleet of 840 marine vessel loadings is 80 % Panamax Vessels and 20 % Handymax Vessels.

According to the Chapter 2 page 16 of the Millennium Bulk Terminals – Longview Draft SEPA Environmental Impact Statement the footnote 13 indicate the Panamax Vessels have a draft between 42 and 49 feet.

Therefore the fleet of Panamax Vessels will drag bottom.

The "No Action Alternate" is recommended for the Proposal.

The following is the documentation from Chapter 2 Page 16 of the MBTL SEPA DEIS

Washington State Department of Ecology Chapter 2. Project Objectives, Proposed Action, and Alternatives

Vessel Facilities

The proposed Docks 2 and 3 would be constructed west (downstream) of Dock 1 (Figure 2-3). Dock 2 would be up to 1,400 feet long and would vary in width from approximately 100 to 130 feet. Dock 3 would be up to 900 feet long and approximately 100 feet wide. Vehicle and pedestrian access and coal transfer to the docks would be provided by a single trestle approximately 800 feet long, varying in width from approximately 35 feet on the northern, landward end, up to 60 feet on the southern end. Each dock would include a shiploader and associated loading equipment (Figure 2-7). The main shipping channel in the Columbia River is 43 feet deep at low tide (-43 feet Columbia River Datum).

The docks and shiploaders would be able to accommodate Panamax-class vessels[13] and Handymax-class vessels.[14] The fleet mix would be approximately 80% Panamax-class vessels and 20% Handymax-class vessels. The Applicant has stated there would be no vessel bunkering at Docks 2 and 3.

13 Panamax vessels would have a dead weight tonnage (dwt) between 60,000 and 100,000 tons with a draft of between 42 and 49 feet. For more information, see Chapter 5, Section 5.4, *Vessel Transportation*.
14 Handymax vessels have a dwt of up to 60,000 tons with a draft of between 36 and 39 feet (Chapter 5, Section 5.4, *Vessel Transportation*).

Millennium Bulk Terminals—Longview Draft SEPA Environmental Impact Statement 2-16

William Brake PE

William Brake PE
3407 NW 116th Way
Vancouver, WA 98685
Williamb98685@aol.com

May 14, 2016

Washington Department of Ecology
Cowlitz County Planning Department

Millennium Bulk Terminal – Longview SEPA DEIS Comments

I am William Brake, a retired Energy Engineer and Registered Professional Engineer and have reviewed nearly 8,000 entries in the Energy Information Administration and Department of Commerce for the period 2002 through 2015 related to US Coal Exports of Steam Coal, Metallurgical Coal, and Coke.

Based on this review, I do not see a need for additional diversification of exports from Washington State or need for an additional coal export terminal (MBTL- Longview) and recommend the "No Action Alternative".

Thank You

William Brake PE

William Brake PE
3407 NW 116th Way
Vancouver, WA 98685
Williamb98685@aol.com

Attachment : Coal Historical Exports 2
BRAKE – Observations from US EIA and Department of Commerce

1. USA Exports 2002 -2015 with 7,982 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**427,677,338**	**$ 25,886,132,667**	**$60.53**
Metallurgical Coal	**605,897,755**	**$ 70,884,352,831**	**$116.99**
Coke	**16,955,726**	**$ 2,272,260,263**	**$134.01**

2. Pacific Ocean Exports 2002-2015 with 938 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**48,962,872**	**$ 2,238,829,386**	**$45.73**
Metallurgical Coal	**2,001,410**	**$ 136,589,166**	**$68.25**
Coke	**358,137**	**$ 37,055,593**	**$103.47**

3. Seattle Washington Exports 2002-2015 with 285 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**26,350,048**	**$ 855,277,140**	**$32.46**
Metallurgical Coal	**119,990**	**$ 6,106,740**	**$50.89**
Coke	**8,118**	**$ 3,639,721**	**$448.35**

4. USA Exports 2015 Only with 599 load tickets

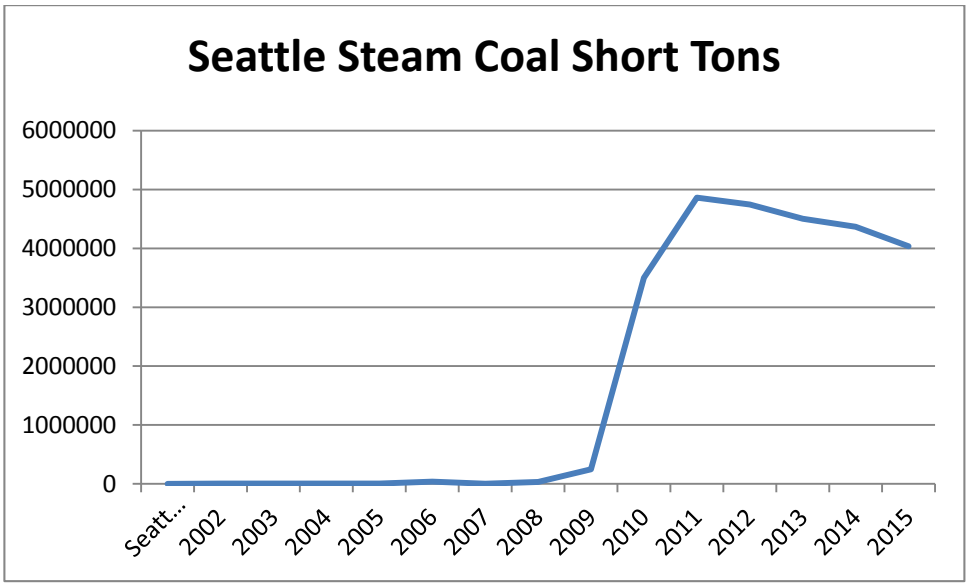
Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	27,951,029	$ 1,577,475,160	$56.44
Metallurgical Coal	46,006,859	$ 4,108,921,314	$89.31
Coke	856,878	$ 197,114,970	$230.04

5. Seattle Washington Exports 2015 Only with 60 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	4,036,724	$ 130,764,680	$32.39
Metallurgical Coal	0	0	0

Coke	829	$ 616,903	$744.15

6. Seattle Washington Steam Coal Exports by Year 2002-2015



7. Pacific Ocean Port Exports to the following 41 Countries (List Only) with the numbers and Bold from the Port of Seattle Only

South Korea - 45	**Thailand - 28**	Peru	**India - 5**
Brazil	**New Zealand - 1**	Pakistan	Italy
Chile	**Australia - 20**	Saudi Arabia	Oman
Singapore - 23	France	Philippines	Sweden
Ivory Coast	Vietnam	Kazakhstan	Greece
Japan - 29	El Salvador	Mexico	Belgium
Taiwan - 15	Russia	**Netherlands -1**	South Africa
China - 25	Slovenia	Guatemala	**Brunei -9**
Hong Kong - 8	**Malaysia - 24**	Kuwait	Bolivia
Indonesia	**Canada - 54**	Libya	United Arab
Spain – 1			

8. Observations by Bill Brake

- Metallurgical Coal is Top Export from USA followed by Steam Coal
- Steam Coal is Top Export from Pacific Ocean Port Cities
- Pacific Ocean Port Cities are San Diego, Los Angeles, San Francisco, Portland, Seattle and Anchorage
- Seattle Washington is over half of Steam Coal Exports from Pacific

Ocean Cities

- Pacific Ocean Ports and Seattle have significantly Lower Revenue per short Ton than the rest of the USA Coal Exports
- Seattle Export Demand has fallen 20 % from peak in 2011
- The Port of Seattle has Exported Coal to 15 Countries
- Millennium Bulk Terminal – Longview proposal at 48,500,000 Short Tons per Year is larger than any USA Port
- Washington Economy is sufficiently diversified in Coal Exports now without a new Coal terminal

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	66,874	1,669,556	.	.	66,874	1,669,556	.	.
2002	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	79,623	3,779,129	.	.	79,623	3,779,129	.	.
2002	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	83,345	2,080,760	.	.	83,345	2,080,760	.	.
2002	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	68,592	1,712,460	.	.	68,592	1,712,460	.	.
2003	1	Coal Exports	Anchorage, AK	United States	Brazil	.	.	45,890	2,955,822	45,890	2,955,822	.	.
2003	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	194,074	4,227,428	.	.	194,074	4,227,428	.	.
2004	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	123,794	3,057,967	.	.	123,794	3,057,967	.	.
2004	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	88,570	1,873,934	.	.	88,570	1,873,934	.	.
2004	3	Coal Exports	Anchorage, AK	United States	Chile	47,893	868,960	.	.	47,893	868,960	.	.
2004	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	55,495	1,460,179	.	.	55,495	1,460,179	.	.
2004	4	Coal Exports	Anchorage, AK	United States	Chile	47,145	1,753,775	.	.	47,145	1,753,775	.	.
2004	4	Coal Exports	Anchorage, AK	United States	Singapore	.	.	.	.	.	.	12	5,621
2004	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	207,478	4,975,152	.	.	207,478	4,975,152	.	.
2005	1	Coal Exports	Anchorage, AK	United States	Ivory Coast	48,391	3,000,000	.	.	48,391	3,000,000	.	.
2005	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	158,963	4,181,556	.	.	158,963	4,181,556	.	.
2005	2	Coal Exports	Anchorage, AK	United States	Chile	54,562	1,138,454	.	.	54,562	1,138,454	.	.
2005	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	85,057	2,083,374	80,575	1,827,400	165,632	3,910,774	.	.
2005	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	77,785	1,905,255	.	.	77,785	1,905,255	.	.
2006	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	78,997	1,863,290	.	.	78,997	1,863,290	.	.
2006	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	24,583	1,962,454	.	.	24,583	1,962,454	.	.
2006	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	82,743	2,221,865	.	.	82,743	2,221,865	.	.
2006	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	154,427	4,054,008	.	.	154,427	4,054,008	.	.
2007	1	Coal Exports	Anchorage, AK	United States	Chile	74,728	2,050,000	.	.	74,728	2,050,000	.	.
2007	1	Coal Exports	Anchorage, AK	United States	Singapore	.	.	51	2,595	51	2,595	.	.
2007	2	Coal Exports	Anchorage, AK	United States	Chile	85,154	2,725,000	.	.	85,154	2,725,000	.	.
2007	4	Coal Exports	Anchorage, AK	United States	Chile	2,192	175,000	.	.	2,192	175,000	.	.
2007	4	Coal Exports	Anchorage, AK	United States	China	7	4,164	.	.	7	4,164	.	.
2008	1	Coal Exports	Anchorage, AK	United States	Chile	77,162	1,500,000	.	.	77,162	1,500,000	.	.
2008	1	Coal Exports	Anchorage, AK	United States	Japan	22	4,136	.	.	22	4,136	.	.
2008	2	Coal Exports	Anchorage, AK	United States	Chile	124,247	3,144,772	.	.	124,247	3,144,772	.	.
2008	3	Coal Exports	Anchorage, AK	United States	Chile	128,754	3,795,595	.	.	128,754	3,795,595	.	.
2008	3	Coal Exports	Anchorage, AK	United States	Taiwan	8	6,583	.	.	8	6,583	.	.
2008	4	Coal Exports	Anchorage, AK	United States	Chile	74,813	1,486,182	.	.	74,813	1,486,182	.	.
2008	4	Coal Exports	Anchorage, AK	United States	China	85,947	2,100,000	.	.	85,947	2,100,000	.	.
2008	4	Coal Exports	Anchorage, AK	United States	Japan	39,368	5,178,530	.	.	39,368	5,178,530	.	.
2008	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	48,402	5,883,940	.	.	48,402	5,883,940	.	.
2009	1	Coal Exports	Anchorage, AK	United States	Chile	154,733	4,233,130	.	.	154,733	4,233,130	.	.
2009	2	Coal Exports	Anchorage, AK	United States	Chile	150,270	4,089,690	.	.	150,270	4,089,690	.	.
2009	2	Coal Exports	Anchorage, AK	United States	Hong Kong	.	.	17	2,625	17	2,625	.	.
2009	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	78,853	2,146,020	.	.	78,853	2,146,020	.	.
2009	3	Coal Exports	Anchorage, AK	United States	Chile	80,237	2,183,700	.	.	80,237	2,183,700	.	.
2009	3	Coal Exports	Anchorage, AK	United States	China	.	.	24	6,915	24	6,915	.	.
2009	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	69,446	1,890,000	.	.	69,446	1,890,000	.	.
2009	4	Coal Exports	Anchorage, AK	United States	Chile	129,814	3,532,980	.	.	129,814	3,532,980	.	.
2009	4	Coal Exports	Anchorage, AK	United States	Indonesia	50	10,441	.	.	50	10,441	.	.
2009	4	Coal Exports	Anchorage, AK	United States	Japan	78,651	7,135,100	.	.	78,651	7,135,100	.	.
2009	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	144,520	7,911,950	30	3,407	144,550	7,915,357	.	.
2010	1	Coal Exports	Anchorage, AK	United States	Chile	194,747	5,300,160	.	.	194,747	5,300,160	.	.
2010	1	Coal Exports	Anchorage, AK	United States	Japan	69	2,769	.	.	69	2,769	.	.
2010	2	Coal Exports	Anchorage, AK	United States	Chile	207,235	5,640,000	.	.	207,235	5,640,000	.	.
2010	2	Coal Exports	Anchorage, AK	United States	Hong Kong	64	11,866	.	.	64	11,866	.	.
2010	2	Coal Exports	Anchorage, AK	United States	Japan	81,468	2,797,819	.	.	81,468	2,797,819	.	.
2010	3	Coal Exports	Anchorage, AK	United States	Chile	201,054	5,471,820	.	.	201,054	5,471,820	.	.
2010	3	Coal Exports	Anchorage, AK	United States	Japan	985	39,325	.	.	985	39,325	.	.
2010	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	.	.	23	2,655	23	2,655	.	.
2010	4	Coal Exports	Anchorage, AK	United States	Chile	227,683	6,196,500	.	.	227,683	6,196,500	.	.
2011	1	Coal Exports	Anchorage, AK	United States	Chile	201,066	5,472,120	.	.	201,066	5,472,120	.	.
2011	1	Coal Exports	Anchorage, AK	United States	Japan	46	2,680	.	.	46	2,680	.	.
2011	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	3,431	273,945	.	.	3,431	273,945	.	.
2011	2	Coal Exports	Anchorage, AK	United States	Chile	251,961	6,857,280	.	.	251,961	6,857,280	.	.
2011	2	Coal Exports	Anchorage, AK	United States	Japan	793	31,644	.	.	793	31,644	.	.
2011	3	Coal Exports	Anchorage, AK	United States	Chile	119,602	3,255,030	.	.	119,602	3,255,030	.	.
2011	3	Coal Exports	Anchorage, AK	United States	Japan	79,243	2,808,463	.	.	79,243	2,808,463	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	81,439	2,364,160	.	.	81,439	2,364,160	.	.
2011	4	Coal Exports	Anchorage, AK	United States	Chile	173,708	5,252,504	.	.	173,708	5,252,504	.	.
2011	4	Coal Exports	Anchorage, AK	United States	Japan	78,683	2,498,300	.	.	78,683	2,498,300	.	.
2011	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	71,899	2,087,232	.	.	71,899	2,087,232	.	.
2012	1	Coal Exports	Anchorage, AK	United States	Chile	41,563	3,582,002	.	.	41,563	3,582,002	.	.
2012	2	Coal Exports	Anchorage, AK	United States	Chile	233,483	7,551,939	.	.	233,483	7,551,939	.	.
2012	2	Coal Exports	Anchorage, AK	United States	Japan	.	.	10	2,907	10	2,907	.	.
2012	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	157,642	4,576,352	.	.	157,642	4,576,352	.	.
2012	3	Coal Exports	Anchorage, AK	United States	Chile	77,624	2,394,246	.	.	77,624	2,394,246	.	.
2012	3	Coal Exports	Anchorage, AK	United States	Hong Kong	.	.	22	2,520	22	2,520	.	.
2012	4	Coal Exports	Anchorage, AK	United States	Chile	158,027	5,356,266	.	.	158,027	5,356,266	.	.
2012	4	Coal Exports	Anchorage, AK	United States	Japan	78,851	2,432,088	.	.	78,851	2,432,088	.	.
2012	4	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	144,965	4,733,280	24	2,722	144,989	4,736,002	.	.
2012	4	Coal Exports	Anchorage, AK	United States	Taiwan	22	3,240	.	.	22	3,240	.	.
2013	1	Coal Exports	Anchorage, AK	United States	Chile	80,469	3,066,000	.	.	80,469	3,066,000	.	.
2013	1	Coal Exports	Anchorage, AK	United States	Japan	2	8,321	.	.	2	8,321	.	.
2013	1	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	72,762	2,508,342	.	.	72,762	2,508,342	.	.
2013	2	Coal Exports	Anchorage, AK	United States	Chile	79,918	2,465,000	.	.	79,918	2,465,000	.	.
2013	2	Coal Exports	Anchorage, AK	United States	Japan	4	11,195	.	.	4	11,195	.	.
2013	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	165,424	6,056,678	.	.	165,424	6,056,678	.	.
2013	3	Coal Exports	Anchorage, AK	United States	Chile	84,878	2,618,000	.	.	84,878	2,618,000	.	.
2013	3	Coal Exports	Anchorage, AK	United States	Japan	88,187	2,565,988	.	.	88,187	2,565,988	.	.
2013	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	.	.	29	3,204	29	3,204	.	.
2013	4	Coal Exports	Anchorage, AK	United States	Chile	79,017	7,437,222	.	.	79,017	7,437,222	.	.
2014	1	Coal Exports	Anchorage, AK	United States	Chile	75,398	2,325,600	.	.	75,398	2,325,600	.	.
2014	1	Coal Exports	Anchorage, AK	United States	Taiwan	.	.	.	.	.	.	7	2,568
2014	2	Coal Exports	Anchorage, AK	United States	Chile	76,285	2,214,560	.	.	76,285	2,214,560	.	.
2014	2	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	174,893	5,133,835	.	.	174,893	5,133,835	.	.
2014	3	Coal Exports	Anchorage, AK	United States	Japan	79,366	2,448,000	.	.	79,366	2,448,000	.	.
2014	3	Coal Exports	Anchorage, AK	United States	South Korea (Republic of Korea)	.	.	53	6,052	53	6,052	.	.
2014	4	Coal Exports	Anchorage, AK	United States	Chile	84,856	2,514,060	.	.	84,856	2,514,060	.	.
2014	4	Coal Exports	Anchorage, AK	United States	Hong Kong	.	.	30	3,325	30	3,325	.	.
2014	4	Coal Exports	Anchorage, AK	United States	Japan	79,178	2,442,186	.	.	79,178	2,442,186	.	.
2015	1	Coal Exports	Anchorage, AK	United States	Hong Kong	.	.	44	8,800	44	8,800	.	.
2015	2	Coal Exports	Anchorage, AK	United States	Japan	78,595	2,566,800	.	.	78,595	2,566,800	.	.
2015	3	Coal Exports	Anchorage, AK	United States	Japan	70,355	2,233,875	.	.	70,355	2,233,875	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Belgium	125,856	3,703,190	.	.	125,856	3,703,190	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	44,924	2,237,029	44,924	2,237,029	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Canada	149,335	4,377,923	.	.	149,335	4,377,923	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	153,465	4,788,694	83,010	2,918,079	236,475	7,706,773	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Ireland	132,827	4,204,082	.	.	132,827	4,204,082	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Israel	130,693	4,179,366	.	.	130,693	4,179,366	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Jamaica	4,049	809,875	.	.	4,049	809,875	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Netherlands	139,460	4,469,823	.	.	139,460	4,469,823	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Norway	12,116	417,623	.	.	12,116	417,623	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Portugal	126,319	4,188,460	.	.	126,319	4,188,460	.	.
2002	1	Coal Exports	Baltimore, MD	United States	United Kingdom	119,009	3,713,944	.	.	119,009	3,713,944	.	.
2002	1	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	622	281,700
2002	2	Coal Exports	Baltimore, MD	United States	Belgium	117,177	3,789,643	.	.	117,177	3,789,643	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	68,929	2,413,733	68,929	2,413,733	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Chile	26	3,210	.	.	26	3,210	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	406,764	11,879,838	238,963	7,227,513	645,727	19,107,351	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Ireland	135,255	4,011,111	.	.	135,255	4,011,111	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Morocco	140,166	4,030,995	.	.	140,166	4,030,995	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Peru	6,375	622,080	.	.	6,375	622,080	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Spain	77,591	2,428,427	.	.	77,591	2,428,427	.	.
2002	2	Coal Exports	Baltimore, MD	United States	Turkey	2,598	519,800	.	.	2,598	519,800	.	.
2002	2	Coal Exports	Baltimore, MD	United States	United Kingdom	201,768	6,155,693	.	.	201,768	6,155,693	.	.
2002	3	Coal Exports	Baltimore, MD	United States	Belgium	139,750	4,202,709	.	.	139,750	4,202,709	.	.
2002	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	61,570	2,155,968	61,570	2,155,968	.	.
2002	3	Coal Exports	Baltimore, MD	United States	Ireland	138,509	3,789,702	.	.	138,509	3,789,702	.	.
2002	3	Coal Exports	Baltimore, MD	United States	Jamaica	16,907	690,224	.	.	16,907	690,224	.	.
2002	3	Coal Exports	Baltimore, MD	United States	United Kingdom	122,613	3,503,867	.	.	122,613	3,503,867	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	4	Coal Exports	Baltimore, MD	United States	Belgium	121,623	3,657,597	.	.	121,623	3,657,597	.	.
2002	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	42,480	1,487,516	42,480	1,487,516	.	.
2002	4	Coal Exports	Baltimore, MD	United States	Canada	34,294	1,479,940	.	.	34,294	1,479,940	24,879	2,560,676
2002	4	Coal Exports	Baltimore, MD	United States	Chile	637	29,810	.	.	637	29,810	.	.
2002	4	Coal Exports	Baltimore, MD	United States	Ireland	263,137	6,744,690	.	.	263,137	6,744,690	.	.
2002	4	Coal Exports	Baltimore, MD	United States	United Kingdom	78,843	1,988,403	.	.	78,843	1,988,403	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Belgium	73,809	2,052,268	.	.	73,809	2,052,268	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Canada	68,113	2,159,162	.	.	68,113	2,159,162	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Chile	42	13,113	.	.	42	13,113	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Costa Rica	32,203	1,058,436	.	.	32,203	1,058,436	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Denmark (Except Greenland)	77,896	1,925,659	.	.	77,896	1,925,659	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	71,697	2,048,828	.	.	71,697	2,048,828	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Morocco	138,678	4,738,544	.	.	138,678	4,738,544	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Panama	15,312	495,228	.	.	15,312	495,228	.	.
2003	1	Coal Exports	Baltimore, MD	United States	Portugal	137,802	4,205,403	.	.	137,802	4,205,403	.	.
2003	1	Coal Exports	Baltimore, MD	United States	United Arab Emirates	11	2,719	.	.	11	2,719	.	.
2003	1	Coal Exports	Baltimore, MD	United States	United Kingdom	75,468	1,903,285	.	.	75,468	1,903,285	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Belgium	78,816	2,191,518	.	.	78,816	2,191,518	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	33,953	1,185,875	33,953	1,185,875	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Canada	66,958	2,125,134	.	.	66,958	2,125,134	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Chile	11	5,372	.	.	11	5,372	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Finland	72,422	1,857,988	.	.	72,422	1,857,988	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Ireland	238,216	6,793,881	.	.	238,216	6,793,881	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Netherlands	157,536	4,240,233	.	.	157,536	4,240,233	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Oman	22	4,536	.	.	22	4,536	.	.
2003	2	Coal Exports	Baltimore, MD	United States	Peru	9,025	872,519	.	.	9,025	872,519	.	.
2003	2	Coal Exports	Baltimore, MD	United States	United Kingdom	78,289	1,974,444	.	.	78,289	1,974,444	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Belgium	79,783	2,218,414	.	.	79,783	2,218,414	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Brazil	22,105	896,390	46,312	1,676,107	68,417	2,572,497	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Canada	64,870	2,103,601	.	.	64,870	2,103,601	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Chile	21	3,453	.	.	21	3,453	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	79,469	2,108,721	.	.	79,469	2,108,721	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Netherlands	79,568	1,873,168	.	.	79,568	1,873,168	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Pakistan	22	7,295	.	.	22	7,295	.	.
2003	3	Coal Exports	Baltimore, MD	United States	Portugal	252,913	7,718,319	.	.	252,913	7,718,319	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Belgium	151,322	5,462,478	.	.	151,322	5,462,478	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	45,679	1,716,809	45,679	1,716,809	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Canada	356,580	11,646,681	.	.	356,580	11,646,681	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Chile	20	11,982	.	.	20	11,982	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	239,764	6,234,848	.	.	239,764	6,234,848	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Netherlands	85,874	3,041,710	.	.	85,874	3,041,710	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Portugal	56,874	2,072,140	.	.	56,874	2,072,140	.	.
2003	4	Coal Exports	Baltimore, MD	United States	Saudi Arabia	78	11,806	.	.	78	11,806	21	2,527
2003	4	Coal Exports	Baltimore, MD	United States	United Kingdom	79,791	2,424,897	.	.	79,791	2,424,897	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Belgium	156,817	6,056,107	.	.	156,817	6,056,107	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	83,508	3,045,622	83,508	3,045,622	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Canada	67,736	2,141,747	.	.	67,736	2,141,747	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Ecuador	18	2,687	.	.	18	2,687	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Egypt	.	.	43,505	2,940,259	43,505	2,940,259	.	.
2004	1	Coal Exports	Baltimore, MD	United States	France	9	5,910	.	.	9	5,910	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	235,834	6,764,919	.	.	235,834	6,764,919	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Japan	177,975	15,308,840	57,637	4,078,565	235,612	19,387,405	.	.
2004	1	Coal Exports	Baltimore, MD	United States	Portugal	72,639	2,216,790	.	.	72,639	2,216,790	.	.
2004	1	Coal Exports	Baltimore, MD	United States	United Kingdom	75,870	2,305,754	.	.	75,870	2,305,754	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Belgium	158,492	6,120,798	.	.	158,492	6,120,798	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Brazil	38,747	3,515,100	.	.	38,747	3,515,100	11,841	1,212,244
2004	2	Coal Exports	Baltimore, MD	United States	Canada	105,046	3,725,134	.	.	105,046	3,725,134	.	.
2004	2	Coal Exports	Baltimore, MD	United States	India	28,107	2,555,888	.	.	28,107	2,555,888	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Japan	560,382	48,107,187	194,540	16,450,240	754,922	64,557,427	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Norway	.	.	.	.	.	.	4,939	416,668
2004	2	Coal Exports	Baltimore, MD	United States	Panama	53	7,540	.	.	53	7,540	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Portugal	152,077	6,656,666	.	.	152,077	6,656,666	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Saudi Arabia	54	9,978	.	.	54	9,978	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	128,058	13,476,413	.	.	128,058	13,476,413	.	.
2004	2	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	60	3,007	60	3,007	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Belgium	78,449	3,029,611	.	.	78,449	3,029,611	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Brazil	21,961	896,530	69,493	5,993,548	91,454	6,890,078	24,251	2,750,045
2004	3	Coal Exports	Baltimore, MD	United States	Canada	87,378	3,269,695	.	.	87,378	3,269,695	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Croatia	31,472	2,145,109	.	.	31,472	2,145,109	.	.
2004	3	Coal Exports	Baltimore, MD	United States	India	219,289	24,930,825	.	.	219,289	24,930,825	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Jamaica	22,412	914,925	.	.	22,412	914,925	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Japan	394,663	29,517,114	65,080	4,723,200	459,743	34,240,314	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	9,419	794,680
2004	3	Coal Exports	Baltimore, MD	United States	Netherlands	71,086	3,343,131	.	.	71,086	3,343,131	.	.
2004	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	127,700	12,024,262	.	.	127,700	12,024,262	.	.
2004	3	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	71	6,014	71	6,014	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Belgium	79,127	3,055,798	.	.	79,127	3,055,798	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Brazil	319,085	22,106,125	.	.	319,085	22,106,125	24,251	2,385,073
2004	4	Coal Exports	Baltimore, MD	United States	Canada	93,803	3,194,805	.	.	93,803	3,194,805	.	.
2004	4	Coal Exports	Baltimore, MD	United States	India	.	.	49,788	3,974,729	49,788	3,974,729	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Japan	29,920	2,931,444	64,752	5,580,490	94,672	8,511,934	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Mexico	55,533	5,125,055	.	.	55,533	5,125,055	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Morocco	68,337	3,632,902	.	.	68,337	3,632,902	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Netherlands	8,798	1,275,565	.	.	8,798	1,275,565	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Peru	9,109	290,338	.	.	9,109	290,338	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Portugal	125,208	5,480,572	.	.	125,208	5,480,572	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Romania	148,775	14,441,716	78,043	7,717,091	226,818	22,158,807	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Saudi Arabia	40	6,736	.	.	40	6,736	.	.
2004	4	Coal Exports	Baltimore, MD	United States	United Kingdom	83,051	3,213,570	.	.	83,051	3,213,570	.	.
2004	4	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	21	3,057	21	3,057	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Belgium	97,613	5,623,295	30,670	3,756,149	128,283	9,379,444	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Brazil	33,343	6,225,107	11,130	1,110,677	44,473	7,335,784	24,244	2,482,024
2005	1	Coal Exports	Baltimore, MD	United States	Canada	27,343	1,221,476	.	.	27,343	1,221,476	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Chile	40	6,906	.	.	40	6,906	.	.
2005	1	Coal Exports	Baltimore, MD	United States	France	.	.	11,023	1,350,000	11,023	1,350,000	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	79,270	4,063,099	.	.	79,270	4,063,099	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Hong Kong	17	3,344	.	.	17	3,344	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Jamaica	54,446	1,848,381	.	.	54,446	1,848,381	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Japan	127,983	11,313,340	.	.	127,983	11,313,340	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Mexico	88,746	12,558,912	.	.	88,746	12,558,912	4,712	472,036
2005	1	Coal Exports	Baltimore, MD	United States	Morocco	69,116	3,758,962	.	.	69,116	3,758,962	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Netherlands	155,803	10,680,313	.	.	155,803	10,680,313	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Romania	156,265	16,640,821	66,185	6,964,930	222,450	23,605,751	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Sweden	78,319	8,330,233	.	.	78,319	8,330,233	.	.
2005	1	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	11	3,399	11	3,399	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Belgium	83,334	4,360,576	.	.	83,334	4,360,576	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Brazil	23,861	2,164,600	.	.	23,861	2,164,600	21,304	5,788,395
2005	2	Coal Exports	Baltimore, MD	United States	Canada	35,470	1,552,666	.	.	35,470	1,552,666	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Chile	66	14,032	.	.	66	14,032	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Croatia	.	.	44,918	5,093,631	44,918	5,093,631	.	.
2005	2	Coal Exports	Baltimore, MD	United States	France	7	5,213	29,748	3,643,273	29,755	3,648,486	.	.
2005	2	Coal Exports	Baltimore, MD	United States	India	159,704	11,977,713	.	.	159,704	11,977,713	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	63,277	4,879,340	63,277	4,879,340	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Mexico	61,867	5,939,198	.	.	61,867	5,939,198	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Netherlands	306,654	25,862,273	.	.	306,654	25,862,273	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Romania	144,937	12,734,439	82,819	6,667,365	227,756	19,401,804	.	.
2005	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	140,001	13,685,502	.	.	140,001	13,685,502	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Thailand	21	6,080	.	.	21	6,080	.	.
2005	2	Coal Exports	Baltimore, MD	United States	United Kingdom	164,108	12,160,666	.	.	164,108	12,160,666	.	.
2005	2	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	78	6,798	78	6,798	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Argentina	2,417	83,315	.	.	2,417	83,315	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Belgium	68,610	3,590,137	.	.	68,610	3,590,137	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Brazil	122,566	10,531,585	.	.	122,566	10,531,585	35,087	3,817,694
2005	3	Coal Exports	Baltimore, MD	United States	Canada	66,698	3,098,270	.	.	66,698	3,098,270	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Chile	82	17,530	.	.	82	17,530	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Croatia	47,839	5,598,551	45,080	4,805,334	92,919	10,403,885	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	3	Coal Exports	Baltimore, MD	United States	Jamaica	20,049	818,454	.	.	20,049	818,454	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Japan	129,531	12,956,068	.	.	129,531	12,956,068	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Mexico	63,687	5,540,735	.	.	63,687	5,540,735	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Netherlands	100,830	8,789,580	78,001	7,253,986	178,831	16,043,566	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Norway	.	.	.	.	.	.	6,036	509,245
2005	3	Coal Exports	Baltimore, MD	United States	Pakistan	28	11,446	.	.	28	11,446	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Romania	161,814	13,046,061	.	.	161,814	13,046,061	.	.
2005	3	Coal Exports	Baltimore, MD	United States	Trinidad and Tobago	20	3,200	.	.	20	3,200	.	.
2005	3	Coal Exports	Baltimore, MD	United States	United Kingdom	80,309	6,097,305	.	.	80,309	6,097,305	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Belgium	203,088	10,626,869	.	.	203,088	10,626,869	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	89,570	8,572,653	89,570	8,572,653	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Canada	121,895	4,552,040	.	.	121,895	4,552,040	.	.
2005	4	Coal Exports	Baltimore, MD	United States	France	.	.	33,517	2,588,967	33,517	2,588,967	.	.
2005	4	Coal Exports	Baltimore, MD	United States	India	79,405	8,680,302	.	.	79,405	8,680,302	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Mexico	90,802	3,706,836	.	.	90,802	3,706,836	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Netherlands	249,927	14,139,857	.	.	249,927	14,139,857	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Peru	6,907	936,900	.	.	6,907	936,900	.	.
2005	4	Coal Exports	Baltimore, MD	United States	Romania	467,651	38,911,312	.	.	467,651	38,911,312	.	.
2005	4	Coal Exports	Baltimore, MD	United States	South Africa	2,756	95,000	.	.	2,756	95,000	.	.
2005	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	174,727	7,132,952	.	.	174,727	7,132,952	.	.
2005	4	Coal Exports	Baltimore, MD	United States	United Kingdom	83,988	5,969,772	.	.	83,988	5,969,772	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Argentina	39	9,079	.	.	39	9,079	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Belgium	154,558	8,755,678	.	.	154,558	8,755,678	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Canada	250,919	13,938,523	.	.	250,919	13,938,523	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Chile	29	14,142	.	.	29	14,142	.	.
2006	1	Coal Exports	Baltimore, MD	United States	France	.	.	23,961	2,825,846	23,961	2,825,846	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	158,613	11,943,401	.	.	158,613	11,943,401	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Mexico	61,661	5,333,662	.	.	61,661	5,333,662	.	.
2006	1	Coal Exports	Baltimore, MD	United States	Romania	226,992	21,634,332	.	.	226,992	21,634,332	.	.
2006	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	81,161	7,417,284	.	.	81,161	7,417,284	.	.
2006	1	Coal Exports	Baltimore, MD	United States	United Kingdom	159,001	11,301,527	.	.	159,001	11,301,527	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	78,414	9,532,280	78,414	9,532,280	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Canada	78,885	7,635,746	.	.	78,885	7,635,746	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Chile	522	46,830	.	.	522	46,830	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Denmark (Except Greenland)	219,404	11,818,044	.	.	219,404	11,818,044	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Ecuador	14	2,598	.	.	14	2,598	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Finland	76,542	3,888,506	.	.	76,542	3,888,506	.	.
2006	2	Coal Exports	Baltimore, MD	United States	France	9	6,480	35,132	3,410,515	35,141	3,416,995	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	65,699	4,910,939	65,699	4,910,939	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Netherlands	160,336	12,965,709	.	.	160,336	12,965,709	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Romania	154,417	14,222,068	.	.	154,417	14,222,068	.	.
2006	2	Coal Exports	Baltimore, MD	United States	Saudi Arabia	35	2,847	.	.	35	2,847	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Belgium	166,195	8,525,479	.	.	166,195	8,525,479	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Bulgaria	81,979	4,996,616	81,624	9,404,096	163,603	14,400,712	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Canada	117,771	6,126,771	.	.	117,771	6,126,771	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Chile	33	5,861	.	.	33	5,861	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Croatia	.	.	74,693	9,100,187	74,693	9,100,187	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Denmark (Except Greenland)	156,000	8,309,160	.	.	156,000	8,309,160	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Finland	76,877	3,347,592	.	.	76,877	3,347,592	.	.
2006	3	Coal Exports	Baltimore, MD	United States	France	133,399	9,098,860	42,739	3,785,881	176,138	12,884,741	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	311,526	19,593,083	.	.	311,526	19,593,083	.	.
2006	3	Coal Exports	Baltimore, MD	United States	India	77,809	5,135,347	.	.	77,809	5,135,347	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Jamaica	.	.	30,314	893,750	30,314	893,750	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Mexico	61,421	4,678,552	.	.	61,421	4,678,552	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Netherlands	81,642	4,469,794	93,987	5,030,619	175,629	9,500,413	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Portugal	150,474	7,712,699	.	.	150,474	7,712,699	.	.
2006	3	Coal Exports	Baltimore, MD	United States	Romania	316,727	21,727,419	.	.	316,727	21,727,419	.	.
2006	3	Coal Exports	Baltimore, MD	United States	United Kingdom	118,766	6,088,296	.	.	118,766	6,088,296	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Belgium	79,039	3,972,368	.	.	79,039	3,972,368	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	159,032	17,609,984	159,032	17,609,984	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Canada	108,573	5,999,861	.	.	108,573	5,999,861	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Chile	450	36,621	.	.	450	36,621	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Croatia	.	.	61,058	6,256,407	61,058	6,256,407	.	.

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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	4	Coal Exports	Baltimore, MD	United States	Finland	243,806	13,153,125	.	.	243,806	13,153,125	.	.
2006	4	Coal Exports	Baltimore, MD	United States	France	80,547	3,342,998	44,489	4,328,402	125,036	7,671,400	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	156,798	8,214,699	.	.	156,798	8,214,699	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	16,315	1,631,575
2006	4	Coal Exports	Baltimore, MD	United States	Netherlands	254,343	17,974,528	.	.	254,343	17,974,528	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Peru	6,830	842,216	.	.	6,830	842,216	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Portugal	143,838	7,372,577	.	.	143,838	7,372,577	.	.
2006	4	Coal Exports	Baltimore, MD	United States	Romania	323,525	20,105,908	.	.	323,525	20,105,908	.	.
2006	4	Coal Exports	Baltimore, MD	United States	United Kingdom	77,312	5,573,078	.	.	77,312	5,573,078	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Belgium	72,770	3,657,286	.	.	72,770	3,657,286	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Canada	249,032	12,912,327	.	.	249,032	12,912,327	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Chile	360	26,858	.	.	360	26,858	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Croatia	.	.	69,713	8,221,618	69,713	8,221,618	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	556,807	30,243,436	.	.	556,807	30,243,436	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Ireland	80,992	5,363,662	.	.	80,992	5,363,662	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Jamaica	30,251	1,143,021	.	.	30,251	1,143,021	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Netherlands	403,378	26,432,186	.	.	403,378	26,432,186	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Romania	321,810	18,072,939	.	.	321,810	18,072,939	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	38,621	3,479,102	38,621	3,479,102	.	.
2007	1	Coal Exports	Baltimore, MD	United States	Spain	22	6,262	.	.	22	6,262	.	.
2007	1	Coal Exports	Baltimore, MD	United States	United Kingdom	76,511	4,346,481	.	.	76,511	4,346,481	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	89,583	5,740,529	89,583	5,740,529	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	80,706	9,517,962	80,706	9,517,962	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Canada	186,758	11,909,835	.	.	186,758	11,909,835	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Chile	3,039	142,952	.	.	3,039	142,952	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Costa Rica	.	.	.	.	.	.	23	14,045
2007	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	298	23,789	.	.	298	23,789	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Netherlands	156,921	9,222,911	.	.	156,921	9,222,911	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Romania	310,821	17,411,156	.	.	310,821	17,411,156	.	.
2007	2	Coal Exports	Baltimore, MD	United States	United Kingdom	191,506	10,879,067	.	.	191,506	10,879,067	.	.
2007	2	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	71	3,578	71	3,578	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Belgium	299,203	18,390,659	.	.	299,203	18,390,659	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Brazil	47,676	4,114,070	265,259	18,819,850	312,935	22,933,920	22	5,897
2007	3	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	76,935	8,012,359	76,935	8,012,359	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Canada	250,742	14,818,091	.	.	250,742	14,818,091	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Chile	597	35,767	.	.	597	35,767	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Finland	123,295	11,297,938	.	.	123,295	11,297,938	.	.
2007	3	Coal Exports	Baltimore, MD	United States	France	.	.	30,958	2,527,724	30,958	2,527,724	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	79,565	4,330,799	.	.	79,565	4,330,799	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Jamaica	.	.	30,312	1,242,166	30,312	1,242,166	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	18,519	1,851,852
2007	3	Coal Exports	Baltimore, MD	United States	Morocco	71,099	3,553,969	.	.	71,099	3,553,969	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Netherlands	732,864	45,470,063	.	.	732,864	45,470,063	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Portugal	125,450	6,799,924	.	.	125,450	6,799,924	.	.
2007	3	Coal Exports	Baltimore, MD	United States	Romania	314,111	17,213,090	.	.	314,111	17,213,090	.	.
2007	3	Coal Exports	Baltimore, MD	United States	United Kingdom	78,845	4,613,492	.	.	78,845	4,613,492	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Austria	82,689	5,002,619	.	.	82,689	5,002,619	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Belgium	78,109	3,925,601	.	.	78,109	3,925,601	21,084	4,208,532
2007	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	187,618	12,322,161	187,618	12,322,161	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	155,661	16,263,032	155,661	16,263,032	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Canada	240,947	14,075,746	.	.	240,947	14,075,746	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Chile	906	38,673	.	.	906	38,673	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Denmark (Except Greenland)	79,841	6,127,706	.	.	79,841	6,127,706	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Finland	70,788	6,152,173	.	.	70,788	6,152,173	.	.
2007	4	Coal Exports	Baltimore, MD	United States	France	.	.	45,510	3,685,443	45,510	3,685,443	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	397,033	25,257,222	.	.	397,033	25,257,222	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	19,105	1,733,183
2007	4	Coal Exports	Baltimore, MD	United States	Morocco	68,508	4,148,434	.	.	68,508	4,148,434	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Netherlands	552,559	36,870,309	.	.	552,559	36,870,309	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Peru	6,785	1,031,014	.	.	6,785	1,031,014	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Portugal	159,091	8,623,394	.	.	159,091	8,623,394	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Romania	231,373	13,370,888	.	.	231,373	13,370,888	.	.
2007	4	Coal Exports	Baltimore, MD	United States	Spain	22	6,813	.	.	22	6,813	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	4	Coal Exports	Baltimore, MD	United States	United Kingdom	76,795	4,493,489	.	.	76,795	4,493,489	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Belgium	96,804	4,870,707	.	.	96,804	4,870,707	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Brazil	129	25,860	36,374	3,134,836	36,503	3,160,696	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Canada	241,468	13,624,441	.	.	241,468	13,624,441	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Chile	152	34,848	.	.	152	34,848	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Croatia	.	.	72,539	8,554,785	72,539	8,554,785	.	.
2008	1	Coal Exports	Baltimore, MD	United States	France	79,106	5,710,105	.	.	79,106	5,710,105	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	309,647	26,389,534	.	.	309,647	26,389,534	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Jamaica	24,251	3,080,000	.	.	24,251	3,080,000	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	129,103	11,591,546	129,103	11,591,546	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Netherlands	319,489	19,597,058	157,582	10,953,869	477,071	30,550,927	.	.
2008	1	Coal Exports	Baltimore, MD	United States	Romania	.	.	160,392	11,062,689	160,392	11,062,689	.	.
2008	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	129,501	11,146,942	129,501	11,146,942	.	.
2008	1	Coal Exports	Baltimore, MD	United States	United Kingdom	159,117	8,774,434	.	.	159,117	8,774,434	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Algeria	71,063	11,668,531	.	.	71,063	11,668,531	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Belgium	77,217	4,773,916	.	.	77,217	4,773,916	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Brazil	134,326	18,749,873	86,194	7,076,130	220,520	25,826,003	211	17,781
2008	2	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	80,906	8,425,922	80,906	8,425,922	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Canada	405,915	23,378,083	.	.	405,915	23,378,083	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Chile	416	27,065	.	.	416	27,065	.	.
2008	2	Coal Exports	Baltimore, MD	United States	France	33,990	6,321,096	.	.	33,990	6,321,096	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	78,851	7,063,765	.	.	78,851	7,063,765	.	.
2008	2	Coal Exports	Baltimore, MD	United States	India	.	.	78,880	18,122,317	78,880	18,122,317	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Ireland	81,623	7,515,770	.	.	81,623	7,515,770	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Jamaica	.	.	49,216	2,500,316	49,216	2,500,316	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Japan	18,389	1,472,186	556,235	63,142,300	574,624	64,614,486	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Mexico	.	.	39,555	4,948,322	39,555	4,948,322	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Netherlands	234,958	13,402,694	322,059	31,560,985	557,017	44,963,679	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Pakistan	379	13,058	.	.	379	13,058	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Portugal	81,664	4,963,621	.	.	81,664	4,963,621	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Romania	.	.	265,274	24,987,432	265,274	24,987,432	.	.
2008	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	388,496	71,526,408	388,496	71,526,408	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Sweden	.	.	40,676	3,970,033	40,676	3,970,033	.	.
2008	2	Coal Exports	Baltimore, MD	United States	Turkey	.	.	78,388	8,924,556	78,388	8,924,556	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Belgium	78,543	4,855,861	.	.	78,543	4,855,861	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Brazil	90,185	10,252,618	257,523	30,185,015	347,708	40,437,633	422	35,562
2008	3	Coal Exports	Baltimore, MD	United States	Canada	130,391	8,316,346	.	.	130,391	8,316,346	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Chile	603	108,351	.	.	603	108,351	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Croatia	143,402	11,838,336	45,007	6,030,985	188,409	17,869,321	.	.
2008	3	Coal Exports	Baltimore, MD	United States	France	.	.	63,457	11,658,543	63,457	11,658,543	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	81,915	4,774,539	81,602	11,832,273	163,517	16,606,812	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	64,190	7,877,301	64,190	7,877,301	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Mexico	.	.	40,382	5,851,446	40,382	5,851,446	18,188	1,818,783
2008	3	Coal Exports	Baltimore, MD	United States	Morocco	139,203	15,477,481	.	.	139,203	15,477,481	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Netherlands	393,728	28,801,218	467,252	57,508,132	860,980	86,309,350	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Portugal	219,868	13,363,887	.	.	219,868	13,363,887	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Romania	.	.	78,766	9,228,413	78,766	9,228,413	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Slovenia	.	.	79,773	11,519,666	79,773	11,519,666	.	.
2008	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	66,359	8,359,980	66,359	8,359,980	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Spain	.	.	39,317	7,169,298	39,317	7,169,298	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Taiwan	.	.	78,212	12,807,120	78,212	12,807,120	.	.
2008	3	Coal Exports	Baltimore, MD	United States	United Kingdom	76,747	3,683,120	.	.	76,747	3,683,120	.	.
2008	3	Coal Exports	Baltimore, MD	United States	Uruguay	22	11,851	.	.	22	11,851	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Algeria	70,669	10,481,985	.	.	70,669	10,481,985	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Belgium	163,530	13,240,229	.	.	163,530	13,240,229	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Brazil	63	19,395	204,946	34,818,654	205,009	34,838,049	88	35,563
2008	4	Coal Exports	Baltimore, MD	United States	Bulgaria	.	.	78,587	12,833,229	78,587	12,833,229	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Canada	262,916	17,479,561	.	.	262,916	17,479,561	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Chile	475	120,144	.	.	475	120,144	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Croatia	73,907	6,101,277	48,744	6,257,130	122,651	12,358,407	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Finland	77,507	5,146,220	.	.	77,507	5,146,220	.	.
2008	4	Coal Exports	Baltimore, MD	United States	France	84,840	5,938,666	.	.	84,840	5,938,666	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	.	.	55,466	7,195,474	55,466	7,195,474	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	4	Coal Exports	Baltimore, MD	United States	Italy	48,587	3,821,476	.	.	48,587	3,821,476	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Jamaica	.	.	30,314	3,100,625	30,314	3,100,625	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Japan	.	.	259,659	49,208,050	259,659	49,208,050	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Mexico	61,053	6,491,190	164,603	22,270,501	225,656	28,761,691	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Netherlands	496,125	37,702,713	277,288	46,481,749	773,413	84,184,462	.	
2008	4	Coal Exports	Baltimore, MD	United States	Panama	.	.	.	.	.	.	6	2,590
2008	4	Coal Exports	Baltimore, MD	United States	Peru	6,853	1,407,113	.	.	6,853	1,407,113	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Portugal	129,494	7,870,825	.	.	129,494	7,870,825	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Romania	.	.	76,648	10,289,861	76,648	10,289,861	.	.
2008	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	79,285	16,542,980	79,285	16,542,980	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Spain	161,101	13,692,370	.	.	161,101	13,692,370	.	.
2008	4	Coal Exports	Baltimore, MD	United States	Switzerland	164,134	9,678,500	.	.	164,134	9,678,500	.	.
2008	4	Coal Exports	Baltimore, MD	United States	United Kingdom	76,627	4,115,264	.	.	76,627	4,115,264	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Belgium	79,105	6,761,491	.	.	79,105	6,761,491	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Brazil	90	38,625	225,811	30,543,570	225,901	30,582,195	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Canada	85,212	4,894,036	.	.	85,212	4,894,036	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Chile	520	131,194	.	.	520	131,194	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	91,616	9,682,721	.	.	91,616	9,682,721	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	128,788	30,961,010	128,788	30,961,010	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Malta	.	.	.	.	.	.	97	56,882
2009	1	Coal Exports	Baltimore, MD	United States	Morocco	140,534	9,963,855	.	.	140,534	9,963,855	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Netherlands	253,855	16,890,693	.	.	253,855	16,890,693	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Panama	87	12,676	.	.	87	12,676	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Portugal	151,752	15,418,649	.	.	151,752	15,418,649	.	.
2009	1	Coal Exports	Baltimore, MD	United States	Sweden	.	.	.	.	.	.	18	6,125
2009	1	Coal Exports	Baltimore, MD	United States	Uruguay	621	90,000	.	.	621	90,000	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Belgium	86,180	7,366,185	.	.	86,180	7,366,185	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Brazil	44	14,400	.	.	44	14,400	44	17,781
2009	2	Coal Exports	Baltimore, MD	United States	Canada	128,191	9,400,232	.	.	128,191	9,400,232	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Chile	55	15,602	.	.	55	15,602	.	.
2009	2	Coal Exports	Baltimore, MD	United States	France	.	.	36,283	4,937,222	36,283	4,937,222	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	80,471	8,504,721	.	.	80,471	8,504,721	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Jamaica	36,373	3,390,472	.	.	36,373	3,390,472	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Malta	.	.	.	.	.	.	41	29,137
2009	2	Coal Exports	Baltimore, MD	United States	Netherlands	314,042	30,972,166	53,468	5,456,812	367,510	36,428,978	.	.
2009	2	Coal Exports	Baltimore, MD	United States	Portugal	169,757	17,248,100	.	.	169,757	17,248,100	.	.
2009	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	241,810	23,781,468	241,810	23,781,468	.	.
2009	2	Coal Exports	Baltimore, MD	United States	United Kingdom	81,437	4,861,152	.	.	81,437	4,861,152	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Belgium	86,696	7,410,308	.	.	86,696	7,410,308	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Brazil	21	6,465	140,308	8,400,810	140,329	8,407,275	22	8,891
2009	3	Coal Exports	Baltimore, MD	United States	Canada	109,946	6,124,042	.	.	109,946	6,124,042	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Chile	280	54,410	.	.	280	54,410	.	.
2009	3	Coal Exports	Baltimore, MD	United States	China	.	.	85,815	8,754,232	85,815	8,754,232	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Finland	78,109	4,853,822	.	.	78,109	4,853,822	.	.
2009	3	Coal Exports	Baltimore, MD	United States	France	.	.	47,771	5,702,620	47,771	5,702,620	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	138	69,519
2009	3	Coal Exports	Baltimore, MD	United States	Italy	31,103	3,174,300	.	.	31,103	3,174,300	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	158,323	16,445,406	158,323	16,445,406	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Morocco	59,607	2,865,975	.	.	59,607	2,865,975	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Netherlands	310,822	19,939,206	163,298	17,480,747	474,120	37,419,953	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Portugal	86,631	5,186,940	.	.	86,631	5,186,940	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Romania	.	.	43,638	4,156,740	43,638	4,156,740	.	.
2009	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	292,403	28,621,203	292,403	28,621,203	.	.
2009	3	Coal Exports	Baltimore, MD	United States	Sweden	.	.	.	.	.	.	15	5,167
2009	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	80,592	8,407,880	80,592	8,407,880	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Belgium	76,589	4,571,772	.	.	76,589	4,571,772	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	164,132	13,190,462	164,132	13,190,462	88	35,562
2009	4	Coal Exports	Baltimore, MD	United States	Chile	388	58,390	.	.	388	58,390	.	.
2009	4	Coal Exports	Baltimore, MD	United States	China	78,264	8,019,450	78,141	8,130,853	156,405	16,150,303	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Croatia	.	.	96,029	12,068,971	96,029	12,068,971	.	.
2009	4	Coal Exports	Baltimore, MD	United States	France	.	.	135,003	15,593,705	135,003	15,593,705	.	.
2009	4	Coal Exports	Baltimore, MD	United States	India	.	.	58,713	6,604,736	58,713	6,604,736	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	125	69,487

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	4	Coal Exports	Baltimore, MD	United States	Italy	44,146	4,505,613	.	.	44,146	4,505,613	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Japan	132,304	13,742,747	138,234	13,767,711	270,538	27,510,458	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Mexico	.	.	46,849	5,971,383	46,849	5,971,383	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Netherlands	472,981	39,563,888	237,996	24,119,008	710,977	63,682,896	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Poland	.	.	69,774	9,508,572	69,774	9,508,572	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Portugal	224,459	13,439,276	.	.	224,459	13,439,276	.	.
2009	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	384,085	37,774,250	384,085	37,774,250	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Spain	.	.	34,695	5,394,815	34,695	5,394,815	.	.
2009	4	Coal Exports	Baltimore, MD	United States	Turkey	.	.	76,375	7,621,460	76,375	7,621,460	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Armenia	.	.	73,138	9,863,606	73,138	9,863,606	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Austria	.	.	73,396	9,654,680	73,396	9,654,680	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	416,263	42,896,082	416,263	42,896,082	127	53,696
2010	1	Coal Exports	Baltimore, MD	United States	Chile	391	57,743	.	.	391	57,743	.	.
2010	1	Coal Exports	Baltimore, MD	United States	China	.	.	594,163	65,036,978	594,163	65,036,978	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Ecuador	14	4,860	.	.	14	4,860	.	.
2010	1	Coal Exports	Baltimore, MD	United States	France	156,433	12,045,600	59,821	9,293,256	216,254	21,338,856	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	253,504	26,332,138	253,504	26,332,138	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Jordan	223	70,208	.	.	223	70,208	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Mexico	.	.	40,136	5,104,822	40,136	5,104,822	22,046	2,000,000
2010	1	Coal Exports	Baltimore, MD	United States	Morocco	70,513	5,149,424	.	.	70,513	5,149,424	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Netherlands	.	.	307,093	32,844,239	307,093	32,844,239	.	.
2010	1	Coal Exports	Baltimore, MD	United States	Peru	17	4,104	.	.	17	4,104	.	.
2010	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	693,862	74,585,186	693,862	74,585,186	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Armenia	.	.	72,764	9,654,021	72,764	9,654,021	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Belgium	84,991	6,836,744	23,185	4,995,385	108,176	11,832,129	24,435	6,428,324
2010	2	Coal Exports	Baltimore, MD	United States	Brazil	55	8,950	358,155	42,850,148	358,210	42,859,098	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Chile	229	33,286	.	.	229	33,286	.	.
2010	2	Coal Exports	Baltimore, MD	United States	China	.	.	970,879	108,717,495	970,879	108,717,495	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Croatia	.	.	55,203	11,076,067	55,203	11,076,067	.	.
2010	2	Coal Exports	Baltimore, MD	United States	France	84,174	6,481,359	74,175	15,981,375	158,349	22,462,734	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	79,179	8,368,195	.	.	79,179	8,368,195	.	.
2010	2	Coal Exports	Baltimore, MD	United States	India	.	.	57,260	9,272,254	57,260	9,272,254	40,595	9,943,349
2010	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	572,107	72,209,189	572,107	72,209,189	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Jordan	220	70,208	.	.	220	70,208	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Netherlands	168,372	12,491,645	639,113	90,392,870	807,485	102,884,515	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Slovenia	.	.	79,247	17,074,469	79,247	17,074,469	.	.
2010	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	595,165	80,063,953	595,165	80,063,953	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Taiwan	.	.	121,707	20,757,268	121,707	20,757,268	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Trinidad and Tobago	220	33,440	.	.	220	33,440	.	.
2010	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	81,876	10,955,976	81,876	10,955,976	.	.
2010	2	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	151,283	29,660,948	151,283	29,660,948	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Belgium	98,766	8,528,943	24,769	5,336,625	123,535	13,865,568	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	357,329	34,658,531	357,329	34,658,531	132	59,220
2010	3	Coal Exports	Baltimore, MD	United States	Chile	56,982	4,352,969	.	.	56,982	4,352,969	.	.
2010	3	Coal Exports	Baltimore, MD	United States	China	.	.	696,317	96,943,296	696,317	96,943,296	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Croatia	.	.	81,380	15,872,999	81,380	15,872,999	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Finland	182,929	14,769,639	.	.	182,929	14,769,639	.	.
2010	3	Coal Exports	Baltimore, MD	United States	France	.	.	30,364	6,546,347	30,364	6,546,347	.	.
2010	3	Coal Exports	Baltimore, MD	United States	India	.	.	33,081	4,981,826	33,081	4,981,826	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Italy	68,210	5,252,193	.	.	68,210	5,252,193	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	416,723	68,486,673	416,723	68,486,673	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Netherlands	85,998	6,898,174	348,078	65,558,007	434,076	72,456,181	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Portugal	80,608	5,301,609	.	.	80,608	5,301,609	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Romania	.	.	46,576	7,461,282	46,576	7,461,282	.	.
2010	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	243,503	44,180,400	243,503	44,180,400	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Taiwan	.	.	128,475	21,800,865	128,475	21,800,865	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Trinidad and Tobago	379	60,800	.	.	379	60,800	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	74,893	10,100,268	74,893	10,100,268	.	.
2010	3	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	35,527	4,270,475	35,527	4,270,475	.	.
2010	3	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	12	4,087
2010	4	Coal Exports	Baltimore, MD	United States	Belgium	79,463	6,392,042	.	.	79,463	6,392,042	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	281,714	51,888,193	281,714	51,888,193	41,046	5,362,273
2010	4	Coal Exports	Baltimore, MD	United States	Canada	43,939	4,782,272	.	.	43,939	4,782,272	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	4	Coal Exports	Baltimore, MD	United States	Chile	107,609	8,223,501	.	.	107,609	8,223,501	.	.
2010	4	Coal Exports	Baltimore, MD	United States	China	.	.	1,057,038	142,926,755	1,057,038	142,926,755	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Costa Rica	.	.	.	.	.	.	22	9,728
2010	4	Coal Exports	Baltimore, MD	United States	Croatia	.	.	76,085	14,918,307	76,085	14,918,307	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Ecuador	21	5,862	.	.	21	5,862	.	.
2010	4	Coal Exports	Baltimore, MD	United States	France	.	.	31,997	7,053,459	31,997	7,053,459	.	.
2010	4	Coal Exports	Baltimore, MD	United States	India	.	.	.	.	.	.	65,946	20,646,959
2010	4	Coal Exports	Baltimore, MD	United States	Italy	.	.	.	.	.	.	21	7,050
2010	4	Coal Exports	Baltimore, MD	United States	Japan	.	.	525,954	87,663,383	525,954	87,663,383	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Netherlands	324,699	26,036,726	185,757	30,908,692	510,456	56,945,418	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Portugal	82,739	5,592,000	.	.	82,739	5,592,000	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Romania	.	.	71,809	12,182,455	71,809	12,182,455	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Slovenia	81,861	6,303,443	.	.	81,861	6,303,443	.	.
2010	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	535,282	97,119,400	535,282	97,119,400	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Trinidad and Tobago	560	89,600	.	.	560	89,600	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	162,209	28,400,664	162,209	28,400,664	.	.
2010	4	Coal Exports	Baltimore, MD	United States	United Kingdom	77,971	6,330,657	31,179	3,747,762	109,150	10,078,419	.	.
2010	4	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	12	4,087
2011	1	Coal Exports	Baltimore, MD	United States	Belgium	85,486	7,774,608	.	.	85,486	7,774,608	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Brazil	61	16,004	428,652	62,615,810	428,713	62,631,814	311	43,602
2011	1	Coal Exports	Baltimore, MD	United States	Canada	65,213	5,624,151	.	.	65,213	5,624,151	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Chile	259	44,442	.	.	259	44,442	35	8,187
2011	1	Coal Exports	Baltimore, MD	United States	China	284,583	43,747,300	927,080	125,616,652	1,211,663	169,363,952	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Croatia	.	.	110,273	18,872,692	110,273	18,872,692	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Ecuador	20	6,469	.	.	20	6,469	.	.
2011	1	Coal Exports	Baltimore, MD	United States	France	84,877	6,467,046	.	.	84,877	6,467,046	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	86,283	7,749,177	.	.	86,283	7,749,177	.	.
2011	1	Coal Exports	Baltimore, MD	United States	India	.	.	79,891	13,391,639	79,891	13,391,639	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Italy	.	.	93,638	20,270,715	93,638	20,270,715	213	17,925
2011	1	Coal Exports	Baltimore, MD	United States	Japan	16,503	3,012,165	1,246,116	226,350,468	1,262,619	229,362,633	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	14,991	1,360,000
2011	1	Coal Exports	Baltimore, MD	United States	Netherlands	455,169	38,872,877	292,223	48,173,709	747,392	87,046,586	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Peru	17	3,564	.	.	17	3,564	.	.
2011	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	305,065	34,576,786	417,312	68,123,858	722,377	102,700,644	.	.
2011	1	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	260,717	48,291,693	260,717	48,291,693	.	.
2011	1	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	42,439	9,432,500	42,439	9,432,500	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Belgium	164,868	17,328,713	84,908	6,470,268	249,776	23,798,981	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Brazil	36,319	7,827,995	680,759	111,091,845	717,078	118,919,840	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Chile	44	14,976	.	.	44	14,976	31	7,397
2011	2	Coal Exports	Baltimore, MD	United States	China	.	.	572,591	98,146,945	572,591	98,146,945	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	75	10,548
2011	2	Coal Exports	Baltimore, MD	United States	Croatia	.	.	44,186	8,818,744	44,186	8,818,744	.	.
2011	2	Coal Exports	Baltimore, MD	United States	France	83,200	6,340,152	129,531	15,197,798	212,731	21,537,950	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	80,611	7,312,891	.	.	80,611	7,312,891	.	.
2011	2	Coal Exports	Baltimore, MD	United States	India	.	.	82,100	19,778,164	82,100	19,778,164	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Italy	.	.	92,612	20,583,994	92,612	20,583,994	263	40,177
2011	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	646,188	115,178,122	646,188	115,178,122	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Netherlands	314,221	31,276,281	624,754	118,040,613	938,975	149,316,894	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Portugal	.	.	102,688	8,243,863	102,688	8,243,863	.	.
2011	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	278,096	28,685,415	631,791	101,632,571	909,887	130,317,986	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	181,388	39,586,802	181,388	39,586,802	.	.
2011	2	Coal Exports	Baltimore, MD	United States	United Kingdom	55,391	5,471,843	82,366	14,944,200	137,757	20,416,043	.	.
2011	2	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	12	4,351
2011	3	Coal Exports	Baltimore, MD	United States	Belgium	63,762	5,286,941	.	.	63,762	5,286,941	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	216,548	32,045,005	216,548	32,045,005	167	28,056
2011	3	Coal Exports	Baltimore, MD	United States	Canada	37,648	3,873,517	.	.	37,648	3,873,517	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Chile	54,610	5,408,953	.	.	54,610	5,408,953	.	.
2011	3	Coal Exports	Baltimore, MD	United States	China	.	.	786,158	125,003,226	786,158	125,003,226	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Costa Rica	.	.	.	.	.	.	74	10,368
2011	3	Coal Exports	Baltimore, MD	United States	Croatia	.	.	82,252	21,402,772	82,252	21,402,772	.	.
2011	3	Coal Exports	Baltimore, MD	United States	France	.	.	172,575	13,150,788	172,575	13,150,788	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	78,552	7,860,088	.	.	78,552	7,860,088	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Guatemala	.	.	.	.	.	.	12	7,098

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	3	Coal Exports	Baltimore, MD	United States	Italy	.	.	115,326	22,794,031	115,326	22,794,031	186	27,167
2011	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	717,489	130,069,650	717,489	130,069,650	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Latvia	.	.	78,874	16,457,289	78,874	16,457,289	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Netherlands	269,688	28,501,414	373,374	42,495,976	643,062	70,997,390	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Romania	.	.	37,398	8,719,445	37,398	8,719,445	.	.
2011	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	704,115	144,475,697	704,115	144,475,697	.	.
2011	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	206,125	44,876,109	206,125	44,876,109	.	.
2011	3	Coal Exports	Baltimore, MD	United States	United Kingdom	81,440	8,126,910	42,198	7,656,200	123,638	15,783,110	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Belgium	178,179	17,457,228	.	.	178,179	17,457,228	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	142,181	32,476,174	142,181	32,476,174	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Canada	137,573	10,247,844	.	.	137,573	10,247,844	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Chile	54,426	5,386,403	.	.	54,426	5,386,403	.	.
2011	4	Coal Exports	Baltimore, MD	United States	China	.	.	884,453	154,223,880	884,453	154,223,880	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	75	10,548
2011	4	Coal Exports	Baltimore, MD	United States	Costa Rica	.	.	.	.	.	.	74	10,368
2011	4	Coal Exports	Baltimore, MD	United States	Croatia	.	.	24,251	4,796,000	24,251	4,796,000	.	.
2011	4	Coal Exports	Baltimore, MD	United States	France	8	8,166	103,895	14,660,193	103,903	14,668,359	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	77,239	8,408,382	179,515	14,412,490	256,754	22,820,872	.	.
2011	4	Coal Exports	Baltimore, MD	United States	India	.	.	85,783	8,949,415	85,783	8,949,415	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Italy	.	.	52,015	9,437,400	52,015	9,437,400	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Japan	.	.	696,696	126,968,839	696,696	126,968,839	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Morocco	.	.	69,011	6,761,448	69,011	6,761,448	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Netherlands	378,368	34,148,043	388,215	61,058,540	766,583	95,206,583	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Poland	.	.	55,556	6,955,210	55,556	6,955,210	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Portugal	91,708	9,644,935	.	.	91,708	9,644,935	.	.
2011	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	888,924	143,638,471	888,924	143,638,471	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Spain	.	.	68,347	12,400,666	68,347	12,400,666	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	334,614	69,362,843	334,614	69,362,843	.	.
2011	4	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	237	20,000
2012	1	Coal Exports	Baltimore, MD	United States	Belgium	160,804	15,597,624	.	.	160,804	15,597,624	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	168,213	30,769,740	168,213	30,769,740	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Canada	157,456	11,555,549	.	.	157,456	11,555,549	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Chile	55,299	5,484,102	.	.	55,299	5,484,102	.	.
2012	1	Coal Exports	Baltimore, MD	United States	China	.	.	1,045,050	182,758,195	1,045,050	182,758,195	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Costa Rica	.	.	.	.	.	.	78	11,048
2012	1	Coal Exports	Baltimore, MD	United States	Ecuador	171	39,438	.	.	171	39,438	.	.
2012	1	Coal Exports	Baltimore, MD	United States	France	.	.	220,232	18,203,735	220,232	18,203,735	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	85,772	8,325,770	.	.	85,772	8,325,770	.	.
2012	1	Coal Exports	Baltimore, MD	United States	India	338,732	29,672,600	60,615	10,557,850	399,347	40,230,450	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Italy	.	.	54,753	9,934,240	54,753	9,934,240	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	778,667	141,479,000	778,667	141,479,000	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Morocco	.	.	71,156	6,422,924	71,156	6,422,924	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Netherlands	338,820	30,507,443	471,020	72,386,225	809,840	102,893,668	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	60,627	12,100,000	60,627	12,100,000	.	.
2012	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	605,025	78,956,568	605,025	78,956,568	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Turkey	.	.	70,182	9,486,558	70,182	9,486,558	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	308,830	61,426,058	308,830	61,426,058	.	.
2012	1	Coal Exports	Baltimore, MD	United States	Venezuela	22	8,312	.	.	22	8,312	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Belgium	96,933	9,469,827	.	.	96,933	9,469,827	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	357,164	54,060,054	357,164	54,060,054	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Canada	54,193	4,731,800	.	.	54,193	4,731,800	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Chile	54,894	5,455,892	.	.	54,894	5,455,892	.	.
2012	2	Coal Exports	Baltimore, MD	United States	China	558,722	47,585,373	3,054,129	481,900,685	3,612,851	529,486,058	.	.
2012	2	Coal Exports	Baltimore, MD	United States	France	.	.	194,800	20,607,495	194,800	20,607,495	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	81,385	7,899,917	76,158	7,565,245	157,543	15,465,162	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Guatemala	.	.	.	.	.	.	11	7,168
2012	2	Coal Exports	Baltimore, MD	United States	India	216,759	15,731,200	134,616	24,424,400	351,375	40,155,600	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	103	61,805
2012	2	Coal Exports	Baltimore, MD	United States	Italy	.	.	120,959	21,946,400	120,959	21,946,400	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	417,568	75,762,400	417,568	75,762,400	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Mexico	.	.	.	.	.	.	16,752	4,331,427
2012	2	Coal Exports	Baltimore, MD	United States	Morocco	142,050	11,952,229	.	.	142,050	11,952,229	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Netherlands	507,434	45,818,259	235,920	30,401,297	743,354	76,219,556	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	2	Coal Exports	Baltimore, MD	United States	Portugal	.	.	69,446	6,709,500	69,446	6,709,500	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Saudi Arabia	2,580	428,257	.	.	2,580	428,257	.	.
2012	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	336,712	48,116,189	336,712	48,116,189	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	59,375	12,819,632	59,375	12,819,632	.	.
2012	2	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	66,753	11,203,949	66,753	11,203,949	.	.
2012	2	Coal Exports	Baltimore, MD	United States	Venezuela	66	24,936	.	.	66	24,936	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Belgium	.	.	20	3,800	20	3,800	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	395,334	40,341,467	395,334	40,341,467	96	20,661
2012	3	Coal Exports	Baltimore, MD	United States	Canada	63,803	6,193,881	.	.	63,803	6,193,881	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Chile	108,358	10,731,502	.	.	108,358	10,731,502	.	.
2012	3	Coal Exports	Baltimore, MD	United States	China	.	.	575,712	83,644,928	575,712	83,644,928	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	75	10,548
2012	3	Coal Exports	Baltimore, MD	United States	Ecuador	111	16,225	.	.	111	16,225	.	.
2012	3	Coal Exports	Baltimore, MD	United States	France	.	.	156,001	16,629,095	156,001	16,629,095	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Guatemala	.	.	.	.	.	.	80	11,251
2012	3	Coal Exports	Baltimore, MD	United States	India	.	.	260,614	31,797,937	260,614	31,797,937	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	41	26,726
2012	3	Coal Exports	Baltimore, MD	United States	Italy	.	.	78,712	13,567,140	78,712	13,567,140	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	589,568	97,430,650	589,568	97,430,650	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Latvia	36,373	3,299,700	.	.	36,373	3,299,700	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Netherlands	391,884	36,080,564	409,169	54,109,334	801,053	90,189,898	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Portugal	96,867	8,394,766	.	.	96,867	8,394,766	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Saudi Arabia	796	301,869	.	.	796	301,869	.	.
2012	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	697,370	98,993,540	697,370	98,993,540	.	.
2012	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	66,518	14,361,872	66,518	14,361,872	.	.
2012	3	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	60,627	11,000,000	60,627	11,000,000	54,013	12,470,500
2012	4	Coal Exports	Baltimore, MD	United States	Belgium	.	.	34,588	3,137,800	34,588	3,137,800	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	336,846	41,320,885	336,846	41,320,885	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Chile	54,943	5,457,284	.	.	54,943	5,457,284	.	.
2012	4	Coal Exports	Baltimore, MD	United States	China	.	.	382,121	50,986,134	382,121	50,986,134	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Dominican Republic	51,135	4,123,982	.	.	51,135	4,123,982	.	.
2012	4	Coal Exports	Baltimore, MD	United States	France	.	.	251,450	26,041,573	251,450	26,041,573	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	90,860	8,819,661	138,931	14,408,504	229,791	23,228,165	.	.
2012	4	Coal Exports	Baltimore, MD	United States	India	.	.	216,506	24,454,525	216,506	24,454,525	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	102	73,534
2012	4	Coal Exports	Baltimore, MD	United States	Italy	.	.	39,437	7,155,374	39,437	7,155,374	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Japan	.	.	484,986	73,710,170	484,986	73,710,170	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Morocco	.	.	69,492	7,628,082	69,492	7,628,082	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Netherlands	511,862	48,358,202	339,067	37,220,519	850,929	85,578,721	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Portugal	.	.	78,442	5,906,363	78,442	5,906,363	.	.
2012	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	142,469	10,985,910	380,776	44,519,130	523,245	55,505,040	.	.
2012	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	44,042	6,336,704	44,042	6,336,704	.	.
2012	4	Coal Exports	Baltimore, MD	United States	United Kingdom	30,314	4,675,000	31,377	4,061,386	61,691	8,736,386	107,585	24,839,200
2013	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	486,864	44,692,105	486,864	44,692,105	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Chile	64,379	4,916,706	.	.	64,379	4,916,706	.	.
2013	1	Coal Exports	Baltimore, MD	United States	China	137,789	10,625,000	1,630,098	179,371,454	1,767,887	189,996,454	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Dominican Republic	127,811	10,164,449	50,987	3,931,675	178,798	14,096,124	.	.
2013	1	Coal Exports	Baltimore, MD	United States	France	.	.	48,816	4,384,215	48,816	4,384,215	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Guatemala	.	.	.	.	.	.	11	4,022
2013	1	Coal Exports	Baltimore, MD	United States	India	.	.	80,408	7,221,555	80,408	7,221,555	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	285	188,143
2013	1	Coal Exports	Baltimore, MD	United States	Italy	.	.	76,919	6,524,430	76,919	6,524,430	11,023	2,760,000
2013	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	397,413	31,980,094	397,413	31,980,094	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Morocco	.	.	68,123	4,511,400	68,123	4,511,400	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Netherlands	501,997	42,633,187	264,671	32,272,201	766,668	74,905,388	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	105,379	13,406,950	105,379	13,406,950	.	.
2013	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	425,025	38,166,240	425,025	38,166,240	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Spain	.	.	33,079	3,571,071	33,079	3,571,071	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Turkey	.	.	181,865	16,848,836	181,865	16,848,836	.	.
2013	1	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	182,626	25,858,636	182,626	25,858,636	.	.
2013	1	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	193,177	20,935,214	193,177	20,935,214	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	390,506	30,138,409	390,506	30,138,409	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Chile	67,859	5,265,328	65,599	5,058,350	133,458	10,323,678	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	2	Coal Exports	Baltimore, MD	United States	China	143,642	13,031,000	475,676	41,570,831	619,318	54,601,831	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	75	10,564
2013	2	Coal Exports	Baltimore, MD	United States	Dominica	51,123	3,942,130	.	.	51,123	3,942,130	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Dominican Republic	51,698	4,056,850	.	.	51,698	4,056,850	.	.
2013	2	Coal Exports	Baltimore, MD	United States	France	9	8,166	95,586	9,535,858	95,595	9,544,024	.	.
2013	2	Coal Exports	Baltimore, MD	United States	India	.	.	397,852	30,799,733	397,852	30,799,733	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	389,256	41,688,335	389,256	41,688,335	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Netherlands	446,122	44,829,359	175,359	16,809,010	621,481	61,638,369	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Portugal	.	.	119,591	8,625,034	119,591	8,625,034	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Romania	.	.	12,178	1,071,656	12,178	1,071,656	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Singapore	109,020	7,417,575	.	.	109,020	7,417,575	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	105,987	14,446,538	105,987	14,446,538	.	.
2013	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	266,360	21,161,120	252,944	30,079,704	519,304	51,240,824	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Spain	.	.	12,125	1,397,000	12,125	1,397,000	.	.
2013	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	98,137	11,618,841	98,137	11,618,841	.	.
2013	2	Coal Exports	Baltimore, MD	United States	United Arab Emirates	139,697	10,455,307	.	.	139,697	10,455,307	.	.
2013	2	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	145,674	15,654,401	145,674	15,654,401	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Belgium	42,367	7,494,825	.	.	42,367	7,494,825	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	262,014	24,630,763	262,014	24,630,763	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Canada	69,481	4,791,444	.	.	69,481	4,791,444	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Chile	72	19,268	176,559	13,664,620	176,631	13,683,888	.	.
2013	3	Coal Exports	Baltimore, MD	United States	China	.	.	110,231	8,550,000	110,231	8,550,000	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Dominica	68,750	5,394,919	102,859	8,025,594	171,609	13,420,513	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Dominican Republic	68	8,158	.	.	68	8,158	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Ecuador	23	4,995	.	.	23	4,995	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	82,940	8,276,594	.	.	82,940	8,276,594	.	.
2013	3	Coal Exports	Baltimore, MD	United States	India	263,286	19,128,949	.	.	263,286	19,128,949	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	21	17,107
2013	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	277,091	32,951,251	277,091	32,951,251	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Netherlands	324,052	32,266,798	270,428	25,057,180	594,480	57,323,978	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Portugal	.	.	120,463	8,687,919	120,463	8,687,919	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Romania	.	.	46,294	4,871,715	46,294	4,871,715	.	.
2013	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	143,748	9,632,269	474,211	45,003,843	617,959	54,636,112	.	.
2013	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	275,868	35,631,726	275,868	35,631,726	.	.
2013	3	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	61,076	6,614,175	61,076	6,614,175	8,957	1,625,200
2013	4	Coal Exports	Baltimore, MD	United States	Belgium	85,996	9,357,815	.	.	85,996	9,357,815	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Brazil	34,524	2,928,842	291,984	25,755,324	326,508	28,684,166	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Chile	113	33,900	.	.	113	33,900	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	143,914	13,538,810	90,980	6,322,258	234,894	19,861,068	.	.
2013	4	Coal Exports	Baltimore, MD	United States	India	.	.	190,777	21,907,725	190,777	21,907,725	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	42	33,240
2013	4	Coal Exports	Baltimore, MD	United States	Italy	.	.	38,046	4,400,663	38,046	4,400,663	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Japan	.	.	263,117	30,981,724	263,117	30,981,724	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Netherlands	351,018	30,874,380	379,336	37,961,964	730,354	68,836,344	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	107,161	13,148,201	107,161	13,148,201	.	.
2013	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	339,310	33,581,287	293,156	31,654,610	632,466	65,235,897	.	.
2013	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	126,398	16,971,402	126,398	16,971,402	.	.
2013	4	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	79,014	8,814,305	79,014	8,814,305	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Brazil	61,855	5,079,066	283,899	23,494,116	345,754	28,573,182	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Chile	271	86,868	.	.	271	86,868	.	.
2014	1	Coal Exports	Baltimore, MD	United States	China	.	.	88,807	11,316,713	88,807	11,316,713	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Ecuador	21	4,858	.	.	21	4,858	.	.
2014	1	Coal Exports	Baltimore, MD	United States	India	340,264	29,537,843	401,559	31,872,606	741,823	61,410,449	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	62	52,399
2014	1	Coal Exports	Baltimore, MD	United States	Italy	.	.	70,460	8,085,880	70,460	8,085,880	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Japan	.	.	288,981	32,596,905	288,981	32,596,905	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Morocco	.	.	68,894	4,468,750	68,894	4,468,750	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Netherlands	406,973	38,397,719	303,224	32,066,850	710,197	70,464,569	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Poland	58,064	5,530,875	.	.	58,064	5,530,875	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	106,696	12,774,242	106,696	12,774,242	.	.
2014	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	344,161	35,590,955	344,161	35,590,955	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Turkey	.	.	272,271	20,485,000	272,271	20,485,000	.	.
2014	1	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	131,508	16,335,288	131,508	16,335,288	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	1	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	254,387	27,656,558	254,387	27,656,558	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Brazil	12,355	986,046	180,871	17,453,140	193,226	18,439,186	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Canada	35,704	2,543,468	.	.	35,704	2,543,468	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Chile	185	52,603	.	.	185	52,603	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	86,542	9,028,694	.	.	86,542	9,028,694	.	.
2014	2	Coal Exports	Baltimore, MD	United States	India	404,421	32,053,554	795,407	59,849,924	1,199,828	91,903,478	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	204	152,605
2014	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	401,233	44,906,337	401,233	44,906,337	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Morocco	.	.	68,812	4,429,054	68,812	4,429,054	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Netherlands	269,066	29,775,989	247,456	25,782,195	516,522	55,558,184	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Peru	40	9,360	.	.	40	9,360	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Romania	.	.	52,986	5,716,299	52,986	5,716,299	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	77,998	8,569,001	77,998	8,569,001	.	.
2014	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	278,332	24,143,301	58,533	6,318,900	336,865	30,462,201	.	.
2014	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	112,035	13,375,330	112,035	13,375,330	.	.
2014	2	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	120,664	12,008,573	120,664	12,008,573	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	284,999	30,243,973	284,999	30,243,973	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Canada	52,321	3,418,353	.	.	52,321	3,418,353	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Chile	78	23,085	.	.	78	23,085	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	21	10,564
2014	3	Coal Exports	Baltimore, MD	United States	Dominican Republic	20	6,050	.	.	20	6,050	.	.
2014	3	Coal Exports	Baltimore, MD	United States	France	9	8,165	.	.	9	8,165	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	86,003	8,582,355	.	.	86,003	8,582,355	.	.
2014	3	Coal Exports	Baltimore, MD	United States	India	167,913	12,437,035	414,963	38,799,370	582,876	51,236,405	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	102	69,645
2014	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	209,900	21,763,188	209,900	21,763,188	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Netherlands	303,564	30,252,104	81,551	8,064,038	385,115	38,316,142	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Peru	20	4,680	.	.	20	4,680	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Poland	.	.	43,415	4,710,446	43,415	4,710,446	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Slovakia	.	.	160,896	15,947,657	160,896	15,947,657	.	.
2014	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	138,368	10,920,675	478,766	44,905,693	617,134	55,826,368	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	86,208	9,916,101	86,208	9,916,101	.	.
2014	3	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	141,161	13,591,765	141,161	13,591,765	.	.
2014	3	Coal Exports	Baltimore, MD	United States	Venezuela	22	10,727	.	.	22	10,727	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Belgium	.	.	53,192	4,921,185	53,192	4,921,185	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	415,018	37,394,839	415,018	37,394,839	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Canada	51,392	3,584,039	.	.	51,392	3,584,039	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Chile	29	22,280	.	.	29	22,280	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	.	.	90,985	7,346,060	90,985	7,346,060	.	.
2014	4	Coal Exports	Baltimore, MD	United States	India	.	.	421,556	34,557,134	421,556	34,557,134	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	21	12,121
2014	4	Coal Exports	Baltimore, MD	United States	Japan	42,892	3,365,802	346,243	33,666,379	389,135	37,032,181	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Netherlands	436,340	43,999,319	329,310	29,515,558	765,650	73,514,877	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Portugal	138,460	8,045,256	.	.	138,460	8,045,256	.	.
2014	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	564,589	46,765,235	564,589	46,765,235	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Turkey	.	.	99,272	10,806,960	99,272	10,806,960	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	300,376	35,057,713	300,376	35,057,713	.	.
2014	4	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	268,382	28,381,075	268,382	28,381,075	.	.
2014	4	Coal Exports	Baltimore, MD	United States	Venezuela	44	29,325	.	.	44	29,325	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Brazil	.	.	258,491	25,203,000	258,491	25,203,000	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Canada	51,746	3,685,200	.	.	51,746	3,685,200	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Chile	.	.	.	.	.	.	47	39,995
2015	1	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	21	10,564
2015	1	Coal Exports	Baltimore, MD	United States	Croatia	.	.	32,717	3,376,100	32,717	3,376,100	.	.
2015	1	Coal Exports	Baltimore, MD	United States	India	753,236	54,231,563	1,561,106	124,157,861	2,314,342	178,389,424	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	41	34,214
2015	1	Coal Exports	Baltimore, MD	United States	Japan	42	31,130	190,068	16,585,675	190,110	16,616,805	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Netherlands	609,348	52,888,341	242,765	20,215,060	852,113	73,103,401	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Peru	20	5,055	.	.	20	5,055	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Romania	.	.	53,325	5,388,056	53,325	5,388,056	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Singapore	127,400	7,861,411	.	.	127,400	7,861,411	.	.
2015	1	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	470,542	38,017,632	470,542	38,017,632	.	.
2015	1	Coal Exports	Baltimore, MD	United States	Turkey	.	.	133,380	9,680,000	133,380	9,680,000	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	1	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	263,119	28,364,304	263,119	28,364,304	.	.
2015	1	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	139,163	12,153,082	139,163	12,153,082	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Brazil	.	.	326,592	30,198,623	326,592	30,198,623	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Chile	57	31,659	.	.	57	31,659	.	.
2015	2	Coal Exports	Baltimore, MD	United States	China	.	.	127,240	11,947,005	127,240	11,947,005	.	.
2015	2	Coal Exports	Baltimore, MD	United States	India	983,317	64,739,304	952,826	71,593,273	1,936,143	136,332,577	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Japan	.	.	189,735	17,089,575	189,735	17,089,575	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Netherlands	37,955	3,615,360	382,836	35,376,322	420,791	38,991,682	.	.
2015	2	Coal Exports	Baltimore, MD	United States	New Zealand	.	.	.	.	.	.	1	8,640
2015	2	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	422,144	31,864,169	422,144	31,864,169	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Spain	.	.	36,376	3,531,000	36,376	3,531,000	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Trinidad and Tobago	.	.	63,085	5,665,770	63,085	5,665,770	.	.
2015	2	Coal Exports	Baltimore, MD	United States	Uganda	.	.	.	.	.	.	11	4,090
2015	2	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	101,981	11,076,844	101,981	11,076,844	.	.
2015	2	Coal Exports	Baltimore, MD	United States	United Kingdom	118	44,000	213,844	19,507,381	213,962	19,551,381	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Brazil	.	.	291,652	23,475,196	291,652	23,475,196	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Chile	57	31,652	.	.	57	31,652	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Colombia	.	.	.	.	.	.	22	10,524
2015	3	Coal Exports	Baltimore, MD	United States	France	9	9,662	.	.	9	9,662	.	.
2015	3	Coal Exports	Baltimore, MD	United States	India	237,522	11,346,819	112,006	6,014,296	349,528	17,361,115	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Israel	.	.	.	.	.	.	38	26,101
2015	3	Coal Exports	Baltimore, MD	United States	Italy	.	.	26,223	2,117,199	26,223	2,117,199	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Japan	.	.	157,324	13,746,465	157,324	13,746,465	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Netherlands	284,166	27,539,195	261,149	22,743,360	545,315	50,282,555	.	.
2015	3	Coal Exports	Baltimore, MD	United States	New Zealand	.	.	.	.	.	.	44	4,320
2015	3	Coal Exports	Baltimore, MD	United States	Portugal	138,480	6,467,278	.	.	138,480	6,467,278	.	.
2015	3	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	646,148	47,506,780	646,148	47,506,780	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	245,802	24,346,840	245,802	24,346,840	.	.
2015	3	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	176,019	15,579,583	176,019	15,579,583	.	.
2015	3	Coal Exports	Baltimore, MD	United States	Uruguay	.	.	.	.	.	.	11	4,090
2015	4	Coal Exports	Baltimore, MD	United States	Brazil	.	.	153,364	13,479,223	153,364	13,479,223	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Canada	51,149	2,861,621	.	.	51,149	2,861,621	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Germany, Federal Republic of	.	.	181,946	11,318,001	181,946	11,318,001	.	.
2015	4	Coal Exports	Baltimore, MD	United States	India	458,703	23,699,680	226,435	12,150,319	685,138	35,849,999	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Japan	30	9,600	243,067	17,196,408	243,097	17,206,008	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Netherlands	669,890	47,156,264	272,768	17,752,500	942,658	64,908,764	.	.
2015	4	Coal Exports	Baltimore, MD	United States	South Korea (Republic of Korea)	.	.	353,297	24,996,494	353,297	24,996,494	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Spain	.	.	12,236	893,550	12,236	893,550	.	.
2015	4	Coal Exports	Baltimore, MD	United States	Ukraine	.	.	314,147	27,178,538	314,147	27,178,538	.	.
2015	4	Coal Exports	Baltimore, MD	United States	United Kingdom	.	.	54,677	4,761,792	54,677	4,761,792	.	.
2006	4	Coal Exports	Boston, MA	United States	China	649	22,396	.	.	649	22,396	.	.
2010	2	Coal Exports	Boston, MA	United States	United Arab Emirates	51	26,982	.	.	51	26,982	.	.
2011	4	Coal Exports	Boston, MA	United States	Japan	4	5,944	.	.	4	5,944	.	.
2012	1	Coal Exports	Boston, MA	United States	Canada	.	.	28,873	4,084,096	28,873	4,084,096	.	.
2012	1	Coal Exports	Boston, MA	United States	China	4	6,812	.	.	4	6,812	.	.
2012	1	Coal Exports	Boston, MA	United States	Japan	8	14,760	.	.	8	14,760	.	.
2012	2	Coal Exports	Boston, MA	United States	Japan	12	19,545	.	.	12	19,545	.	.
2012	3	Coal Exports	Boston, MA	United States	China	2	3,153	.	.	2	3,153	.	.
2012	3	Coal Exports	Boston, MA	United States	Japan	10	17,016	.	.	10	17,016	7	2,775
2012	4	Coal Exports	Boston, MA	United States	Japan	9	16,254	.	.	9	16,254	.	.
2013	2	Coal Exports	Boston, MA	United States	Japan	7	12,035	.	.	7	12,035	.	.
2013	4	Coal Exports	Boston, MA	United States	Japan	17	23,752	.	.	17	23,752	.	.
2015	2	Coal Exports	Boston, MA	United States	India	28	10,478	.	.	28	10,478	.	.
2002	1	Coal Exports	Buffalo, NY	United States	Canada	2,146	134,224	1,052	36,641	3,198	170,865	77,021	9,272,887
2002	2	Coal Exports	Buffalo, NY	United States	Canada	11,511	546,378	763	28,531	12,274	574,909	37,138	4,040,888
2002	3	Coal Exports	Buffalo, NY	United States	Canada	2,193	136,726	1,379	49,380	3,572	186,106	23,858	2,803,365
2002	4	Coal Exports	Buffalo, NY	United States	Canada	3,437	219,058	29,032	1,195,354	32,469	1,414,412	27,583	3,565,327
2003	1	Coal Exports	Buffalo, NY	United States	Canada	2,747	171,596	1,034	37,196	3,781	208,792	63,488	10,036,233
2003	2	Coal Exports	Buffalo, NY	United States	Canada	69,270	1,758,628	21,689	791,667	90,959	2,550,295	23,610	3,779,132
2003	3	Coal Exports	Buffalo, NY	United States	Canada	3,024	174,279	1,170	44,465	4,194	218,744	22,722	3,360,782
2003	4	Coal Exports	Buffalo, NY	United States	Canada	15,449	946,183	195,359	6,835,775	210,808	7,781,958	42,234	5,942,013
2004	1	Coal Exports	Buffalo, NY	United States	Canada	1,852	115,780	148,239	5,729,870	150,091	5,845,650	25,904	4,250,799
2004	2	Coal Exports	Buffalo, NY	United States	Canada	68,326	2,161,701	480,924	21,807,853	549,250	23,969,554	70,318	8,530,686

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	3	Coal Exports	Buffalo, NY	United States	Canada	96,640	3,565,096	549,147	28,928,064	645,787	32,493,160	26,675	5,745,551
2004	4	Coal Exports	Buffalo, NY	United States	Canada	121,250	5,610,562	443,930	27,506,693	565,180	33,117,255	54,622	7,016,319
2004	4	Coal Exports	Buffalo, NY	United States	Norway	.	.	.	.	.	.	7,949	540,825
2005	1	Coal Exports	Buffalo, NY	United States	Canada	2,883	253,634	295,384	16,809,853	298,267	17,063,487	24,467	5,610,621
2005	2	Coal Exports	Buffalo, NY	United States	Canada	212,179	13,590,056	494,132	32,854,035	706,311	46,444,091	66,492	10,844,583
2005	3	Coal Exports	Buffalo, NY	United States	Canada	21,381	2,532,416	570,507	42,909,681	591,888	45,442,097	28,175	7,318,900
2005	4	Coal Exports	Buffalo, NY	United States	Canada	18,732	1,375,677	532,693	39,062,340	551,425	40,438,017	19,656	4,877,343
2006	1	Coal Exports	Buffalo, NY	United States	Canada	2,670	264,036	97,592	8,332,808	100,262	8,596,844	13,938	3,755,227
2006	2	Coal Exports	Buffalo, NY	United States	Canada	32,342	1,626,038	532,698	43,544,790	565,040	45,170,828	35,049	5,728,371
2006	3	Coal Exports	Buffalo, NY	United States	Canada	21,892	2,277,781	627,582	49,063,754	649,474	51,341,535	28,472	3,782,891
2006	4	Coal Exports	Buffalo, NY	United States	Canada	22,066	1,874,444	421,744	32,426,011	443,810	34,300,455	44,951	5,513,891
2007	1	Coal Exports	Buffalo, NY	United States	Canada	1,861	235,954	99,009	7,981,439	100,870	8,217,393	10,415	2,869,322
2007	2	Coal Exports	Buffalo, NY	United States	Canada	2,340	220,524	441,833	32,801,669	444,173	33,022,193	8,225	2,115,012
2007	3	Coal Exports	Buffalo, NY	United States	Canada	2,040	244,888	420,463	31,489,604	422,503	31,734,492	6,839	1,605,811
2007	4	Coal Exports	Buffalo, NY	United States	Canada	5,364	483,941	395,383	30,349,628	400,747	30,833,569	8,424	1,999,518
2008	1	Coal Exports	Buffalo, NY	United States	Canada	57,309	3,686,706	240,395	20,482,590	297,704	24,169,296	9,154	2,371,713
2008	2	Coal Exports	Buffalo, NY	United States	Canada	3,236	342,130	382,841	31,893,162	386,077	32,235,292	9,250	2,586,310
2008	3	Coal Exports	Buffalo, NY	United States	Canada	1,514	172,765	489,772	49,324,059	491,286	49,496,824	9,957	3,063,908
2008	4	Coal Exports	Buffalo, NY	United States	Canada	17,852	1,602,309	454,947	47,018,507	472,799	48,620,816	11,666	3,345,092
2009	1	Coal Exports	Buffalo, NY	United States	Canada	1,157	135,987	113,153	10,064,337	114,310	10,200,324	12,233	3,332,291
2009	2	Coal Exports	Buffalo, NY	United States	Canada	720	76,213	95,371	10,619,981	96,091	10,696,194	11,970	3,821,280
2009	2	Coal Exports	Buffalo, NY	United States	Serbia	.	.	.	.	.	.	24,682	2,910,876
2009	3	Coal Exports	Buffalo, NY	United States	Canada	19,686	1,925,888	267,787	31,135,016	287,473	33,060,904	6,863	2,116,882
2009	4	Coal Exports	Buffalo, NY	United States	Brazil	.	.	.	.	.	.	20,038	3,041,765
2009	4	Coal Exports	Buffalo, NY	United States	Canada	49,727	6,290,062	162,992	24,971,839	212,719	31,261,901	8,736	3,003,481
2010	1	Coal Exports	Buffalo, NY	United States	Canada	1,844	223,900	60,859	9,527,546	62,703	9,751,446	7,555	3,074,841
2010	2	Coal Exports	Buffalo, NY	United States	Canada	1,550	208,826	396,852	53,294,461	398,402	53,503,287	8,906	3,566,839
2010	3	Coal Exports	Buffalo, NY	United States	Canada	1,601	197,206	449,903	61,581,398	451,504	61,778,604	21,690	7,898,855
2010	4	Coal Exports	Buffalo, NY	United States	Canada	31,915	1,686,113	434,682	60,285,657	466,597	61,971,770	7,932	2,845,538
2011	1	Coal Exports	Buffalo, NY	United States	Canada	1,560	227,306	78,913	10,214,256	80,473	10,441,562	9,202	3,421,566
2011	2	Coal Exports	Buffalo, NY	United States	Canada	2,401	293,841	351,723	51,251,872	354,124	51,545,713	10,336	3,705,739
2011	2	Coal Exports	Buffalo, NY	United States	Chile	19	4,094	.	.	19	4,094	.	.
2011	3	Coal Exports	Buffalo, NY	United States	Canada	4,201	497,917	440,950	64,361,899	445,151	64,859,816	8,781	2,677,180
2011	4	Coal Exports	Buffalo, NY	United States	Canada	1,781	317,308	545,303	80,889,755	547,084	81,207,063	55,525	9,697,218
2012	1	Coal Exports	Buffalo, NY	United States	Canada	2,431	344,447	201,658	28,567,459	204,089	28,911,906	12,374	3,910,410
2012	2	Coal Exports	Buffalo, NY	United States	Canada	2,826	460,801	524,040	83,434,223	526,866	83,895,024	13,367	3,703,918
2012	3	Coal Exports	Buffalo, NY	United States	Canada	2,830	391,839	511,587	86,227,360	514,417	86,619,199	12,847	3,610,914
2012	4	Coal Exports	Buffalo, NY	United States	Canada	2,631	302,568	516,621	84,178,969	519,252	84,481,537	11,349	3,836,430
2013	1	Coal Exports	Buffalo, NY	United States	Canada	1,516	197,607	121,347	19,664,564	122,863	19,862,171	9,814	3,893,216
2013	2	Coal Exports	Buffalo, NY	United States	Canada	1,180	233,211	247,714	28,668,433	248,894	28,901,644	9,106	3,417,662
2013	3	Coal Exports	Buffalo, NY	United States	Canada	2,211	353,643	228,315	26,556,580	230,526	26,910,223	11,237	4,453,305
2013	4	Coal Exports	Buffalo, NY	United States	Canada	39,133	1,151,495	332,945	38,521,516	372,078	39,673,011	11,636	4,520,384
2014	1	Coal Exports	Buffalo, NY	United States	Canada	1,041	158,191	704	65,381	1,745	223,572	8,484	3,408,272
2014	1	Coal Exports	Buffalo, NY	United States	Poland	19	31,360	.	.	19	31,360	.	.
2014	1	Coal Exports	Buffalo, NY	United States	Russia	2	2,518	.	.	2	2,518	.	.
2014	1	Coal Exports	Buffalo, NY	United States	Spain	44	7,130	.	.	44	7,130	.	.
2014	2	Coal Exports	Buffalo, NY	United States	Canada	1,072	205,495	153,326	15,549,914	154,398	15,755,409	27,134	10,022,300
2014	2	Coal Exports	Buffalo, NY	United States	Russia	2	2,607	.	.	2	2,607	.	.
2014	3	Coal Exports	Buffalo, NY	United States	Canada	2,089	352,444	319,917	31,685,579	322,006	32,038,023	68,594	20,700,569
2014	3	Coal Exports	Buffalo, NY	United States	Italy	43	11,812	.	.	43	11,812	.	.
2014	4	Coal Exports	Buffalo, NY	United States	Canada	847	126,932	297,130	27,536,680	297,977	27,663,612	19,768	7,445,272
2014	4	Coal Exports	Buffalo, NY	United States	Italy	105	29,530	.	.	105	29,530	.	.
2015	1	Coal Exports	Buffalo, NY	United States	Canada	1,132	170,757	95,591	8,805,871	96,723	8,976,628	29,282	10,921,497
2015	1	Coal Exports	Buffalo, NY	United States	Italy	63	23,337	.	.	63	23,337	.	.
2015	2	Coal Exports	Buffalo, NY	United States	Canada	1,435	233,416	419,927	53,672,123	421,362	53,905,539	25,910	9,453,473
2015	3	Coal Exports	Buffalo, NY	United States	Canada	3,659	458,761	465,849	58,244,634	469,508	58,703,395	18,612	6,894,083
2015	4	Coal Exports	Buffalo, NY	United States	Canada	2,957	392,084	566,999	72,033,705	569,956	72,425,789	15,739	6,039,311
2015	4	Coal Exports	Buffalo, NY	United States	Egypt	22	9,825	.	.	22	9,825	.	.
2015	4	Coal Exports	Buffalo, NY	United States	Italy	168	47,246	.	.	168	47,246	.	.
2002	1	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	2,209	509,105
2002	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	39,242	2,234,253
2002	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	96,495	4,146,564
2002	4	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	168,105	6,606,201

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2003	2	Coal Exports	Chicago, IL	United States	Canada	19,557	763,834	.	.	19,557	763,834	33,110	1,929,486
2003	3	Coal Exports	Chicago, IL	United States	Canada	39,818	1,381,018	.	.	39,818	1,381,018	103,310	5,160,346
2003	4	Coal Exports	Chicago, IL	United States	Canada	146,783	4,867,650	.	.	146,783	4,867,650	41,335	5,394,699
2004	1	Coal Exports	Chicago, IL	United States	Canada	64,546	2,484,541	.	.	64,546	2,484,541	.	.
2004	1	Coal Exports	Chicago, IL	United States	Japan	89	3,654	.	.	89	3,654	.	.
2004	2	Coal Exports	Chicago, IL	United States	Canada	183,177	6,613,815	.	.	183,177	6,613,815	75,245	4,984,125
2004	2	Coal Exports	Chicago, IL	United States	Japan	39	2,565	.	.	39	2,565	.	.
2004	3	Coal Exports	Chicago, IL	United States	Canada	180,703	7,335,028	.	.	180,703	7,335,028	141,370	6,329,179
2004	3	Coal Exports	Chicago, IL	United States	Japan	.	.	.	.	.	.	26	11,935
2004	4	Coal Exports	Chicago, IL	United States	Canada	77,885	2,974,316	.	.	77,885	2,974,316	83,415	4,405,039
2005	1	Coal Exports	Chicago, IL	United States	Canada	67,586	2,732,180	.	.	67,586	2,732,180	13,996	2,433,550
2005	1	Coal Exports	Chicago, IL	United States	United Kingdom	60	4,778	.	.	60	4,778	.	.
2005	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	160,367	10,116,252
2005	3	Coal Exports	Chicago, IL	United States	Canada	19,659	800,022	.	.	19,659	800,022	134,415	10,544,602
2005	3	Coal Exports	Chicago, IL	United States	United Kingdom	.	.	.	.	.	.	18,739	1,190,000
2005	4	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	66,696	5,184,917
2005	4	Coal Exports	Chicago, IL	United States	United Kingdom	85	3,460	.	.	85	3,460	.	.
2006	1	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	10,700	912,387
2006	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	50,779	4,720,758
2006	2	Coal Exports	Chicago, IL	United States	Mexico	.	.	.	.	.	.	18,739	1,700,000
2006	2	Coal Exports	Chicago, IL	United States	Netherlands	.	.	.	.	.	.	24,802	1,750,000
2006	3	Coal Exports	Chicago, IL	United States	Canada	64,333	2,828,348	.	.	64,333	2,828,348	183,843	10,240,891
2006	3	Coal Exports	Chicago, IL	United States	United Kingdom	85	3,460	.	.	85	3,460	.	.
2006	4	Coal Exports	Chicago, IL	United States	Canada	29,751	1,364,911	.	.	29,751	1,364,911	87,107	4,847,635
2007	1	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	37,039	2,923,107
2007	2	Coal Exports	Chicago, IL	United States	Canada	30,342	1,398,857	.	.	30,342	1,398,857	53,503	4,153,596
2007	2	Coal Exports	Chicago, IL	United States	United Kingdom	108	4,417	.	.	108	4,417	.	.
2007	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	65,361	6,099,869
2007	3	Coal Exports	Chicago, IL	United States	Germany, Federal Republic of	2,162	50,000	.	.	2,162	50,000	.	.
2007	3	Coal Exports	Chicago, IL	United States	New Zealand	.	.	.	.	.	.	30	13,518
2007	4	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	86,632	5,436,590
2007	4	Coal Exports	Chicago, IL	United States	New Zealand	.	.	.	.	.	.	34	15,311
2008	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	127,398	12,838,552
2008	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	172,423	12,030,507
2008	4	Coal Exports	Chicago, IL	United States	Canada	30,038	1,423,934	.	.	30,038	1,423,934	41,703	7,279,375
2009	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	90,495	4,514,472
2009	2	Coal Exports	Chicago, IL	United States	India	.	.	11,459	1,039,519	11,459	1,039,519	22,046	2,000,000
2009	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	3,297	655,286
2009	3	Coal Exports	Chicago, IL	United States	India	.	.	.	.	.	.	26,141	2,608,650
2009	3	Coal Exports	Chicago, IL	United States	Thailand	21	2,992	.	.	21	2,992	.	.
2009	4	Coal Exports	Chicago, IL	United States	Algeria	.	.	.	.	.	.	27,007	6,370,000
2009	4	Coal Exports	Chicago, IL	United States	South Africa	.	.	.	.	.	.	22,046	2,000,000
2010	1	Coal Exports	Chicago, IL	United States	China	7	3,517	.	.	7	3,517	.	.
2010	1	Coal Exports	Chicago, IL	United States	Japan	4	4,616	.	.	4	4,616	.	.
2010	1	Coal Exports	Chicago, IL	United States	Thailand	36	5,284	.	.	36	5,284	.	.
2010	2	Coal Exports	Chicago, IL	United States	Belgium	.	.	.	.	.	.	24,251	2,310,000
2010	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	44,323	5,340,853
2010	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	3,204	1,574,513
2010	4	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	15,977	779,581
2010	4	Coal Exports	Chicago, IL	United States	India	.	.	.	.	.	.	22,046	4,629,800
2011	2	Coal Exports	Chicago, IL	United States	Italy	24	10,065	.	.	24	10,065	.	.
2011	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	12,455	5,750,956
2011	4	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	3,654	1,505,775
2011	4	Coal Exports	Chicago, IL	United States	China	.	.	.	.	.	.	2	2,650
2012	2	Coal Exports	Chicago, IL	United States	Canada	29,984	435,824	.	.	29,984	435,824	10,083	4,624,713
2012	3	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	8,484	3,017,991
2013	2	Coal Exports	Chicago, IL	United States	Canada	.	.	.	.	.	.	30,201	2,031,815
2013	3	Coal Exports	Chicago, IL	United States	Mexico	.	.	.	.	.	.	21,169	3,250,000
2013	4	Coal Exports	Chicago, IL	United States	United Kingdom	1	5,748	.	.	1	5,748	.	.
2014	1	Coal Exports	Chicago, IL	United States	Brazil	1	2,646	.	.	1	2,646	.	.
2014	1	Coal Exports	Chicago, IL	United States	Indonesia	47	5,519	.	.	47	5,519	.	.
2014	1	Coal Exports	Chicago, IL	United States	Malaysia	1	3,960	.	.	1	3,960	.	.
2014	2	Coal Exports	Chicago, IL	United States	Germany, Federal Republic of	39	23,525	.	.	39	23,525	.	.

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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	2	Coal Exports	Chicago, IL	United States	Indonesia	49	3,900	.	.	49	3,900	.	.
2014	2	Coal Exports	Chicago, IL	United States	Netherlands	1	2,906	.	.	1	2,906	.	.
2014	3	Coal Exports	Chicago, IL	United States	Indonesia	110	8,289	.	.	110	8,289	.	.
2015	1	Coal Exports	Chicago, IL	United States	Netherlands	2	6,956	.	.	2	6,956	.	.
2015	2	Coal Exports	Chicago, IL	United States	Canada	30,534	1,058,268	.	.	30,534	1,058,268	.	.
2002	1	Coal Exports	Cleveland, OH	United States	Canada	1,821,356	54,369,774	174,526	5,993,567	1,995,882	60,363,341	.	.
2002	1	Coal Exports	Cleveland, OH	United States	Singapore	7	5,400	.	.	7	5,400	.	.
2002	2	Coal Exports	Cleveland, OH	United States	Canada	2,401,424	83,794,093	1,814,444	72,085,533	4,215,868	155,879,626	10,024	845,727
2002	2	Coal Exports	Cleveland, OH	United States	Taiwan	.	.	.	.	.	.	1	2,670
2002	3	Coal Exports	Cleveland, OH	United States	Canada	2,575,891	93,735,679	1,109,460	43,820,010	3,685,351	137,555,689	.	.
2002	4	Coal Exports	Cleveland, OH	United States	Canada	2,443,664	87,781,847	1,150,890	43,180,500	3,594,554	130,962,347	.	.
2003	1	Coal Exports	Cleveland, OH	United States	Canada	1,018,628	35,485,778	143,575	4,782,726	1,162,203	40,268,504	.	.
2003	2	Coal Exports	Cleveland, OH	United States	Canada	2,769,356	90,090,882	1,078,890	39,994,432	3,848,246	130,085,314	.	.
2003	3	Coal Exports	Cleveland, OH	United States	Canada	2,649,699	85,589,367	1,005,114	37,578,428	3,654,813	123,167,795	.	.
2003	4	Coal Exports	Cleveland, OH	United States	Canada	545,437	15,664,632	665,681	24,657,279	1,211,118	40,321,911	2,500	515,284
2004	1	Coal Exports	Cleveland, OH	United States	Canada	32,010	1,048,374	63,782	2,371,021	95,792	3,419,395	.	.
2004	2	Coal Exports	Cleveland, OH	United States	Canada	201,290	7,194,758	627,593	27,220,831	828,883	34,415,589	.	.
2004	2	Coal Exports	Cleveland, OH	United States	Italy	.	.	93	4,695	93	4,695	.	.
2004	3	Coal Exports	Cleveland, OH	United States	Canada	562,998	23,608,730	594,767	31,793,964	1,157,765	55,402,694	10,442	400,874
2004	4	Coal Exports	Cleveland, OH	United States	Canada	759,601	31,824,453	515,052	27,095,100	1,274,653	58,919,553	5,103	1,160,704
2004	4	Coal Exports	Cleveland, OH	United States	Italy	.	.	.	.	.	.	18	10,784
2004	4	Coal Exports	Cleveland, OH	United States	Mexico	.	.	.	.	.	.	11	9,123
2004	4	Coal Exports	Cleveland, OH	United States	Norway	.	.	6,560	598,109	6,560	598,109	.	.
2004	4	Coal Exports	Cleveland, OH	United States	Spain	.	.	.	.	.	.	1	3,019
2005	1	Coal Exports	Cleveland, OH	United States	Canada	61,245	1,990,043	276,650	18,871,547	337,895	20,861,590	.	.
2005	2	Coal Exports	Cleveland, OH	United States	Canada	391,337	21,715,268	491,431	28,048,908	882,768	49,764,176	.	.
2005	2	Coal Exports	Cleveland, OH	United States	Italy	.	.	.	.	.	.	7	5,179
2005	2	Coal Exports	Cleveland, OH	United States	Mexico	.	.	.	.	.	.	12	7,345
2005	3	Coal Exports	Cleveland, OH	United States	Canada	257,487	15,245,250	764,919	50,175,261	1,022,406	65,420,511	.	.
2005	3	Coal Exports	Cleveland, OH	United States	Mexico	.	.	.	.	.	.	35	16,181
2005	4	Coal Exports	Cleveland, OH	United States	Canada	148,889	6,484,548	808,374	49,277,761	957,263	55,762,309	.	.
2006	1	Coal Exports	Cleveland, OH	United States	Canada	220	14,709	311,518	21,653,439	311,738	21,668,148	.	.
2006	2	Coal Exports	Cleveland, OH	United States	Canada	106,062	7,313,271	920,367	67,618,480	1,026,429	74,931,751	.	.
2006	2	Coal Exports	Cleveland, OH	United States	Guadeloupe	.	.	78	3,960	78	3,960	.	.
2006	2	Coal Exports	Cleveland, OH	United States	Netherlands	.	.	.	.	.	.	27,553	1,962,194
2006	3	Coal Exports	Cleveland, OH	United States	Canada	133,008	8,092,655	737,296	58,326,720	870,304	66,419,375	.	.
2006	4	Coal Exports	Cleveland, OH	United States	Canada	155,351	9,015,895	843,855	67,983,068	999,206	76,998,963	.	.
2007	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	45,320	3,737,337	45,320	3,737,337	.	.
2007	2	Coal Exports	Cleveland, OH	United States	Canada	.	.	820,740	61,295,291	820,740	61,295,291	.	.
2007	3	Coal Exports	Cleveland, OH	United States	Canada	60,376	4,352,427	835,189	65,359,000	895,565	69,711,427	.	.
2007	4	Coal Exports	Cleveland, OH	United States	Canada	201,087	13,455,481	386,059	31,703,368	587,146	45,158,849	7,637	2,099,878
2008	1	Coal Exports	Cleveland, OH	United States	Canada	116,893	7,427,986	84,772	6,951,055	201,665	14,379,041	.	.
2008	2	Coal Exports	Cleveland, OH	United States	Canada	90,968	5,298,075	552,658	45,568,974	643,626	50,867,049	42,739	11,206,270
2008	3	Coal Exports	Cleveland, OH	United States	Bahrain	.	.	.	.	.	.	7	29,751
2008	3	Coal Exports	Cleveland, OH	United States	Canada	421,921	29,636,062	524,252	48,222,818	946,173	77,858,880	61,720	6,348,182
2008	4	Coal Exports	Cleveland, OH	United States	Brazil	.	.	.	.	.	.	21,495	8,482,500
2008	4	Coal Exports	Cleveland, OH	United States	Canada	251,236	20,082,608	770,864	68,646,948	1,022,100	88,729,556	67,094	8,559,784
2008	4	Coal Exports	Cleveland, OH	United States	Saudi Arabia	.	.	16,612	6,404,750	16,612	6,404,750	.	.
2008	4	Coal Exports	Cleveland, OH	United States	Sweden	.	.	.	.	.	.	24,251	8,800,000
2009	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	45,654	3,588,687	45,654	3,588,687	.	.
2009	2	Coal Exports	Cleveland, OH	United States	Canada	101,687	9,517,391	262,939	20,418,925	364,626	29,936,316	.	.
2009	2	Coal Exports	Cleveland, OH	United States	South Africa	.	.	.	.	.	.	23,149	2,730,000
2009	3	Coal Exports	Cleveland, OH	United States	Canada	238,378	18,319,551	817,639	66,503,316	1,056,017	84,822,867	32,495	2,989,043
2009	3	Coal Exports	Cleveland, OH	United States	China	.	.	11	3,069	11	3,069	.	.
2009	3	Coal Exports	Cleveland, OH	United States	Singapore	7	5,976	33	9,349	40	15,325	.	.
2009	3	Coal Exports	Cleveland, OH	United States	South Africa	.	.	.	.	.	.	23,149	2,100,000
2009	4	Coal Exports	Cleveland, OH	United States	Bulgaria	.	.	80	4,098	80	4,098	.	.
2009	4	Coal Exports	Cleveland, OH	United States	Canada	407,569	32,781,429	522,167	39,075,986	929,736	71,857,415	60,897	4,469,496
2009	4	Coal Exports	Cleveland, OH	United States	China	.	.	13	3,675	13	3,675	.	.
2009	4	Coal Exports	Cleveland, OH	United States	India	.	.	65	3,332	65	3,332	25,353	2,990,000
2009	4	Coal Exports	Cleveland, OH	United States	Italy	.	.	79	4,025	79	4,025	.	.
2010	1	Coal Exports	Cleveland, OH	United States	Canada	94,412	7,075,159	125,546	10,616,976	219,958	17,692,135	2,651	680,331
2010	1	Coal Exports	Cleveland, OH	United States	Hong Kong	.	.	29	3,200	29	3,200	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	1	Coal Exports	Cleveland, OH	United States	Hungary	.	.	283	14,400	283	14,400	.	.
2010	1	Coal Exports	Cleveland, OH	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	61	184,404
2010	2	Coal Exports	Cleveland, OH	United States	Canada	330,977	29,231,457	475,117	40,763,515	806,094	69,994,972	30,037	2,733,507
2010	2	Coal Exports	Cleveland, OH	United States	Mexico	.	.	13	3,633	13	3,633	.	.
2010	2	Coal Exports	Cleveland, OH	United States	Spain	.	.	.	.	.	.	22,046	2,100,000
2010	3	Coal Exports	Cleveland, OH	United States	Canada	489,750	39,981,033	616,360	58,228,180	1,106,110	98,209,213	.	.
2010	3	Coal Exports	Cleveland, OH	United States	China	.	.	17	4,619	17	4,619	.	.
2010	4	Coal Exports	Cleveland, OH	United States	Canada	.	.	666,937	68,575,006	666,937	68,575,006	32,693	1,658,139
2010	4	Coal Exports	Cleveland, OH	United States	Mexico	.	.	.	.	.	.	21,939	7,186,781
2010	4	Coal Exports	Cleveland, OH	United States	Spain	.	.	.	.	.	.	19,717	1,890,000
2011	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	174,026	19,236,349	174,026	19,236,349	.	.
2011	2	Coal Exports	Cleveland, OH	United States	Canada	55,198	3,436,441	769,835	96,431,648	825,033	99,868,089	30,117	4,334,664
2011	2	Coal Exports	Cleveland, OH	United States	India	66	2,628	.	.	66	2,628	.	.
2011	2	Coal Exports	Cleveland, OH	United States	United Kingdom	45	2,628	.	.	45	2,628	.	.
2011	3	Coal Exports	Cleveland, OH	United States	Canada	42,123	5,406,172	565,111	66,775,181	607,234	72,181,353	17,003	7,859,513
2011	3	Coal Exports	Cleveland, OH	United States	Switzerland	3	4,737	.	.	3	4,737	.	.
2011	4	Coal Exports	Cleveland, OH	United States	Canada	24,035	2,215,530	1,144,931	137,375,902	1,168,966	139,591,432	36,492	10,818,633
2012	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	403,383	49,573,757	403,383	49,573,757	.	.
2012	1	Coal Exports	Cleveland, OH	United States	Hong Kong	.	.	45	13,126	45	13,126	.	.
2012	1	Coal Exports	Cleveland, OH	United States	Italy	.	.	32	3,672	32	3,672	.	.
2012	1	Coal Exports	Cleveland, OH	United States	Japan	21	3,850	.	.	21	3,850	.	.
2012	1	Coal Exports	Cleveland, OH	United States	Malaysia	.	.	18	5,070	18	5,070	.	.
2012	1	Coal Exports	Cleveland, OH	United States	Singapore	.	.	29	8,461	29	8,461	.	.
2012	2	Coal Exports	Cleveland, OH	United States	Canada	91,908	8,532,139	702,122	94,315,035	794,030	102,847,174	.	.
2012	3	Coal Exports	Cleveland, OH	United States	Canada	79,900	10,931,021	1,184,209	139,178,550	1,264,109	150,109,571	16,755	5,696,666
2012	3	Coal Exports	Cleveland, OH	United States	United Kingdom	489	417,600	.	.	489	417,600	.	.
2012	4	Coal Exports	Cleveland, OH	United States	Canada	65,239	5,725,546	682,179	77,826,711	747,418	83,552,257	98,607	25,173,490
2012	4	Coal Exports	Cleveland, OH	United States	South Korea (Republic of Korea)	386	56,028	.	.	386	56,028	.	.
2013	1	Coal Exports	Cleveland, OH	United States	Canada	33,422	4,836,497	196,709	19,839,264	230,131	24,675,761	.	.
2013	1	Coal Exports	Cleveland, OH	United States	Japan	110	11,550	.	.	110	11,550	.	.
2013	2	Coal Exports	Cleveland, OH	United States	Canada	9,165	1,046,098	726,396	68,383,568	735,561	69,429,666	.	.
2013	3	Coal Exports	Cleveland, OH	United States	Canada	32,809	3,170,839	986,144	91,843,671	1,018,953	95,014,510	.	.
2013	3	Coal Exports	Cleveland, OH	United States	Indonesia	37	6,429	.	.	37	6,429	.	.
2013	3	Coal Exports	Cleveland, OH	United States	Singapore	41	3,240	.	.	41	3,240	.	.
2013	4	Coal Exports	Cleveland, OH	United States	Canada	.	.	773,395	69,961,614	773,395	69,961,614	.	.
2014	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	360,078	32,183,846	360,078	32,183,846	3,808	1,136,857
2014	2	Coal Exports	Cleveland, OH	United States	Canada	.	.	766,830	67,223,093	766,830	67,223,093	27,292	8,937,057
2014	3	Coal Exports	Cleveland, OH	United States	Canada	8,354	1,117,659	1,053,843	85,817,233	1,062,197	86,934,892	96,786	31,992,715
2014	4	Coal Exports	Cleveland, OH	United States	Canada	93,052	4,515,291	1,196,250	101,542,474	1,289,302	106,057,765	88,031	27,236,342
2015	1	Coal Exports	Cleveland, OH	United States	Canada	.	.	201,593	16,092,491	201,593	16,092,491	.	.
2015	1	Coal Exports	Cleveland, OH	United States	Japan	419	44,332	.	.	419	44,332	.	.
2015	2	Coal Exports	Cleveland, OH	United States	Canada	63,934	3,507,500	798,976	65,618,335	862,910	69,125,835	169,155	41,625,090
2015	2	Coal Exports	Cleveland, OH	United States	Japan	314	43,010	.	.	314	43,010	.	.
2015	3	Coal Exports	Cleveland, OH	United States	Canada	50,866	2,615,484	738,940	58,531,860	789,806	61,147,344	19,452	6,740,380
2015	3	Coal Exports	Cleveland, OH	United States	United Arab Emirates	23	2,943	.	.	23	2,943	.	.
2015	4	Coal Exports	Cleveland, OH	United States	Canada	61,511	3,500,344	729,640	61,365,965	791,151	64,866,309	63,600	19,799,813
2008	2	Coal Exports	Dallas/Fort Worth, TX	United States	Mexico	.	.	.	.	.	.	22	3,290
2008	4	Coal Exports	Dallas/Fort Worth, TX	United States	Indonesia	1	3,058	.	.	1	3,058	.	.
2009	3	Coal Exports	Dallas/Fort Worth, TX	United States	United Arab Emirates	24	3,575	.	.	24	3,575	.	.
2002	1	Coal Exports	Detroit, MI	United States	Canada	1,237	106,721	.	.	1,237	106,721	4,406	270,041
2002	1	Coal Exports	Detroit, MI	United States	Italy	402	16,392	.	.	402	16,392	.	.
2002	1	Coal Exports	Detroit, MI	United States	Spain	741	53,281	.	.	741	53,281	.	.
2002	2	Coal Exports	Detroit, MI	United States	Canada	20,951	811,116	109,731	3,635,778	130,682	4,446,894	1,336	163,031
2002	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	188	7,628	.	.	188	7,628	.	.
2002	2	Coal Exports	Detroit, MI	United States	Italy	84	15,739	.	.	84	15,739	.	.
2002	2	Coal Exports	Detroit, MI	United States	Spain	210	42,265	.	.	210	42,265	.	.
2002	3	Coal Exports	Detroit, MI	United States	Canada	21,421	1,049,255	164,883	5,756,834	186,304	6,806,089	5,075	556,730
2002	3	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	94	3,814	.	.	94	3,814	.	.
2002	3	Coal Exports	Detroit, MI	United States	Italy	306	21,693	.	.	306	21,693	.	.
2002	3	Coal Exports	Detroit, MI	United States	Spain	519	38,037	.	.	519	38,037	.	.
2002	4	Coal Exports	Detroit, MI	United States	Canada	47,833	1,427,406	57,720	2,077,798	105,553	3,505,204	16,663	1,780,224
2002	4	Coal Exports	Detroit, MI	United States	Italy	357	23,782	.	.	357	23,782	.	.
2002	4	Coal Exports	Detroit, MI	United States	Spain	944	45,133	.	.	944	45,133	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	4	Coal Exports	Detroit, MI	United States	United Kingdom	19	4,149	.	.	19	4,149	.	.
2003	1	Coal Exports	Detroit, MI	United States	Canada	2,874	79,516	28,629	957,697	31,503	1,037,213	32,474	4,074,692
2003	1	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	94	3,814	.	.	94	3,814	.	.
2003	1	Coal Exports	Detroit, MI	United States	Italy	126	23,586	.	.	126	23,586	.	.
2003	1	Coal Exports	Detroit, MI	United States	Spain	1,095	54,794	.	.	1,095	54,794	.	.
2003	2	Coal Exports	Detroit, MI	United States	Canada	47,489	1,440,233	101,840	3,442,966	149,329	4,883,199	28,273	4,217,835
2003	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	94	3,814	.	.	94	3,814	.	.
2003	2	Coal Exports	Detroit, MI	United States	Italy	42	7,862	.	.	42	7,862	.	.
2003	2	Coal Exports	Detroit, MI	United States	Spain	189	37,634	.	.	189	37,634	.	.
2003	3	Coal Exports	Detroit, MI	United States	Canada	767,498	27,255,383	58,316	2,095,749	825,814	29,351,132	3,501	703,616
2003	3	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	94	3,814	.	.	94	3,814	.	.
2003	3	Coal Exports	Detroit, MI	United States	Italy	316	15,969	.	.	316	15,969	.	.
2003	3	Coal Exports	Detroit, MI	United States	Spain	231	46,986	.	.	231	46,986	.	.
2003	4	Coal Exports	Detroit, MI	United States	Canada	2,095,349	72,723,770	253,377	8,975,726	2,348,726	81,699,496	34,682	2,950,992
2003	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	19	4,149	.	.	19	4,149	.	.
2003	4	Coal Exports	Detroit, MI	United States	Italy	350	29,576	.	.	350	29,576	.	.
2003	4	Coal Exports	Detroit, MI	United States	Spain	700	35,298	.	.	700	35,298	.	.
2004	1	Coal Exports	Detroit, MI	United States	Canada	788,985	24,939,972	81,358	3,212,563	870,343	28,152,535	115	17,941
2004	1	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	187	7,628	.	.	187	7,628	.	.
2004	1	Coal Exports	Detroit, MI	United States	Italy	84	15,683	.	.	84	15,683	.	.
2004	1	Coal Exports	Detroit, MI	United States	Spain	2,627	116,621	.	.	2,627	116,621	.	.
2004	2	Coal Exports	Detroit, MI	United States	Canada	2,327,437	94,002,702	104,606	4,660,681	2,432,043	98,663,383	31,997	1,676,645
2004	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	155	6,300	.	.	155	6,300	.	.
2004	2	Coal Exports	Detroit, MI	United States	Italy	627	31,573	.	.	627	31,573	.	.
2004	2	Coal Exports	Detroit, MI	United States	Spain	1,739	84,814	.	.	1,739	84,814	.	.
2004	3	Coal Exports	Detroit, MI	United States	Canada	1,698,820	76,834,709	53,115	2,793,635	1,751,935	79,628,344	27,316	1,020,378
2004	3	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	246	9,992	.	.	246	9,992	.	.
2004	3	Coal Exports	Detroit, MI	United States	Italy	105	19,444	.	.	105	19,444	.	.
2004	3	Coal Exports	Detroit, MI	United States	Spain	1,044	56,451	.	.	1,044	56,451	.	.
2004	3	Coal Exports	Detroit, MI	United States	United Kingdom	188	7,658	.	.	188	7,658	.	.
2004	4	Coal Exports	Detroit, MI	United States	Canada	1,120,472	49,936,633	113,794	5,885,864	1,234,266	55,822,497	28,662	1,282,390
2004	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	20	4,495	.	.	20	4,495	.	.
2004	4	Coal Exports	Detroit, MI	United States	Italy	406	22,610	.	.	406	22,610	.	.
2004	4	Coal Exports	Detroit, MI	United States	Spain	2,287	96,642	.	.	2,287	96,642	.	.
2005	1	Coal Exports	Detroit, MI	United States	Canada	573,607	26,204,946	43,644	1,593,591	617,251	27,798,537	42	9,264
2005	1	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	208	8,490	.	.	208	8,490	.	.
2005	1	Coal Exports	Detroit, MI	United States	Italy	648	37,424	.	.	648	37,424	.	.
2005	1	Coal Exports	Detroit, MI	United States	Spain	1,829	88,746	.	.	1,829	88,746	.	.
2005	2	Coal Exports	Detroit, MI	United States	Canada	2,215,026	110,268,266	79,022	4,628,673	2,294,048	114,896,939	8,809	2,577,568
2005	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	412	16,813	.	.	412	16,813	.	.
2005	2	Coal Exports	Detroit, MI	United States	Italy	276	25,938	.	.	276	25,938	.	.
2005	2	Coal Exports	Detroit, MI	United States	Spain	962	76,071	.	.	962	76,071	.	.
2005	3	Coal Exports	Detroit, MI	United States	Canada	2,206,180	126,453,999	18,385	1,190,383	2,224,565	127,644,382	125,539	9,479,166
2005	3	Coal Exports	Detroit, MI	United States	Italy	84	14,651	.	.	84	14,651	.	.
2005	3	Coal Exports	Detroit, MI	United States	Spain	1,133	59,286	.	.	1,133	59,286	.	.
2005	4	Coal Exports	Detroit, MI	United States	Canada	3,453,735	122,136,257	36,363	2,017,932	3,490,098	124,154,189	107,499	8,443,353
2005	4	Coal Exports	Detroit, MI	United States	Italy	84	14,304	.	.	84	14,304	.	.
2005	4	Coal Exports	Detroit, MI	United States	Spain	1,839	95,901	.	.	1,839	95,901	.	.
2006	1	Coal Exports	Detroit, MI	United States	Canada	2,456,326	91,597,464	19,846	1,223,765	2,476,172	92,821,229	9,630	2,945,283
2006	1	Coal Exports	Detroit, MI	United States	Italy	255	21,372	.	.	255	21,372	.	.
2006	1	Coal Exports	Detroit, MI	United States	Spain	672	67,078	.	.	672	67,078	.	.
2006	2	Coal Exports	Detroit, MI	United States	Algeria	.	.	.	.	.	.	20,316	1,476,460
2006	2	Coal Exports	Detroit, MI	United States	Canada	3,933,077	156,942,729	34,329	2,859,335	3,967,406	159,802,064	25,953	4,759,417
2006	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	211	16,086	.	.	211	16,086	.	.
2006	2	Coal Exports	Detroit, MI	United States	Italy	324	15,383	.	.	324	15,383	.	.
2006	2	Coal Exports	Detroit, MI	United States	Spain	1,630	74,290	.	.	1,630	74,290	.	.
2006	3	Coal Exports	Detroit, MI	United States	Algeria	.	.	.	.	.	.	20,437	1,379,191
2006	3	Coal Exports	Detroit, MI	United States	Canada	3,948,111	161,364,995	5,258	654,147	3,953,369	162,019,142	57,506	4,809,864
2006	4	Coal Exports	Detroit, MI	United States	Canada	3,291,691	128,387,234	1,691	202,063	3,293,382	128,589,297	19,619	1,595,292
2006	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	559	22,802	.	.	559	22,802	.	.
2006	4	Coal Exports	Detroit, MI	United States	Italy	559	22,860	.	.	559	22,860	.	.
2006	4	Coal Exports	Detroit, MI	United States	Spain	2,482	101,330	.	.	2,482	101,330	.	.
2007	1	Coal Exports	Detroit, MI	United States	Canada	1,463,205	56,238,810	31,769	2,655,832	1,494,974	58,894,642	176	38,091

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	1	Coal Exports	Detroit, MI	United States	Italy	757	30,957	.	.	757	30,957	.	.
2007	1	Coal Exports	Detroit, MI	United States	Spain	4,700	191,844	.	.	4,700	191,844	.	.
2007	2	Coal Exports	Detroit, MI	United States	Algeria	.	.	.	.	.	.	18,188	1,555,000
2007	2	Coal Exports	Detroit, MI	United States	Canada	4,576,174	151,618,489	53,877	3,776,023	4,630,051	155,394,512	36,541	2,002,317
2007	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	281	11,482	.	.	281	11,482	.	.
2007	2	Coal Exports	Detroit, MI	United States	Italy	594	24,290	.	.	594	24,290	.	.
2007	2	Coal Exports	Detroit, MI	United States	Saudi Arabia	9	3,730	.	.	9	3,730	.	.
2007	2	Coal Exports	Detroit, MI	United States	Spain	2,394	97,734	.	.	2,394	97,734	.	.
2007	3	Coal Exports	Detroit, MI	United States	Canada	3,561,762	162,808,025	20,838	1,945,992	3,582,600	164,754,017	114,519	9,427,916
2007	3	Coal Exports	Detroit, MI	United States	Italy	198	8,096	.	.	198	8,096	.	.
2007	3	Coal Exports	Detroit, MI	United States	Saudi Arabia	6	2,824	.	.	6	2,824	.	.
2007	4	Coal Exports	Detroit, MI	United States	Canada	3,418,127	134,737,887	73,404	5,760,434	3,491,531	140,498,321	80,633	10,339,049
2007	4	Coal Exports	Detroit, MI	United States	Italy	1,190	48,579	.	.	1,190	48,579	.	.
2007	4	Coal Exports	Detroit, MI	United States	Spain	2,687	109,734	.	.	2,687	109,734	.	.
2007	4	Coal Exports	Detroit, MI	United States	United Kingdom	21	5,226	.	.	21	5,226	.	.
2008	1	Coal Exports	Detroit, MI	United States	Canada	1,909,488	77,273,101	3,886	445,388	1,913,374	77,718,489	32,737	7,604,487
2008	1	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	142	5,800	.	.	142	5,800	.	.
2008	1	Coal Exports	Detroit, MI	United States	Italy	1,429	58,334	.	.	1,429	58,334	.	.
2008	1	Coal Exports	Detroit, MI	United States	Spain	467	19,089	.	.	467	19,089	.	.
2008	1	Coal Exports	Detroit, MI	United States	United Kingdom	239	9,771	.	.	239	9,771	.	.
2008	2	Coal Exports	Detroit, MI	United States	Canada	5,469,837	183,430,606	7,449	794,885	5,477,286	184,225,491	63,258	6,087,200
2008	2	Coal Exports	Detroit, MI	United States	Italy	198	8,097	.	.	198	8,097	.	.
2008	2	Coal Exports	Detroit, MI	United States	United Kingdom	239	9,771	.	.	239	9,771	.	.
2008	3	Coal Exports	Detroit, MI	United States	Canada	4,818,689	137,917,411	57,746	5,524,078	4,876,435	143,441,489	249	71,622
2008	4	Coal Exports	Detroit, MI	United States	Canada	4,320,638	124,802,809	23,058	2,105,676	4,343,696	126,908,485	37,087	4,227,478
2008	4	Coal Exports	Detroit, MI	United States	Netherlands	.	.	.	.	.	.	23,149	3,780,000
2008	4	Coal Exports	Detroit, MI	United States	Spain	.	.	.	.	.	.	20,393	2,497,500
2009	1	Coal Exports	Detroit, MI	United States	Canada	561,686	33,921,494	21,256	2,092,477	582,942	36,013,971	23	4,186
2009	1	Coal Exports	Detroit, MI	United States	Italy	84	44,200	.	.	84	44,200	.	.
2009	1	Coal Exports	Detroit, MI	United States	Spain	23	2,662	.	.	23	2,662	.	.
2009	2	Coal Exports	Detroit, MI	United States	Canada	2,650,434	128,521,927	5,195	590,078	2,655,629	129,112,005	588	220,899
2009	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	21	5,201	.	.	21	5,201	.	.
2009	3	Coal Exports	Detroit, MI	United States	Brazil	.	.	.	.	.	.	3,200	270,000
2009	3	Coal Exports	Detroit, MI	United States	Canada	1,599,997	90,338,105	63,763	6,077,980	1,663,760	96,416,085	90,385	8,236,821
2009	3	Coal Exports	Detroit, MI	United States	India	.	.	9,981	814,955	9,981	814,955	11,561	2,727,282
2009	3	Coal Exports	Detroit, MI	United States	Italy	42	20,614	.	.	42	20,614	.	.
2009	3	Coal Exports	Detroit, MI	United States	Spain	.	.	.	.	.	.	16,976	2,079,000
2009	3	Coal Exports	Detroit, MI	United States	United Kingdom	19	5,201	.	.	19	5,201	.	.
2009	4	Coal Exports	Detroit, MI	United States	Canada	1,481,668	88,266,821	6,161	787,036	1,487,829	89,053,857	51,847	7,833,374
2009	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	19	14,751	.	.	19	14,751	.	.
2009	4	Coal Exports	Detroit, MI	United States	Italy	71	21,328	.	.	71	21,328	.	.
2009	4	Coal Exports	Detroit, MI	United States	Lithuania	3	3,281	.	.	3	3,281	.	.
2009	4	Coal Exports	Detroit, MI	United States	Spain	.	.	.	.	.	.	21,495	2,047,500
2010	1	Coal Exports	Detroit, MI	United States	Canada	112,068	10,068,127	59,067	5,486,348	171,135	15,554,475	25,552	5,107,396
2010	1	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	40	29,507	.	.	40	29,507	.	.
2010	1	Coal Exports	Detroit, MI	United States	Italy	245	79,073	.	.	245	79,073	.	.
2010	1	Coal Exports	Detroit, MI	United States	United Kingdom	19	5,201	.	.	19	5,201	.	.
2010	2	Coal Exports	Detroit, MI	United States	Canada	1,744,984	97,764,569	33,034	3,021,458	1,778,018	100,786,027	30,656	3,546,465
2010	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	41	20,326	.	.	41	20,326	.	.
2010	2	Coal Exports	Detroit, MI	United States	Italy	48	21,757	.	.	48	21,757	.	.
2010	2	Coal Exports	Detroit, MI	United States	Spain	42	23,128	.	.	42	23,128	.	.
2010	3	Coal Exports	Detroit, MI	United States	Canada	2,847,277	144,439,283	22,410	3,155,135	2,869,687	147,594,418	34,652	5,437,159
2010	3	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	41	31,948	.	.	41	31,948	.	.
2010	3	Coal Exports	Detroit, MI	United States	Italy	44	22,391	.	.	44	22,391	.	.
2010	3	Coal Exports	Detroit, MI	United States	South Africa	.	.	.	.	.	.	22,046	4,000,000
2010	3	Coal Exports	Detroit, MI	United States	Spain	21	5,601	.	.	21	5,601	.	.
2010	4	Coal Exports	Detroit, MI	United States	Canada	1,482,646	80,134,750	46,385	5,201,808	1,529,031	85,336,558	125,464	10,738,313
2010	4	Coal Exports	Detroit, MI	United States	Italy	88	45,252	.	.	88	45,252	.	.
2010	4	Coal Exports	Detroit, MI	United States	Spain	178	39,613	.	.	178	39,613	3,653	367,500
2010	4	Coal Exports	Detroit, MI	United States	United Kingdom	20	9,785	.	.	20	9,785	.	.
2011	1	Coal Exports	Detroit, MI	United States	Canada	82,490	6,827,533	1,474	222,141	83,964	7,049,674	11,679	2,540,249
2011	1	Coal Exports	Detroit, MI	United States	Italy	112	57,162	.	.	112	57,162	.	.
2011	1	Coal Exports	Detroit, MI	United States	Spain	46	6,007	.	.	46	6,007	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	2	Coal Exports	Detroit, MI	United States	Canada	537,679	39,779,222	7,095	1,139,247	544,774	40,918,469	105,801	20,030,666
2011	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	.	.	165	16,359	165	16,359	.	.
2011	2	Coal Exports	Detroit, MI	United States	Italy	89	45,292	.	.	89	45,292	.	.
2011	2	Coal Exports	Detroit, MI	United States	Spain	140	20,366	.	.	140	20,366	21,804	3,000,000
2011	3	Coal Exports	Detroit, MI	United States	Canada	819,737	48,192,515	897	138,385	820,634	48,330,900	29,816	6,411,591
2011	3	Coal Exports	Detroit, MI	United States	Italy	65	33,842	.	.	65	33,842	.	.
2011	3	Coal Exports	Detroit, MI	United States	Spain	43	6,598	.	.	43	6,598	.	.
2011	4	Coal Exports	Detroit, MI	United States	Canada	194,099	14,900,474	64,177	4,842,414	258,276	19,742,888	60,137	20,125,551
2011	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	2	3,649	.	.	2	3,649	.	.
2011	4	Coal Exports	Detroit, MI	United States	Italy	84	45,742	.	.	84	45,742	.	.
2011	4	Coal Exports	Detroit, MI	United States	Spain	.	.	.	.	.	.	26,134	3,000,000
2011	4	Coal Exports	Detroit, MI	United States	United Kingdom	24	3,086	.	.	24	3,086	.	.
2012	1	Coal Exports	Detroit, MI	United States	Canada	43,081	4,283,899	.	.	43,081	4,283,899	32,708	13,911,281
2012	1	Coal Exports	Detroit, MI	United States	Italy	151	62,564	.	.	151	62,564	.	.
2012	1	Coal Exports	Detroit, MI	United States	Sweden	186	14,910	.	.	186	14,910	.	.
2012	1	Coal Exports	Detroit, MI	United States	United Kingdom	59	11,027	.	.	59	11,027	.	.
2012	2	Coal Exports	Detroit, MI	United States	Canada	216,166	18,572,919	33,564	1,704,603	249,730	20,277,522	84,850	17,846,483
2012	2	Coal Exports	Detroit, MI	United States	Egypt	22	5,522	.	.	22	5,522	.	.
2012	2	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	19	5,201	.	.	19	5,201	.	.
2012	2	Coal Exports	Detroit, MI	United States	Italy	86	28,253	.	.	86	28,253	.	.
2012	2	Coal Exports	Detroit, MI	United States	United Kingdom	41	9,752	.	.	41	9,752	.	.
2012	3	Coal Exports	Detroit, MI	United States	Canada	313,282	20,129,752	3,665	1,019,359	316,947	21,149,111	29,800	5,310,511
2012	3	Coal Exports	Detroit, MI	United States	Italy	84	22,404	.	.	84	22,404	.	.
2012	3	Coal Exports	Detroit, MI	United States	United Kingdom	12	2,691	.	.	12	2,691	.	.
2012	4	Coal Exports	Detroit, MI	United States	Canada	152,674	11,532,612	22,799	5,792,968	175,473	17,325,580	54,188	9,438,893
2012	4	Coal Exports	Detroit, MI	United States	Italy	84	34,102	.	.	84	34,102	.	.
2012	4	Coal Exports	Detroit, MI	United States	United Arab Emirates	21	3,116	.	.	21	3,116	.	.
2012	4	Coal Exports	Detroit, MI	United States	United Kingdom	31	8,102	.	.	31	8,102	.	.
2013	1	Coal Exports	Detroit, MI	United States	Canada	93,489	6,743,963	20,354	2,331,985	113,843	9,075,948	963	385,614
2013	1	Coal Exports	Detroit, MI	United States	India	552	80,122	.	.	552	80,122	.	.
2013	1	Coal Exports	Detroit, MI	United States	Italy	42	11,202	.	.	42	11,202	.	.
2013	1	Coal Exports	Detroit, MI	United States	Spain	21	5,601	.	.	21	5,601	.	.
2013	1	Coal Exports	Detroit, MI	United States	United Kingdom	62	13,462	.	.	62	13,462	.	.
2013	2	Coal Exports	Detroit, MI	United States	Canada	267,644	15,625,730	.	.	267,644	15,625,730	29,808	4,167,944
2013	2	Coal Exports	Detroit, MI	United States	Italy	63	16,803	.	.	63	16,803	.	.
2013	2	Coal Exports	Detroit, MI	United States	South Africa	424	61,522	.	.	424	61,522	.	.
2013	2	Coal Exports	Detroit, MI	United States	Spain	61	17,121	.	.	61	17,121	.	.
2013	2	Coal Exports	Detroit, MI	United States	United Kingdom	21	4,147	.	.	21	4,147	.	.
2013	3	Coal Exports	Detroit, MI	United States	Canada	294,044	18,889,288	36,584	4,149,943	330,628	23,039,231	39,451	5,573,895
2013	3	Coal Exports	Detroit, MI	United States	Spain	84	22,404	.	.	84	22,404	.	.
2013	3	Coal Exports	Detroit, MI	United States	United Kingdom	20	5,719	.	.	20	5,719	.	.
2013	4	Coal Exports	Detroit, MI	United States	Brazil	.	.	.	.	.	.	26,089	2,601,500
2013	4	Coal Exports	Detroit, MI	United States	Canada	272,232	22,613,497	19,043	1,547,506	291,275	24,161,003	110,666	21,219,181
2013	4	Coal Exports	Detroit, MI	United States	Netherlands	19	5,307	.	.	19	5,307	.	.
2014	1	Coal Exports	Detroit, MI	United States	Canada	9,627	776,522	38,845	3,318,568	48,472	4,095,090	47,430	13,166,108
2014	1	Coal Exports	Detroit, MI	United States	Italy	105	35,435	.	.	105	35,435	.	.
2014	1	Coal Exports	Detroit, MI	United States	United Kingdom	62	13,972	.	.	62	13,972	.	.
2014	2	Coal Exports	Detroit, MI	United States	Canada	357,261	24,113,888	1,544	263,123	358,805	24,377,011	28,361	3,462,819
2014	2	Coal Exports	Detroit, MI	United States	United Kingdom	103	32,943	.	.	103	32,943	.	.
2014	3	Coal Exports	Detroit, MI	United States	Canada	228,162	13,168,025	27,787	2,001,373	255,949	15,169,398	56,326	10,598,369
2014	3	Coal Exports	Detroit, MI	United States	United Kingdom	62	14,840	.	.	62	14,840	.	.
2014	4	Coal Exports	Detroit, MI	United States	Canada	139,961	10,607,998	124	26,354	140,085	10,634,352	171,102	27,063,539
2014	4	Coal Exports	Detroit, MI	United States	Germany, Federal Republic of	20	6,138	.	.	20	6,138	.	.
2014	4	Coal Exports	Detroit, MI	United States	Nicaragua	7	4,635	.	.	7	4,635	.	.
2014	4	Coal Exports	Detroit, MI	United States	United Kingdom	21	4,281	.	.	21	4,281	.	.
2015	1	Coal Exports	Detroit, MI	United States	Canada	194,446	15,094,257	36,124	3,578,933	230,570	18,673,190	34,142	7,695,794
2015	1	Coal Exports	Detroit, MI	United States	Spain	22	5,900	.	.	22	5,900	.	.
2015	1	Coal Exports	Detroit, MI	United States	United Kingdom	82	21,829	.	.	82	21,829	.	.
2015	2	Coal Exports	Detroit, MI	United States	Canada	230,335	15,547,930	25,859	3,752,468	256,194	19,300,398	71,591	14,187,661
2015	2	Coal Exports	Detroit, MI	United States	Italy	42	11,812	.	.	42	11,812	.	.
2015	2	Coal Exports	Detroit, MI	United States	United Kingdom	41	10,678	.	.	41	10,678	.	.
2015	3	Coal Exports	Detroit, MI	United States	Canada	228,153	12,996,065	152,938	18,055,101	381,091	31,051,166	95,596	14,068,641
2015	3	Coal Exports	Detroit, MI	United States	United Kingdom	61	16,790	.	.	61	16,790	.	.

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	4	Coal Exports	Detroit, MI	United States	Canada	72,116	6,037,304	28,147	5,751,414	100,263	11,788,718	76,398	10,278,325
2015	4	Coal Exports	Detroit, MI	United States	Spain	20	5,680	.	.	20	5,680	.	.
2015	4	Coal Exports	Detroit, MI	United States	United Kingdom	104	24,669	.	.	104	24,669	.	.
2002	1	Coal Exports	Duluth, MN	United States	Canada	97,940	4,834,509	.	.	97,940	4,834,509	.	.
2002	2	Coal Exports	Duluth, MN	United States	Canada	345,714	19,295,244	.	.	345,714	19,295,244	.	.
2002	3	Coal Exports	Duluth, MN	United States	Canada	239,077	19,426,754	.	.	239,077	19,426,754	.	.
2002	4	Coal Exports	Duluth, MN	United States	Canada	1,173,459	16,577,557	61,503	2,642,318	1,234,962	19,219,875	.	.
2003	1	Coal Exports	Duluth, MN	United States	Canada	757,498	6,978,145	.	.	757,498	6,978,145	.	.
2003	2	Coal Exports	Duluth, MN	United States	Canada	1,719,813	19,400,141	.	.	1,719,813	19,400,141	.	.
2003	3	Coal Exports	Duluth, MN	United States	Canada	2,347,790	27,676,732	.	.	2,347,790	27,676,732	61	7,100
2003	4	Coal Exports	Duluth, MN	United States	Canada	1,287,403	20,501,393	.	.	1,287,403	20,501,393	.	.
2004	1	Coal Exports	Duluth, MN	United States	Canada	299,306	3,350,279	.	.	299,306	3,350,279	.	.
2004	2	Coal Exports	Duluth, MN	United States	Canada	1,544,296	34,574,672	.	.	1,544,296	34,574,672	58	13,000
2004	3	Coal Exports	Duluth, MN	United States	Canada	1,843,011	40,791,908	.	.	1,843,011	40,791,908	.	.
2004	4	Coal Exports	Duluth, MN	United States	Canada	1,271,592	27,891,990	.	.	1,271,592	27,891,990	.	.
2005	1	Coal Exports	Duluth, MN	United States	Canada	497,820	11,612,696	.	.	497,820	11,612,696	.	.
2005	2	Coal Exports	Duluth, MN	United States	Canada	1,851,040	38,262,181	.	.	1,851,040	38,262,181	22	4,531
2005	3	Coal Exports	Duluth, MN	United States	Canada	2,505,422	51,264,345	.	.	2,505,422	51,264,345	93	15,750
2006	1	Coal Exports	Duluth, MN	United States	Canada	190	21,866	.	.	190	21,866	.	.
2006	2	Coal Exports	Duluth, MN	United States	Canada	2,107	254,696	.	.	2,107	254,696	28	7,861
2006	3	Coal Exports	Duluth, MN	United States	Canada	1,416	160,539	.	.	1,416	160,539	66	19,983
2006	4	Coal Exports	Duluth, MN	United States	Canada	1,467	160,982	.	.	1,467	160,982	42	13,378
2007	1	Coal Exports	Duluth, MN	United States	Canada	419	44,376	.	.	419	44,376	.	.
2007	2	Coal Exports	Duluth, MN	United States	Canada	2,618	283,266	.	.	2,618	283,266	.	.
2007	3	Coal Exports	Duluth, MN	United States	Canada	1,257	135,243	.	.	1,257	135,243	.	.
2007	4	Coal Exports	Duluth, MN	United States	Canada	578	66,278	.	.	578	66,278	.	.
2008	1	Coal Exports	Duluth, MN	United States	Canada	653	76,628	.	.	653	76,628	.	.
2008	2	Coal Exports	Duluth, MN	United States	Canada	1,488	188,653	.	.	1,488	188,653	.	.
2008	3	Coal Exports	Duluth, MN	United States	Canada	1,105	129,992	.	.	1,105	129,992	.	.
2008	4	Coal Exports	Duluth, MN	United States	Canada	1,637	231,891	.	.	1,637	231,891	.	.
2009	1	Coal Exports	Duluth, MN	United States	Canada	1,425	239,801	.	.	1,425	239,801	.	.
2009	3	Coal Exports	Duluth, MN	United States	Japan	.	.	.	.	.	.	213	17,932
2010	1	Coal Exports	Duluth, MN	United States	Canada	429	49,231	.	.	429	49,231	.	.
2010	2	Coal Exports	Duluth, MN	United States	Canada	3,169	357,672	.	.	3,169	357,672	.	.
2010	3	Coal Exports	Duluth, MN	United States	Canada	2,655	302,758	.	.	2,655	302,758	.	.
2010	4	Coal Exports	Duluth, MN	United States	Canada	1,813	210,031	.	.	1,813	210,031	.	.
2011	4	Coal Exports	Duluth, MN	United States	Canada	525	100,597	.	.	525	100,597	.	.
2012	1	Coal Exports	Duluth, MN	United States	Canada	975	184,610	.	.	975	184,610	.	.
2012	2	Coal Exports	Duluth, MN	United States	Canada	4,397	799,794	.	.	4,397	799,794	.	.
2012	3	Coal Exports	Duluth, MN	United States	Canada	2,957	690,175	.	.	2,957	690,175	.	.
2012	4	Coal Exports	Duluth, MN	United States	Canada	2,541	623,150	.	.	2,541	623,150	.	.
2013	1	Coal Exports	Duluth, MN	United States	Canada	273	156,739	.	.	273	156,739	.	.
2013	2	Coal Exports	Duluth, MN	United States	Canada	4,056	594,350	.	.	4,056	594,350	.	.
2013	3	Coal Exports	Duluth, MN	United States	Canada	1,471	260,095	.	.	1,471	260,095	.	.
2013	4	Coal Exports	Duluth, MN	United States	Canada	1,071	158,010	.	.	1,071	158,010	.	.
2014	1	Coal Exports	Duluth, MN	United States	Canada	373	52,268	.	.	373	52,268	.	.
2014	2	Coal Exports	Duluth, MN	United States	Canada	3,221	694,441	.	.	3,221	694,441	.	.
2014	3	Coal Exports	Duluth, MN	United States	Canada	3,828	631,462	.	.	3,828	631,462	.	.
2014	4	Coal Exports	Duluth, MN	United States	Canada	1,367	161,603	.	.	1,367	161,603	.	.
2015	1	Coal Exports	Duluth, MN	United States	Canada	650	78,703	.	.	650	78,703	.	.
2015	2	Coal Exports	Duluth, MN	United States	Canada	3,154	486,703	.	.	3,154	486,703	.	.
2015	3	Coal Exports	Duluth, MN	United States	Canada	1,674	206,338	.	.	1,674	206,338	.	.
2015	4	Coal Exports	Duluth, MN	United States	Canada	1,750	218,601	.	.	1,750	218,601	.	.
2002	1	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	131	16,062
2002	2	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	55	8,199
2002	3	Coal Exports	El Paso, TX	United States	Mexico	.	.	72	3,657	72	3,657	132	7,200
2003	1	Coal Exports	El Paso, TX	United States	Mexico	21	4,263	.	.	21	4,263	68	11,179
2003	3	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	66	7,200
2004	1	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	2,895	408,228
2004	2	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	762	102,065
2004	3	Coal Exports	El Paso, TX	United States	Mexico	.	.	.	.	.	.	7	9,013
2004	4	Coal Exports	El Paso, TX	United States	Mexico	21,696	666,074	.	.	21,696	666,074	.	.
2005	1	Coal Exports	El Paso, TX	United States	Mexico	33,494	1,119,527	9,141	269,772	42,635	1,389,299	10	4,262

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	2	Coal Exports	El Paso, TX	United States	Mexico	13,007	423,621	30,577	963,966	43,584	1,387,587	87	39,426
2005	3	Coal Exports	El Paso, TX	United States	Mexico	3,590	175,732	46,295	1,589,489	49,885	1,765,221	.	.
2005	4	Coal Exports	El Paso, TX	United States	Mexico	.	.	14,149	509,865	14,149	509,865	.	.
2006	1	Coal Exports	El Paso, TX	United States	Mexico	1,750	141,171	10,791	626,242	12,541	767,413	.	.
2006	2	Coal Exports	El Paso, TX	United States	Mexico	108	4,304	31,715	1,611,138	31,823	1,615,442	.	.
2006	3	Coal Exports	El Paso, TX	United States	Mexico	.	.	30,460	1,547,381	30,460	1,547,381	.	.
2006	4	Coal Exports	El Paso, TX	United States	Mexico	200	11,476	13,489	685,217	13,689	696,693	.	.
2007	1	Coal Exports	El Paso, TX	United States	Mexico	12,648	706,654	17,325	908,200	29,973	1,614,854	.	.
2007	2	Coal Exports	El Paso, TX	United States	Mexico	58,695	3,055,719	.	.	58,695	3,055,719	.	.
2007	3	Coal Exports	El Paso, TX	United States	Mexico	30,997	1,654,324	10,220	595,463	41,217	2,249,787	.	.
2007	4	Coal Exports	El Paso, TX	United States	Mexico	46,484	3,057,013	14,710	1,026,002	61,194	4,083,015	.	.
2008	1	Coal Exports	El Paso, TX	United States	Mexico	33,616	2,357,787	138	7,040	33,754	2,364,827	.	.
2008	2	Coal Exports	El Paso, TX	United States	Mexico	29,284	2,017,583	.	.	29,284	2,017,583	.	.
2008	3	Coal Exports	El Paso, TX	United States	Mexico	52,264	3,560,652	.	.	52,264	3,560,652	.	.
2008	4	Coal Exports	El Paso, TX	United States	Mexico	57,694	3,856,814	.	.	57,694	3,856,814	8	5,184
2009	1	Coal Exports	El Paso, TX	United States	Mexico	32,963	2,642,459	.	.	32,963	2,642,459	.	.
2009	2	Coal Exports	El Paso, TX	United States	Mexico	42,927	3,441,486	.	.	42,927	3,441,486	.	.
2009	3	Coal Exports	El Paso, TX	United States	Mexico	29,013	2,324,775	3,280	933,314	32,293	3,258,089	.	.
2009	4	Coal Exports	El Paso, TX	United States	Mexico	35,002	2,736,870	.	.	35,002	2,736,870	11	2,640
2010	1	Coal Exports	El Paso, TX	United States	Mexico	34,280	2,815,197	.	.	34,280	2,815,197	358	25,617
2010	2	Coal Exports	El Paso, TX	United States	Mexico	44,500	3,591,314	.	.	44,500	3,591,314	138	32,011
2010	3	Coal Exports	El Paso, TX	United States	Mexico	54,730	4,325,636	.	.	54,730	4,325,636	42	15,854
2010	4	Coal Exports	El Paso, TX	United States	Mexico	49,218	3,717,136	.	.	49,218	3,717,136	44	15,854
2011	1	Coal Exports	El Paso, TX	United States	Mexico	44,400	3,850,110	.	.	44,400	3,850,110	54	32,679
2011	2	Coal Exports	El Paso, TX	United States	Mexico	21,065	2,017,010	22,770	2,101,006	43,835	4,118,016	93	40,831
2011	3	Coal Exports	El Paso, TX	United States	Mexico	46,485	2,813,200	82,013	9,444,655	128,498	12,257,855	159	39,753
2011	4	Coal Exports	El Paso, TX	United States	Mexico	50,414	4,663,318	.	.	50,414	4,663,318	36	13,848
2012	1	Coal Exports	El Paso, TX	United States	Mexico	32,417	2,479,125	.	.	32,417	2,479,125	169	43,275
2012	2	Coal Exports	El Paso, TX	United States	Mexico	22,633	1,957,490	.	.	22,633	1,957,490	96	52,604
2012	3	Coal Exports	El Paso, TX	United States	Mexico	31,117	2,753,573	.	.	31,117	2,753,573	69	34,586
2012	4	Coal Exports	El Paso, TX	United States	Mexico	15,751	1,273,884	.	.	15,751	1,273,884	51	30,199
2013	1	Coal Exports	El Paso, TX	United States	Mexico	1,463	667,358	.	.	1,463	667,358	32	22,328
2013	2	Coal Exports	El Paso, TX	United States	Mexico	6,373	614,635	.	.	6,373	614,635	42	30,224
2013	3	Coal Exports	El Paso, TX	United States	Mexico	1,309	593,281	.	.	1,309	593,281	53	22,729
2013	4	Coal Exports	El Paso, TX	United States	Mexico	1,261	584,042	.	.	1,261	584,042	116	60,181
2014	1	Coal Exports	El Paso, TX	United States	Mexico	3,599	569,709	.	.	3,599	569,709	54	30,317
2014	2	Coal Exports	El Paso, TX	United States	Mexico	1,308	594,276	44	4,981	1,352	599,257	59	36,387
2014	3	Coal Exports	El Paso, TX	United States	Mexico	2,434	1,126,365	.	.	2,434	1,126,365	54	28,726
2014	4	Coal Exports	El Paso, TX	United States	Mexico	167	48,590	.	.	167	48,590	61	35,589
2015	1	Coal Exports	El Paso, TX	United States	Mexico	14,979	1,829,704	12	8,366	14,991	1,838,070	34	18,960
2015	2	Coal Exports	El Paso, TX	United States	Mexico	37,012	3,527,470	.	.	37,012	3,527,470	25	8,206
2015	3	Coal Exports	El Paso, TX	United States	Mexico	44,883	4,195,976	.	.	44,883	4,195,976	54	31,717
2015	4	Coal Exports	El Paso, TX	United States	Mexico	25,988	2,315,752	.	.	25,988	2,315,752	31	18,589
2002	1	Coal Exports	Great Falls, MT	United States	Canada	859	45,165	.	.	859	45,165	184	10,355
2002	2	Coal Exports	Great Falls, MT	United States	Canada	105	7,766	.	.	105	7,766	.	.
2002	3	Coal Exports	Great Falls, MT	United States	Canada	1,150	88,386	.	.	1,150	88,386	133	8,625
2002	4	Coal Exports	Great Falls, MT	United States	Canada	481	37,122	.	.	481	37,122	206	19,971
2003	1	Coal Exports	Great Falls, MT	United States	Canada	2,256	68,990	.	.	2,256	68,990	69	12,807
2003	2	Coal Exports	Great Falls, MT	United States	Canada	1,178	31,673	.	.	1,178	31,673	.	.
2003	3	Coal Exports	Great Falls, MT	United States	Canada	821	28,868	.	.	821	28,868	92	15,395
2003	4	Coal Exports	Great Falls, MT	United States	Canada	356	19,126	.	.	356	19,126	147	20,819
2004	1	Coal Exports	Great Falls, MT	United States	Canada	338	13,340	.	.	338	13,340	141	27,245
2004	2	Coal Exports	Great Falls, MT	United States	Canada	167	6,163	.	.	167	6,163	152	27,191
2004	3	Coal Exports	Great Falls, MT	United States	Canada	64	5,667	.	.	64	5,667	.	.
2004	4	Coal Exports	Great Falls, MT	United States	Canada	105	17,946	.	.	105	17,946	127	24,212
2005	1	Coal Exports	Great Falls, MT	United States	Canada	163	13,010	.	.	163	13,010	234	27,134
2005	2	Coal Exports	Great Falls, MT	United States	Canada	42	3,746	.	.	42	3,746	586	54,258
2005	3	Coal Exports	Great Falls, MT	United States	Canada	.	.	.	.	.	.	736	71,675
2005	4	Coal Exports	Great Falls, MT	United States	Canada	373	36,170	.	.	373	36,170	115	23,219
2006	1	Coal Exports	Great Falls, MT	United States	Canada	62	5,887	.	.	62	5,887	69	15,232
2006	3	Coal Exports	Great Falls, MT	United States	Canada	65	6,322	.	.	65	6,322	.	.
2006	4	Coal Exports	Great Falls, MT	United States	Canada	67	6,508	.	.	67	6,508	.	.
2007	1	Coal Exports	Great Falls, MT	United States	Canada	517	21,755	.	.	517	21,755	13	7,016

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	2	Coal Exports	Great Falls, MT	United States	Canada	4	2,894	.	.	4	2,894	57	14,124
2007	3	Coal Exports	Great Falls, MT	United States	Canada	32	3,136	.	.	32	3,136	42	8,116
2007	4	Coal Exports	Great Falls, MT	United States	Canada	.	.	.	.	.	.	128	20,079
2008	1	Coal Exports	Great Falls, MT	United States	Canada	28	2,891	.	.	28	2,891	210	33,019
2008	2	Coal Exports	Great Falls, MT	United States	Canada	449	17,886	.	.	449	17,886	157	26,434
2008	3	Coal Exports	Great Falls, MT	United States	Canada	125	21,672	.	.	125	21,672	18	6,627
2008	4	Coal Exports	Great Falls, MT	United States	Canada	.	.	24	5,369	24	5,369	92	17,373
2009	1	Coal Exports	Great Falls, MT	United States	Canada	126	18,184	21	5,252	147	23,436	63	10,842
2009	2	Coal Exports	Great Falls, MT	United States	Canada	414	31,497	.	.	414	31,497	392	46,772
2009	3	Coal Exports	Great Falls, MT	United States	Canada	83	19,148	.	.	83	19,148	9	4,078
2009	4	Coal Exports	Great Falls, MT	United States	Canada	129	18,617	.	.	129	18,617	23	11,802
2010	1	Coal Exports	Great Falls, MT	United States	Canada	168	18,656	.	.	168	18,656	31	15,666
2010	2	Coal Exports	Great Falls, MT	United States	Canada	41	2,807	.	.	41	2,807	.	.
2010	4	Coal Exports	Great Falls, MT	United States	Canada	69	10,098	.	.	69	10,098	.	.
2011	1	Coal Exports	Great Falls, MT	United States	Canada	54	5,365	.	.	54	5,365	.	.
2011	1	Coal Exports	Great Falls, MT	United States	China	13,563	1,250,000	.	.	13,563	1,250,000	.	.
2011	2	Coal Exports	Great Falls, MT	United States	Canada	128	12,113	.	.	128	12,113	.	.
2011	3	Coal Exports	Great Falls, MT	United States	Canada	22	6,256	.	.	22	6,256	.	.
2011	4	Coal Exports	Great Falls, MT	United States	Canada	84	19,289	.	.	84	19,289	.	.
2012	1	Coal Exports	Great Falls, MT	United States	Canada	84	21,901	.	.	84	21,901	.	.
2012	2	Coal Exports	Great Falls, MT	United States	Canada	48	13,782	.	.	48	13,782	.	.
2012	3	Coal Exports	Great Falls, MT	United States	Canada	110	20,760	.	.	110	20,760	.	.
2013	2	Coal Exports	Great Falls, MT	United States	Canada	30	3,303	.	.	30	3,303	.	.
2014	1	Coal Exports	Great Falls, MT	United States	Canada	144	23,156	.	.	144	23,156	.	.
2014	1	Coal Exports	Great Falls, MT	United States	China	17,235	1,375,802	.	.	17,235	1,375,802	.	.
2014	1	Coal Exports	Great Falls, MT	United States	Japan	9,942	793,658	.	.	9,942	793,658	.	.
2014	3	Coal Exports	Great Falls, MT	United States	Canada	110	251,220	.	.	110	251,220	24	7,328
2014	4	Coal Exports	Great Falls, MT	United States	Canada	66	151,537	.	.	66	151,537	.	.
2015	1	Coal Exports	Great Falls, MT	United States	Canada	157	99,089	.	.	157	99,089	.	.
2015	2	Coal Exports	Great Falls, MT	United States	Canada	141	50,682	.	.	141	50,682	.	.
2015	3	Coal Exports	Great Falls, MT	United States	Canada	154	305,736	.	.	154	305,736	.	.
2015	4	Coal Exports	Great Falls, MT	United States	Canada	133	161,900	.	.	133	161,900	.	.
2012	4	Coal Exports	Honolulu, HI	United States	Australia	32	28,000	.	.	32	28,000	.	.
2013	2	Coal Exports	Honolulu, HI	United States	Australia	34	2,767	.	.	34	2,767	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	5,952	150,930	.	.	5,952	150,930	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Angola	5,713	227,823	.	.	5,713	227,823	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	177	7,046	.	.	177	7,046	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	495	19,740	.	.	495	19,740	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	703	28,000	.	.	703	28,000	11	4,125
2002	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	651	26,508	.	.	651	26,508	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Ireland	27,603	1,329,160	.	.	27,603	1,329,160	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	4,165	173,353	.	.	4,165	173,353	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Peru	1,096	51,022	.	.	1,096	51,022	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	3,845	153,523	.	.	3,845	153,523	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	361	21,450	.	.	361	21,450	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	4,352	173,682	.	.	4,352	173,682	.	.
2002	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	5,514	270,804	.	.	5,514	270,804	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Angola	2,810	112,056	.	.	2,810	112,056	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	1,402	55,908	.	.	1,402	55,908	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,351	54,071	.	.	1,351	54,071	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	453	18,492	.	.	453	18,492	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	304	12,112	.	.	304	12,112	67	30,101
2002	2	Coal Exports	Houston-Galveston, TX	United States	Guatemala	.	.	.	.	.	.	22	10,420
2002	2	Coal Exports	Houston-Galveston, TX	United States	Israel	22	2,959	.	.	22	2,959	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Jordan	147	5,977	.	.	147	5,977	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	6,737	275,000	.	.	6,737	275,000	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Norway	534	21,281	.	.	534	21,281	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Panama	.	.	.	.	.	.	18	4,510
2002	2	Coal Exports	Houston-Galveston, TX	United States	Peru	654	26,646	.	.	654	26,646	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	6,293	251,221	.	.	6,293	251,221	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	2,630	104,966	.	.	2,630	104,966	.	.
2002	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	4,578	198,379	.	.	4,578	198,379	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Canada	.	.	.	.	.	.	6,467	844,756

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	621	27,118	.	.	621	27,118	11	4,125
2002	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,703	68,349	.	.	1,703	68,349	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	776	30,932	.	.	776	30,932	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Guatemala	.	.	.	.	.	.	83	41,680
2002	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	76	3,082	.	.	76	3,082	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Peru	434	17,678	.	.	434	17,678	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	5,133	204,906	.	.	5,133	204,906	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	1,686	68,682	.	.	1,686	68,682	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	960	38,304	.	.	960	38,304	.	.
2002	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,103	83,853	.	.	2,103	83,853	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Angola	1,387	55,331	.	.	1,387	55,331	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	198	8,084	.	.	198	8,084	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	3,913	97,328	.	.	3,913	97,328	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Canada	.	.	.	.	.	.	7,776	816,601
2002	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	519	21,133	.	.	519	21,133	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	690	28,138	.	.	690	28,138	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,207	48,634	.	.	1,207	48,634	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Guatemala	.	.	.	.	.	.	82	43,765
2002	4	Coal Exports	Houston-Galveston, TX	United States	Israel	22	2,988	.	.	22	2,988	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	1,528	62,236	.	.	1,528	62,236	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,322	39,194	.	.	1,322	39,194	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Peru	816	33,226	.	.	816	33,226	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Singapore	2,858	113,983	.	.	2,858	113,983	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	14	3,141	.	.	14	3,141	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	503	20,356	.	.	503	20,356	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	1,393	55,607	.	.	1,393	55,607	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	15,127	614,349	.	.	15,127	614,349	.	.
2002	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,003	82,576	.	.	2,003	82,576	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	165	4,145	.	.	165	4,145	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	2,480	61,791	.	.	2,480	61,791	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Bolivia	460	22,794	.	.	460	22,794	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	347	13,790	.	.	347	13,790	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,419	56,729	.	.	1,419	56,729	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	139	5,526	.	.	139	5,526	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	2,190	62,846	.	.	2,190	62,846	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,102	31,357	.	.	1,102	31,357	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Nigeria	2,219	88,568	.	.	2,219	88,568	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Norway	347	13,859	.	.	347	13,859	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Singapore	628	25,058	.	.	628	25,058	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	873	35,289	.	.	873	35,289	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	209	8,322	.	.	209	8,322	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	3,137	125,154	.	.	3,137	125,154	.	.
2003	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,176	86,816	.	.	2,176	86,816	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	.	.	.	.	.	.	65	29,145
2003	2	Coal Exports	Houston-Galveston, TX	United States	Bolivia	687	27,288	.	.	687	27,288	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	137	5,413	.	.	137	5,413	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Gabon	681	27,163	.	.	681	27,163	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	104	4,092	.	.	104	4,092	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Greece	19	4,149	.	.	19	4,149	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Israel	22	2,989	.	.	22	2,989	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,937	77,241	.	.	1,937	77,241	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	3,298	131,563	.	.	3,298	131,563	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Norway	1,624	64,769	.	.	1,624	64,769	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	7,816	312,509	.	.	7,816	312,509	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	101	6,980	.	.	101	6,980	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	1,021	41,606	.	.	1,021	41,606	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,335	53,252	.	.	1,335	53,252	.	.
2003	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,414	96,263	.	.	2,414	96,263	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Angola	669	26,672	.	.	669	26,672	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Belgium	2,004	79,986	.	.	2,004	79,986	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Chile	256	10,432	.	.	256	10,432	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	476	18,960	.	.	476	18,960	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	2,414	96,310	.	.	2,414	96,310	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2003	3	Coal Exports	Houston-Galveston, TX	United States	Greece	19	4,149	.	.	19	4,149	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Mexico	5,781	152,364	.	.	5,781	152,364	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,584	63,170	.	.	1,584	63,170	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Nigeria	4,231	168,841	.	.	4,231	168,841	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Norway	671	26,775	.	.	671	26,775	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	.	.	.	.	.	.	344	48,323
2003	3	Coal Exports	Houston-Galveston, TX	United States	Peru	.	.	.	.	.	.	184	61,215
2003	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	14	3,192	.	.	14	3,192	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	South Africa	22	3,754	.	.	22	3,754	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	851	34,672	.	.	851	34,672	.	.
2003	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,686	107,185	.	.	2,686	107,185	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	7,333	292,563	.	.	7,333	292,563	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Chile	64	2,632	.	.	64	2,632	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	955	37,932	.	.	955	37,932	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	817	32,527	.	.	817	32,527	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Israel	22	2,989	.	.	22	2,989	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	4,183	175,938	.	.	4,183	175,938	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Nigeria	5,234	208,832	.	.	5,234	208,832	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Norway	691	27,562	.	.	691	27,562	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Panama	.	.	.	.	.	.	22	5,727
2003	4	Coal Exports	Houston-Galveston, TX	United States	Russia	1,204	48,026	.	.	1,204	48,026	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	2,797	111,749	.	.	2,797	111,749	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Singapore	1,490	59,439	.	.	1,490	59,439	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	172	6,980	.	.	172	6,980	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	1,313	53,538	.	.	1,313	53,538	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	999	39,810	.	.	999	39,810	.	.
2003	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,513	140,032	.	.	3,513	140,032	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Angola	1,113	44,369	.	.	1,113	44,369	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	217	8,844	.	.	217	8,844	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	1,423	56,798	.	.	1,423	56,798	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Bolivia	352	13,997	.	.	352	13,997	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Brunei	992	25,290	.	.	992	25,290	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	.	.	.	.	.	.	10	4,000
2004	1	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	.	.	.	.	.	.	21	5,018
2004	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	23	4,696	.	.	23	4,696	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	3,496	139,543	.	.	3,496	139,543	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Gabon	633	25,193	.	.	633	25,193	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Jordan	132	5,370	.	.	132	5,370	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	9,090	368,469	.	.	9,090	368,469	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Norway	691	27,558	.	.	691	27,558	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Panama	.	.	.	.	.	.	21	5,579
2004	1	Coal Exports	Houston-Galveston, TX	United States	Peru	.	.	.	.	.	.	10	4,752
2004	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	13,394	534,510	.	.	13,394	534,510	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Singapore	4,519	165,887	.	.	4,519	165,887	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	32	6,980	.	.	32	6,980	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	14	4,045	.	.	14	4,045	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	18,714	933,709	.	.	18,714	933,709	.	.
2004	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	5,533	220,735	.	.	5,533	220,735	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Angola	1,333	53,127	.	.	1,333	53,127	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	1,129	45,016	.	.	1,129	45,016	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Bolivia	348	13,891	.	.	348	13,891	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Canada	.	.	.	.	.	.	6,457	386,393
2004	2	Coal Exports	Houston-Galveston, TX	United States	Israel	22	3,005	.	.	22	3,005	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	471	18,773	.	.	471	18,773	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Lebanon	152	6,189	.	.	152	6,189	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Mexico	3,557	142,365	.	.	3,557	142,365	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,410	56,236	.	.	1,410	56,236	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	7,535	300,593	.	.	7,535	300,593	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Norway	6,193	246,920	.	.	6,193	246,920	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	152	6,176	.	.	152	6,176	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	South Africa	157	6,384	.	.	157	6,384	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Sweden	11	2,600	.	.	11	2,600	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	91	3,717	.	.	91	3,717	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	2,377	96,993	.	.	2,377	96,993	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	4,478	178,594	.	.	4,478	178,594	.	.
2004	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	5,986	243,447	.	.	5,986	243,447	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Angola	212	8,432	.	.	212	8,432	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	216	8,780	.	.	216	8,780	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Belgium	2,823	112,571	.	.	2,823	112,571	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Bolivia	282	11,259	.	.	282	11,259	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	13,710	1,156,606
2004	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	177	7,077	.	.	177	7,077	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	2,809	112,016	.	.	2,809	112,016	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Gabon	353	14,051	.	.	353	14,051	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	2,465	103,996	.	.	2,465	103,996	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Mexico	6,963	278,115	.	.	6,963	278,115	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Norway	4,084	162,879	.	.	4,084	162,879	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Peru	137	5,578	.	.	137	5,578	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Russia	.	.	.	.	.	.	17,942	1,513,815
2004	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	7,983	318,600	.	.	7,983	318,600	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	548	29,641	.	.	548	29,641	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,103	83,854	.	.	2,103	83,854	.	.
2004	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	1,852	88,930	.	.	1,852	88,930	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	176	7,037	.	.	176	7,037	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	6,776	270,326	.	.	6,776	270,326	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,980	84,431	.	.	1,980	84,431	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Gabon	703	28,057	.	.	703	28,057	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	22	4,553	.	.	22	4,553	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	India	22	5,367	.	.	22	5,367	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	468	18,695	.	.	468	18,695	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	1,546	67,963	.	.	1,546	67,963	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Nigeria	1,479	58,953	.	.	1,479	58,953	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Norway	4,775	190,474	.	.	4,775	190,474	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Peru	618	25,114	.	.	618	25,114	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Russia	.	.	.	.	.	.	3,148	727,648
2004	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	15,481	617,860	.	.	15,481	617,860	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	South Africa	22	5,572	.	.	22	5,572	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	61	12,871	.	.	61	12,871	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,811	112,118	.	.	2,811	112,118	.	.
2004	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	4,537	165,131	.	.	4,537	165,131	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Angola	1,754	70,031	.	.	1,754	70,031	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	5,577	222,646	.	.	5,577	222,646	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	.	.	.	.	.	.	2,607	1,182,478
2005	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	242	11,744	.	.	242	11,744	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	891	35,549	.	.	891	35,549	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	2,760	111,947	.	.	2,760	111,947	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	705	28,160	.	.	705	28,160	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Norway	1,371	54,754	.	.	1,371	54,754	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	12,281	490,200	.	.	12,281	490,200	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	15	3,308	.	.	15	3,308	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	688	28,092	.	.	688	28,092	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	3,361	134,110	.	.	3,361	134,110	.	.
2005	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,087	130,957	.	.	3,087	130,957	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Angola	2,461	98,214	.	.	2,461	98,214	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	128	8,843	.	.	128	8,843	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	4,969	419,254
2005	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	502	20,069	.	.	502	20,069	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	715	28,584	.	.	715	28,584	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Gabon	723	28,843	.	.	723	28,843	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	1,723	68,734	.	.	1,723	68,734	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	690	27,528	.	.	690	27,528	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Russia	.	.	.	.	.	.	12,054	1,017,001
2005	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	8,922	356,422	.	.	8,922	356,422	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	2,848	116,321	.	.	2,848	116,321	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	4,131	164,920	.	.	4,131	164,920	.	.
2005	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	6,478	262,012	.	.	6,478	262,012	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	3	Coal Exports	Houston-Galveston, TX	United States	Angola	4,326	172,674	.	.	4,326	172,674	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	435	17,362	.	.	435	17,362	2,075	175,000
2005	3	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	13,682	1,154,387
2005	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	359	14,341	.	.	359	14,341	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Eritrea	722	28,798	.	.	722	28,798	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Indonesia	2,030	81,040	.	.	2,030	81,040	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Israel	22	3,085	.	.	22	3,085	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Jordan	153	6,273	.	.	153	6,273	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	850	33,904	.	.	850	33,904	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Mexico	726	28,953	.	.	726	28,953	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Norway	674	26,877	.	.	674	26,877	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	8,536	340,732	.	.	8,536	340,732	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Singapore	2,683	107,081	.	.	2,683	107,081	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	953	38,040	.	.	953	38,040	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	4,130	164,857	.	.	4,130	164,857	.	.
2005	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,545	142,348	.	.	3,545	142,348	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Angola	2,125	84,864	.	.	2,125	84,864	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Brazil	2,130	84,985	.	.	2,130	84,985	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	709	28,322	.	.	709	28,322	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	78	3,109	.	.	78	3,109	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	708	28,261	.	.	708	28,261	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	697	24,000	.	.	697	24,000	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	568	22,645	.	.	568	22,645	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Nigeria	3,123	124,621	.	.	3,123	124,621	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Norway	395	15,757	.	.	395	15,757	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	28,809	1,376,000	.	.	28,809	1,376,000	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,401	55,892	.	.	1,401	55,892	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	714	29,153	.	.	714	29,153	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,807	112,194	.	.	2,807	112,194	.	.
2005	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,481	99,037	.	.	2,481	99,037	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Angola	8,868	353,940	.	.	8,868	353,940	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	236	9,436	.	.	236	9,436	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	708	28,249	.	.	708	28,249	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	1,419	56,620	.	.	1,419	56,620	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	13,685	1,154,561
2006	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	257	10,245	.	.	257	10,245	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	78	3,141	.	.	78	3,141	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	158	6,282	.	.	158	6,282	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Israel	22	3,085	.	.	22	3,085	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	467	18,666	.	.	467	18,666	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	4,004	159,857	.	.	4,004	159,857	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	383	15,254	.	.	383	15,254	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Norway	2,513	100,364	.	.	2,513	100,364	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	701	27,992	.	.	701	27,992	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	3,262	130,189	.	.	3,262	130,189	.	.
2006	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	6,993	282,248	.	.	6,993	282,248	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Angola	7,174	286,383	.	.	7,174	286,383	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	485	19,364	.	.	485	19,364	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	1,454	58,049	.	.	1,454	58,049	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	6,534	551,261
2006	2	Coal Exports	Houston-Galveston, TX	United States	Ecuador	173	6,903	.	.	173	6,903	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	4,327	172,746	.	.	4,327	172,746	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	India	245	10,000	.	.	245	10,000	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Libya	396	15,804	.	.	396	15,804	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Mexico	399	15,933	.	.	399	15,933	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	950	37,953	.	.	950	37,953	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	4,367	174,317	.	.	4,367	174,317	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Russia	.	.	.	.	.	.	17,891	1,778,117
2006	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	176	7,210	.	.	176	7,210	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Singapore	726	28,979	.	.	726	28,979	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	1,608	65,669	.	.	1,608	65,669	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	18	5,080	.	.	18	5,080	.	.
2006	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	34,698	2,054,852	.	.	34,698	2,054,852	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	7,568	306,136	.	.	7,568	306,136	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Angola	2,485	99,183	.	.	2,485	99,183	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Belgium	2,691	107,366	.	.	2,691	107,366	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	19,629	1,656,065
2006	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	413	16,881	.	.	413	16,881	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	3,662	146,213	.	.	3,662	146,213	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Israel	22	3,085	.	.	22	3,085	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	1,763	70,418	.	.	1,763	70,418	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Mexico	3,177	126,834	.	.	3,177	126,834	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Norway	2,793	111,486	.	.	2,793	111,486	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Russia	.	.	.	.	.	.	7,736	1,788,180
2006	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	21,645	864,000	.	.	21,645	864,000	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	73	18,869	.	.	73	18,869	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	2,073	84,600	.	.	2,073	84,600	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	1,861	75,962	.	.	1,861	75,962	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	789	31,514	.	.	789	31,514	.	.
2006	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	7,385	297,769	.	.	7,385	297,769	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Angola	1,709	68,228	.	.	1,709	68,228	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	3,795	151,498	.	.	3,795	151,498	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	48,273	4,072,735
2006	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	321	11,902	.	.	321	11,902	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Dominican Republic	22	5,915	.	.	22	5,915	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	El Salvador	11	3,000	.	.	11	3,000	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	France	554	44,154	.	.	554	44,154	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Greece	144	5,907	.	.	144	5,907	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Indonesia	245	9,755	.	.	245	9,755	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	4,650	185,574	.	.	4,650	185,574	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	2,580	102,999	.	.	2,580	102,999	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Norway	746	29,794	.	.	746	29,794	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Peru	142	4,898	.	.	142	4,898	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Russia	2,450	97,798	.	.	2,450	97,798	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	465	19,000	.	.	465	19,000	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Singapore	1,874	74,802	.	.	1,874	74,802	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,524	68,132	.	.	1,524	68,132	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	1,619	66,080	.	.	1,619	66,080	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,279	51,075	.	.	1,279	51,075	.	.
2006	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	10,002	400,960	.	.	10,002	400,960	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Angola	911	36,354	.	.	911	36,354	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	497	19,825	.	.	497	19,825	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	3,467	138,364	.	.	3,467	138,364	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Brunei	670	26,765	.	.	670	26,765	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Cameroon	115	4,696	.	.	115	4,696	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	China	.	.	.	.	.	.	130,163	14,149,067
2007	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	2,489	101,233	.	.	2,489	101,233	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	6,712	274,064	.	.	6,712	274,064	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	France	299	23,819	.	.	299	23,819	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Indonesia	734	29,323	.	.	734	29,323	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Israel	22	3,085	.	.	22	3,085	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	1,476	58,937	.	.	1,476	58,937	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Lebanon	151	6,145	.	.	151	6,145	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	3,028	122,923	.	.	3,028	122,923	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	877	35,222	.	.	877	35,222	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Nigeria	875	34,968	.	.	875	34,968	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Norway	5,718	228,193	.	.	5,718	228,193	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Pakistan	647	26,414	.	.	647	26,414	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Peru	276	8,913	.	.	276	8,913	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Russia	2,723	108,660	.	.	2,723	108,660	44,916	4,448,210
2007	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	55	9,500	.	.	55	9,500	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	South Africa	21	5,688	.	.	21	5,688	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	931	55,306	.	.	931	55,306	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,642	105,469	.	.	2,642	105,469	.	.
2007	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,956	168,618	.	.	3,956	168,618	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Angola	1,680	67,050	.	.	1,680	67,050	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	503	20,104	.	.	503	20,104	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	2,512	100,240	.	.	2,512	100,240	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Chile	616	21,250	.	.	616	21,250	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	336	13,398	.	.	336	13,398	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,596	63,701	.	.	1,596	63,701	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	326	13,328	.	.	326	13,328	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Libya	802	32,027	.	.	802	32,027	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Mexico	6,583	262,692	.	.	6,583	262,692	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	508	20,719	.	.	508	20,719	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	3,334	133,081	.	.	3,334	133,081	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Norway	1,872	74,697	.	.	1,872	74,697	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Russia	427	17,044	.	.	427	17,044	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	9,817	392,036	.	.	9,817	392,036	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Singapore	665	27,127	.	.	665	27,127	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,910	76,280	.	.	1,910	76,280	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	3,460	141,234	.	.	3,460	141,234	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,605	64,054	.	.	1,605	64,054	.	.
2007	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	7,450	300,560	.	.	7,450	300,560	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Angola	840	33,536	.	.	840	33,536	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	335	13,377	.	.	335	13,377	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	133	5,426	.	.	133	5,426	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	9,607	391,462	.	.	9,607	391,462	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Indonesia	3,283	136,465	.	.	3,283	136,465	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	853	34,241	.	.	853	34,241	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Norway	3,644	145,522	.	.	3,644	145,522	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Peru	63	2,580	.	.	63	2,580	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Russia	1,008	40,221	.	.	1,008	40,221	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	20,684	825,600	.	.	20,684	825,600	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	2,676	106,792	.	.	2,676	106,792	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	633	25,845	.	.	633	25,845	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	9	3,590	.	.	9	3,590	831	70,121
2007	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	4,305	172,816	.	.	4,305	172,816	.	.
2007	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	5,935	241,648	.	.	5,935	241,648	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Angola	3,698	147,667	.	.	3,698	147,667	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	132	5,274	.	.	132	5,274	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Aruba	119	18,104	.	.	119	18,104	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Bolivia	353	14,063	.	.	353	14,063	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Chile	864	29,779	.	.	864	29,779	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	2,321	80,025	.	.	2,321	80,025	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Dominican Republic	66	9,145	.	.	66	9,145	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	88	3,617	.	.	88	3,617	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	7,285	296,934	.	.	7,285	296,934	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	France	313	25,007	.	.	313	25,007	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	628	25,650	.	.	628	25,650	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Indonesia	2,554	101,957	.	.	2,554	101,957	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Italy	715	35,903	.	.	715	35,903	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Jordan	245	9,995	.	.	245	9,995	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Libya	932	37,210	.	.	932	37,210	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	3,170	126,566	.	.	3,170	126,566	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	2,013	80,526	.	.	2,013	80,526	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Norway	3,049	121,725	.	.	3,049	121,725	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	507	20,704	.	.	507	20,704	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Peru	125	5,091	.	.	125	5,091	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Russia	1,057	42,189	.	.	1,057	42,189	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	25,786	1,029,250	.	.	25,786	1,029,250	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Suriname	23	6,344	.	.	23	6,344	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,528	61,024	.	.	1,528	61,024	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	2,185	89,165	.	.	2,185	89,165	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	14	5,831	.	.	14	5,831	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,612	64,314	.	.	1,612	64,314	.	.
2007	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	19,703	623,532	.	.	19,703	623,532	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	201	8,168	.	.	201	8,168	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Angola	4,862	194,031	.	.	4,862	194,031	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	186	7,447	.	.	186	7,447	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Australia	659	26,892	.	.	659	26,892	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	1,856	76,463	.	.	1,856	76,463	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Chile	1,253	43,198	.	.	1,253	43,198	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	3,652	145,795	.	.	3,652	145,795	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	9,924	396,149	.	.	9,924	396,149	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	India	400	16,344	.	.	400	16,344	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Indonesia	1,840	73,452	.	.	1,840	73,452	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Libya	154	6,151	.	.	154	6,151	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	1,662	66,341	.	.	1,662	66,341	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	1,952	82,655	.	.	1,952	82,655	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Nigeria	515	20,529	.	.	515	20,529	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Norway	3,012	120,201	.	.	3,012	120,201	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	35,090	1,631,589	.	.	35,090	1,631,589	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Spain	22,673	1,522,174	.	.	22,673	1,522,174	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	545	22,255	.	.	545	22,255	188	26,556
2008	1	Coal Exports	Houston-Galveston, TX	United States	Tunisia	.	.	.	.	.	.	86	12,128
2008	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,623	64,755	.	.	1,623	64,755	.	.
2008	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	1,717	73,278	.	.	1,717	73,278	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Angola	961	38,403	.	.	961	38,403	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	529	21,119	.	.	529	21,119	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	433	17,278	.	.	433	17,278	6	10,010
2008	2	Coal Exports	Houston-Galveston, TX	United States	Brunei	192	7,661	.	.	192	7,661	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Cameroon	.	.	.	.	.	.	9	11,922
2008	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	44	2,554	.	.	44	2,554	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Ecuador	96	3,840	.	.	96	3,840	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	4,354	177,420	.	.	4,354	177,420	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	France	359	28,730	.	.	359	28,730	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Indonesia	575	22,994	.	.	575	22,994	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	1,151	45,954	.	.	1,151	45,954	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Libya	1,681	67,146	.	.	1,681	67,146	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	606	24,765	.	.	606	24,765	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Nigeria	1,367	54,577	.	.	1,367	54,577	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Norway	3,311	132,170	.	.	3,311	132,170	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Peru	24	3,150	.	.	24	3,150	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	31,773	1,268,596	.	.	31,773	1,268,596	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	245	9,988	.	.	245	9,988	51	111,056
2008	2	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	680	27,759	.	.	680	27,759	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	5,759	229,852	.	.	5,759	229,852	.	.
2008	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	4,083	171,775	.	.	4,083	171,775	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Algeria	7,252	289,514	.	.	7,252	289,514	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Australia	240	9,600	.	.	240	9,600	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	.	.	.	.	.	.	7	12,014
2008	3	Coal Exports	Houston-Galveston, TX	United States	Chile	336	48,837	.	.	336	48,837	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	203	33,880	.	.	203	33,880	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	408	16,655	.	.	408	16,655	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,643	65,564	.	.	1,643	65,564	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	France	363	28,948	.	.	363	28,948	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Gabon	11	4,820	.	.	11	4,820	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	831	33,154	.	.	831	33,154	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Guatemala	21	15,291	.	.	21	15,291	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Indonesia	1,496	59,689	.	.	1,496	59,689	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Libya	1,053	50,070	.	.	1,053	50,070	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	761	30,742	.	.	761	30,742	18	22,785
2008	3	Coal Exports	Houston-Galveston, TX	United States	Norway	8,338	332,745	.	.	8,338	332,745	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Peru	137	5,572	.	.	137	5,572	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Russia	10	12,359	.	.	10	12,359	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	14,067	575,016	.	.	14,067	575,016	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Singapore	721	28,797	.	.	721	28,797	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Spain	17	4,968	.	.	17	4,968	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,074	56,335	.	.	1,074	56,335	464	39,198
2008	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	109	15,840	.	.	109	15,840	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	680	27,759	.	.	680	27,759	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,858	86,728	.	.	1,858	86,728	.	.
2008	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,727	117,695	.	.	2,727	117,695	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Algeria	457	18,258	.	.	457	18,258	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Angola	19	11,305	.	.	19	11,305	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	776	30,990	.	.	776	30,990	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	1,198	47,791	.	.	1,198	47,791	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	1,670	88,612	.	.	1,670	88,612	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Brazil	571	22,775	.	.	571	22,775	2	4,005
2008	4	Coal Exports	Houston-Galveston, TX	United States	British Indian Ocean Territory	157	22,744	.	.	157	22,744	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Chile	128	56,277	.	.	128	56,277	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	44	3,300	.	.	44	3,300	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	110	25,941	.	.	110	25,941	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	6,450	366,566	.	.	6,450	366,566	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	128	18,612	.	.	128	18,612	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Guatemala	6	4,024	.	.	6	4,024	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	India	.	.	.	.	.	.	3,423	791,139
2008	4	Coal Exports	Houston-Galveston, TX	United States	Indonesia	4,163	166,167	.	.	4,163	166,167	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	243	9,684	.	.	243	9,684	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	365	40,446	.	.	365	40,446	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Nigeria	1,042	41,573	.	.	1,042	41,573	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Norway	6,109	243,882	.	.	6,109	243,882	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Oman	103	4,108	.	.	103	4,108	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	.	.	.	.	.	.	18	8,004
2008	4	Coal Exports	Houston-Galveston, TX	United States	Peru	466	67,778	.	.	466	67,778	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	15,184	606,032	.	.	15,184	606,032	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Singapore	539	89,747	.	.	539	89,747	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Spain	24	3,094	.	.	24	3,094	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	.	.	.	.	.	.	729	61,446
2008	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,166	96,131	.	.	2,166	96,131	.	.
2008	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	7,928	355,062	.	.	7,928	355,062	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	1,616	64,491	.	.	1,616	64,491	9	10,864
2009	1	Coal Exports	Houston-Galveston, TX	United States	Angola	112	22,915	.	.	112	22,915	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	2,611	104,204	.	.	2,611	104,204	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	2,002	198,565	.	.	2,002	198,565	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Chile	197	32,985	.	.	197	32,985	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	257	44,818	.	.	257	44,818	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	.	.	.	.	.	.	15	10,164
2009	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	147	23,189	.	.	147	23,189	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	5,023	264,447	.	.	5,023	264,447	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	El Salvador	2	3,500	.	.	2	3,500	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Gabon	337	13,452	.	.	337	13,452	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	165	6,594	.	.	165	6,594	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	India	.	.	.	.	.	.	3,423	791,139
2009	1	Coal Exports	Houston-Galveston, TX	United States	Indonesia	9,491	378,855	.	.	9,491	378,855	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Japan	22	8,379	.	.	22	8,379	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	2,546	101,621	.	.	2,546	101,621	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Libya	1,860	74,330	.	.	1,860	74,330	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	131	9,586	.	.	131	9,586	77	10,905
2009	1	Coal Exports	Houston-Galveston, TX	United States	Nicaragua	.	.	.	.	.	.	11	19,417
2009	1	Coal Exports	Houston-Galveston, TX	United States	Norway	5,519	220,307	.	.	5,519	220,307	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Oman	3,407	135,994	.	.	3,407	135,994	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Peru	2	3,355	.	.	2	3,355	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	26,454	1,148,294	.	.	26,454	1,148,294	.	.
2009	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,173	751,407	.	.	3,173	751,407	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Algeria	13,926	555,911	.	.	13,926	555,911	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Angola	5,167	206,270	.	.	5,167	206,270	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	6,955	281,523	.	.	6,955	281,523	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	22	5,817	.	.	22	5,817	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Congo (Brazzaville)	362	14,415	.	.	362	14,415	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	959	38,261	.	.	959	38,261	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Indonesia	1,297	51,807	.	.	1,297	51,807	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Libya	1,355	54,059	.	.	1,355	54,059	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Nicaragua	2	3,550	.	.	2	3,550	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	2	Coal Exports	Houston-Galveston, TX	United States	Norway	7,891	315,041	.	.	7,891	315,041	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Oman	2,622	104,618	.	.	2,622	104,618	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Peru	776	114,734	.	.	776	114,734	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	13,032	520,150	.	.	13,032	520,150	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Spain	78	11,195	.	.	78	11,195	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	3	2,612	.	.	3	2,612	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,927	76,899	.	.	1,927	76,899	.	.
2009	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	115	16,560	.	.	115	16,560	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Angola	927	37,025	.	.	927	37,025	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	937	34,486	.	.	937	34,486	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Barbados	4	6,030	.	.	4	6,030	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Belgium	743	29,651	.	.	743	29,651	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Bolivia	20	5,761	.	.	20	5,761	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Cameroon	134	19,517	.	.	134	19,517	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Chile	61	8,852	.	.	61	8,852	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	China	97	14,016	.	.	97	14,016	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	824	119,686	.	.	824	119,686	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	17	10,200	.	.	17	10,200	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,134	73,744	.	.	1,134	73,744	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Mozambique	487	70,560	.	.	487	70,560	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Norway	15,979	637,769	.	.	15,979	637,769	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Oman	182	7,268	.	.	182	7,268	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Peru	21	10,446	.	.	21	10,446	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	32,103	1,281,421	.	.	32,103	1,281,421	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	35	25,158	.	.	35	25,158	.	.
2009	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,808	112,086	.	.	2,808	112,086	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Algeria	.	.	.	.	.	.	312	52,025
2009	4	Coal Exports	Houston-Galveston, TX	United States	Angola	2,035	81,188	.	.	2,035	81,188	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	937	42,194	.	.	937	42,194	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	10,398	415,110	.	.	10,398	415,110	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Brazil	.	.	.	.	.	.	603	84,762
2009	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	496	90,444	.	.	496	90,444	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	184	26,762	.	.	184	26,762	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	864	34,490	.	.	864	34,490	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	El Salvador	12	9,651	.	.	12	9,651	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Indonesia	623	36,016	.	.	623	36,016	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	239	40,660	.	.	239	40,660	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Jordan	20	11,524	.	.	20	11,524	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Libya	1,016	40,593	.	.	1,016	40,593	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	112	16,263	.	.	112	16,263	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Peru	4	5,342	.	.	4	5,342	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	8,606	365,171	.	.	8,606	365,171	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	31	10,474	.	.	31	10,474	.	.
2009	4	Coal Exports	Houston-Galveston, TX	United States	Tunisia	.	.	.	.	.	.	2	3,403
2009	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	137	33,930	.	.	137	33,930	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	.	.	.	.	.	.	193	27,192
2010	1	Coal Exports	Houston-Galveston, TX	United States	Angola	1,222	48,783	.	.	1,222	48,783	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	22	11,280	.	.	22	11,280	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	3,181	124,056	.	.	3,181	124,056	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	14,756	589,032	.	.	14,756	589,032	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Bolivia	1,267	50,568	.	.	1,267	50,568	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	642	35,320	.	.	642	35,320	991	139,251
2010	1	Coal Exports	Houston-Galveston, TX	United States	Cameroon	191	27,649	.	.	191	27,649	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	China	197	28,672	.	.	197	28,672	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,102	181,077	.	.	1,102	181,077	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Congo (Brazzaville)	870	34,728	.	.	870	34,728	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	31	9,308	.	.	31	9,308	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	4,251	169,721	.	.	4,251	169,721	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Jordan	37	9,694	.	.	37	9,694	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	959	38,263	.	.	959	38,263	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Norway	5,519	220,428	.	.	5,519	220,428	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Oman	3,952	157,751	.	.	3,952	157,751	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Peru	162	27,829	.	.	162	27,829	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	1	Coal Exports	Houston-Galveston, TX	United States	Russia	2	3,822	.	.	2	3,822	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	649	94,229	.	.	649	94,229	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	1,988	84,274	.	.	1,988	84,274	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	117	29,082	.	.	117	29,082	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	20	5,590	.	.	20	5,590	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	1,989	79,376	.	.	1,989	79,376	.	.
2010	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	2,315	105,248	.	.	2,315	105,248	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Algeria	.	.	.	.	.	.	348	48,946
2010	2	Coal Exports	Houston-Galveston, TX	United States	Angola	2,195	89,187	.	.	2,195	89,187	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	325	23,840	.	.	325	23,840	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Bolivia	301	12,004	.	.	301	12,004	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Chile	182	20,000	.	.	182	20,000	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	502	118,113	.	.	502	118,113	158	22,109
2010	2	Coal Exports	Houston-Galveston, TX	United States	Indonesia	1,164	92,922	.	.	1,164	92,922	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	3,461	138,195	.	.	3,461	138,195	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	26	21,609	.	.	26	21,609	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Norway	7,607	303,604	.	.	7,607	303,604	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Oman	3,971	158,545	.	.	3,971	158,545	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Pakistan	.	.	.	.	.	.	1	3,500
2010	2	Coal Exports	Houston-Galveston, TX	United States	Peru	88	15,951	.	.	88	15,951	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Philippines	11	3,929	.	.	11	3,929	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Singapore	289	45,236	.	.	289	45,236	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Spain	20	4,279	.	.	20	4,279	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	433	106,635	.	.	433	106,635	.	.
2010	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,631	161,633	.	.	3,631	161,633	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Angola	4,872	198,018	.	.	4,872	198,018	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	399	30,081	.	.	399	30,081	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Belgium	1,019	40,637	.	.	1,019	40,637	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Bolivia	988	39,434	.	.	988	39,434	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	616	89,464	.	.	616	89,464	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Chile	169	24,500	.	.	169	24,500	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,956	275,573	.	.	1,956	275,573	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	116	16,870	.	.	116	16,870	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	389	56,464	.	.	389	56,464	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Guatemala	40	17,790	.	.	40	17,790	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Indonesia	14,087	568,063	.	.	14,087	568,063	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	402	56,646
2010	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	18	10,463	.	.	18	10,463	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Norway	10,477	418,130	.	.	10,477	418,130	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	161	23,430	.	.	161	23,430	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Peru	401	67,518	.	.	401	67,518	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Qatar	14	3,998	.	.	14	3,998	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Russia	144	20,912	.	.	144	20,912	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Suriname	9	2,569	.	.	9	2,569	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	40	11,243	.	.	40	11,243	.	.
2010	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	6,509	265,928	.	.	6,509	265,928	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Angola	2,360	100,635	.	.	2,360	100,635	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	350	14,002	.	.	350	14,002	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Australia	9	2,590	.	.	9	2,590	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Bolivia	525	20,940	.	.	525	20,940	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Chile	432	62,686	.	.	432	62,686	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	.	.	.	.	.	.	112	15,792
2010	4	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	244	37,288	.	.	244	37,288	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	37	2,951	.	.	37	2,951	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	585	23,366	.	.	585	23,366	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	2,761	110,211	.	.	2,761	110,211	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Gabon	661	27,991	.	.	661	27,991	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	17	6,000	.	.	17	6,000	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Indonesia	992	39,616	.	.	992	39,616	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Jordan	43	10,402	.	.	43	10,402	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Kenya	142	22,680	.	.	142	22,680	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	34	24,586	.	.	34	24,586	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Norway	3,066	122,358	.	.	3,066	122,358	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	4	Coal Exports	Houston-Galveston, TX	United States	Oman	1,988	79,388	.	.	1,988	79,388	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	.	.	.	.	.	.	7	11,147
2010	4	Coal Exports	Houston-Galveston, TX	United States	Peru	194	37,272	.	.	194	37,272	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Russia	238	34,504	.	.	238	34,504	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,538	223,284	.	.	1,538	223,284	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Spain	172	25,000	.	.	172	25,000	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Suriname	9	2,569	.	.	9	2,569	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	273	67,860	.	.	273	67,860	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	2,133	85,119	.	.	2,133	85,119	.	.
2010	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,856	153,909	.	.	3,856	153,909	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	436	43,394	.	.	436	43,394	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Belgium	147	11,740	.	.	147	11,740	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Chile	137	56,709	.	.	137	56,709	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	597	86,735	.	.	597	86,735	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	11	4,190	.	.	11	4,190	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	4,563	254,509	.	.	4,563	254,509	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	1,172	46,772	.	.	1,172	46,772	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	364	44,259	.	.	364	44,259	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Norway	6,230	248,720	.	.	6,230	248,720	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Oman	4,980	198,769	.	.	4,980	198,769	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Pakistan	.	.	.	.	.	.	30	13,547
2011	1	Coal Exports	Houston-Galveston, TX	United States	Peru	414	60,121	.	.	414	60,121	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Poland	174	25,221	.	.	174	25,221	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Russia	144	20,912	.	.	144	20,912	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Spain	40	8,302	.	.	40	8,302	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	944	54,056	.	.	944	54,056	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Tunisia	6	4,500	.	.	6	4,500	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	168	29,335	.	.	168	29,335	.	.
2011	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,791	181,555	.	.	3,791	181,555	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	138	8,809	.	.	138	8,809	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	1,119	44,677	.	.	1,119	44,677	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	19	10,735	.	.	19	10,735	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Cameroon	.	.	.	.	.	.	209	29,462
2011	2	Coal Exports	Houston-Galveston, TX	United States	Chile	68	33,932	.	.	68	33,932	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	673	100,270	.	.	673	100,270	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,079	284,678	.	.	1,079	284,678	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Jamaica	11	6,334	.	.	11	6,334	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Mozambique	3,307	132,000	.	.	3,307	132,000	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	124	30,987	.	.	124	30,987	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Norway	6,348	253,409	.	.	6,348	253,409	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Oman	2,119	84,580	.	.	2,119	84,580	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Peru	40	10,754	.	.	40	10,754	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	666	96,689	.	.	666	96,689	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Spain	20	4,416	.	.	20	4,416	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	88	52,617	.	.	88	52,617	649	91,386
2011	2	Coal Exports	Houston-Galveston, TX	United States	Tunisia	.	.	.	.	.	.	76	10,738
2011	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	61	15,060	.	.	61	15,060	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	33	10,912	.	.	33	10,912	.	.
2011	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,267	185,603	.	.	3,267	185,603	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Algeria	273	39,772	.	.	273	39,772	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Angola	.	.	.	.	.	.	11	9,870
2011	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	493	40,728	.	.	493	40,728	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Bolivia	3	8,431	.	.	3	8,431	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	1,178	171,129	.	.	1,178	171,129	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Cameroon	.	.	.	.	.	.	220	30,924
2011	3	Coal Exports	Houston-Galveston, TX	United States	Chile	150	42,636	52,458	4,854,047	52,608	4,896,683	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	2,150	357,608	.	.	2,150	357,608	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	13	12,846	.	.	13	12,846	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	1,452	351,994	.	.	1,452	351,994	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	17	5,348	.	.	17	5,348	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Gabon	2	5,621	.	.	2	5,621	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	44	28,932	.	.	44	28,932	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Honduras	21	24,987	.	.	21	24,987	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	3	Coal Exports	Houston-Galveston, TX	United States	Italy	.	.	64,986	6,042,805	64,986	6,042,805	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Mozambique	1,960	132,000	.	.	1,960	132,000	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	193	85,780	.	.	193	85,780	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Norway	106	190,750	.	.	106	190,750	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Oman	22	47,781	.	.	22	47,781	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Portugal	64,730	5,901,570	.	.	64,730	5,901,570	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Russia	4	7,046	.	.	4	7,046	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	149	24,221	.	.	149	24,221	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Spain	40	8,390	.	.	40	8,390	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	8	2,756	.	.	8	2,756	438	61,516
2011	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	242	58,165	.	.	242	58,165	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	19	40,801	64,646	5,893,930	64,665	5,934,731	.	.
2011	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	1,106	134,917	.	.	1,106	134,917	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Algeria	66	142,451	.	.	66	142,451	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Angola	119	125,033	.	.	119	125,033	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	40	45,206	.	.	40	45,206	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Belgium	22	47,466	.	.	22	47,466	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Bolivia	37	81,168	.	.	37	81,168	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,408	226,507	.	.	1,408	226,507	104	14,610
2011	4	Coal Exports	Houston-Galveston, TX	United States	Congo (Brazzaville)	13	27,921	.	.	13	27,921	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	121	17,622	.	.	121	17,622	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	27	18,638	.	.	27	18,638	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Gabon	22	47,782	.	.	22	47,782	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	20	14,466	.	.	20	14,466	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Hong Kong	182	26,394	.	.	182	26,394	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Iraq	767	157,456	.	.	767	157,456	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Italy	.	.	105,968	10,717,465	105,968	10,717,465	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Kazakhstan	25	55,817	.	.	25	55,817	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Mozambique	61	110,000	.	.	61	110,000	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	97	165,130	65,476	6,533,919	65,573	6,699,049	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Norway	239	434,420	.	.	239	434,420	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Oman	97	209,189	.	.	97	209,189	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Peru	190	32,316	.	.	190	32,316	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Russia	25	53,071	.	.	25	53,071	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	4,706	729,329	.	.	4,706	729,329	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	South Africa	43	4,504	.	.	43	4,504	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Spain	40	8,832	64,937	5,509,601	64,977	5,518,433	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Tanzania (United Republic of Tanzania)	44	80,960	.	.	44	80,960	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	15	10,860	.	.	15	10,860	177	24,988
2011	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	294	84,344	.	.	294	84,344	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Ukraine	690	117,176	.	.	690	117,176	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	79	24,586	.	.	79	24,586	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	40	71,594	.	.	40	71,594	.	.
2011	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	110	204,033	.	.	110	204,033	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	66	146,552	.	.	66	146,552	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Angola	95	144,154	.	.	95	144,154	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	110	61,630	.	.	110	61,630	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Bolivia	44	71,260	.	.	44	71,260	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Canada	88,428	5,487,768	.	.	88,428	5,487,768	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Chile	39	20,347	103,501	9,248,718	103,540	9,269,065	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,882	330,509	.	.	1,882	330,509	478	67,206
2012	1	Coal Exports	Houston-Galveston, TX	United States	Congo (Brazzaville)	13	28,457	.	.	13	28,457	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	9	2,842	.	.	9	2,842	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	14	28,683	.	.	14	28,683	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	42	15,974	.	.	42	15,974	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Guatemala	4	3,124	.	.	4	3,124	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Iraq	581	87,379	.	.	581	87,379	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Italy	.	.	197,335	19,541,600	197,335	19,541,600	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Mozambique	7	11,000	.	.	7	11,000	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	89	155,821	.	.	89	155,821	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Norway	242	446,643	.	.	242	446,643	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Oman	67	149,148	.	.	67	149,148	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Russia	241	43,710	.	.	241	43,710	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	18,239	3,736,250	.	.	18,239	3,736,250	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Spain	178	39,744	69,382	6,577,412	69,560	6,617,156	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Tanzania (United Republic of Tanzania)	44	80,960	.	.	44	80,960	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	87	29,780	.	.	87	29,780	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	351	163,989	56,394	5,755,490	56,745	5,919,479	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	50	93,088	64,405	6,573,076	64,455	6,666,164	.	.
2012	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	342	320,236	.	.	342	320,236	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Algeria	88	194,981	.	.	88	194,981	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Angola	150	286,498	.	.	150	286,498	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	165	41,427	.	.	165	41,427	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Belgium	4,504	1,681,864	.	.	4,504	1,681,864	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,023	204,239	.	.	1,023	204,239	208	29,220
2012	2	Coal Exports	Houston-Galveston, TX	United States	Congo (Kinshasa)	25	45,764	.	.	25	45,764	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	42	94,581	.	.	42	94,581	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	525	76,197	.	.	525	76,197	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Italy	165,605	14,812,815	.	.	165,605	14,812,815	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Kenya	79	144,375	.	.	79	144,375	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Mozambique	227	412,500	.	.	227	412,500	97	13,612
2012	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	47	105,903	.	.	47	105,903	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Norway	138	252,150	.	.	138	252,150	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Oman	118	250,255	.	.	118	250,255	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Russia	39	82,698	.	.	39	82,698	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	2,388	392,254	.	.	2,388	392,254	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	15	5,513	.	.	15	5,513	47	6,700
2012	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	200,712	16,464,570	.	.	200,712	16,464,570	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Ukraine	22	19,368	.	.	22	19,368	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	64,661	5,334,427	.	.	64,661	5,334,427	.	.
2012	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	276	194,651	.	.	276	194,651	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Algeria	125	136,668	.	.	125	136,668	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Angola	220	204,213	.	.	220	204,213	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	68	66,831	.	.	68	66,831	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Bolivia	24	55,533	.	.	24	55,533	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	20	17,513	.	.	20	17,513	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Chile	270,087	21,092,514	.	.	270,087	21,092,514	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	1,528	227,825	.	.	1,528	227,825	104	14,610
2012	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	151	295,999	.	.	151	295,999	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	190	27,497	.	.	190	27,497	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	20	15,974	.	.	20	15,974	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Guatemala	10	8,752	.	.	10	8,752	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Italy	258,765	19,597,804	.	.	258,765	19,597,804	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	466	65,557
2012	3	Coal Exports	Houston-Galveston, TX	United States	Kenya	.	.	.	.	.	.	126	17,618
2012	3	Coal Exports	Houston-Galveston, TX	United States	Malaysia	2	3,285	.	.	2	3,285	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Mexico	65,890	4,554,785	.	.	65,890	4,554,785	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Mozambique	104	187,000	.	.	104	187,000	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Norway	138	249,363	.	.	138	249,363	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Oman	53	119,565	.	.	53	119,565	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	9	2,889	.	.	9	2,889	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Peru	9	8,576	.	.	9	8,576	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Russia	226	73,149	.	.	226	73,149	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Thailand	24	44,322	.	.	24	44,322	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	129,596	10,209,599	.	.	129,596	10,209,599	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Ukraine	133	19,368	.	.	133	19,368	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	64,727	5,431,508	.	.	64,727	5,431,508	.	.
2012	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	480	112,669	.	.	480	112,669	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Angola	28	7,296	.	.	28	7,296	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	4	11,586	.	.	4	11,586	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Bolivia	22	49,615	.	.	22	49,615	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Chile	208	43,693	.	.	208	43,693	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	92	121,333	.	.	92	121,333	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	18	5,280	.	.	18	5,280	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	238	34,604	.	.	238	34,604	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	378	90,000	.	.	378	90,000	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	4	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	15	9,856	.	.	15	9,856	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	38	23,526	.	.	38	23,526	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	India	18	40,230	.	.	18	40,230	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Ireland	66,690	4,697,825	.	.	66,690	4,697,825	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Israel	6	8,110	.	.	6	8,110	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Italy	263,711	20,990,557	.	.	263,711	20,990,557	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Kenya	30	117,560	.	.	30	117,560	42	5,872
2012	4	Coal Exports	Houston-Galveston, TX	United States	Norway	219	464,853	.	.	219	464,853	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Oman	99	225,486	.	.	99	225,486	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	10	4,224	.	.	10	4,224	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Russia	69	10,022	.	.	69	10,022	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,474	327,694	.	.	1,474	327,694	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Spain	78,091	6,277,583	.	.	78,091	6,277,583	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	18	14,164	.	.	18	14,164	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	258,582	20,147,259	22	8,890	258,604	20,156,149	.	.
2012	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	3,325	529,191	.	.	3,325	529,191	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Algeria	2	3,328	.	.	2	3,328	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Angola	41	5,883	.	.	41	5,883	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	4	11,743	.	.	4	11,743	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	108,439	8,557,879	.	.	108,439	8,557,879	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Canada	49,268	4,746,072	.	.	49,268	4,746,072	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Chile	169,771	11,748,987	.	.	169,771	11,748,987	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	159	316,289	.	.	159	316,289	205	28,832
2013	1	Coal Exports	Houston-Galveston, TX	United States	Congo (Brazzaville)	20	47,254	.	.	20	47,254	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Dominican Republic	36	5,235	.	.	36	5,235	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	254	60,000	.	.	254	60,000	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	10	5,543	.	.	10	5,543	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Gabon	.	.	.	.	.	.	115	16,160
2013	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	20	15,974	.	.	20	15,974	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Israel	4	3,353	.	.	4	3,353	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Italy	508,007	40,396,542	.	.	508,007	40,396,542	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	20	46,160	.	.	20	46,160	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Mexico	62,944	4,511,058	.	.	62,944	4,511,058	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	136	122,632	.	.	136	122,632	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Norway	193	460,350	.	.	193	460,350	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Russia	346	50,112	.	.	346	50,112	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	3,700	540,987	.	.	3,700	540,987	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	78	39,576	.	.	78	39,576	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	63,906	5,287,642	.	.	63,906	5,287,642	.	.
2013	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	802	503,656	.	.	802	503,656	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Angola	173	386,170	.	.	173	386,170	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	27	27,646	.	.	27	27,646	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	24	48,722	.	.	24	48,722	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Chile	370,906	26,966,939	.	.	370,906	26,966,939	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	21	7,869	.	.	21	7,869	148	20,800
2013	2	Coal Exports	Houston-Galveston, TX	United States	Ecuador	9	2,922	.	.	9	2,922	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	458	122,974	.	.	458	122,974	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	7	5,312	.	.	7	5,312	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Gabon	.	.	.	.	.	.	7	9,142
2013	2	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	57	39,500	.	.	57	39,500	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Indonesia	21	5,218	.	.	21	5,218	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Italy	269,497	20,368,323	.	.	269,497	20,368,323	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Mexico	132,278	9,009,000	.	.	132,278	9,009,000	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	21	46,022	.	.	21	46,022	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Norway	200	485,045	.	.	200	485,045	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Russia	4	4,814	.	.	4	4,814	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	4,945	968,062	.	.	4,945	968,062	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Spain	111	30,681	.	.	111	30,681	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	50	21,606	.	.	50	21,606	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	214	49,157	.	.	214	49,157	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	44	104,597	.	.	44	104,597	.	.
2013	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	638	256,641	.	.	638	256,641	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Angola	204	372,889	.	.	204	372,889	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	206	172,596	.	.	206	172,596	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Azerbaijan	7	14,333	.	.	7	14,333	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	20	4,709	.	.	20	4,709	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Canada	60,851	5,737,088	.	.	60,851	5,737,088	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Chile	317,276	21,047,940	.	.	317,276	21,047,940	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	58	19,171	.	.	58	19,171	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	21	8,673	.	.	21	8,673	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	49	15,444	.	.	49	15,444	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	851	217,984	.	.	851	217,984	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	19	11,763	.	.	19	11,763	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Guatemala	18	4,701	.	.	18	4,701	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Indonesia	26	91,200	.	.	26	91,200	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Iraq	467	145,800	.	.	467	145,800	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Italy	270,487	18,398,062	.	.	270,487	18,398,062	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	134,921	9,163,191	.	.	134,921	9,163,191	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Norway	297	720,115	.	.	297	720,115	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	18	4,597	.	.	18	4,597	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Peru	19	16,800	.	.	19	16,800	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Russia	50	59,914	.	.	50	59,914	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	788	1,132,601	.	.	788	1,132,601	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	194	45,992	.	.	194	45,992	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	75,412	5,200,232	.	.	75,412	5,200,232	.	.
2013	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	132	232,780	.	.	132	232,780	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Algeria	71	81,616	.	.	71	81,616	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Brazil	49,604	3,926,250	.	.	49,604	3,926,250	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Chile	212,935	14,623,860	.	.	212,935	14,623,860	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	1	3,888	.	.	1	3,888	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	14	17,334	.	.	14	17,334	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Ecuador	36	8,839	.	.	36	8,839	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	511	176,700	.	.	511	176,700	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Italy	247,492	16,865,970	.	.	247,492	16,865,970	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	117	16,371
2013	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	66,139	4,203,000	.	.	66,139	4,203,000	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	75	117,544	.	.	75	117,544	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Norway	126	304,918	.	.	126	304,918	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Oman	99	22,590	.	.	99	22,590	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	53	14,716	.	.	53	14,716	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Peru	20	9,140	.	.	20	9,140	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Russia	4	4,651	.	.	4	4,651	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,095	1,288,200	.	.	1,095	1,288,200	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Spain	35	12,696	.	.	35	12,696	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	10	7,895	.	.	10	7,895	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	67,585	5,072,263	.	.	67,585	5,072,263	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	43	106,982	.	.	43	106,982	.	.
2013	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	542	173,253	.	.	542	173,253	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	224	135,601	.	.	224	135,601	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Brazil	176,221	11,740,218	46,682	2,985,644	222,903	14,725,862	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Canada	60,629	5,768,864	.	.	60,629	5,768,864	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Chile	225,359	14,511,508	53,138	3,446,774	278,497	17,958,282	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	.	.	.	.	.	.	791	111,464
2014	1	Coal Exports	Houston-Galveston, TX	United States	Ecuador	21	4,404	.	.	21	4,404	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	261	70,020	.	.	261	70,020	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	77	47,049	.	.	77	47,049	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Italy	136,322	9,389,792	.	.	136,322	9,389,792	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	117	16,371
2014	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	46	96,700	.	.	46	96,700	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Norway	126	305,087	.	.	126	305,087	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Oman	42	9,588	.	.	42	9,588	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Russia	11	12,216	.	.	11	12,216	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	965	1,115,516	.	.	965	1,115,516	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	45	18,056	.	.	45	18,056	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Turkey	116	27,554	.	.	116	27,554	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Turkmenistan	15	37,574	.	.	15	37,574	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	1	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	13	7,684	.	.	13	7,684	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	66,587	5,361,181	.	.	66,587	5,361,181	.	.
2014	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	107	30,601	.	.	107	30,601	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Algeria	60	65,100	.	.	60	65,100	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Argentina	82	79,750	.	.	82	79,750	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Brazil	.	.	116,166	6,921,934	116,166	6,921,934	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Canada	56,631	5,395,012	.	.	56,631	5,395,012	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Chile	108,206	7,150,723	106,224	7,035,106	214,430	14,185,829	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	China	50	65,210	.	.	50	65,210	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	43	91,456	.	.	43	91,456	274	38,664
2014	2	Coal Exports	Houston-Galveston, TX	United States	Ecuador	12	2,580	.	.	12	2,580	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	62	53,410	.	.	62	53,410	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Equatorial Guinea	4	3,023	.	.	4	3,023	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Germany, Federal Republic of	97	58,812	.	.	97	58,812	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Mexico	.	.	35,105	2,308,978	35,105	2,308,978	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	21	51,528	.	.	21	51,528	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Norway	21	51,528	.	.	21	51,528	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,225	1,501,308	.	.	1,225	1,501,308	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Spain	35	12,946	.	.	35	12,946	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	486	230,964	.	.	486	230,964	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	46	103,056	69,142	5,497,892	69,188	5,600,948	.	.
2014	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	109	37,810	.	.	109	37,810	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	168	141,070	.	.	168	141,070	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Brazil	44,864	2,731,032	.	.	44,864	2,731,032	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Cameroon	.	.	.	.	.	.	18	10,675
2014	3	Coal Exports	Houston-Galveston, TX	United States	Canada	64,360	6,133,556	.	.	64,360	6,133,556	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Chile	56,202	3,633,483	120,937	7,632,448	177,139	11,265,931	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	China	20	27,360	.	.	20	27,360	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	11	3,832	.	.	11	3,832	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	103	83,410	.	.	103	83,410	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Japan	55,116	3,702,500	.	.	55,116	3,702,500	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Norway	105	257,640	.	.	105	257,640	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Oman	66	13,320	.	.	66	13,320	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	53	23,159	.	.	53	23,159	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Peru	12	34,617	.	.	12	34,617	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Russia	13	15,131	.	.	13	15,131	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	582	725,586	.	.	582	725,586	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Spain	35	12,946	.	.	35	12,946	4	7,190
2014	3	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	20	9,008	.	.	20	9,008	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	155	65,448	.	.	155	65,448	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Turkmenistan	34	78,220	.	.	34	78,220	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	46	107,537	64,073	5,094,813	64,119	5,202,350	.	.
2014	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	129	34,947	.	.	129	34,947	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Algeria	9	12,000	.	.	9	12,000	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Argentina	58	134,397	.	.	58	134,397	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Canada	61,137	5,795,968	.	.	61,137	5,795,968	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Chile	.	.	108,396	6,836,120	108,396	6,836,120	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	China	20	27,360	.	.	20	27,360	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	12	2,549	.	.	12	2,549	33	30,348
2014	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	36	43,400	.	.	36	43,400	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	El Salvador	32	10,837	.	.	32	10,837	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	77	35,856
2014	4	Coal Exports	Houston-Galveston, TX	United States	Mexico	33,069	2,175,000	.	.	33,069	2,175,000	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	42	105,552	.	.	42	105,552	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Pakistan	13	3,822	.	.	13	3,822	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Peru	85	129,501	.	.	85	129,501	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	196	247,932	.	.	196	247,932	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Spain	79	24,449	.	.	79	24,449	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	130,186	7,256,471	60,658	4,044,612	190,844	11,301,083	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	42	110,141	63,662	5,125,649	63,704	5,235,790	.	.
2014	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	130	30,695	.	.	130	30,695	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Argentina	41	9,889	.	.	41	9,889	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Bolivia	110	16,060	.	.	110	16,060	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	1	Coal Exports	Houston-Galveston, TX	United States	Cameroon	.	.	.	.	.	.	41	18,868
2015	1	Coal Exports	Houston-Galveston, TX	United States	Chile	561	180,142	.	.	561	180,142	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	China	133	44,093	.	.	133	44,093	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Colombia	54	18,440	.	.	54	18,440	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Costa Rica	95	35,235	.	.	95	35,235	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Egypt	35	86,800	.	.	35	86,800	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Guatemala	59	21,197	.	.	59	21,197	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Ivory Coast	.	.	.	.	.	.	151	73,667
2015	1	Coal Exports	Houston-Galveston, TX	United States	Japan	14,881	753,300	.	.	14,881	753,300	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Netherlands	6	3,202	.	.	6	3,202	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Peru	8	6,522	.	.	8	6,522	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Russia	18	19,461	.	.	18	19,461	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	260	358,124	.	.	260	358,124	35	7,428
2015	1	Coal Exports	Houston-Galveston, TX	United States	Spain	44	11,900	.	.	44	11,900	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Thailand	44	14,423	.	.	44	14,423	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	94	36,554	.	.	94	36,554	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	23	35,700	.	.	23	35,700	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	56	114,989	.	.	56	114,989	.	.
2015	1	Coal Exports	Houston-Galveston, TX	United States	Venezuela	86	30,459	.	.	86	30,459	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Chile	169,818	8,823,031	.	.	169,818	8,823,031	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Colombia	25	6,425	.	.	25	6,425	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Ecuador	44	27,531	.	.	44	27,531	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Egypt	108	51,000	.	.	108	51,000	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Netherlands	42	108,063	9	2,580	51	110,643	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Norway	126	324,214	.	.	126	324,214	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Pakistan	29	8,374	.	.	29	8,374	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Romania	132	300,000	.	.	132	300,000	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Russia	1	8,650	.	.	1	8,650	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	821	924,369	.	.	821	924,369	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Spain	35	12,947	.	.	35	12,947	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	64	25,446	.	.	64	25,446	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Turkey	806	397,224	.	.	806	397,224	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	43	112,291	.	.	43	112,291	.	.
2015	2	Coal Exports	Houston-Galveston, TX	United States	Venezuela	695	399,332	.	.	695	399,332	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Algeria	198	231,000	.	.	198	231,000	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Angola	24	6,625	.	.	24	6,625	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Argentina	122	43,566	.	.	122	43,566	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Australia	255	79,336	.	.	255	79,336	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Chile	228,443	11,522,868	.	.	228,443	11,522,868	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	China	22	19,144	.	.	22	19,144	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Colombia	114	164,122	.	.	114	164,122	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Ecuador	12	24,750	.	.	12	24,750	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Egypt	54	25,500	.	.	54	25,500	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	El Salvador	6	6,600	.	.	6	6,600	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Netherlands	42	108,176	.	.	42	108,176	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Norway	147	377,692	.	.	147	377,692	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Pakistan	20	4,709	.	.	20	4,709	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Peru	4	3,176	.	.	4	3,176	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Russia	65	71,474	.	.	65	71,474	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,295	1,339,130	.	.	1,295	1,339,130	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Spain	45	11,900	.	.	45	11,900	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Turkey	117	74,298	.	.	117	74,298	.	.
2015	3	Coal Exports	Houston-Galveston, TX	United States	Venezuela	1,443	433,007	.	.	1,443	433,007	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Angola	36	11,440	.	.	36	11,440	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Bolivia	110	26,030	.	.	110	26,030	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Brazil	11	4,410	.	.	11	4,410	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Cameroon	56	5,804	.	.	56	5,804	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Chile	110,223	5,288,189	.	.	110,223	5,288,189	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	China	55	20,768	.	.	55	20,768	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Colombia	25	6,706	.	.	25	6,706	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Egypt	54	25,500	.	.	54	25,500	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	El Salvador	10	3,351	.	.	10	3,351	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Netherlands	126	324,295	.	.	126	324,295	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	4	Coal Exports	Houston-Galveston, TX	United States	Nigeria	19	5,693	.	.	19	5,693	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Norway	21	54,080	.	.	21	54,080	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Russia	85	139,348	.	.	85	139,348	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Saudi Arabia	1,703	1,833,387	.	.	1,703	1,833,387	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Spain	44	11,900	.	.	44	11,900	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Trinidad and Tobago	29	14,015	.	.	29	14,015	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Turkey	195	123,815	.	.	195	123,815	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	United Arab Emirates	565	172,923	.	.	565	172,923	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	United Kingdom	20	51,729	.	.	20	51,729	.	.
2015	4	Coal Exports	Houston-Galveston, TX	United States	Venezuela	39	14,233	.	.	39	14,233	.	.
2002	1	Coal Exports	Laredo, TX	United States	Mexico	3,495	186,435	144,220	5,462,162	147,715	5,648,597	15,148	2,017,187
2002	2	Coal Exports	Laredo, TX	United States	Mexico	79,220	3,305,860	113,792	4,309,438	193,012	7,615,298	19,644	2,862,225
2002	3	Coal Exports	Laredo, TX	United States	Mexico	22,072	1,281,379	264,020	12,059,415	286,092	13,340,794	20,990	3,446,940
2002	4	Coal Exports	Laredo, TX	United States	Mexico	3,971	221,207	164,102	7,720,016	168,073	7,941,223	17,905	2,641,218
2003	1	Coal Exports	Laredo, TX	United States	Mexico	5,027	269,229	229,969	10,815,910	234,996	11,085,139	20,696	2,755,176
2003	2	Coal Exports	Laredo, TX	United States	Mexico	11,072	704,040	283,634	14,591,125	294,706	15,295,165	19,623	2,744,296
2003	3	Coal Exports	Laredo, TX	United States	Mexico	3,199	219,564	244,787	10,559,980	247,986	10,779,544	36,556	4,561,575
2003	4	Coal Exports	Laredo, TX	United States	Mexico	3,543	243,449	178,848	8,204,533	182,391	8,447,982	28,294	3,480,887
2004	1	Coal Exports	Laredo, TX	United States	Mexico	2,853	162,408	188,624	9,213,014	191,477	9,375,422	24,802	3,936,193
2004	2	Coal Exports	Laredo, TX	United States	Mexico	5,525	288,985	168,973	12,518,135	174,498	12,807,120	33,715	4,614,693
2004	3	Coal Exports	Laredo, TX	United States	Mexico	4,263	245,217	261,730	18,972,558	265,993	19,217,775	40,426	6,192,733
2004	4	Coal Exports	Laredo, TX	United States	Mexico	5,861	323,817	229,410	11,518,276	235,271	11,842,093	23,418	4,642,233
2005	1	Coal Exports	Laredo, TX	United States	Mexico	9,691	456,407	168,560	8,861,746	178,251	9,318,153	43,687	5,723,936
2005	2	Coal Exports	Laredo, TX	United States	Mexico	2,797	186,025	125,220	6,744,079	128,017	6,930,104	60,165	6,600,620
2005	3	Coal Exports	Laredo, TX	United States	Mexico	7,465	678,249	158,344	5,622,118	165,809	6,300,367	79,388	7,531,797
2005	4	Coal Exports	Laredo, TX	United States	Mexico	8,181	526,949	95,345	3,628,622	103,526	4,155,571	69,329	6,581,454
2006	1	Coal Exports	Laredo, TX	United States	Guatemala	98	4,000	.	.	98	4,000	.	.
2006	1	Coal Exports	Laredo, TX	United States	Mexico	10,539	1,479,045	106,939	11,205,847	117,478	12,684,892	84,528	8,084,676
2006	2	Coal Exports	Laredo, TX	United States	Mexico	19,890	1,925,974	59,102	7,188,003	78,992	9,113,977	102,601	8,987,941
2006	3	Coal Exports	Laredo, TX	United States	Mexico	15,919	1,713,867	23,738	2,885,690	39,657	4,599,557	87,101	7,675,643
2006	4	Coal Exports	Laredo, TX	United States	Honduras	239	9,750	.	.	239	9,750	.	.
2006	4	Coal Exports	Laredo, TX	United States	Mexico	13,334	1,629,684	34,866	4,245,268	48,200	5,874,952	72,743	6,446,411
2007	1	Coal Exports	Laredo, TX	United States	Mexico	12,760	602,124	64	15,247	12,824	617,371	93,182	8,211,398
2007	2	Coal Exports	Laredo, TX	United States	Mexico	7,216	357,510	38	14,247	7,254	371,757	76,520	6,640,178
2007	3	Coal Exports	Laredo, TX	United States	Mexico	8,475	399,589	21	7,476	8,496	407,065	93,052	8,089,112
2007	4	Coal Exports	Laredo, TX	United States	Mexico	5,881	335,957	.	.	5,881	335,957	98,847	8,661,101
2008	1	Coal Exports	Laredo, TX	United States	Mexico	84,362	8,973,571	51,023	5,482,304	135,385	14,455,875	110,937	9,582,701
2008	2	Coal Exports	Laredo, TX	United States	Mexico	16,179	1,416,401	112,236	12,061,466	128,415	13,477,867	150,868	13,320,289
2008	3	Coal Exports	Laredo, TX	United States	Mexico	73,973	7,958,827	77,476	8,735,824	151,449	16,694,651	197,831	17,272,543
2008	4	Coal Exports	Laredo, TX	United States	Mexico	48,874	4,954,786	82,981	8,931,868	131,855	13,886,654	155,972	13,726,515
2008	4	Coal Exports	Laredo, TX	United States	Montenegro	.	.	23	8,753	23	8,753	.	.
2009	1	Coal Exports	Laredo, TX	United States	Mexico	95,115	9,720,433	10,322	1,111,822	105,437	10,832,255	141,701	12,205,044
2009	1	Coal Exports	Laredo, TX	United States	Montenegro	.	.	19	7,723	19	7,723	.	.
2009	2	Coal Exports	Laredo, TX	United States	Mexico	159,356	16,949,868	304	34,445	159,660	16,984,313	103,159	8,850,310
2009	3	Coal Exports	Laredo, TX	United States	Mexico	47,554	4,900,059	101,503	10,903,211	149,057	15,803,270	112,882	9,683,083
2009	4	Coal Exports	Laredo, TX	United States	Mexico	10,068	572,160	153,402	16,483,284	163,470	17,055,444	102,463	9,449,445
2010	1	Coal Exports	Laredo, TX	United States	Mexico	15,727	938,516	131,696	14,833,000	147,423	15,771,516	29,789	8,511,947
2010	2	Coal Exports	Laredo, TX	United States	Mexico	11,212	681,813	152,045	17,064,712	163,257	17,746,525	23,763	9,090,769
2010	3	Coal Exports	Laredo, TX	United States	Mexico	23,805	3,478,797	49,626	6,531,885	73,431	10,010,682	173,062	24,240,592
2010	4	Coal Exports	Laredo, TX	United States	Mexico	14,737	1,226,194	13,818	1,592,890	28,555	2,819,084	139,289	21,966,306
2011	1	Coal Exports	Laredo, TX	United States	Mexico	10,556	862,316	.	.	10,556	862,316	28,457	10,057,600
2011	2	Coal Exports	Laredo, TX	United States	Mexico	11,497	1,376,400	20	8,870	11,517	1,385,270	39,562	10,476,117
2011	3	Coal Exports	Laredo, TX	United States	Mexico	6,295	1,091,871	31,031	3,512,737	37,326	4,604,608	91,434	11,887,769
2011	4	Coal Exports	Laredo, TX	United States	Mexico	120,081	13,117,623	82,097	8,512,226	202,178	21,629,849	63,385	9,818,983
2012	1	Coal Exports	Laredo, TX	United States	Mexico	24,405	2,820,030	51,769	5,327,552	76,174	8,147,582	73,648	11,583,047
2012	2	Coal Exports	Laredo, TX	United States	Mexico	84,361	6,691,263	122	27,810	84,483	6,719,073	55,310	9,907,608
2012	3	Coal Exports	Laredo, TX	United States	Mexico	196,591	14,366,195	80	39,480	196,671	14,405,675	47,474	10,561,264
2012	4	Coal Exports	Laredo, TX	United States	Mexico	130,497	10,176,709	40	19,740	130,537	10,196,449	49,959	9,638,551
2013	1	Coal Exports	Laredo, TX	United States	Mexico	105,428	8,295,381	221	32,793	105,649	8,328,174	41,583	10,072,792
2013	2	Coal Exports	Laredo, TX	United States	Mexico	140,386	11,036,267	.	.	140,386	11,036,267	35,065	12,268,306
2013	3	Coal Exports	Laredo, TX	United States	Mexico	135,679	11,084,896	.	.	135,679	11,084,896	54,816	14,304,460
2013	4	Coal Exports	Laredo, TX	United States	Mexico	145,102	10,896,015	234	26,509	145,336	10,922,524	54,629	13,106,978
2014	1	Coal Exports	Laredo, TX	United States	Mexico	798	278,595	.	.	798	278,595	57,190	12,936,191

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	2	Coal Exports	Laredo, TX	United States	Mexico	1,245	354,901	.	.	1,245	354,901	55,068	14,988,817
2014	3	Coal Exports	Laredo, TX	United States	Mexico	1,466	429,453	.	.	1,466	429,453	61,059	14,307,067
2014	4	Coal Exports	Laredo, TX	United States	Mexico	1,638	399,493	106	12,031	1,744	411,524	30,953	8,682,336
2015	1	Coal Exports	Laredo, TX	United States	Mexico	1,213	366,245	97	10,957	1,310	377,202	31,235	7,234,185
2015	2	Coal Exports	Laredo, TX	United States	Mexico	1,248	384,354	.	.	1,248	384,354	28,245	8,664,729
2015	3	Coal Exports	Laredo, TX	United States	Mexico	2,558	633,903	93	10,518	2,651	644,421	14,186	6,499,463
2015	4	Coal Exports	Laredo, TX	United States	Mexico	487,686	12,319,196	101	10,518	487,787	12,329,714	14,480	6,687,160
2002	1	Coal Exports	Los Angeles, CA	United States	Chile	111	3,823	.	.	111	3,823	.	.
2002	1	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	89	31,800
2002	1	Coal Exports	Los Angeles, CA	United States	Japan	1,033,618	37,945,553	.	.	1,033,618	37,945,553	.	.
2002	2	Coal Exports	Los Angeles, CA	United States	Brunei	2,050	81,756	.	.	2,050	81,756	.	.
2002	2	Coal Exports	Los Angeles, CA	United States	China	712	26,970	.	.	712	26,970	88	35,880
2002	2	Coal Exports	Los Angeles, CA	United States	Japan	218,025	7,778,988	.	.	218,025	7,778,988	68,854	2,464,165
2002	2	Coal Exports	Los Angeles, CA	United States	Singapore	9,360	373,511	.	.	9,360	373,511	.	.
2002	2	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	11	19,690
2002	2	Coal Exports	Los Angeles, CA	United States	Thailand	276	9,498	.	.	276	9,498	.	.
2002	3	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	249	34,960
2002	3	Coal Exports	Los Angeles, CA	United States	New Zealand	64	2,567	.	.	64	2,567	.	.
2002	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	60	8,280
2002	3	Coal Exports	Los Angeles, CA	United States	Taiwan	.	.	.	.	.	.	2	2,948
2002	4	Coal Exports	Los Angeles, CA	United States	Australia	143	11,372	.	.	143	11,372	.	.
2002	4	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	45	14,400
2002	4	Coal Exports	Los Angeles, CA	United States	France	338	26,950	.	.	338	26,950	.	.
2002	4	Coal Exports	Los Angeles, CA	United States	Singapore	422	20,237	.	.	422	20,237	.	.
2002	4	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	11	19,690
2003	1	Coal Exports	Los Angeles, CA	United States	Brunei	624	24,894	.	.	624	24,894	.	.
2003	1	Coal Exports	Los Angeles, CA	United States	Japan	218	7,500	1,476	75,000	1,694	82,500	.	.
2003	1	Coal Exports	Los Angeles, CA	United States	Singapore	3,469	138,421	.	.	3,469	138,421	.	.
2003	1	Coal Exports	Los Angeles, CA	United States	Taiwan	.	.	20	7,676	20	7,676	.	.
2003	1	Coal Exports	Los Angeles, CA	United States	Vietnam	120	4,900	.	.	120	4,900	.	.
2003	2	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	21	7,200
2003	2	Coal Exports	Los Angeles, CA	United States	France	306	24,420	.	.	306	24,420	.	.
2003	2	Coal Exports	Los Angeles, CA	United States	Singapore	4,411	175,934	.	.	4,411	175,934	.	.
2003	2	Coal Exports	Los Angeles, CA	United States	Thailand	89	3,619	.	.	89	3,619	.	.
2003	3	Coal Exports	Los Angeles, CA	United States	Brunei	1,226	48,880	.	.	1,226	48,880	.	.
2003	3	Coal Exports	Los Angeles, CA	United States	Singapore	9,274	370,022	.	.	9,274	370,022	.	.
2003	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	11	19,690
2003	3	Coal Exports	Los Angeles, CA	United States	Taiwan	2,145	87,565	.	.	2,145	87,565	.	.
2003	3	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	23	4,077
2003	4	Coal Exports	Los Angeles, CA	United States	Singapore	6,679	259,669	.	.	6,679	259,669	.	.
2003	4	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	43	7,465
2004	1	Coal Exports	Los Angeles, CA	United States	Japan	371	15,120	.	.	371	15,120	.	.
2004	1	Coal Exports	Los Angeles, CA	United States	Singapore	15,460	617,002	.	.	15,460	617,002	.	.
2004	1	Coal Exports	Los Angeles, CA	United States	Slovenia	335	11,522	.	.	335	11,522	.	.
2004	1	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	22	4,077
2004	2	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	43	17,600
2004	2	Coal Exports	Los Angeles, CA	United States	France	306	24,420	.	.	306	24,420	.	.
2004	2	Coal Exports	Los Angeles, CA	United States	Japan	85,010	7,258,992	.	.	85,010	7,258,992	.	.
2004	2	Coal Exports	Los Angeles, CA	United States	Singapore	2,185	124,124	.	.	2,185	124,124	.	.
2004	2	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	43	7,192
2004	3	Coal Exports	Los Angeles, CA	United States	Australia	169	6,727	.	.	169	6,727	.	.
2004	3	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	7,838	668,872
2004	3	Coal Exports	Los Angeles, CA	United States	Indonesia	670	26,732	.	.	670	26,732	.	.
2004	3	Coal Exports	Los Angeles, CA	United States	Singapore	5,731	182,542	.	.	5,731	182,542	.	.
2004	3	Coal Exports	Los Angeles, CA	United States	Thailand	675	27,471	.	.	675	27,471	.	.
2004	4	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	3,919	330,562
2004	4	Coal Exports	Los Angeles, CA	United States	Singapore	9,520	379,737	.	.	9,520	379,737	.	.
2005	1	Coal Exports	Los Angeles, CA	United States	Australia	629	25,133	.	.	629	25,133	.	.
2005	1	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	11,671	984,756
2005	1	Coal Exports	Los Angeles, CA	United States	France	347	27,720	.	.	347	27,720	.	.
2005	1	Coal Exports	Los Angeles, CA	United States	Singapore	10,345	412,965	.	.	10,345	412,965	.	.
2005	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	214	7,360	.	.	214	7,360	.	.
2005	2	Coal Exports	Los Angeles, CA	United States	Chile	11	9,434	.	.	11	9,434	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	2	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	12,529	1,057,082
2005	2	Coal Exports	Los Angeles, CA	United States	El Salvador	338	13,800	.	.	338	13,800	.	.
2005	2	Coal Exports	Los Angeles, CA	United States	Singapore	3,944	157,449	.	.	3,944	157,449	.	.
2005	2	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	1,171	40,360	.	.	1,171	40,360	.	.
2005	3	Coal Exports	Los Angeles, CA	United States	New Zealand	292	11,911	.	.	292	11,911	.	.
2005	3	Coal Exports	Los Angeles, CA	United States	Russia	2,999	119,670	.	.	2,999	119,670	.	.
2005	3	Coal Exports	Los Angeles, CA	United States	Singapore	8,049	321,301	.	.	8,049	321,301	.	.
2005	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	126	4,318	.	.	126	4,318	.	.
2005	4	Coal Exports	Los Angeles, CA	United States	Singapore	1,053	42,017	.	.	1,053	42,017	.	.
2005	4	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	150	5,181	.	.	150	5,181	.	.
2005	4	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	18	6,523
2006	1	Coal Exports	Los Angeles, CA	United States	China	66	6,600	.	.	66	6,600	63	31,875
2006	1	Coal Exports	Los Angeles, CA	United States	Indonesia	2,302	91,863	.	.	2,302	91,863	.	.
2006	1	Coal Exports	Los Angeles, CA	United States	Japan	299	13,344	.	.	299	13,344	.	.
2006	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	225	7,772	.	.	225	7,772	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	Australia	1,058	42,233	.	.	1,058	42,233	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	China	66	9,025	.	.	66	9,025	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	Indonesia	3,236	129,200	.	.	3,236	129,200	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	Russia	473	18,873	.	.	473	18,873	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	Singapore	732	29,206	.	.	732	29,206	.	.
2006	2	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	701	24,086	.	.	701	24,086	.	.
2006	3	Coal Exports	Los Angeles, CA	United States	China	99	9,900	.	.	99	9,900	21	10,625
2006	3	Coal Exports	Los Angeles, CA	United States	Indonesia	1,263	50,422	.	.	1,263	50,422	.	.
2006	3	Coal Exports	Los Angeles, CA	United States	Japan	.	.	.	.	.	.	1	6,969
2006	3	Coal Exports	Los Angeles, CA	United States	Malaysia	.	.	37	5,450	37	5,450	.	.
2006	3	Coal Exports	Los Angeles, CA	United States	Singapore	1,656	76,642	.	.	1,656	76,642	.	.
2006	3	Coal Exports	Los Angeles, CA	United States	Slovenia	31	6,750	.	.	31	6,750	.	.
2006	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	24	11,000
2006	4	Coal Exports	Los Angeles, CA	United States	Canada	.	.	.	.	.	.	28,403	1,784,594
2006	4	Coal Exports	Los Angeles, CA	United States	China	201	24,200	.	.	201	24,200	.	.
2006	4	Coal Exports	Los Angeles, CA	United States	Indonesia	763	30,886	.	.	763	30,886	.	.
2006	4	Coal Exports	Los Angeles, CA	United States	Japan	306	12,515	.	.	306	12,515	.	.
2006	4	Coal Exports	Los Angeles, CA	United States	Russia	571	22,799	.	.	571	22,799	.	.
2006	4	Coal Exports	Los Angeles, CA	United States	Singapore	2,931	116,976	.	.	2,931	116,976	.	.
2007	1	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	43	25,250
2007	1	Coal Exports	Los Angeles, CA	United States	Japan	62	2,854	.	.	62	2,854	.	.
2007	2	Coal Exports	Los Angeles, CA	United States	Brunei	462	18,435	.	.	462	18,435	.	.
2007	2	Coal Exports	Los Angeles, CA	United States	China	198	22,000	.	.	198	22,000	9,792	839,626
2007	2	Coal Exports	Los Angeles, CA	United States	Indonesia	150	8,929	.	.	150	8,929	.	.
2007	2	Coal Exports	Los Angeles, CA	United States	Japan	830	71,908	.	.	830	71,908	.	.
2007	2	Coal Exports	Los Angeles, CA	United States	Singapore	11	2,587	.	.	11	2,587	.	.
2007	3	Coal Exports	Los Angeles, CA	United States	China	215	8,772	.	.	215	8,772	.	.
2007	3	Coal Exports	Los Angeles, CA	United States	France	11,541	698,288	.	.	11,541	698,288	.	.
2007	3	Coal Exports	Los Angeles, CA	United States	Indonesia	525	21,434	.	.	525	21,434	.	.
2007	3	Coal Exports	Los Angeles, CA	United States	Malaysia	.	.	.	.	.	.	19	2,684
2007	3	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	1,366	55,776	.	.	1,366	55,776	.	.
2007	3	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	1,232	50,320	.	.	1,232	50,320	.	.
2007	4	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	84	34,000
2007	4	Coal Exports	Los Angeles, CA	United States	Indonesia	20	5,138	.	.	20	5,138	.	.
2007	4	Coal Exports	Los Angeles, CA	United States	Japan	153	10,793	.	.	153	10,793	.	.
2007	4	Coal Exports	Los Angeles, CA	United States	Russia	1,057	42,188	.	.	1,057	42,188	.	.
2007	4	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	491	41,383
2007	4	Coal Exports	Los Angeles, CA	United States	Taiwan	23	4,520	.	.	23	4,520	15	5,598
2008	1	Coal Exports	Los Angeles, CA	United States	China	.	.	.	.	.	.	175	87,975
2008	1	Coal Exports	Los Angeles, CA	United States	Indonesia	130	5,328	.	.	130	5,328	.	.
2008	1	Coal Exports	Los Angeles, CA	United States	Japan	69	20,084	.	.	69	20,084	76,827	3,976,157
2008	1	Coal Exports	Los Angeles, CA	United States	Peru	22	5,151	.	.	22	5,151	.	.
2008	1	Coal Exports	Los Angeles, CA	United States	Singapore	201	6,907	.	.	201	6,907	.	.
2008	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	19	8,198	.	.	19	8,198	.	.
2008	1	Coal Exports	Los Angeles, CA	United States	Thailand	17	7,124	.	.	17	7,124	.	.
2008	1	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	74	3,004	.	.	74	3,004	.	.
2008	2	Coal Exports	Los Angeles, CA	United States	Australia	376	15,334	.	.	376	15,334	.	.
2008	2	Coal Exports	Los Angeles, CA	United States	China	20	7,833	.	.	20	7,833	42	25,225

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	2	Coal Exports	Los Angeles, CA	United States	Japan	88,710	9,929,422	.	.	88,710	9,929,422	.	.
2008	2	Coal Exports	Los Angeles, CA	United States	Malaysia	44	6,787	.	.	44	6,787	18	5,993
2008	2	Coal Exports	Los Angeles, CA	United States	Pakistan	164	6,703	.	.	164	6,703	.	.
2008	2	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	1,762	71,936	.	.	1,762	71,936	.	.
2008	2	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	30	132,358
2008	3	Coal Exports	Los Angeles, CA	United States	Australia	399	16,300	.	.	399	16,300	.	.
2008	3	Coal Exports	Los Angeles, CA	United States	China	293	26,568	.	.	293	26,568	42	24,476
2008	3	Coal Exports	Los Angeles, CA	United States	Indonesia	679	27,702	.	.	679	27,702	.	.
2008	3	Coal Exports	Los Angeles, CA	United States	Japan	57,517	6,481,612	.	.	57,517	6,481,612	17,951	1,514,619
2008	3	Coal Exports	Los Angeles, CA	United States	Malaysia	619	24,733	.	.	619	24,733	.	.
2008	3	Coal Exports	Los Angeles, CA	United States	Pakistan	11	4,023	.	.	11	4,023	.	.
2008	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	3,210	270,800
2008	3	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	9	6,798
2008	3	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	370	17,952	.	.	370	17,952	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	Australia	65	20,865	.	.	65	20,865	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	Brunei	448	64,991	.	.	448	64,991	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	Hong Kong	381	55,427	.	.	381	55,427	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	Indonesia	114	8,728	.	.	114	8,728	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	Japan	77,162	11,800,000	146	14,274	77,308	11,814,274	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	New Zealand	2	2,820	.	.	2	2,820	.	.
2008	4	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	15	7,457
2008	4	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	23	7,616	.	.	23	7,616	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Australia	6	4,100	.	.	6	4,100	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Hong Kong	78	11,280	.	.	78	11,280	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Indonesia	205	8,214	.	.	205	8,214	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Japan	47	2,835	.	.	47	2,835	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Pakistan	326	50,944	.	.	326	50,944	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Russia	1,826	72,837	.	.	1,826	72,837	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Singapore	13	4,361	.	.	13	4,361	.	.
2009	1	Coal Exports	Los Angeles, CA	United States	Taiwan	11	6,483	.	.	11	6,483	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	China	2,174	96,904	.	.	2,174	96,904	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	Indonesia	959	38,292	.	.	959	38,292	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	Japan	187	15,000	.	.	187	15,000	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	Malaysia	1,686	76,424	.	.	1,686	76,424	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	Russia	1,337	53,354	.	.	1,337	53,354	.	.
2009	2	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	46	98,368
2009	3	Coal Exports	Los Angeles, CA	United States	Brunei	611	24,357	.	.	611	24,357	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	China	48,143	1,921,739	.	.	48,143	1,921,739	1,764	800,268
2009	3	Coal Exports	Los Angeles, CA	United States	Pakistan	12	5,277	.	.	12	5,277	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	Russia	3,203	127,874	.	.	3,203	127,874	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	956	138,720	.	.	956	138,720	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	Singapore	10	3,089	.	.	10	3,089	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	12	6,540	.	.	12	6,540	.	.
2009	3	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	699	98,472
2009	4	Coal Exports	Los Angeles, CA	United States	China	27,308	896,807	.	.	27,308	896,807	.	.
2009	4	Coal Exports	Los Angeles, CA	United States	India	23	12,079	.	.	23	12,079	.	.
2009	4	Coal Exports	Los Angeles, CA	United States	Indonesia	201	29,073	.	.	201	29,073	.	.
2009	4	Coal Exports	Los Angeles, CA	United States	Japan	6	2,808	.	.	6	2,808	.	.
2009	4	Coal Exports	Los Angeles, CA	United States	Russia	1,271	50,712	.	.	1,271	50,712	.	.
2009	4	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	103	29,899	.	.	103	29,899	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Australia	650	25,939	.	.	650	25,939	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Indonesia	1,409	122,927	.	.	1,409	122,927	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Japan	80	6,428	.	.	80	6,428	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Pakistan	41	12,638	.	.	41	12,638	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Philippines	61	20,627	.	.	61	20,627	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Russia	2,780	110,962	.	.	2,780	110,962	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	Singapore	81,563	5,845,447	.	.	81,563	5,845,447	.	.
2010	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	22	65,340
2010	1	Coal Exports	Los Angeles, CA	United States	Thailand	876	34,993	.	.	876	34,993	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Australia	711	104,909	.	.	711	104,909	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Bermuda	.	.	.	.	.	.	9	10,675
2010	2	Coal Exports	Los Angeles, CA	United States	Brunei	841	33,550	.	.	841	33,550	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	China	82,330	5,596,367	.	.	82,330	5,596,367	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	2	Coal Exports	Los Angeles, CA	United States	Indonesia	968	100,345	.	.	968	100,345	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Japan	45,102	3,687,928	.	.	45,102	3,687,928	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	New Zealand	11	5,910	.	.	11	5,910	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Pakistan	377	54,752	.	.	377	54,752	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Russia	4,909	195,921	.	.	4,909	195,921	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Singapore	19	6,394	.	.	19	6,394	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Spain	21	3,000	.	.	21	3,000	.	.
2010	2	Coal Exports	Los Angeles, CA	United States	Thailand	3	3,264	.	.	3	3,264	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	China	141,350	10,266,526	.	.	141,350	10,266,526	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	India	22	15,285	.	.	22	15,285	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	Indonesia	2,053	164,412	.	.	2,053	164,412	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	New Zealand	8	4,101	.	.	8	4,101	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	Pakistan	1,132	164,256	.	.	1,132	164,256	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	Singapore	31	4,518	.	.	31	4,518	8	6,543
2010	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	73	8,312	73	8,312	.	.
2010	3	Coal Exports	Los Angeles, CA	United States	Thailand	3,376	134,753	.	.	3,376	134,753	384	53,920
2010	4	Coal Exports	Los Angeles, CA	United States	Brunei	442	64,201	.	.	442	64,201	.	.
2010	4	Coal Exports	Los Angeles, CA	United States	China	269,821	18,893,000	.	.	269,821	18,893,000	9	10,462
2010	4	Coal Exports	Los Angeles, CA	United States	Indonesia	1,338	74,682	.	.	1,338	74,682	.	.
2010	4	Coal Exports	Los Angeles, CA	United States	Japan	56,822	4,639,410	.	.	56,822	4,639,410	.	.
2010	4	Coal Exports	Los Angeles, CA	United States	Pakistan	297	43,072	.	.	297	43,072	.	.
2010	4	Coal Exports	Los Angeles, CA	United States	Singapore	253	16,043	.	.	253	16,043	.	.
2010	4	Coal Exports	Los Angeles, CA	United States	Taiwan	.	.	.	.	.	.	63	12,304
2010	4	Coal Exports	Los Angeles, CA	United States	Thailand	.	.	.	.	.	.	61	5,142
2011	1	Coal Exports	Los Angeles, CA	United States	Australia	15	6,000	.	.	15	6,000	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	China	207,046	15,800,332	.	.	207,046	15,800,332	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Ecuador	20	16,195	.	.	20	16,195	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Indonesia	20	20,217	.	.	20	20,217	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Japan	101,135	6,396,563	.	.	101,135	6,396,563	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Malaysia	24	3,480	.	.	24	3,480	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Singapore	20	7,142	.	.	20	7,142	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	49	5,720	.	.	49	5,720	.	.
2011	1	Coal Exports	Los Angeles, CA	United States	Thailand	639	25,512	.	.	639	25,512	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Chile	77,161	8,224,970	.	.	77,161	8,224,970	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	China	158,643	13,898,194	.	.	158,643	13,898,194	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	France	41,562	3,921,292	.	.	41,562	3,921,292	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Indonesia	420	96,594	.	.	420	96,594	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Japan	50,006	4,747,050	.	.	50,006	4,747,050	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Kazakhstan	164	23,800	.	.	164	23,800	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Mexico	84,877	9,355,433	.	.	84,877	9,355,433	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Netherlands	22,046	2,080,000	.	.	22,046	2,080,000	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	3,108	451,220	.	.	3,108	451,220	.	.
2011	2	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	67	9,760	.	.	67	9,760	3	5,740
2011	2	Coal Exports	Los Angeles, CA	United States	Taiwan	.	.	.	.	.	.	1	8,700
2011	3	Coal Exports	Los Angeles, CA	United States	Australia	274	39,803	.	.	274	39,803	.	.
2011	3	Coal Exports	Los Angeles, CA	United States	Chile	79,223	8,444,840	.	.	79,223	8,444,840	.	.
2011	3	Coal Exports	Los Angeles, CA	United States	China	281	13,111	.	.	281	13,111	45	43,725
2011	3	Coal Exports	Los Angeles, CA	United States	Indonesia	439	100,675	.	.	439	100,675	6	10,742
2011	3	Coal Exports	Los Angeles, CA	United States	Japan	149,447	16,264,642	.	.	149,447	16,264,642	.	.
2011	3	Coal Exports	Los Angeles, CA	United States	Kenya	.	.	.	.	.	.	123	17,328
2011	3	Coal Exports	Los Angeles, CA	United States	Mexico	84,875	9,355,150	.	.	84,875	9,355,150	.	.
2011	3	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	10,210	1,482,580	.	.	10,210	1,482,580	.	.
2011	3	Coal Exports	Los Angeles, CA	United States	Thailand	4,359	176,740	.	.	4,359	176,740	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Australia	7	6,525	.	.	7	6,525	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Brunei	18	39,184	.	.	18	39,184	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Chile	77,161	8,224,959	.	.	77,161	8,224,959	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	China	127,024	13,044,422	.	.	127,024	13,044,422	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Hong Kong	2	9,066	.	.	2	9,066	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Indonesia	327	189,808	.	.	327	189,808	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Japan	157,260	17,942,307	.	.	157,260	17,942,307	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Pakistan	214	38,846	.	.	214	38,846	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	8,659	1,256,967	.	.	8,659	1,256,967	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Singapore	10	3,893	.	.	10	3,893	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	4	Coal Exports	Los Angeles, CA	United States	South Africa	418	60,636	.	.	418	60,636	.	.
2011	4	Coal Exports	Los Angeles, CA	United States	Thailand	87	171,752	.	.	87	171,752	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Brunei	3	8,629	.	.	3	8,629	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	China	122,642	9,904,071	.	.	122,642	9,904,071	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	India	12	21,732	.	.	12	21,732	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Indonesia	404	101,056	.	.	404	101,056	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Japan	123,793	13,898,923	.	.	123,793	13,898,923	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Mexico	158,054	17,493,183	.	.	158,054	17,493,183	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Pakistan	83	41,267	.	.	83	41,267	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	1	4,787	.	.	1	4,787	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Taiwan	24	54,609	.	.	24	54,609	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	Thailand	84	168,199	.	.	84	168,199	.	.
2012	1	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	.	.	.	.	.	.	13	9,696
2012	2	Coal Exports	Los Angeles, CA	United States	China	214,832	18,262,884	35	4,440	214,867	18,267,324	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	India	60	15,115	.	.	60	15,115	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Indonesia	533	103,644	.	.	533	103,644	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Japan	93,245	8,949,977	.	.	93,245	8,949,977	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Libya	98	7,861	.	.	98	7,861	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Mexico	161,291	16,462,736	.	.	161,291	16,462,736	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	909	131,997	.	.	909	131,997	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Singapore	10	3,877	.	.	10	3,877	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	64	19,713	.	.	64	19,713	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	Thailand	95	177,034	.	.	95	177,034	.	.
2012	2	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	.	.	.	.	.	.	8	5,944
2012	2	Coal Exports	Los Angeles, CA	United States	Vietnam	.	.	.	.	.	.	19	44,259
2012	3	Coal Exports	Los Angeles, CA	United States	China	315	234,444	.	.	315	234,444	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Guatemala	7	2,718	.	.	7	2,718	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Indonesia	381	71,273	.	.	381	71,273	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Japan	51	4,375	.	.	51	4,375	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Kuwait	10	6,006	.	.	10	6,006	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Mexico	150,915	16,565,761	.	.	150,915	16,565,761	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	19	57,038
2012	3	Coal Exports	Los Angeles, CA	United States	Taiwan	32	32,910	.	.	32	32,910	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	Thailand	97	177,671	.	.	97	177,671	.	.
2012	3	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	.	.	.	.	.	.	4	3,315
2012	4	Coal Exports	Los Angeles, CA	United States	Chile	77,161	6,159,987	.	.	77,161	6,159,987	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	China	32	7,837	.	.	32	7,837	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	India	62	4,965	.	.	62	4,965	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	Indonesia	293	50,905	.	.	293	50,905	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	Japan	251,540	22,243,618	.	.	251,540	22,243,618	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	Mexico	394,070	40,039,906	.	.	394,070	40,039,906	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	New Zealand	91	13,305	.	.	91	13,305	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	1	2,530	.	.	1	2,530	.	.
2012	4	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	.	.	.	.	.	.	11	8,251
2013	1	Coal Exports	Los Angeles, CA	United States	China	12	7,837	.	.	12	7,837	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	India	21	9,405	.	.	21	9,405	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	Indonesia	194	40,728	.	.	194	40,728	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	Japan	351,462	29,990,899	.	.	351,462	29,990,899	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	Libya	23	10,618	.	.	23	10,618	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	21	3,654
2013	1	Coal Exports	Los Angeles, CA	United States	Pakistan	43	32,000	.	.	43	32,000	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	Thailand	177	340,728	.	.	177	340,728	.	.
2013	1	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	.	.	.	.	.	.	4	3,733
2013	2	Coal Exports	Los Angeles, CA	United States	Chile	80,806	6,854,127	.	.	80,806	6,854,127	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	China	73	50,072	.	.	73	50,072	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	Ecuador	20	12,750	.	.	20	12,750	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	Guatemala	119	17,280	.	.	119	17,280	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	India	59	20,452	.	.	59	20,452	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	Indonesia	410	91,636	.	.	410	91,636	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	Japan	303,677	25,830,265	.	.	303,677	25,830,265	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	Mexico	.	.	79,733	7,233,300	79,733	7,233,300	.	.
2013	2	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	24	4,060
2013	2	Coal Exports	Los Angeles, CA	United States	Pakistan	43	32,000	.	.	43	32,000	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	2	Coal Exports	Los Angeles, CA	United States	Thailand	128	243,501	.	.	128	243,501	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Australia	9	7,605	.	.	9	7,605	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	China	38	40,810	.	.	38	40,810	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Indonesia	455	101,814	.	.	455	101,814	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Japan	171,181	14,638,879	.	.	171,181	14,638,879	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Mexico	139,048	12,087,231	145,996	12,423,600	285,044	24,510,831	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	New Zealand	2	6,966	.	.	2	6,966	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Pakistan	.	.	.	.	.	.	121	17,012
2013	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	42	11,172	.	.	42	11,172	.	.
2013	3	Coal Exports	Los Angeles, CA	United States	Thailand	21	41,664	.	.	21	41,664	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	China	52	62,430	.	.	52	62,430	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Ecuador	1	3,828	.	.	1	3,828	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	India	60	17,393	.	.	60	17,393	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Indonesia	602	125,593	.	.	602	125,593	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Japan	77,662	6,625,272	.	.	77,662	6,625,272	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Malaysia	19	5,931	.	.	19	5,931	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Mexico	219,521	18,061,400	146,743	12,423,600	366,264	30,485,000	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	New Zealand	7	8,436	.	.	7	8,436	44	8,120
2013	4	Coal Exports	Los Angeles, CA	United States	Pakistan	41	32,000	.	.	41	32,000	146	20,460
2013	4	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	46	63,083	.	.	46	63,083	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Taiwan	21	10,763	.	.	21	10,763	.	.
2013	4	Coal Exports	Los Angeles, CA	United States	Vietnam	10	6,813	.	.	10	6,813	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	Australia	464	40,000	.	.	464	40,000	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	China	21	22,000	.	.	21	22,000	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	India	179	58,188	.	.	179	58,188	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	Indonesia	262	61,083	.	.	262	61,083	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	Japan	232,420	17,754,985	.	.	232,420	17,754,985	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	Mexico	263,767	19,621,525	.	.	263,767	19,621,525	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	22	4,120
2014	1	Coal Exports	Los Angeles, CA	United States	Pakistan	43	32,000	.	.	43	32,000	136	19,016
2014	1	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	45	53,120	.	.	45	53,120	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	Singapore	32	8,791	.	.	32	8,791	.	.
2014	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	11	5,313	.	.	11	5,313	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Australia	360	40,000	.	.	360	40,000	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	India	120	31,697	.	.	120	31,697	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Indonesia	562	112,870	.	.	562	112,870	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Japan	95,047	7,323,160	.	.	95,047	7,323,160	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Malaysia	46	69,440	.	.	46	69,440	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Mexico	339,808	25,278,334	.	.	339,808	25,278,334	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	New Zealand	3	9,100	.	.	3	9,100	.	.
2014	2	Coal Exports	Los Angeles, CA	United States	Saudi Arabia	3	2,900	.	.	3	2,900	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	China	151	97,017	.	.	151	97,017	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	India	163	39,267	.	.	163	39,267	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	Indonesia	408	84,210	.	.	408	84,210	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	Japan	298,449	22,800,548	.	.	298,449	22,800,548	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	Mexico	88,185	5,920,000	.	.	88,185	5,920,000	.	.
2014	3	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	48	8,240
2014	4	Coal Exports	Los Angeles, CA	United States	Australia	8	20,321	.	.	8	20,321	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	Bolivia	7	5,148	.	.	7	5,148	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	China	24	31,622	.	.	24	31,622	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	India	61	14,694	.	.	61	14,694	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	Indonesia	285	60,370	.	.	285	60,370	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	Mexico	290,361	19,620,006	.	.	290,361	19,620,006	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	24	4,120
2014	4	Coal Exports	Los Angeles, CA	United States	Singapore	.	.	.	.	.	.	17	7,728
2014	4	Coal Exports	Los Angeles, CA	United States	Taiwan	110	34,254	.	.	110	34,254	.	.
2014	4	Coal Exports	Los Angeles, CA	United States	Vietnam	133	49,703	.	.	133	49,703	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	Australia	14	4,032	.	.	14	4,032	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	China	27	31,110	.	.	27	31,110	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	India	20	4,457	.	.	20	4,457	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	Indonesia	285	58,480	.	.	285	58,480	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	Mexico	352,740	25,760,000	.	.	352,740	25,760,000	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	New Zealand	40	14,980	.	.	40	14,980	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	1	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	330	12,318	.	.	330	12,318	17	22,307
2015	1	Coal Exports	Los Angeles, CA	United States	Taiwan	1	6,200	.	.	1	6,200	.	.
2015	1	Coal Exports	Los Angeles, CA	United States	Vietnam	2	6,748	.	.	2	6,748	.	.
2015	2	Coal Exports	Los Angeles, CA	United States	India	40	11,699	.	.	40	11,699	.	.
2015	2	Coal Exports	Los Angeles, CA	United States	Indonesia	543	102,490	.	.	543	102,490	.	.
2015	2	Coal Exports	Los Angeles, CA	United States	Mexico	176,370	12,192,000	.	.	176,370	12,192,000	.	.
2015	2	Coal Exports	Los Angeles, CA	United States	Taiwan	56	21,103	.	.	56	21,103	.	.
2015	2	Coal Exports	Los Angeles, CA	United States	Vietnam	2	8,981	.	.	2	8,981	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	Indonesia	262	47,480	.	.	262	47,480	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	Japan	169,030	10,528,421	.	.	169,030	10,528,421	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	Malaysia	12	27,440	.	.	12	27,440	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	New Zealand	2	5,830	.	.	2	5,830	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	Pakistan	43	32,000	.	.	43	32,000	.	.
2015	3	Coal Exports	Los Angeles, CA	United States	South Korea (Republic of Korea)	6	2,684	.	.	6	2,684	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	Australia	163	60,962	.	.	163	60,962	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	China	21	20,312	.	.	21	20,312	62	37,646
2015	4	Coal Exports	Los Angeles, CA	United States	India	40	8,694	.	.	40	8,694	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	Indonesia	117	16,000	.	.	117	16,000	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	Italy	1	4,725	.	.	1	4,725	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	New Zealand	.	.	.	.	.	.	44	8,640
2015	4	Coal Exports	Los Angeles, CA	United States	United Arab Emirates	89	22,600	.	.	89	22,600	.	.
2015	4	Coal Exports	Los Angeles, CA	United States	Vietnam	108	61,935	.	.	108	61,935	.	.
2002	1	Coal Exports	Miami, FL	United States	Costa Rica	109	17,344	.	.	109	17,344	22	3,598
2002	1	Coal Exports	Miami, FL	United States	Dominican Republic	7	3,696	.	.	7	3,696	.	.
2002	1	Coal Exports	Miami, FL	United States	Singapore	403	16,437	.	.	403	16,437	.	.
2002	1	Coal Exports	Miami, FL	United States	Trinidad and Tobago	21	3,495	.	.	21	3,495	.	.
2002	1	Coal Exports	Miami, FL	United States	Venezuela	42	12,445	.	.	42	12,445	.	.
2002	2	Coal Exports	Miami, FL	United States	Bahamas	.	.	.	.	.	.	4	8,267
2002	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	3,638
2002	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	280	63,207
2002	2	Coal Exports	Miami, FL	United States	Guatemala	325	25,874	.	.	325	25,874	22	10,420
2002	2	Coal Exports	Miami, FL	United States	Venezuela	13	3,920	.	.	13	3,920	.	.
2002	3	Coal Exports	Miami, FL	United States	Dominican Republic	593	21,562	.	.	593	21,562	.	.
2002	3	Coal Exports	Miami, FL	United States	Ecuador	97	3,950	.	.	97	3,950	.	.
2002	3	Coal Exports	Miami, FL	United States	Guatemala	6,511	227,017	.	.	6,511	227,017	21	10,420
2002	3	Coal Exports	Miami, FL	United States	Peru	115	4,662	.	.	115	4,662	.	.
2002	3	Coal Exports	Miami, FL	United States	Trinidad and Tobago	21	3,400	.	.	21	3,400	.	.
2002	3	Coal Exports	Miami, FL	United States	Venezuela	57	17,030	.	.	57	17,030	.	.
2002	4	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	16,254	527,076
2002	4	Coal Exports	Miami, FL	United States	Honduras	.	.	.	.	.	.	45	6,442
2002	4	Coal Exports	Miami, FL	United States	Venezuela	9	2,614	.	.	9	2,614	.	.
2003	1	Coal Exports	Miami, FL	United States	Bahamas	268	10,903	.	.	268	10,903	.	.
2003	1	Coal Exports	Miami, FL	United States	Cayman Islands	33	2,616	.	.	33	2,616	.	.
2003	1	Coal Exports	Miami, FL	United States	Venezuela	10	2,940	.	.	10	2,940	.	.
2003	2	Coal Exports	Miami, FL	United States	Colombia	131	8,740	.	.	131	8,740	.	.
2003	2	Coal Exports	Miami, FL	United States	Dominican Republic	4,371	154,592	.	.	4,371	154,592	.	.
2003	2	Coal Exports	Miami, FL	United States	Ecuador	122	4,950	.	.	122	4,950	.	.
2003	2	Coal Exports	Miami, FL	United States	Honduras	.	.	.	.	.	.	44	6,556
2003	3	Coal Exports	Miami, FL	United States	Brazil	42	7,791	.	.	42	7,791	.	.
2003	3	Coal Exports	Miami, FL	United States	Cayman Islands	244	4,882	.	.	244	4,882	.	.
2003	3	Coal Exports	Miami, FL	United States	Dominican Republic	22	9,180	.	.	22	9,180	.	.
2003	3	Coal Exports	Miami, FL	United States	Ecuador	112	6,986	.	.	112	6,986	.	.
2003	3	Coal Exports	Miami, FL	United States	Venezuela	2,005	69,100	.	.	2,005	69,100	.	.
2003	4	Coal Exports	Miami, FL	United States	Colombia	52	3,458	.	.	52	3,458	23	6,809
2003	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	109	16,983
2004	1	Coal Exports	Miami, FL	United States	Colombia	.	.	285	14,480	285	14,480	.	.
2004	1	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	3,762
2004	1	Coal Exports	Miami, FL	United States	Jamaica	474	16,335	.	.	474	16,335	.	.
2004	1	Coal Exports	Miami, FL	United States	Panama	41	3,172	.	.	41	3,172	.	.
2004	1	Coal Exports	Miami, FL	United States	Peru	.	.	64	3,247	64	3,247	.	.
2004	2	Coal Exports	Miami, FL	United States	Argentina	19	3,145	.	.	19	3,145	.	.
2004	2	Coal Exports	Miami, FL	United States	Chile	8	2,700	.	.	8	2,700	.	.
2004	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	130	22,018

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	72	13,804
2004	2	Coal Exports	Miami, FL	United States	Ecuador	337	13,750	.	.	337	13,750	.	.
2004	2	Coal Exports	Miami, FL	United States	Guatemala	428	14,670	.	.	428	14,670	.	.
2004	2	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	5,407
2004	2	Coal Exports	Miami, FL	United States	Venezuela	761	26,200	.	.	761	26,200	.	.
2004	3	Coal Exports	Miami, FL	United States	Brazil	272	9,338	.	.	272	9,338	.	.
2004	3	Coal Exports	Miami, FL	United States	Chile	140	9,356	.	.	140	9,356	.	.
2004	3	Coal Exports	Miami, FL	United States	Dominican Republic	4,178	144,000	.	.	4,178	144,000	.	.
2004	3	Coal Exports	Miami, FL	United States	Ecuador	13	7,301	.	.	13	7,301	.	.
2004	3	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	5,659
2004	4	Coal Exports	Miami, FL	United States	Chile	.	.	.	.	.	.	1	3,306
2004	4	Coal Exports	Miami, FL	United States	Colombia	718	31,936	.	.	718	31,936	.	.
2004	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	6,382
2004	4	Coal Exports	Miami, FL	United States	Dominican Republic	437	35,524	.	.	437	35,524	.	.
2004	4	Coal Exports	Miami, FL	United States	Ecuador	7	4,167	.	.	7	4,167	.	.
2004	4	Coal Exports	Miami, FL	United States	Netherlands Antilles	.	.	.	.	.	.	32	2,690
2004	4	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	21	4,127
2004	4	Coal Exports	Miami, FL	United States	Venezuela	41	3,220	.	.	41	3,220	.	.
2005	1	Coal Exports	Miami, FL	United States	Bahamas	.	.	219	11,167	219	11,167	.	.
2005	1	Coal Exports	Miami, FL	United States	Brazil	.	.	.	.	.	.	3	12,671
2005	1	Coal Exports	Miami, FL	United States	Costa Rica	418	8,721	.	.	418	8,721	22	4,410
2005	1	Coal Exports	Miami, FL	United States	Dominica	.	.	.	.	.	.	12,800	426,675
2005	1	Coal Exports	Miami, FL	United States	Dominican Republic	152	5,242	.	.	152	5,242	.	.
2005	1	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	42	12,422
2005	2	Coal Exports	Miami, FL	United States	Brazil	82	2,804	.	.	82	2,804	.	.
2005	2	Coal Exports	Miami, FL	United States	Colombia	.	.	.	.	.	.	29	12,886
2005	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	45	13,746
2005	2	Coal Exports	Miami, FL	United States	Ecuador	63	8,334	.	.	63	8,334	.	.
2005	2	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	7,925
2005	2	Coal Exports	Miami, FL	United States	Portugal	409	16,700	.	.	409	16,700	.	.
2005	3	Coal Exports	Miami, FL	United States	Brazil	405	13,971	.	.	405	13,971	.	.
2005	3	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	1,085	492,067
2005	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	46	17,530
2005	3	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	19	67,913
2005	3	Coal Exports	Miami, FL	United States	El Salvador	.	.	.	.	.	.	21	7,119
2005	3	Coal Exports	Miami, FL	United States	Guatemala	.	.	.	.	.	.	170	14,295
2005	3	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	7,457
2005	4	Coal Exports	Miami, FL	United States	Argentina	.	.	108	5,500	108	5,500	.	.
2005	4	Coal Exports	Miami, FL	United States	Brazil	484	16,675	.	.	484	16,675	.	.
2005	4	Coal Exports	Miami, FL	United States	El Salvador	.	.	11	2,600	11	2,600	.	.
2005	4	Coal Exports	Miami, FL	United States	Netherlands Antilles	.	.	.	.	.	.	10	6,529
2006	1	Coal Exports	Miami, FL	United States	Colombia	89	3,078	.	.	89	3,078	.	.
2006	1	Coal Exports	Miami, FL	United States	Costa Rica	50	3,942	.	.	50	3,942	21	8,246
2006	1	Coal Exports	Miami, FL	United States	Dominican Republic	258	10,539	.	.	258	10,539	.	.
2006	1	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	23	7,909
2006	1	Coal Exports	Miami, FL	United States	Portugal	736	30,060	.	.	736	30,060	.	.
2006	2	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	65,730	2,310,517
2006	2	Coal Exports	Miami, FL	United States	Colombia	53	6,156	.	.	53	6,156	.	.
2006	2	Coal Exports	Miami, FL	United States	El Salvador	431	39,099	.	.	431	39,099	.	.
2006	2	Coal Exports	Miami, FL	United States	Germany, Federal Republic of	.	.	.	.	.	.	60	5,040
2006	2	Coal Exports	Miami, FL	United States	Honduras	.	.	.	.	.	.	23	5,450
2006	2	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	21	8,101
2006	2	Coal Exports	Miami, FL	United States	Portugal	409	16,700	.	.	409	16,700	.	.
2006	3	Coal Exports	Miami, FL	United States	Brazil	40	3,150	.	.	40	3,150	.	.
2006	3	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	127,743	4,904,144
2006	3	Coal Exports	Miami, FL	United States	Colombia	69	3,306	122	18,000	191	21,306	.	.
2006	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	28	21,950
2006	3	Coal Exports	Miami, FL	United States	Dominican Republic	234	18,640	.	.	234	18,640	.	.
2006	3	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	8,443
2006	3	Coal Exports	Miami, FL	United States	Portugal	818	33,400	.	.	818	33,400	.	.
2006	4	Coal Exports	Miami, FL	United States	Colombia	279	13,880	.	.	279	13,880	.	.
2006	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	8,290
2006	4	Coal Exports	Miami, FL	United States	Dominican Republic	688	44,138	.	.	688	44,138	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	4	Coal Exports	Miami, FL	United States	Netherlands Antilles	123	8,440	.	.	123	8,440	.	.
2006	4	Coal Exports	Miami, FL	United States	Saint Vincent and the Grenadines	.	.	.	.	.	.	200	16,805
2007	1	Coal Exports	Miami, FL	United States	Bahamas	11	3,192	.	.	11	3,192	.	.
2007	1	Coal Exports	Miami, FL	United States	Cayman Islands	12	7,000	.	.	12	7,000	.	.
2007	1	Coal Exports	Miami, FL	United States	Colombia	23	5,130	.	.	23	5,130	.	.
2007	1	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	8,240
2007	1	Coal Exports	Miami, FL	United States	Dominican Republic	255	20,324	.	.	255	20,324	.	.
2007	1	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	8,389
2007	1	Coal Exports	Miami, FL	United States	Portugal	1,220	49,800	.	.	1,220	49,800	.	.
2007	1	Coal Exports	Miami, FL	United States	Trinidad and Tobago	528	34,875	.	.	528	34,875	.	.
2007	2	Coal Exports	Miami, FL	United States	Bahamas	68	5,522	.	.	68	5,522	.	.
2007	2	Coal Exports	Miami, FL	United States	Brazil	.	.	11,241	917,848	11,241	917,848	.	.
2007	2	Coal Exports	Miami, FL	United States	Colombia	79	12,447	.	.	79	12,447	.	.
2007	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	606	30,794	606	30,794	22	8,336
2007	2	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	8,201
2007	2	Coal Exports	Miami, FL	United States	Saint Vincent and the Grenadines	.	.	.	.	.	.	191	26,874
2007	2	Coal Exports	Miami, FL	United States	Trinidad and Tobago	2,691	146,180	.	.	2,691	146,180	.	.
2007	3	Coal Exports	Miami, FL	United States	Antigua and Barbuda	110	2,853	.	.	110	2,853	.	.
2007	3	Coal Exports	Miami, FL	United States	Bahamas	28	7,075	.	.	28	7,075	.	.
2007	3	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	8,927	3,645,239
2007	3	Coal Exports	Miami, FL	United States	Chile	112	8,977	.	.	112	8,977	.	.
2007	3	Coal Exports	Miami, FL	United States	Colombia	215	20,281	.	.	215	20,281	.	.
2007	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	21	10,546
2007	3	Coal Exports	Miami, FL	United States	Grenada	260	8,951	.	.	260	8,951	.	.
2007	3	Coal Exports	Miami, FL	United States	Guatemala	.	.	.	.	.	.	21	8,728
2007	3	Coal Exports	Miami, FL	United States	Trinidad and Tobago	6	3,248	.	.	6	3,248	.	.
2007	4	Coal Exports	Miami, FL	United States	Bahamas	860	35,091	.	.	860	35,091	.	.
2007	4	Coal Exports	Miami, FL	United States	Canada	.	.	.	.	.	.	63,444	2,972,570
2007	4	Coal Exports	Miami, FL	United States	Chile	8	3,840	.	.	8	3,840	.	.
2007	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	21	15,661
2007	4	Coal Exports	Miami, FL	United States	Ecuador	.	.	859	125,947	859	125,947	.	.
2007	4	Coal Exports	Miami, FL	United States	Netherlands Antilles	6	3,487	.	.	6	3,487	.	.
2007	4	Coal Exports	Miami, FL	United States	Panama	117	9,342	.	.	117	9,342	.	.
2007	4	Coal Exports	Miami, FL	United States	Peru	443	18,100	.	.	443	18,100	.	.
2007	4	Coal Exports	Miami, FL	United States	Trinidad and Tobago	636	112,560	.	.	636	112,560	.	.
2008	1	Coal Exports	Miami, FL	United States	Bahamas	143	4,000	.	.	143	4,000	23	20,908
2008	1	Coal Exports	Miami, FL	United States	Brazil	32	2,576	.	.	32	2,576	.	.
2008	1	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	22	8,500
2008	1	Coal Exports	Miami, FL	United States	Jamaica	1,616	55,700	.	.	1,616	55,700	.	.
2008	1	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	22	8,723
2008	1	Coal Exports	Miami, FL	United States	Portugal	987	40,287	.	.	987	40,287	.	.
2008	1	Coal Exports	Miami, FL	United States	Trinidad and Tobago	3,610	124,463	.	.	3,610	124,463	.	.
2008	1	Coal Exports	Miami, FL	United States	Venezuela	165	33,000	.	.	165	33,000	.	.
2008	2	Coal Exports	Miami, FL	United States	Bahamas	580	99,410	.	.	580	99,410	.	.
2008	2	Coal Exports	Miami, FL	United States	Bolivia	.	.	.	.	.	.	67	5,666
2008	3	Coal Exports	Miami, FL	United States	Bolivia	.	.	.	.	.	.	67	5,661
2008	3	Coal Exports	Miami, FL	United States	Chile	14	7,462	.	.	14	7,462	.	.
2008	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	165	13,959
2008	3	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	6	3,169
2008	3	Coal Exports	Miami, FL	United States	Guatemala	.	.	.	.	.	.	21	8,902
2008	3	Coal Exports	Miami, FL	United States	Netherlands Antilles	46	10,662	.	.	46	10,662	.	.
2008	3	Coal Exports	Miami, FL	United States	Trinidad and Tobago	12	6,027	.	.	12	6,027	.	.
2008	4	Coal Exports	Miami, FL	United States	Barbados	699	25,858	.	.	699	25,858	.	.
2008	4	Coal Exports	Miami, FL	United States	Chile	36	7,182	.	.	36	7,182	.	.
2008	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	165	13,927
2008	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	161	13,545
2008	4	Coal Exports	Miami, FL	United States	El Salvador	4	2,700	.	.	4	2,700	.	.
2008	4	Coal Exports	Miami, FL	United States	Jamaica	55	13,186	.	.	55	13,186	.	.
2009	1	Coal Exports	Miami, FL	United States	Barbados	161	43,152	.	.	161	43,152	.	.
2009	1	Coal Exports	Miami, FL	United States	Chile	22	3,200	.	.	22	3,200	.	.
2009	1	Coal Exports	Miami, FL	United States	Colombia	6	7,400	.	.	6	7,400	.	.
2009	1	Coal Exports	Miami, FL	United States	Dominican Republic	11	6,070	.	.	11	6,070	98	52,088
2009	1	Coal Exports	Miami, FL	United States	Panama	175	14,006	.	.	175	14,006	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	1	Coal Exports	Miami, FL	United States	Saint Kitts and Nevis	.	.	.	.	.	.	1	2,880
2009	2	Coal Exports	Miami, FL	United States	Argentina	20	4,814	.	.	20	4,814	.	.
2009	2	Coal Exports	Miami, FL	United States	Bahamas	53	4,227	.	.	53	4,227	.	.
2009	2	Coal Exports	Miami, FL	United States	Cayman Islands	35	3,068	.	.	35	3,068	.	.
2009	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	66	35,694
2009	2	Coal Exports	Miami, FL	United States	Peru	22	6,792	.	.	22	6,792	.	.
2009	2	Coal Exports	Miami, FL	United States	Portugal	21	15,865	.	.	21	15,865	.	.
2009	2	Coal Exports	Miami, FL	United States	Trinidad and Tobago	8	2,867	.	.	8	2,867	.	.
2009	2	Coal Exports	Miami, FL	United States	Turks and Caicos Islands	32	2,550	.	.	32	2,550	.	.
2009	2	Coal Exports	Miami, FL	United States	Venezuela	4	4,425	.	.	4	4,425	.	.
2009	3	Coal Exports	Miami, FL	United States	Brazil	34	2,728	.	.	34	2,728	.	.
2009	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	159	13,401
2009	3	Coal Exports	Miami, FL	United States	Ecuador	25	9,553	.	.	25	9,553	.	.
2009	3	Coal Exports	Miami, FL	United States	El Salvador	24	8,606	.	.	24	8,606	.	.
2009	3	Coal Exports	Miami, FL	United States	Netherlands Antilles	2	4,800	.	.	2	4,800	.	.
2009	3	Coal Exports	Miami, FL	United States	Venezuela	249	36,000	.	.	249	36,000	.	.
2009	4	Coal Exports	Miami, FL	United States	Argentina	204	8,119	.	.	204	8,119	.	.
2009	4	Coal Exports	Miami, FL	United States	Bahamas	1,612	62,665	.	.	1,612	62,665	24	28,133
2009	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	166	89,682
2009	4	Coal Exports	Miami, FL	United States	Peru	15	13,904	.	.	15	13,904	.	.
2009	4	Coal Exports	Miami, FL	United States	Trinidad and Tobago	2	6,970	.	.	2	6,970	.	.
2009	4	Coal Exports	Miami, FL	United States	Venezuela	266	38,523	.	.	266	38,523	.	.
2010	1	Coal Exports	Miami, FL	United States	Bahamas	8	5,495	.	.	8	5,495	.	.
2010	1	Coal Exports	Miami, FL	United States	Chile	.	.	8	3,132	8	3,132	.	.
2010	1	Coal Exports	Miami, FL	United States	Costa Rica	.	.	31	3,528	31	3,528	.	.
2010	1	Coal Exports	Miami, FL	United States	Dominican Republic	11	6,069	.	.	11	6,069	.	.
2010	1	Coal Exports	Miami, FL	United States	Guatemala	6	2,850	.	.	6	2,850	.	.
2010	1	Coal Exports	Miami, FL	United States	Venezuela	207	34,600	.	.	207	34,600	.	.
2010	2	Coal Exports	Miami, FL	United States	Aruba	292	23,355	.	.	292	23,355	.	.
2010	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	166	14,056
2010	3	Coal Exports	Miami, FL	United States	Costa Rica	6	7,400	23	6,600	29	14,000	.	.
2010	3	Coal Exports	Miami, FL	United States	Dominican Republic	14	3,055	.	.	14	3,055	.	.
2010	3	Coal Exports	Miami, FL	United States	Netherlands Antilles	72	10,350	.	.	72	10,350	.	.
2010	3	Coal Exports	Miami, FL	United States	Nicaragua	8	2,823	.	.	8	2,823	.	.
2010	3	Coal Exports	Miami, FL	United States	Peru	486	70,468	.	.	486	70,468	.	.
2010	3	Coal Exports	Miami, FL	United States	Venezuela	275	32,294	.	.	275	32,294	.	.
2010	4	Coal Exports	Miami, FL	United States	Chile	31	4,430	.	.	31	4,430	.	.
2010	4	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	183	15,420
2010	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	1	2,884
2010	4	Coal Exports	Miami, FL	United States	El Salvador	175	25,400	.	.	175	25,400	.	.
2010	4	Coal Exports	Miami, FL	United States	Netherlands Antilles	.	.	.	.	.	.	13	13,685
2010	4	Coal Exports	Miami, FL	United States	Panama	55	16,000	.	.	55	16,000	.	.
2011	1	Coal Exports	Miami, FL	United States	British Virgin Islands	.	.	262	29,700	262	29,700	.	.
2011	1	Coal Exports	Miami, FL	United States	Costa Rica	80	6,409	.	.	80	6,409	.	.
2011	1	Coal Exports	Miami, FL	United States	Dominican Republic	37	5,516	282	20,099	319	25,615	.	.
2011	1	Coal Exports	Miami, FL	United States	Guyana	22	6,656	.	.	22	6,656	.	.
2011	1	Coal Exports	Miami, FL	United States	Panama	806	117,000	.	.	806	117,000	18	12,545
2011	1	Coal Exports	Miami, FL	United States	Venezuela	484	76,655	.	.	484	76,655	.	.
2011	2	Coal Exports	Miami, FL	United States	Chile	41	5,879	.	.	41	5,879	.	.
2011	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	94	61,865
2011	2	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	35	23,572
2011	2	Coal Exports	Miami, FL	United States	Portugal	22	19,845	.	.	22	19,845	.	.
2011	2	Coal Exports	Miami, FL	United States	Venezuela	645	54,028	.	.	645	54,028	.	.
2011	3	Coal Exports	Miami, FL	United States	Costa Rica	129	10,287	.	.	129	10,287	170	14,306
2011	3	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	18	15,578
2011	4	Coal Exports	Miami, FL	United States	Chile	6	9,420	.	.	6	9,420	.	.
2011	4	Coal Exports	Miami, FL	United States	Colombia	6	7,400	.	.	6	7,400	.	.
2011	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	160	100,578
2011	4	Coal Exports	Miami, FL	United States	Guatemala	7	6,631	.	.	7	6,631	.	.
2011	4	Coal Exports	Miami, FL	United States	Panama	.	.	.	.	.	.	58	49,730
2011	4	Coal Exports	Miami, FL	United States	Venezuela	43	6,199	.	.	43	6,199	.	.
2012	1	Coal Exports	Miami, FL	United States	Dominican Republic	12	3,237	.	.	12	3,237	34	8,062
2012	1	Coal Exports	Miami, FL	United States	Mexico	4	8,303	.	.	4	8,303	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	1	Coal Exports	Miami, FL	United States	Panama	44	3,524	.	.	44	3,524	15	13,063
2012	1	Coal Exports	Miami, FL	United States	Venezuela	514	74,480	.	.	514	74,480	.	.
2012	2	Coal Exports	Miami, FL	United States	Antigua and Barbuda	95	13,725	.	.	95	13,725	.	.
2012	2	Coal Exports	Miami, FL	United States	Bahamas	13	4,477	.	.	13	4,477	.	.
2012	2	Coal Exports	Miami, FL	United States	Belize	183	14,596	.	.	183	14,596	.	.
2012	2	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	173	14,626
2012	2	Coal Exports	Miami, FL	United States	Curacao	77	11,163	.	.	77	11,163	.	.
2012	2	Coal Exports	Miami, FL	United States	Dominican Republic	7	4,655	.	.	7	4,655	180	110,647
2012	2	Coal Exports	Miami, FL	United States	Ecuador	53	4,541	.	.	53	4,541	.	.
2012	2	Coal Exports	Miami, FL	United States	Guatemala	63	4,983	.	.	63	4,983	.	.
2012	2	Coal Exports	Miami, FL	United States	Japan	4	9,878	.	.	4	9,878	.	.
2012	2	Coal Exports	Miami, FL	United States	Mexico	15	12,555	.	.	15	12,555	.	.
2012	2	Coal Exports	Miami, FL	United States	Peru	51	7,415	.	.	51	7,415	.	.
2012	2	Coal Exports	Miami, FL	United States	Venezuela	46	6,798	.	.	46	6,798	.	.
2012	3	Coal Exports	Miami, FL	United States	Chile	23	3,371	.	.	23	3,371	.	.
2012	3	Coal Exports	Miami, FL	United States	Colombia	6	5,893	.	.	6	5,893	.	.
2012	3	Coal Exports	Miami, FL	United States	Germany, Federal Republic of	4	7,094	.	.	4	7,094	.	.
2012	3	Coal Exports	Miami, FL	United States	Panama	915	155,720	.	.	915	155,720	15	15,317
2012	3	Coal Exports	Miami, FL	United States	Trinidad and Tobago	95	18,480	.	.	95	18,480	.	.
2012	3	Coal Exports	Miami, FL	United States	Venezuela	98	14,250	.	.	98	14,250	.	.
2012	3	Coal Exports	Miami, FL	United States	Vietnam	.	.	.	.	.	.	459	38,688
2012	4	Coal Exports	Miami, FL	United States	Chile	20	5,366	.	.	20	5,366	.	.
2012	4	Coal Exports	Miami, FL	United States	Panama	335	48,631	.	.	335	48,631	.	.
2012	4	Coal Exports	Miami, FL	United States	Peru	.	.	.	.	.	.	10	6,340
2012	4	Coal Exports	Miami, FL	United States	Trinidad and Tobago	237	40,415	.	.	237	40,415	.	.
2012	4	Coal Exports	Miami, FL	United States	Venezuela	317	46,072	.	.	317	46,072	.	.
2013	1	Coal Exports	Miami, FL	United States	Brazil	392	31,370	.	.	392	31,370	.	.
2013	1	Coal Exports	Miami, FL	United States	Colombia	63	8,916	.	.	63	8,916	.	.
2013	1	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	77	10,772	77	10,772	.	.
2013	1	Coal Exports	Miami, FL	United States	Mexico	166	14,338	.	.	166	14,338	.	.
2013	1	Coal Exports	Miami, FL	United States	Slovakia	802	116,600	.	.	802	116,600	.	.
2013	2	Coal Exports	Miami, FL	United States	Colombia	18	6,713	.	.	18	6,713	.	.
2013	2	Coal Exports	Miami, FL	United States	Costa Rica	18	9,000	.	.	18	9,000	.	.
2013	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	94	10,772	94	10,772	177	95,434
2013	2	Coal Exports	Miami, FL	United States	Mexico	117	10,025	.	.	117	10,025	.	.
2013	2	Coal Exports	Miami, FL	United States	Saint Kitts and Nevis	35	5,062	.	.	35	5,062	.	.
2013	3	Coal Exports	Miami, FL	United States	Bahamas	20	9,726	.	.	20	9,726	.	.
2013	3	Coal Exports	Miami, FL	United States	Chile	7	8,872	.	.	7	8,872	.	.
2013	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	.	.	.	.	30	15,488
2013	3	Coal Exports	Miami, FL	United States	Curacao	2	3,279	.	.	2	3,279	.	.
2013	3	Coal Exports	Miami, FL	United States	Guatemala	143	12,304	.	.	143	12,304	6	2,563
2013	3	Coal Exports	Miami, FL	United States	Mexico	157	13,557	.	.	157	13,557	.	.
2013	3	Coal Exports	Miami, FL	United States	Netherlands	.	.	.	.	.	.	22	18,572
2013	3	Coal Exports	Miami, FL	United States	Venezuela	112	48,550	.	.	112	48,550	.	.
2013	4	Coal Exports	Miami, FL	United States	Chile	3	8,063	.	.	3	8,063	.	.
2013	4	Coal Exports	Miami, FL	United States	Colombia	9	8,600	.	.	9	8,600	44	10,564
2013	4	Coal Exports	Miami, FL	United States	Costa Rica	199	44,980	.	.	199	44,980	.	.
2013	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	47	5,386	47	5,386	.	.
2013	4	Coal Exports	Miami, FL	United States	El Salvador	34	10,502	.	.	34	10,502	.	.
2013	4	Coal Exports	Miami, FL	United States	Mexico	2	5,492	.	.	2	5,492	.	.
2013	4	Coal Exports	Miami, FL	United States	Netherlands	7	4,290	.	.	7	4,290	.	.
2013	4	Coal Exports	Miami, FL	United States	Sint Maarten	9	3,439	.	.	9	3,439	.	.
2013	4	Coal Exports	Miami, FL	United States	Trinidad and Tobago	62	29,716	.	.	62	29,716	.	.
2013	4	Coal Exports	Miami, FL	United States	Venezuela	37	13,992	.	.	37	13,992	.	.
2014	1	Coal Exports	Miami, FL	United States	Costa Rica	397	46,640	.	.	397	46,640	.	.
2014	1	Coal Exports	Miami, FL	United States	Saint Lucia	24	11,700	.	.	24	11,700	.	.
2014	1	Coal Exports	Miami, FL	United States	Trinidad and Tobago	22	13,275	.	.	22	13,275	.	.
2014	1	Coal Exports	Miami, FL	United States	Venezuela	80	30,151	.	.	80	30,151	.	.
2014	2	Coal Exports	Miami, FL	United States	Argentina	9	2,696	.	.	9	2,696	.	.
2014	2	Coal Exports	Miami, FL	United States	Costa Rica	1,095	139,970	.	.	1,095	139,970	.	.
2014	2	Coal Exports	Miami, FL	United States	Curacao	78	28,664	.	.	78	28,664	.	.
2014	2	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	66	44,040
2014	2	Coal Exports	Miami, FL	United States	Ecuador	17	3,817	.	.	17	3,817	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	2	Coal Exports	Miami, FL	United States	Trinidad and Tobago	41	8,345	.	.	41	8,345	.	.
2014	3	Coal Exports	Miami, FL	United States	Bolivia	13	6,040	.	.	13	6,040	.	.
2014	3	Coal Exports	Miami, FL	United States	British Virgin Islands	7	3,550	.	.	7	3,550	.	.
2014	3	Coal Exports	Miami, FL	United States	Chile	90	68,565	.	.	90	68,565	.	.
2014	3	Coal Exports	Miami, FL	United States	Costa Rica	92	46,640	.	.	92	46,640	.	.
2014	3	Coal Exports	Miami, FL	United States	Curacao	421	308,612	.	.	421	308,612	.	.
2014	3	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	65	43,526
2014	3	Coal Exports	Miami, FL	United States	Netherlands	.	.	.	.	.	.	46	36,340
2014	3	Coal Exports	Miami, FL	United States	Panama	8	10,740	.	.	8	10,740	.	.
2014	3	Coal Exports	Miami, FL	United States	Peru	101	37,779	.	.	101	37,779	.	.
2014	3	Coal Exports	Miami, FL	United States	Saint Lucia	111	62,079	.	.	111	62,079	.	.
2014	3	Coal Exports	Miami, FL	United States	Trinidad and Tobago	22	7,980	.	.	22	7,980	.	.
2014	3	Coal Exports	Miami, FL	United States	Venezuela	22	7,200	.	.	22	7,200	.	.
2014	4	Coal Exports	Miami, FL	United States	Bahamas	152	36,060	.	.	152	36,060	.	.
2014	4	Coal Exports	Miami, FL	United States	Belize	18	10,158	.	.	18	10,158	.	.
2014	4	Coal Exports	Miami, FL	United States	Costa Rica	22	11,660	49	11,660	71	23,320	.	.
2014	4	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	114	66,340
2014	4	Coal Exports	Miami, FL	United States	Netherlands	.	.	.	.	.	.	26	17,923
2014	4	Coal Exports	Miami, FL	United States	Peru	105	39,066	.	.	105	39,066	.	.
2014	4	Coal Exports	Miami, FL	United States	Saint Lucia	40	4,820	.	.	40	4,820	.	.
2014	4	Coal Exports	Miami, FL	United States	Trinidad and Tobago	51	13,920	.	.	51	13,920	.	.
2014	4	Coal Exports	Miami, FL	United States	United Arab Emirates	.	.	.	.	.	.	7	4,462
2015	1	Coal Exports	Miami, FL	United States	Brazil	1	4,600	.	.	1	4,600	.	.
2015	1	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	109	65,563
2015	2	Coal Exports	Miami, FL	United States	Bahamas	66	18,030	.	.	66	18,030	.	.
2015	2	Coal Exports	Miami, FL	United States	Canada	44,223	3,780,987	.	.	44,223	3,780,987	.	.
2015	3	Coal Exports	Miami, FL	United States	Argentina	11	3,624	.	.	11	3,624	.	.
2015	3	Coal Exports	Miami, FL	United States	Belize	33	10,158	.	.	33	10,158	.	.
2015	3	Coal Exports	Miami, FL	United States	Costa Rica	.	.	76	8,576	76	8,576	.	.
2015	3	Coal Exports	Miami, FL	United States	Dominican Republic	.	.	.	.	.	.	99	65,879
2015	3	Coal Exports	Miami, FL	United States	Netherlands	.	.	.	.	.	.	19	20,000
2015	3	Coal Exports	Miami, FL	United States	Suriname	.	.	.	.	.	.	265	25,696
2015	3	Coal Exports	Miami, FL	United States	United Arab Emirates	.	.	.	.	.	.	22	19,914
2015	4	Coal Exports	Miami, FL	United States	Bahamas	22	4,608	.	.	22	4,608	.	.
2015	4	Coal Exports	Miami, FL	United States	Chile	1	6,442	.	.	1	6,442	.	.
2015	4	Coal Exports	Miami, FL	United States	Peru	28	8,532	.	.	28	8,532	.	.
2015	4	Coal Exports	Miami, FL	United States	United Arab Emirates	.	.	.	.	.	.	2	3,682
2011	2	Coal Exports	Minneapolis, MN	United States	Spain	139,756	9,597,958	.	.	139,756	9,597,958	.	.
2011	3	Coal Exports	Minneapolis, MN	United States	Switzerland	85,642	4,479,699	.	.	85,642	4,479,699	.	.
2011	4	Coal Exports	Minneapolis, MN	United States	Spain	113,083	6,219,490	.	.	113,083	6,219,490	.	.
2011	4	Coal Exports	Minneapolis, MN	United States	Switzerland	29,299	1,533,222	.	.	29,299	1,533,222	.	.
2012	1	Coal Exports	Minneapolis, MN	United States	Switzerland	93,825	4,909,515	.	.	93,825	4,909,515	.	.
2012	2	Coal Exports	Minneapolis, MN	United States	Switzerland	601,439	31,471,119	.	.	601,439	31,471,119	.	.
2012	3	Coal Exports	Minneapolis, MN	United States	Switzerland	506,307	26,493,154	.	.	506,307	26,493,154	.	.
2012	4	Coal Exports	Minneapolis, MN	United States	Switzerland	169,984	8,894,634	.	.	169,984	8,894,634	.	.
2013	1	Coal Exports	Minneapolis, MN	United States	Canada	101,517	10,574,567	.	.	101,517	10,574,567	.	.
2013	1	Coal Exports	Minneapolis, MN	United States	Switzerland	118,631	6,207,447	.	.	118,631	6,207,447	.	.
2013	2	Coal Exports	Minneapolis, MN	United States	Canada	155,211	14,407,609	.	.	155,211	14,407,609	.	.
2013	2	Coal Exports	Minneapolis, MN	United States	Switzerland	481,813	25,211,487	.	.	481,813	25,211,487	.	.
2013	3	Coal Exports	Minneapolis, MN	United States	Canada	42,054	4,904,985	.	.	42,054	4,904,985	.	.
2013	3	Coal Exports	Minneapolis, MN	United States	Switzerland	594,500	31,108,110	.	.	594,500	31,108,110	.	.
2013	4	Coal Exports	Minneapolis, MN	United States	Switzerland	223,203	11,679,418	.	.	223,203	11,679,418	.	.
2014	1	Coal Exports	Minneapolis, MN	United States	Canada	64,757	4,583,834	.	.	64,757	4,583,834	.	.
2014	2	Coal Exports	Minneapolis, MN	United States	Canada	191,710	13,965,567	.	.	191,710	13,965,567	.	.
2014	2	Coal Exports	Minneapolis, MN	United States	Switzerland	354,655	18,557,836	.	.	354,655	18,557,836	.	.
2014	3	Coal Exports	Minneapolis, MN	United States	Switzerland	585,919	30,659,047	.	.	585,919	30,659,047	.	.
2014	4	Coal Exports	Minneapolis, MN	United States	Switzerland	687,451	35,972,202	.	.	687,451	35,972,202	.	.
2015	4	Coal Exports	Minneapolis, MN	United States	Canada	.	.	15,623	433,695	15,623	433,695	.	.
2002	1	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	23	3,964
2002	1	Coal Exports	New Orleans, LA	United States	Guatemala	.	.	.	.	.	.	45	8,100
2002	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	24,435	1,450,845	24,435	1,450,845	.	.
2002	1	Coal Exports	New Orleans, LA	United States	Spain	134,358	2,861,896	.	.	134,358	2,861,896	.	.
2002	2	Coal Exports	New Orleans, LA	United States	Brazil	4,677	161,223	.	.	4,677	161,223	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	21,663	1,218,964	21,663	1,218,964	.	.
2002	2	Coal Exports	New Orleans, LA	United States	India	.	.	9,914	568,025	9,914	568,025	.	.
2002	2	Coal Exports	New Orleans, LA	United States	Norway	9,877	340,457	13,815	1,176,046	23,692	1,516,503	.	.
2002	2	Coal Exports	New Orleans, LA	United States	Spain	216,682	4,477,490	.	.	216,682	4,477,490	.	.
2002	2	Coal Exports	New Orleans, LA	United States	United Kingdom	71,378	1,683,578	.	.	71,378	1,683,578	.	.
2002	3	Coal Exports	New Orleans, LA	United States	Brazil	12,597	434,226	.	.	12,597	434,226	.	.
2002	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	20,940	1,141,243	20,940	1,141,243	.	.
2002	3	Coal Exports	New Orleans, LA	United States	Spain	105,903	2,928,602	.	.	105,903	2,928,602	.	.
2002	4	Coal Exports	New Orleans, LA	United States	Brazil	1,102	38,000	.	.	1,102	38,000	.	.
2002	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	29,197	1,884,776	29,197	1,884,776	.	.
2002	4	Coal Exports	New Orleans, LA	United States	Spain	72,422	1,430,950	.	.	72,422	1,430,950	.	.
2002	4	Coal Exports	New Orleans, LA	United States	Turkey	5,039	402,186	.	.	5,039	402,186	.	.
2003	1	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	44	9,796
2003	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,481	682,030
2003	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	22,035	1,233,378	22,035	1,233,378	.	.
2003	1	Coal Exports	New Orleans, LA	United States	India	.	.	10,880	621,864	10,880	621,864	.	.
2003	1	Coal Exports	New Orleans, LA	United States	Italy	68,264	2,848,703	.	.	68,264	2,848,703	.	.
2003	1	Coal Exports	New Orleans, LA	United States	Mexico	88,477	2,407,965	.	.	88,477	2,407,965	.	.
2003	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	7,765	664,047	7,765	664,047	.	.
2003	1	Coal Exports	New Orleans, LA	United States	Spain	67,856	1,455,233	70,858	1,530,537	138,714	2,985,770	.	.
2003	2	Coal Exports	New Orleans, LA	United States	Brazil	1,242	42,846	.	.	1,242	42,846	.	.
2003	2	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	86	19,312
2003	2	Coal Exports	New Orleans, LA	United States	France	29	6,375	.	.	29	6,375	.	.
2003	2	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,472	681,763
2003	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	23,772	1,374,460	23,772	1,374,460	.	.
2003	2	Coal Exports	New Orleans, LA	United States	Spain	.	.	71,935	1,700,627	71,935	1,700,627	72,565	2,063,270
2003	3	Coal Exports	New Orleans, LA	United States	Brazil	1,347	46,455	.	.	1,347	46,455	.	.
2003	3	Coal Exports	New Orleans, LA	United States	Bulgaria	.	.	74,666	3,004,502	74,666	3,004,502	.	.
2003	3	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	147,757	4,021,290	.	.	147,757	4,021,290	.	.
2003	3	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	86	19,395
2003	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,506	682,858
2003	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,467	891,182	15,467	891,182	.	.
2003	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	7,824	693,734	7,824	693,734	.	.
2003	3	Coal Exports	New Orleans, LA	United States	Spain	71,066	1,685,895	71,314	1,739,024	142,380	3,424,919	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	62,231	2,161,224	.	.	62,231	2,161,224	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,388	679,105
2003	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	30,009	1,866,967	30,009	1,866,967	.	.
2003	4	Coal Exports	New Orleans, LA	United States	India	.	.	8,994	514,035	8,994	514,035	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Netherlands	101,333	2,757,840	.	.	101,333	2,757,840	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	3,361	298,831	3,361	298,831	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Spain	.	.	144,611	3,111,824	144,611	3,111,824	.	.
2003	4	Coal Exports	New Orleans, LA	United States	Venezuela	9,922	342,033	.	.	9,922	342,033	.	.
2004	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,320	676,900
2004	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	21,251	1,536,447	21,251	1,536,447	.	.
2004	1	Coal Exports	New Orleans, LA	United States	Italy	66,531	2,293,528	.	.	66,531	2,293,528	.	.
2004	1	Coal Exports	New Orleans, LA	United States	Netherlands	174,604	5,587,963	.	.	174,604	5,587,963	.	.
2004	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	8,342	737,901	8,342	737,901	.	.
2004	1	Coal Exports	New Orleans, LA	United States	Spain	.	.	72,165	1,715,912	72,165	1,715,912	.	.
2004	1	Coal Exports	New Orleans, LA	United States	United Kingdom	133,561	3,846,216	.	.	133,561	3,846,216	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Brazil	92,581	10,669,970	.	.	92,581	10,669,970	56,805	7,987,615
2004	2	Coal Exports	New Orleans, LA	United States	Egypt	.	.	4,884	487,416	4,884	487,416	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,147	671,440
2004	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	177,955	7,152,760	.	.	177,955	7,152,760	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	26,356	2,003,123	26,356	2,003,123	.	.
2004	2	Coal Exports	New Orleans, LA	United States	India	.	.	89,294	8,043,054	89,294	8,043,054	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Japan	.	.	111,952	9,071,573	111,952	9,071,573	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Morocco	71,383	2,493,183	.	.	71,383	2,493,183	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Netherlands	179,053	5,538,235	.	.	179,053	5,538,235	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	10,311	934,730	10,311	934,730	.	.
2004	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	59,525	5,808,000	59,525	5,808,000	.	.
2004	2	Coal Exports	New Orleans, LA	United States	Spain	73,597	1,785,337	219,700	5,261,521	293,297	7,046,858	38,579	1,224,930
2004	2	Coal Exports	New Orleans, LA	United States	United Kingdom	79,056	2,635,637	.	.	79,056	2,635,637	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Benin	.	.	.	.	.	.	21,147	671,440

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	18,147	2,469,450
2004	3	Coal Exports	New Orleans, LA	United States	Chile	.	.	.	.	.	.	97,127	3,524,480
2004	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	29,073	2,138,356	29,073	2,138,356	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Japan	.	.	64,507	8,631,716	64,507	8,631,716	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Netherlands	9,805	337,972	.	.	9,805	337,972	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	10,156	920,496	10,156	920,496	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Portugal	.	.	96,971	3,078,985	96,971	3,078,985	.	.
2004	3	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	63,273	5,800,000	63,273	5,800,000	.	.
2004	3	Coal Exports	New Orleans, LA	United States	Spain	.	.	146,947	3,529,945	146,947	3,529,945	.	.
2004	3	Coal Exports	New Orleans, LA	United States	United Kingdom	225,031	8,649,052	.	.	225,031	8,649,052	.	.
2004	4	Coal Exports	New Orleans, LA	United States	Chile	.	.	.	.	.	.	52,425	2,140,155
2004	4	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	73,821	2,544,822	.	.	73,821	2,544,822	73,458	2,332,400
2004	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	43,199	1,371,615
2004	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	14,034	956,315	14,034	956,315	.	.
2004	4	Coal Exports	New Orleans, LA	United States	India	.	.	72,722	8,576,405	72,722	8,576,405	.	.
2004	4	Coal Exports	New Orleans, LA	United States	Italy	68,006	3,393,170	.	.	68,006	3,393,170	.	.
2004	4	Coal Exports	New Orleans, LA	United States	Morocco	198,986	8,867,394	.	.	198,986	8,867,394	.	.
2004	4	Coal Exports	New Orleans, LA	United States	Netherlands	96,665	3,069,255	.	.	96,665	3,069,255	.	.
2004	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	59,525	5,808,000	59,525	5,808,000	.	.
2004	4	Coal Exports	New Orleans, LA	United States	Spain	.	.	147,906	3,603,149	147,906	3,603,149	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Chile	28,702	989,459	.	.	28,702	989,459	44,840	1,301,700
2005	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,221	673,785
2005	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	67,109	2,313,440	.	.	67,109	2,313,440	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	18,665	1,375,685	18,665	1,375,685	.	.
2005	1	Coal Exports	New Orleans, LA	United States	India	.	.	145,643	17,144,069	145,643	17,144,069	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Japan	.	.	65,817	6,418,628	65,817	6,418,628	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Netherlands	101,413	3,864,000	.	.	101,413	3,864,000	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	15,464	1,460,257	15,464	1,460,257	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Portugal	77,218	3,527,796	.	.	77,218	3,527,796	81,687	2,593,675
2005	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	62,729	6,120,348	62,729	6,120,348	.	.
2005	1	Coal Exports	New Orleans, LA	United States	Spain	.	.	218,685	5,463,625	218,685	5,463,625	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	7,290	615,000
2005	2	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	73,298	2,792,790	.	.	73,298	2,792,790	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	23,070	2,739,465	23,070	2,739,465	.	.
2005	2	Coal Exports	New Orleans, LA	United States	India	.	.	68,879	7,498,360	68,879	7,498,360	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	4,266	505,752	4,266	505,752	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Portugal	80,137	3,658,970	.	.	80,137	3,658,970	80,858	2,567,355
2005	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	72,745	5,696,874	72,745	5,696,874	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Spain	.	.	145,322	3,945,157	145,322	3,945,157	40,369	1,281,770
2005	2	Coal Exports	New Orleans, LA	United States	United Arab Emirates	41,160	2,378,584	.	.	41,160	2,378,584	.	.
2005	2	Coal Exports	New Orleans, LA	United States	United Kingdom	69,816	2,596,776	.	.	69,816	2,596,776	.	.
2005	2	Coal Exports	New Orleans, LA	United States	Venezuela	15,209	524,300	.	.	15,209	524,300	.	.
2005	3	Coal Exports	New Orleans, LA	United States	France	30,300	1,099,520	.	.	30,300	1,099,520	.	.
2005	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,296	676,165
2005	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	11,574	1,413,884	11,574	1,413,884	.	.
2005	3	Coal Exports	New Orleans, LA	United States	Mexico	.	.	.	.	.	.	14,176	1,701,000
2005	3	Coal Exports	New Orleans, LA	United States	Spain	.	.	71,286	1,967,263	71,286	1,967,263	.	.
2005	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	21,480	682,010
2005	4	Coal Exports	New Orleans, LA	United States	Honduras	.	.	.	.	.	.	20	5,450
2005	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	9,233	1,094,578	9,233	1,094,578	.	.
2005	4	Coal Exports	New Orleans, LA	United States	India	.	.	231,720	25,330,916	231,720	25,330,916	.	.
2005	4	Coal Exports	New Orleans, LA	United States	Mexico	.	.	.	.	.	.	14,200	1,706,865
2005	4	Coal Exports	New Orleans, LA	United States	Portugal	.	.	.	.	.	.	169,415	5,379,150
2005	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	126,716	11,475,280	126,716	11,475,280	.	.
2005	4	Coal Exports	New Orleans, LA	United States	Spain	.	.	.	.	.	.	24,105	765,380
2006	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	26,020	826,175
2006	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	14,138	1,773,390	14,138	1,773,390	.	.
2006	1	Coal Exports	New Orleans, LA	United States	India	.	.	157,368	17,210,206	157,368	17,210,206	.	.
2006	1	Coal Exports	New Orleans, LA	United States	Japan	.	.	66,593	6,826,556	66,593	6,826,556	.	.
2006	1	Coal Exports	New Orleans, LA	United States	Netherlands	77,955	2,828,810	.	.	77,955	2,828,810	.	.
2006	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	64,595	5,868,873	64,595	5,868,873	.	.
2006	1	Coal Exports	New Orleans, LA	United States	Spain	.	.	143,823	3,840,439	143,823	3,840,439	.	.
2006	1	Coal Exports	New Orleans, LA	United States	United Kingdom	148,313	3,691,839	.	.	148,313	3,691,839	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	2	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	26,055	827,330
2006	2	Coal Exports	New Orleans, LA	United States	Morocco	70,870	3,198,527	.	.	70,870	3,198,527	.	.
2006	2	Coal Exports	New Orleans, LA	United States	Netherlands	79,220	3,234,015	81,121	3,311,640	160,341	6,545,655	.	.
2006	2	Coal Exports	New Orleans, LA	United States	Spain	79,962	3,627,000	71,612	2,039,281	151,574	5,666,281	.	.
2006	2	Coal Exports	New Orleans, LA	United States	United Kingdom	152,374	6,496,857	.	.	152,374	6,496,857	.	.
2006	2	Coal Exports	New Orleans, LA	United States	Venezuela	.	.	.	.	.	.	22	6,658
2006	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,938	823,620
2006	3	Coal Exports	New Orleans, LA	United States	Honduras	.	.	33,651	1,801,201	33,651	1,801,201	.	.
2006	3	Coal Exports	New Orleans, LA	United States	India	.	.	88,603	8,222,428	88,603	8,222,428	.	.
2006	3	Coal Exports	New Orleans, LA	United States	Morocco	138,077	6,166,600	.	.	138,077	6,166,600	68,186	3,092,850
2006	3	Coal Exports	New Orleans, LA	United States	Spain	99,067	4,381,260	.	.	99,067	4,381,260	.	.
2006	3	Coal Exports	New Orleans, LA	United States	United Kingdom	226,406	9,600,689	.	.	226,406	9,600,689	.	.
2006	4	Coal Exports	New Orleans, LA	United States	Canada	.	.	.	.	.	.	27,375	1,563,958
2006	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,796	819,070
2006	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,165	812,500	7,165	812,500	.	.
2006	4	Coal Exports	New Orleans, LA	United States	Morocco	.	.	71,095	3,208,676	71,095	3,208,676	.	.
2006	4	Coal Exports	New Orleans, LA	United States	Spain	97,032	4,357,294	.	.	97,032	4,357,294	.	.
2006	4	Coal Exports	New Orleans, LA	United States	United Kingdom	249,809	10,864,462	.	.	249,809	10,864,462	.	.
2007	1	Coal Exports	New Orleans, LA	United States	Costa Rica	926	73,900	.	.	926	73,900	.	.
2007	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,796	819,070
2007	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,617	834,895	7,617	834,895	.	.
2007	1	Coal Exports	New Orleans, LA	United States	India	.	.	7,783	798,150	7,783	798,150	.	.
2007	1	Coal Exports	New Orleans, LA	United States	Morocco	422,137	18,553,836	.	.	422,137	18,553,836	.	.
2007	1	Coal Exports	New Orleans, LA	United States	United Kingdom	295,145	12,408,602	.	.	295,145	12,408,602	.	.
2007	2	Coal Exports	New Orleans, LA	United States	Croatia	74,762	3,255,504	.	.	74,762	3,255,504	.	.
2007	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,626	833,697	7,626	833,697	.	.
2007	2	Coal Exports	New Orleans, LA	United States	Italy	.	.	.	.	.	.	39,402	1,965,975
2007	2	Coal Exports	New Orleans, LA	United States	Jamaica	20,923	892,107	.	.	20,923	892,107	.	.
2007	2	Coal Exports	New Orleans, LA	United States	Morocco	487,276	22,070,104	.	.	487,276	22,070,104	.	.
2007	2	Coal Exports	New Orleans, LA	United States	Netherlands	.	.	79,332	3,278,897	79,332	3,278,897	42,430	2,424,996
2007	2	Coal Exports	New Orleans, LA	United States	United Kingdom	250,872	10,426,550	.	.	250,872	10,426,550	.	.
2007	3	Coal Exports	New Orleans, LA	United States	Chile	53,637	2,457,279	.	.	53,637	2,457,279	.	.
2007	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,849	820,750
2007	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,420	505,552	7,420	505,552	.	.
2007	3	Coal Exports	New Orleans, LA	United States	Morocco	276,144	12,656,967	.	.	276,144	12,656,967	.	.
2007	3	Coal Exports	New Orleans, LA	United States	Netherlands	158,502	7,297,111	157,175	6,787,649	315,677	14,084,760	.	.
2007	3	Coal Exports	New Orleans, LA	United States	United Kingdom	239,795	10,228,039	.	.	239,795	10,228,039	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Chile	105,355	4,784,464	.	.	105,355	4,784,464	.	.
2007	4	Coal Exports	New Orleans, LA	United States	France	77,918	3,622,657	.	.	77,918	3,622,657	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	51,929	1,648,815
2007	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	10,604	1,257,878	10,604	1,257,878	.	.
2007	4	Coal Exports	New Orleans, LA	United States	India	.	.	.	.	.	.	16,546	1,077,718
2007	4	Coal Exports	New Orleans, LA	United States	Morocco	482,423	21,737,903	.	.	482,423	21,737,903	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Netherlands	79,937	5,003,742	.	.	79,937	5,003,742	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	11,451	1,269,349	11,451	1,269,349	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Russia	.	.	71,650	5,947,500	71,650	5,947,500	.	.
2007	4	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	69,279	6,352,900	69,279	6,352,900	.	.
2007	4	Coal Exports	New Orleans, LA	United States	United Kingdom	388,799	16,494,282	72,480	3,499,984	461,279	19,994,266	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Belgium	.	.	.	.	.	.	30,512	968,800
2008	1	Coal Exports	New Orleans, LA	United States	Brazil	.	.	78,792	6,540,361	78,792	6,540,361	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Chile	118,786	6,783,880	.	.	118,786	6,783,880	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	.	.	79,273	4,027,222	79,273	4,027,222	.	.
2008	1	Coal Exports	New Orleans, LA	United States	France	78,480	4,956,724	.	.	78,480	4,956,724	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	152,503	10,494,126	12,236	3,929,400	164,739	14,423,526	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	18,491	2,145,679	18,491	2,145,679	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Morocco	346,370	19,827,467	.	.	346,370	19,827,467	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Netherlands	239,907	16,796,020	.	.	239,907	16,796,020	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,033	3,288,274	26,033	3,288,274	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	27,739	3,395,223	27,739	3,395,223	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Spain	144,217	7,457,424	.	.	144,217	7,457,424	.	.
2008	1	Coal Exports	New Orleans, LA	United States	Turkey	.	.	.	.	.	.	46,296	1,469,965
2008	1	Coal Exports	New Orleans, LA	United States	United Kingdom	456,724	21,538,070	.	.	456,724	21,538,070	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Chile	171,562	10,946,604	49,745	4,500,000	221,307	15,446,604	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	2	Coal Exports	New Orleans, LA	United States	Greece	73,171	4,779,360	.	.	73,171	4,779,360	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,720	1,898,789	15,720	1,898,789	.	.
2008	2	Coal Exports	New Orleans, LA	United States	India	78,769	15,141,604	.	.	78,769	15,141,604	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Italy	.	.	76,542	4,166,256	76,542	4,166,256	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Japan	49,657	7,207,688	128,834	17,096,288	178,491	24,303,976	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Mexico	.	.	.	.	.	.	13,617	1,976,480
2008	2	Coal Exports	New Orleans, LA	United States	Morocco	419,213	34,679,309	.	.	419,213	34,679,309	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Netherlands	313,088	29,052,595	.	.	313,088	29,052,595	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	22,581	2,983,960	22,581	2,983,960	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Spain	157,010	8,735,349	.	.	157,010	8,735,349	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	158,382	11,911,540	158,382	11,911,540	.	.
2008	2	Coal Exports	New Orleans, LA	United States	Turkey	.	.	76,608	18,764,555	76,608	18,764,555	21,056	1,050,610
2008	2	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	76,399	12,406,231	76,399	12,406,231	.	.
2008	2	Coal Exports	New Orleans, LA	United States	United Kingdom	473,567	26,762,059	74,824	6,787,999	548,391	33,550,058	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Belgium	.	.	.	.	.	.	48,199	4,570,060
2008	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	26,789	2,721,936
2008	3	Coal Exports	New Orleans, LA	United States	Chile	46,764	4,157,552	.	.	46,764	4,157,552	.	.
2008	3	Coal Exports	New Orleans, LA	United States	China	85,181	15,068,691	.	.	85,181	15,068,691	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	.	.	79,320	4,677,261	79,320	4,677,261	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,904	822,500
2008	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	76,058	3,910,897	.	.	76,058	3,910,897	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,165	832,000	7,165	832,000	.	.
2008	3	Coal Exports	New Orleans, LA	United States	India	.	.	27,888	4,048,000	27,888	4,048,000	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Ireland	.	.	75,307	6,148,530	75,307	6,148,530	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Japan	.	.	127,678	18,270,753	127,678	18,270,753	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Mexico	.	.	.	.	.	.	11,009	1,597,920
2008	3	Coal Exports	New Orleans, LA	United States	Morocco	138,786	12,338,690	.	.	138,786	12,338,690	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Netherlands	79,003	5,375,287	78,522	4,630,231	157,525	10,005,518	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	17,598	2,333,721	17,598	2,333,721	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	5,842	848,000	5,842	848,000	.	.
2008	3	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	72,536	15,464,012	72,536	15,464,012	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Spain	147,088	7,495,828	.	.	147,088	7,495,828	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Sweden	158,923	8,073,713	.	.	158,923	8,073,713	.	.
2008	3	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	68,829	6,993,358	68,829	6,993,358	.	.
2008	3	Coal Exports	New Orleans, LA	United States	United Kingdom	526,551	26,631,155	73,858	4,355,197	600,409	30,986,352	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Chile	107,860	8,543,194	.	.	107,860	8,543,194	.	.
2008	4	Coal Exports	New Orleans, LA	United States	China	69,512	12,296,700	.	.	69,512	12,296,700	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	.	.	73,002	4,304,700	73,002	4,304,700	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Egypt	.	.	78,073	22,877,051	78,073	22,877,051	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Finland	77,599	8,940,419	.	.	77,599	8,940,419	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	24,487	777,490
2008	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	158,734	11,197,293	.	.	158,734	11,197,293	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Gibraltar	63,966	9,052,524	.	.	63,966	9,052,524	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	13,836	1,695,020	13,836	1,695,020	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Morocco	215,183	17,205,192	.	.	215,183	17,205,192	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Netherlands	.	.	159,796	8,528,997	159,796	8,528,997	78,815	10,367,500
2008	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	14,671	1,937,757	14,671	1,937,757	.	.
2008	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	232,297	11,801,272	.	.	232,297	11,801,272	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Spain	144,093	7,189,545	.	.	144,093	7,189,545	.	.
2008	4	Coal Exports	New Orleans, LA	United States	Turkey	.	.	81,317	19,917,886	81,317	19,917,886	.	.
2008	4	Coal Exports	New Orleans, LA	United States	United Kingdom	1,193,619	71,765,639	.	.	1,193,619	71,765,639	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Algeria	.	.	.	.	.	.	29,310	813,645
2009	1	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	7,161	604,170
2009	1	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	.	.	80,743	4,651,335	80,743	4,651,335	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	.	.	160,946	9,271,484	160,946	9,271,484	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Gibraltar	78,815	4,969,250	.	.	78,815	4,969,250	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	14,157	1,942,286	14,157	1,942,286	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Morocco	350,200	26,845,397	.	.	350,200	26,845,397	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Netherlands	162,811	8,226,890	166,434	9,814,163	329,245	18,041,053	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	12,754	2,122,380	12,754	2,122,380	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Panama	.	.	.	.	.	.	149	12,598
2009	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	79,708	13,431,578	79,708	13,431,578	.	.
2009	1	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	44,173	4,488,159	44,173	4,488,159	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	1	Coal Exports	New Orleans, LA	United States	United Kingdom	525,858	27,740,572	.	.	525,858	27,740,572	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	23,840	661,793
2009	2	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	79,624	4,023,434	.	.	79,624	4,023,434	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	.	.	169,875	10,171,070	169,875	10,171,070	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	14,344	1,914,424	14,344	1,914,424	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Netherlands	190,651	8,658,685	56,396	6,139,419	247,047	14,798,104	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	1,452	326,047	1,452	326,047	.	.
2009	2	Coal Exports	New Orleans, LA	United States	Spain	.	.	49,604	4,725,000	49,604	4,725,000	.	.
2009	2	Coal Exports	New Orleans, LA	United States	United Kingdom	263,929	12,215,347	74,020	3,256,813	337,949	15,472,160	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	81,351	4,118,040	.	.	81,351	4,118,040	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Egypt	.	.	68,659	9,779,015	68,659	9,779,015	.	.
2009	3	Coal Exports	New Orleans, LA	United States	France	.	.	28,897	3,276,872	28,897	3,276,872	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	71,824	2,329,398	80,754	5,128,133	152,578	7,457,531	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	14,282	1,719,710	14,282	1,719,710	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Mexico	.	.	.	.	.	.	10,734	1,558,080
2009	3	Coal Exports	New Orleans, LA	United States	Netherlands	79,918	4,038,302	8,704	987,002	88,622	5,025,304	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	10,626	1,513,185	10,626	1,513,185	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	17,009	1,928,720	17,009	1,928,720	.	.
2009	3	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	49,804	13,102,501	49,804	13,102,501	.	.
2009	3	Coal Exports	New Orleans, LA	United States	United Kingdom	374,590	17,545,804	18,546	2,103,154	393,136	19,648,958	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Brazil	5,179	413,451	.	.	5,179	413,451	1,042	377,463
2009	4	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	78,821	3,989,979	.	.	78,821	3,989,979	.	.
2009	4	Coal Exports	New Orleans, LA	United States	France	.	.	59,711	6,771,105	59,711	6,771,105	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,477	2,080,080
2009	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	.	.	72,974	4,667,196	72,974	4,667,196	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	8,220	1,046,384	8,220	1,046,384	.	.
2009	4	Coal Exports	New Orleans, LA	United States	India	.	.	38,581	8,700,000	38,581	8,700,000	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Mexico	253,125	15,614,908	44,092	9,600,000	297,217	25,214,908	24,612	3,572,320
2009	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	9,710	1,460,244	9,710	1,460,244	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	27,888	4,111,250	27,888	4,111,250	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	79,331	8,636,199	79,331	8,636,199	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Ukraine	86,939	16,018,614	.	.	86,939	16,018,614	.	.
2009	4	Coal Exports	New Orleans, LA	United States	United Kingdom	574,331	29,109,123	.	.	574,331	29,109,123	.	.
2009	4	Coal Exports	New Orleans, LA	United States	Venezuela	.	.	.	.	.	.	11	4,275
2010	1	Coal Exports	New Orleans, LA	United States	Algeria	.	.	.	.	.	.	46,875	12,384,436
2010	1	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	88,287	7,208,370
2010	1	Coal Exports	New Orleans, LA	United States	China	156,136	19,513,350	55,150	6,003,720	211,286	25,517,070	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	.	.	76,369	5,022,891	76,369	5,022,891	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	22,619	2,784,072	22,619	2,784,072	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Italy	59,525	7,892,000	.	.	59,525	7,892,000	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Jamaica	30,361	1,859,153	.	.	30,361	1,859,153	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Mexico	27,050	4,861,974	.	.	27,050	4,861,974	56,427	15,493,270
2010	1	Coal Exports	New Orleans, LA	United States	Netherlands	81,037	4,102,186	83,701	4,237,035	164,738	8,339,221	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,527	3,640,531	26,527	3,640,531	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Poland	72,034	3,267,400	.	.	72,034	3,267,400	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Spain	84,510	3,477,501	.	.	84,510	3,477,501	.	.
2010	1	Coal Exports	New Orleans, LA	United States	Turkey	84,239	14,519,956	79,916	8,699,875	164,155	23,219,831	.	.
2010	1	Coal Exports	New Orleans, LA	United States	United Kingdom	77,936	4,595,630	162,663	14,358,154	240,599	18,953,784	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	82,370	11,956,000	82,370	11,956,000	.	.
2010	2	Coal Exports	New Orleans, LA	United States	China	80,185	10,911,450	.	.	80,185	10,911,450	.	.
2010	2	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	187	26,368
2010	2	Coal Exports	New Orleans, LA	United States	France	242,212	18,951,799	.	.	242,212	18,951,799	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,651	2,094,300
2010	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	81,884	2,859,941	.	.	81,884	2,859,941	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Greece	51,596	3,510,525	.	.	51,596	3,510,525	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,151	2,022,698	15,151	2,022,698	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Italy	80,863	6,327,127	.	.	80,863	6,327,127	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Luxembourg	.	.	84,871	14,243,815	84,871	14,243,815	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Mexico	458,204	31,716,347	33,069	3,900,000	491,273	35,616,347	12,152	1,763,840
2010	2	Coal Exports	New Orleans, LA	United States	Morocco	279,955	18,820,933	.	.	279,955	18,820,933	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Netherlands	81,510	4,658,535	141,761	10,191,371	223,271	14,849,906	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	21,007	3,148,639	21,007	3,148,639	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Saudi Arabia	29,278	4,196,638	.	.	29,278	4,196,638	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	2	Coal Exports	New Orleans, LA	United States	South Africa	.	.	.	.	.	.	6,838	744,360
2010	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	82,159	10,807,238	84,546	12,197,312	166,705	23,004,550	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Sweden	83,351	13,459,535	.	.	83,351	13,459,535	.	.
2010	2	Coal Exports	New Orleans, LA	United States	Turkey	78,264	13,490,000	79,841	13,399,716	158,105	26,889,716	.	.
2010	2	Coal Exports	New Orleans, LA	United States	United Kingdom	238,662	11,117,365	78,431	5,158,469	317,093	16,275,834	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Barbados	.	.	.	.	.	.	7,991	710,402
2010	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	.	.	.	.	7,714	894,344
2010	3	Coal Exports	New Orleans, LA	United States	China	69,446	9,450,000	.	.	69,446	9,450,000	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Croatia	.	.	57,078	9,320,315	57,078	9,320,315	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Egypt	161,362	28,545,118	.	.	161,362	28,545,118	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	208,869	12,927,560	.	.	208,869	12,927,560	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Gibraltar	.	.	79,190	4,874,344	79,190	4,874,344	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Honduras	.	.	44,008	2,994,300	44,008	2,994,300	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	13,700	1,733,091	13,700	1,733,091	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Jamaica	12,857	699,822	.	.	12,857	699,822	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Mexico	262,955	17,296,842	97,149	14,300,438	360,104	31,597,280	12,438	1,805,440
2010	3	Coal Exports	New Orleans, LA	United States	Morocco	206,965	16,193,956	.	.	206,965	16,193,956	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Netherlands	122,072	10,533,190	115,078	7,438,605	237,150	17,971,795	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	19,168	3,040,643	19,168	3,040,643	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Poland	.	.	75,616	10,975,680	75,616	10,975,680	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Portugal	177,859	9,073,018	.	.	177,859	9,073,018	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Russia	.	.	69,447	9,450,150	69,447	9,450,150	.	.
2010	3	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	80,724	10,618,670	.	.	80,724	10,618,670	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Sweden	70,507	11,385,462	.	.	70,507	11,385,462	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Switzerland	.	.	40,843	6,669,295	40,843	6,669,295	.	.
2010	3	Coal Exports	New Orleans, LA	United States	Turkey	79,979	10,883,445	85,441	4,263,105	165,420	15,146,550	.	.
2010	3	Coal Exports	New Orleans, LA	United States	United Kingdom	237,524	14,137,149	.	.	237,524	14,137,149	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Belgium	97,098	5,285,160	.	.	97,098	5,285,160	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Brazil	51,219	8,522,242	12,131	2,366,120	63,350	10,888,362	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	80,181	5,455,425	.	.	80,181	5,455,425	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Egypt	.	.	81,203	18,416,576	81,203	18,416,576	.	.
2010	4	Coal Exports	New Orleans, LA	United States	France	84,878	6,641,250	.	.	84,878	6,641,250	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,904	2,350,000
2010	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	70,879	4,436,700	109,234	19,407,950	180,113	23,844,650	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Honduras	27,558	1,637,500	.	.	27,558	1,637,500	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	13,234	1,786,403	13,234	1,786,403	.	.
2010	4	Coal Exports	New Orleans, LA	United States	India	188,426	10,256,173	49,053	6,300,000	237,479	16,556,173	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Latvia	36,887	2,442,799	.	.	36,887	2,442,799	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Mexico	130,804	8,721,730	.	.	130,804	8,721,730	13,779	2,000,000
2010	4	Coal Exports	New Orleans, LA	United States	Morocco	561,588	42,254,380	.	.	561,588	42,254,380	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Netherlands	339,225	26,778,866	83,236	10,038,966	422,461	36,817,832	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	15,770	2,354,096	15,770	2,354,096	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Portugal	164,655	9,708,738	.	.	164,655	9,708,738	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	28,690	8,198,568	28,690	8,198,568	.	.
2010	4	Coal Exports	New Orleans, LA	United States	South Africa	.	.	148,772	21,594,080	148,772	21,594,080	3,508	397,750
2010	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	78,858	10,373,215	.	.	78,858	10,373,215	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Sweden	68,054	10,989,352	.	.	68,054	10,989,352	.	.
2010	4	Coal Exports	New Orleans, LA	United States	United Kingdom	480,161	31,693,455	296,788	26,579,093	776,949	58,272,548	.	.
2010	4	Coal Exports	New Orleans, LA	United States	Venezuela	.	.	.	.	.	.	23	4,485
2011	1	Coal Exports	New Orleans, LA	United States	Belgium	33,132	1,803,421	.	.	33,132	1,803,421	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Brazil	138,279	16,363,621	78,168	14,395,441	216,447	30,759,062	33,488	9,392,537
2011	1	Coal Exports	New Orleans, LA	United States	Chile	51,873	5,035,206	.	.	51,873	5,035,206	.	.
2011	1	Coal Exports	New Orleans, LA	United States	China	.	.	154,245	24,280,974	154,245	24,280,974	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Croatia	148,073	10,934,462	.	.	148,073	10,934,462	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	84,689	8,492,764	.	.	84,689	8,492,764	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Egypt	158,794	34,942,661	.	.	158,794	34,942,661	.	.
2011	1	Coal Exports	New Orleans, LA	United States	France	75,178	5,882,250	.	.	75,178	5,882,250	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	442,702	34,765,514	148,041	10,206,110	590,743	44,971,624	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	17,900	2,718,626	17,900	2,718,626	.	.
2011	1	Coal Exports	New Orleans, LA	United States	India	231,510	31,440,691	55,468	11,322,096	286,978	42,762,787	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Ireland	.	.	75,969	5,272,245	75,969	5,272,245	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Jamaica	24,251	1,716,000	.	.	24,251	1,716,000	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Latvia	78,337	13,680,265	.	.	78,337	13,680,265	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	1	Coal Exports	New Orleans, LA	United States	Mexico	.	.	124,899	22,661,200	124,899	22,661,200	15,250	2,213,600
2011	1	Coal Exports	New Orleans, LA	United States	Morocco	556,176	41,530,218	.	.	556,176	41,530,218	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Netherlands	402,708	35,829,480	.	.	402,708	35,829,480	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,534	4,184,435	26,534	4,184,435	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Panama	43,652	3,227,400	.	.	43,652	3,227,400	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Portugal	74,139	6,927,598	.	.	74,139	6,927,598	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Slovenia	.	.	60,053	14,164,447	60,053	14,164,447	.	.
2011	1	Coal Exports	New Orleans, LA	United States	South Africa	.	.	76,815	15,574,597	76,815	15,574,597	6,414	727,375
2011	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	169,115	22,245,873	74,626	11,508,940	243,741	33,754,813	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Spain	75,648	5,112,722	60,626	12,897,203	136,274	18,009,925	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Switzerland	71,114	7,612,630	.	.	71,114	7,612,630	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Taiwan	.	.	.	.	.	.	67	35,700
2011	1	Coal Exports	New Orleans, LA	United States	Turkey	229,662	21,027,324	71,092	12,576,408	300,754	33,603,732	.	.
2011	1	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	71,737	9,761,850	71,737	9,761,850	.	.
2011	1	Coal Exports	New Orleans, LA	United States	United Kingdom	603,366	43,192,969	34,734	5,041,626	638,100	48,234,595	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Belgium	109,129	5,939,989	.	.	109,129	5,939,989	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	54,620	10,405,500	54,620	10,405,500	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Chile	43,378	4,070,964	.	.	43,378	4,070,964	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Egypt	.	.	144,018	40,501,658	144,018	40,501,658	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Finland	81,020	5,402,250	.	.	81,020	5,402,250	.	.
2011	2	Coal Exports	New Orleans, LA	United States	France	236,535	19,654,805	.	.	236,535	19,654,805	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	246,207	20,988,876	105,070	14,290,771	351,277	35,279,647	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Honduras	37,269	2,894,244	.	.	37,269	2,894,244	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	5,101	618,364	5,101	618,364	.	.
2011	2	Coal Exports	New Orleans, LA	United States	India	228,820	13,568,203	308,985	74,656,844	537,805	88,225,047	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Iraq	388	56,250	.	.	388	56,250	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Ireland	.	.	73,892	6,468,805	73,892	6,468,805	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Jamaica	24,251	1,870,000	.	.	24,251	1,870,000	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Japan	.	.	64,507	10,533,600	64,507	10,533,600	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Latvia	37,258	2,873,000	76,368	15,615,712	113,626	18,488,712	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Mexico	388,595	34,782,058	140,167	25,431,400	528,762	60,213,458	12,732	1,848,000
2011	2	Coal Exports	New Orleans, LA	United States	Morocco	347,657	27,186,551	.	.	347,657	27,186,551	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Netherlands	338,739	27,265,044	.	.	338,739	27,265,044	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	21,356	3,621,655	21,356	3,621,655	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Panama	156,943	11,241,056	.	.	156,943	11,241,056	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Peru	52,364	4,869,160	.	.	52,364	4,869,160	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Poland	67,356	4,643,904	60,528	15,815,721	127,884	20,459,625	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Portugal	75,179	7,706,713	.	.	75,179	7,706,713	.	.
2011	2	Coal Exports	New Orleans, LA	United States	South Africa	.	.	80,619	24,134,880	80,619	24,134,880	.	.
2011	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	92,382	15,923,516	92,382	15,923,516	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Spain	76,894	5,789,831	20,884	4,442,754	97,778	10,232,585	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Turkey	76,325	6,404,793	.	.	76,325	6,404,793	.	.
2011	2	Coal Exports	New Orleans, LA	United States	Ukraine	70,893	13,698,735	76,621	10,843,473	147,514	24,542,208	.	.
2011	2	Coal Exports	New Orleans, LA	United States	United Kingdom	446,196	36,188,796	392,537	47,807,486	838,733	83,996,282	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Belgium	218,164	13,717,096	.	.	218,164	13,717,096	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Brazil	127,637	24,790,601	41,889	8,740,230	169,526	33,530,831	54,013	11,082,000
2011	3	Coal Exports	New Orleans, LA	United States	Chile	158,240	12,688,927	218,899	17,432,803	377,139	30,121,730	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Croatia	74,737	6,305,400	82,489	18,408,848	157,226	24,714,248	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Dominican Republic	31,967	1,740,020	.	.	31,967	1,740,020	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Finland	79,140	7,664,116	.	.	79,140	7,664,116	.	.
2011	3	Coal Exports	New Orleans, LA	United States	France	226,558	18,626,962	.	.	226,558	18,626,962	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,838	2,344,000
2011	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	260,859	18,927,196	.	.	260,859	18,927,196	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Honduras	24,802	1,890,000	.	.	24,802	1,890,000	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	18,806	2,538,589	18,806	2,538,589	.	.
2011	3	Coal Exports	New Orleans, LA	United States	India	237,372	12,920,451	.	.	237,372	12,920,451	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Jamaica	24,802	1,912,500	.	.	24,802	1,912,500	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Japan	.	.	152,619	24,229,256	152,619	24,229,256	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Mexico	585,837	52,356,005	46,448	8,427,400	632,285	60,783,405	12,963	1,881,600
2011	3	Coal Exports	New Orleans, LA	United States	Morocco	357,598	26,243,560	139,662	12,875,998	497,260	39,119,558	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Netherlands	637,037	55,913,067	150,664	38,589,062	787,701	94,502,129	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	19,519	3,227,697	19,519	3,227,697	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Portugal	162,333	14,608,489	.	.	162,333	14,608,489	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	3	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	29,242	5,040,405	29,242	5,040,405	.	.
2011	3	Coal Exports	New Orleans, LA	United States	South Africa	.	.	146,316	41,907,426	146,316	41,907,426	.	.
2011	3	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	67,487	11,632,366	144,861	27,530,966	212,348	39,163,332	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Spain	.	.	78,382	7,003,992	78,382	7,003,992	.	.
2011	3	Coal Exports	New Orleans, LA	United States	Turkey	.	.	163,853	35,511,211	163,853	35,511,211	.	.
2011	3	Coal Exports	New Orleans, LA	United States	United Kingdom	980,364	71,805,099	153,072	14,667,885	1,133,436	86,472,984	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Belgium	354,868	27,677,780	.	.	354,868	27,677,780	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Brazil	.	.	55,796	11,021,100	55,796	11,021,100	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Chile	167,429	14,878,716	162,885	13,993,485	330,314	28,872,201	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Croatia	225,466	19,022,220	.	.	225,466	19,022,220	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Dominican Republic	80	10,356	57,135	5,131,414	57,215	5,141,770	.	.
2011	4	Coal Exports	New Orleans, LA	United States	France	311,784	24,395,467	.	.	311,784	24,395,467	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	25,904	2,350,000
2011	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	221,637	17,688,057	163,730	14,638,762	385,367	32,326,819	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Honduras	30,347	1,651,819	.	.	30,347	1,651,819	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	22,524	3,222,737	22,524	3,222,737	.	.
2011	4	Coal Exports	New Orleans, LA	United States	India	.	.	88,804	20,100,219	88,804	20,100,219	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Jamaica	5,512	420,000	.	.	5,512	420,000	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Japan	.	.	67,682	14,600,000	67,682	14,600,000	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Latvia	.	.	78,888	15,639,390	78,888	15,639,390	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Mexico	388,586	32,520,752	137,419	24,933,000	526,005	57,453,752	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Morocco	348,801	29,012,843	72,753	6,781,500	421,554	35,794,343	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Netherlands	336,211	29,496,684	291,238	42,481,355	627,449	71,978,039	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	21,408	3,542,091	21,408	3,542,091	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Panama	40,234	2,974,750	.	.	40,234	2,974,750	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Poland	74,719	4,067,060	60,558	15,738,275	135,277	19,805,335	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Portugal	162,919	13,893,036	.	.	162,919	13,893,036	.	.
2011	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	64,664	11,145,762	373,737	70,350,573	438,401	81,496,335	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Spain	78,942	4,991,565	.	.	78,942	4,991,565	.	.
2011	4	Coal Exports	New Orleans, LA	United States	Turkey	78,815	4,290,000	152,756	30,529,816	231,571	34,819,816	.	.
2011	4	Coal Exports	New Orleans, LA	United States	United Kingdom	897,925	63,872,923	254,712	25,393,226	1,152,637	89,266,149	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Belgium	.	.	74,252	6,634,952	74,252	6,634,952	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Brazil	.	.	152,115	23,764,502	152,115	23,764,502	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Chile	56,782	4,442,910	163,787	13,571,747	220,569	18,014,657	.	.
2012	1	Coal Exports	New Orleans, LA	United States	China	183,326	10,524,647	.	.	183,326	10,524,647	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Croatia	78,374	5,972,400	.	.	78,374	5,972,400	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Dominican Republic	155,631	11,729,093	.	.	155,631	11,729,093	.	.
2012	1	Coal Exports	New Orleans, LA	United States	France	72,753	5,692,500	.	.	72,753	5,692,500	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,888	2,530,000
2012	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	510,092	38,995,066	78,568	7,448,302	588,660	46,443,368	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Honduras	33,963	1,848,677	.	.	33,963	1,848,677	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,547	2,252,920	15,547	2,252,920	.	.
2012	1	Coal Exports	New Orleans, LA	United States	India	82,903	4,512,474	153,271	22,786,918	236,174	27,299,392	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Israel	18,188	1,500,000	.	.	18,188	1,500,000	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Italy	71,736	6,816,920	.	.	71,736	6,816,920	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Jamaica	33,565	1,857,450	.	.	33,565	1,857,450	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Japan	.	.	194,855	31,024,267	194,855	31,024,267	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Mexico	9	2,775	163,444	23,633,897	163,453	23,636,672	13,339	1,936,160
2012	1	Coal Exports	New Orleans, LA	United States	Morocco	494,442	38,512,237	68,211	5,955,950	562,653	44,468,187	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Netherlands	816,216	61,605,175	298,064	33,394,818	1,114,280	94,999,993	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	11,185	2,138,150	11,185	2,138,150	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Poland	122,296	7,053,612	52,329	10,800,084	174,625	17,853,696	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	17,625	3,037,994	17,625	3,037,994	3,556	300,000
2012	1	Coal Exports	New Orleans, LA	United States	Slovenia	87,841	6,520,072	.	.	87,841	6,520,072	.	.
2012	1	Coal Exports	New Orleans, LA	United States	South Africa	.	.	149,434	37,918,867	149,434	37,918,867	.	.
2012	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	59,398	12,393,550	59,398	12,393,550	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Spain	72,598	4,300,000	76,389	7,103,097	148,987	11,403,097	.	.
2012	1	Coal Exports	New Orleans, LA	United States	Turkey	.	.	73,983	17,282,467	73,983	17,282,467	.	.
2012	1	Coal Exports	New Orleans, LA	United States	United Kingdom	1,032,678	69,334,543	224,652	26,792,812	1,257,330	96,127,355	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Argentina	.	.	51,541	8,930,587	51,541	8,930,587	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Belgium	84,878	6,500,000	.	.	84,878	6,500,000	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	197,675	29,361,508	197,675	29,361,508	255	119,235
2012	2	Coal Exports	New Orleans, LA	United States	Chile	165,752	12,314,507	.	.	165,752	12,314,507	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	2	Coal Exports	New Orleans, LA	United States	China	1,055,583	71,766,797	255,797	19,690,293	1,311,380	91,457,090	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Croatia	71,650	4,900,000	40,896	6,084,400	112,546	10,984,400	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Dominican Republic	124,713	9,210,356	.	.	124,713	9,210,356	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	227,293	15,690,031	.	.	227,293	15,690,031	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Guatemala	36,361	2,437,701	.	.	36,361	2,437,701	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Honduras	34,161	1,859,416	.	.	34,161	1,859,416	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	16,294	2,522,201	16,294	2,522,201	.	.
2012	2	Coal Exports	New Orleans, LA	United States	India	345,597	19,447,320	130,772	20,690,255	476,369	40,137,575	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Ireland	78,411	6,010,739	.	.	78,411	6,010,739	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Italy	298,706	21,839,296	.	.	298,706	21,839,296	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Japan	.	.	215,600	27,504,816	215,600	27,504,816	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Latvia	.	.	77,474	8,954,025	77,474	8,954,025	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Mexico	847,723	67,059,522	96,871	18,454,800	944,594	85,514,322	12,677	1,840,000
2012	2	Coal Exports	New Orleans, LA	United States	Morocco	280,924	21,980,812	.	.	280,924	21,980,812	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Netherlands	368,717	26,934,528	.	.	368,717	26,934,528	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,867	4,186,982	26,867	4,186,982	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Pakistan	52,505	2,857,949	.	.	52,505	2,857,949	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Poland	48,832	3,056,700	36,819	5,556,583	85,651	8,613,283	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Portugal	221,090	16,573,324	.	.	221,090	16,573,324	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Russia	75,288	8,196,000	.	.	75,288	8,196,000	.	.
2012	2	Coal Exports	New Orleans, LA	United States	South Africa	.	.	67,901	16,200,537	67,901	16,200,537	.	.
2012	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	167,326	25,937,969	167,326	25,937,969	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Spain	313,662	24,112,752	46,823	9,960,951	360,485	34,073,703	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Trinidad and Tobago	132	14,880	.	.	132	14,880	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Turkey	210,462	19,116,745	163,898	27,424,493	374,360	46,541,238	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	60,627	6,545,000	60,627	6,545,000	.	.
2012	2	Coal Exports	New Orleans, LA	United States	United Kingdom	1,804,295	121,013,163	37,151	3,319,730	1,841,446	124,332,893	.	.
2012	2	Coal Exports	New Orleans, LA	United States	Venezuela	.	.	.	.	.	.	43	10,265
2012	3	Coal Exports	New Orleans, LA	United States	Argentina	.	.	55,116	9,837,500	55,116	9,837,500	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Belgium	84,274	4,969,406	.	.	84,274	4,969,406	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	79,604	11,240,360	79,604	11,240,360	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Chile	212,293	16,442,664	.	.	212,293	16,442,664	.	.
2012	3	Coal Exports	New Orleans, LA	United States	China	.	.	74,570	15,559,270	74,570	15,559,270	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Croatia	214,797	15,498,107	.	.	214,797	15,498,107	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Dominican Republic	57,361	4,725,178	.	.	57,361	4,725,178	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Egypt	.	.	79,036	10,181,400	79,036	10,181,400	.	.
2012	3	Coal Exports	New Orleans, LA	United States	France	165,457	12,946,125	.	.	165,457	12,946,125	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,007	2,450,000
2012	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	159,965	14,481,947	.	.	159,965	14,481,947	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Honduras	34,746	1,891,265	.	.	34,746	1,891,265	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,266	2,294,500	15,266	2,294,500	.	.
2012	3	Coal Exports	New Orleans, LA	United States	India	343,733	19,204,758	213,724	22,929,593	557,457	42,134,351	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Ireland	83,886	6,582,650	.	.	83,886	6,582,650	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Italy	80,267	5,242,839	.	.	80,267	5,242,839	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Jamaica	33,290	1,812,000	.	.	33,290	1,812,000	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Japan	.	.	130,835	18,280,105	130,835	18,280,105	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Mexico	395,996	66,939,258	96,928	18,365,510	492,924	85,304,768	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Morocco	281,601	22,424,231	.	.	281,601	22,424,231	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Netherlands	925,445	72,003,841	155,414	31,018,181	1,080,859	103,022,022	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,952	4,985,838	26,952	4,985,838	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Pakistan	59,531	3,240,380	.	.	59,531	3,240,380	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Poland	59,261	3,709,509	.	.	59,261	3,709,509	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Portugal	160,536	12,459,203	.	.	160,536	12,459,203	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Saudi Arabia	.	.	29,988	5,549,808	29,988	5,549,808	.	.
2012	3	Coal Exports	New Orleans, LA	United States	South Africa	.	.	74,602	12,825,001	74,602	12,825,001	.	.
2012	3	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	215,999	34,190,479	215,999	34,190,479	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Spain	169,324	13,414,543	.	.	169,324	13,414,543	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Togo	54,241	3,198,437	.	.	54,241	3,198,437	.	.
2012	3	Coal Exports	New Orleans, LA	United States	Turkey	85,209	10,358,204	.	.	85,209	10,358,204	.	.
2012	3	Coal Exports	New Orleans, LA	United States	United Kingdom	2,279,033	154,531,201	.	.	2,279,033	154,531,201	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Argentina	.	.	52,053	6,138,860	52,053	6,138,860	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Belgium	125,008	11,163,245	.	.	125,008	11,163,245	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Brazil	.	.	195,912	22,854,980	195,912	22,854,980	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	4	Coal Exports	New Orleans, LA	United States	Chile	114,172	6,658,261	157,879	13,165,125	272,051	19,823,386	.	.
2012	4	Coal Exports	New Orleans, LA	United States	China	226,428	12,324,690	.	.	226,428	12,324,690	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Croatia	75,784	4,950,000	93,763	9,623,440	169,547	14,573,440	.	.
2012	4	Coal Exports	New Orleans, LA	United States	France	79,848	6,247,691	.	.	79,848	6,247,691	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,888	2,530,000
2012	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	551,363	44,601,742	.	.	551,363	44,601,742	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Honduras	64,613	3,516,963	.	.	64,613	3,516,963	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	20,933	2,906,865	20,933	2,906,865	.	.
2012	4	Coal Exports	New Orleans, LA	United States	India	686,837	41,339,305	74,551	11,125,464	761,388	52,464,769	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Jamaica	36,370	1,979,640	.	.	36,370	1,979,640	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Japan	63,672	4,563,198	.	.	63,672	4,563,198	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Mexico	.	.	144,938	24,107,541	144,938	24,107,541	12,684	1,841,120
2012	4	Coal Exports	New Orleans, LA	United States	Morocco	350,281	26,615,162	.	.	350,281	26,615,162	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Netherlands	725,625	50,984,082	157,133	22,117,536	882,758	73,101,618	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	22,592	3,598,979	22,592	3,598,979	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Poland	39,603	2,534,582	.	.	39,603	2,534,582	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Portugal	123,641	10,086,240	.	.	123,641	10,086,240	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Romania	.	.	36,216	4,542,203	36,216	4,542,203	.	.
2012	4	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	91,160	12,487,549	91,160	12,487,549	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Spain	81,392	5,304,538	.	.	81,392	5,304,538	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Togo	52,600	3,101,691	.	.	52,600	3,101,691	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Turkey	79,172	7,182,400	.	.	79,172	7,182,400	.	.
2012	4	Coal Exports	New Orleans, LA	United States	Ukraine	.	.	127,585	13,263,000	127,585	13,263,000	.	.
2012	4	Coal Exports	New Orleans, LA	United States	United Kingdom	1,755,767	125,084,500	81,514	5,915,840	1,837,281	131,000,340	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Argentina	.	.	54,564	5,841,000	54,564	5,841,000	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Belgium	33,838	3,689,826	.	.	33,838	3,689,826	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Brazil	53,981	7,100,832	54,618	5,846,881	108,599	12,947,713	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Chile	210,760	14,606,629	53,868	4,544,741	264,628	19,151,370	.	.
2013	1	Coal Exports	New Orleans, LA	United States	China	385,181	24,256,653	114,622	10,398,300	499,803	34,654,953	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Croatia	76,866	6,014,385	43,372	5,818,366	120,238	11,832,751	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Dominican Republic	32,825	1,786,670	.	.	32,825	1,786,670	.	.
2013	1	Coal Exports	New Orleans, LA	United States	France	161,946	11,950,662	.	.	161,946	11,950,662	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,937	2,534,400
2013	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	425,084	33,511,702	.	.	425,084	33,511,702	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Honduras	41,642	2,266,642	.	.	41,642	2,266,642	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	23,631	3,415,841	23,631	3,415,841	.	.
2013	1	Coal Exports	New Orleans, LA	United States	India	110,076	6,490,851	.	.	110,076	6,490,851	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Jamaica	36,311	1,976,471	.	.	36,311	1,976,471	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Japan	.	.	72,905	6,780,000	72,905	6,780,000	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Mexico	236,797	16,289,309	316,445	22,965,927	553,242	39,255,236	13,999	2,032,000
2013	1	Coal Exports	New Orleans, LA	United States	Morocco	211,670	16,562,069	.	.	211,670	16,562,069	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Mozambique	22	56,953	.	.	22	56,953	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Netherlands	760,950	54,112,648	.	.	760,950	54,112,648	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	30,755	4,649,657	30,755	4,649,657	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Peru	56,323	3,576,677	.	.	56,323	3,576,677	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Poland	52,360	6,056,250	.	.	52,360	6,056,250	.	.
2013	1	Coal Exports	New Orleans, LA	United States	South Africa	.	.	75,742	9,894,528	75,742	9,894,528	.	.
2013	1	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	97,000	13,287,675	97,000	13,287,675	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Spain	.	.	34,779	5,063,944	34,779	5,063,944	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Togo	54,637	3,717,415	.	.	54,637	3,717,415	.	.
2013	1	Coal Exports	New Orleans, LA	United States	Turkey	.	.	49,264	5,061,439	49,264	5,061,439	.	.
2013	1	Coal Exports	New Orleans, LA	United States	United Kingdom	1,532,800	96,896,188	.	.	1,532,800	96,896,188	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	158,495	16,966,725	158,495	16,966,725	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Chile	161,318	12,561,131	.	.	161,318	12,561,131	.	.
2013	2	Coal Exports	New Orleans, LA	United States	China	227,254	12,369,673	216,468	18,125,023	443,722	30,494,696	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	81,543	5,285,242	.	.	81,543	5,285,242	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	22,644	3,320,449	22,644	3,320,449	.	.
2013	2	Coal Exports	New Orleans, LA	United States	India	199,263	11,749,930	150,463	22,482,576	349,726	34,232,506	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Jamaica	25	12,000	.	.	25	12,000	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Mexico	321,512	21,181,776	324,957	23,583,680	646,469	44,765,456	52,636	15,518,936
2013	2	Coal Exports	New Orleans, LA	United States	Morocco	70,548	5,520,000	.	.	70,548	5,520,000	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Netherlands	629,953	36,145,908	.	.	629,953	36,145,908	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	28,537	4,427,889	28,537	4,427,889	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	2	Coal Exports	New Orleans, LA	United States	Panama	483	38,520	.	.	483	38,520	.	.
2013	2	Coal Exports	New Orleans, LA	United States	South Korea (Republic of Korea)	.	.	145,653	20,348,785	145,653	20,348,785	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Spain	.	.	78,241	11,676,208	78,241	11,676,208	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Togo	52,636	3,103,831	.	.	52,636	3,103,831	.	.
2013	2	Coal Exports	New Orleans, LA	United States	Turkey	164,247	14,900,200	.	.	164,247	14,900,200	.	.
2013	2	Coal Exports	New Orleans, LA	United States	United Kingdom	1,500,489	98,679,810	114,712	15,817,115	1,615,201	114,496,925	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Belgium	209,465	12,469,974	.	.	209,465	12,469,974	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	149,513	15,530,321	149,513	15,530,321	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Chile	105,071	5,719,165	.	.	105,071	5,719,165	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	23,755	2,155,000
2013	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	82,952	4,515,237	.	.	82,952	4,515,237	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Honduras	32,557	1,772,113	.	.	32,557	1,772,113	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,924	2,169,853	15,924	2,169,853	.	.
2013	3	Coal Exports	New Orleans, LA	United States	India	190,377	10,881,574	.	.	190,377	10,881,574	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Jamaica	33,841	1,842,000	.	.	33,841	1,842,000	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Japan	.	.	162,897	18,940,326	162,897	18,940,326	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Mexico	85,043	8,872,250	867,473	63,473,422	952,516	72,345,672	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Netherlands	684,766	37,812,858	.	.	684,766	37,812,858	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	13,621	2,010,260	13,621	2,010,260	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Panama	655	55,500	.	.	655	55,500	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Slovenia	79,997	7,155,624	.	.	79,997	7,155,624	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Spain	.	.	48,503	6,072,197	48,503	6,072,197	.	.
2013	3	Coal Exports	New Orleans, LA	United States	Turkey	161,890	14,686,400	.	.	161,890	14,686,400	.	.
2013	3	Coal Exports	New Orleans, LA	United States	United Kingdom	1,552,086	97,345,983	.	.	1,552,086	97,345,983	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Argentina	.	.	52,824	5,894,283	52,824	5,894,283	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Belgium	80,653	4,390,042	.	.	80,653	4,390,042	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Brazil	.	.	25,312	2,629,335	25,312	2,629,335	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Chile	99,760	5,974,388	66,768	4,636,710	166,528	10,611,098	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Dominican Republic	3	7,767	.	.	3	7,767	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Egypt	.	.	.	.	.	.	5,331	2,948,152
2013	4	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,778	2,520,000
2013	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	157,438	9,283,745	.	.	157,438	9,283,745	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Honduras	34,729	1,890,347	.	.	34,729	1,890,347	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	15,601	2,216,810	15,601	2,216,810	.	.
2013	4	Coal Exports	New Orleans, LA	United States	India	113,768	6,708,593	74,404	9,551,011	188,172	16,259,604	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Jamaica	34,467	1,816,129	.	.	34,467	1,816,129	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Japan	63,438	6,445,600	.	.	63,438	6,445,600	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Mexico	121,019	10,826,287	587,133	42,611,066	708,152	53,437,353	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Netherlands	1,177,748	66,484,024	.	.	1,177,748	66,484,024	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	26,574	4,167,236	26,574	4,167,236	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Panama	61	4,500	.	.	61	4,500	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Peru	50,596	3,212,985	.	.	50,596	3,212,985	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Poland	52,725	5,354,100	.	.	52,725	5,354,100	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Slovenia	81,046	5,841,504	.	.	81,046	5,841,504	.	.
2013	4	Coal Exports	New Orleans, LA	United States	Togo	47,971	2,828,720	.	.	47,971	2,828,720	.	.
2013	4	Coal Exports	New Orleans, LA	United States	United Kingdom	2,056,457	133,199,566	145,520	8,672,549	2,201,977	141,872,115	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Argentina	.	.	50,537	5,650,519	50,537	5,650,519	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Brazil	58,442	2,650,901	58,429	6,042,704	116,871	8,693,605	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Chile	53,894	2,933,499	.	.	53,894	2,933,499	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Dominican Republic	.	.	64,810	3,454,206	64,810	3,454,206	.	.
2014	1	Coal Exports	New Orleans, LA	United States	France	24,627	2,491,021	.	.	24,627	2,491,021	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	90,941	6,600,000	.	.	90,941	6,600,000	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Ghana	1,764	768,000	.	.	1,764	768,000	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Guatemala	35,845	2,373,862	.	.	35,845	2,373,862	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Honduras	34,726	1,890,155	.	.	34,726	1,890,155	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	13,843	2,117,467	13,843	2,117,467	.	.
2014	1	Coal Exports	New Orleans, LA	United States	India	114,384	6,744,841	44,055	5,415,293	158,439	12,160,134	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Italy	168,873	10,339,479	.	.	168,873	10,339,479	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Jamaica	34,847	1,896,780	.	.	34,847	1,896,780	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Mexico	.	.	32,374	3,723,507	32,374	3,723,507	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Morocco	142,850	11,177,224	.	.	142,850	11,177,224	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Netherlands	1,165,597	67,243,649	102,541	6,139,642	1,268,138	73,383,291	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	19,477	2,996,031	19,477	2,996,031	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	1	Coal Exports	New Orleans, LA	United States	Panama	574	112,180	.	.	574	112,180	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Spain	110,102	5,009,150	.	.	110,102	5,009,150	.	.
2014	1	Coal Exports	New Orleans, LA	United States	Turkey	131,091	8,324,680	.	.	131,091	8,324,680	.	.
2014	1	Coal Exports	New Orleans, LA	United States	United Kingdom	1,252,553	76,166,001	78,339	4,974,806	1,330,892	81,140,807	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Chile	54,346	2,958,118	.	.	54,346	2,958,118	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Dominican Republic	.	.	113,186	5,598,806	113,186	5,598,806	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,580	2,502,000
2014	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	91,933	7,193,250	.	.	91,933	7,193,250	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Honduras	71,639	3,899,404	.	.	71,639	3,899,404	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	16,529	2,468,655	16,529	2,468,655	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Mexico	17	3,795	.	.	17	3,795	18,188	1,650,000
2014	2	Coal Exports	New Orleans, LA	United States	Netherlands	796,766	51,036,090	115,264	7,539,238	912,030	58,575,328	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	17,777	2,693,158	17,777	2,693,158	.	.
2014	2	Coal Exports	New Orleans, LA	United States	Togo	51,867	2,823,174	.	.	51,867	2,823,174	.	.
2014	2	Coal Exports	New Orleans, LA	United States	United Kingdom	530,629	28,286,429	108,011	4,899,300	638,640	33,185,729	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	134,002	13,423,314	134,002	13,423,314	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Chile	105,381	5,735,998	.	.	105,381	5,735,998	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Costa Rica	8,488	446,600	.	.	8,488	446,600	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	84,606	4,873,862	.	.	84,606	4,873,862	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Honduras	35,825	1,950,000	.	.	35,825	1,950,000	23	13,190
2014	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,641	1,109,719	7,641	1,109,719	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Jamaica	34,272	1,896,551	.	.	34,272	1,896,551	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Liberia	260	9,750	.	.	260	9,750	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Mexico	1	4,420	.	.	1	4,420	23,211	2,105,700
2014	3	Coal Exports	New Orleans, LA	United States	Netherlands	1,057,793	65,378,191	185,950	10,419,686	1,243,743	75,797,877	.	.
2014	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	30,411	5,281,539	30,411	5,281,539	.	.
2014	3	Coal Exports	New Orleans, LA	United States	United Kingdom	557,171	28,607,104	.	.	557,171	28,607,104	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Dominican Republic	109,128	8,538,750	.	.	109,128	8,538,750	.	.
2014	4	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	188	98,329
2014	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	229,364	11,667,549	.	.	229,364	11,667,549	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Honduras	34,739	1,890,878	.	.	34,739	1,890,878	25	13,385
2014	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	24,054	3,681,935	24,054	3,681,935	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Jamaica	34,865	1,897,742	.	.	34,865	1,897,742	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Morocco	.	.	33,070	1,738,557	33,070	1,738,557	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Netherlands	902,875	52,611,895	177,355	8,917,819	1,080,230	61,529,714	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	15,348	2,173,586	15,348	2,173,586	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Panama	105	9,000	.	.	105	9,000	.	.
2014	4	Coal Exports	New Orleans, LA	United States	Spain	167,812	9,134,192	.	.	167,812	9,134,192	.	.
2014	4	Coal Exports	New Orleans, LA	United States	United Kingdom	581,219	31,028,906	.	.	581,219	31,028,906	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Belgium	.	.	.	.	.	.	35,250	4,838,322
2015	1	Coal Exports	New Orleans, LA	United States	Brazil	.	.	103,240	9,787,421	103,240	9,787,421	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Chile	55,085	2,998,332	.	.	55,085	2,998,332	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Denmark (Except Greenland)	44,644	2,001,915	.	.	44,644	2,001,915	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Dominican Republic	1,739	802,419	.	.	1,739	802,419	.	.
2015	1	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	117	65,970
2015	1	Coal Exports	New Orleans, LA	United States	Gabon	.	.	.	.	.	.	27,293	2,476,000
2015	1	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	332,278	16,364,591	.	.	332,278	16,364,591	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Honduras	34,651	1,886,120	.	.	34,651	1,886,120	24	12,992
2015	1	Coal Exports	New Orleans, LA	United States	Iceland	.	.	7,960	1,271,790	7,960	1,271,790	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Jamaica	20	6,404	.	.	20	6,404	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Netherlands	1,164,063	72,235,182	.	.	1,164,063	72,235,182	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Norway	.	.	15,844	2,450,479	15,844	2,450,479	.	.
2015	1	Coal Exports	New Orleans, LA	United States	Panama	99	9,000	.	.	99	9,000	.	.
2015	1	Coal Exports	New Orleans, LA	United States	United Kingdom	260,810	14,196,174	72,753	6,600,000	333,563	20,796,174	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Brazil	.	.	81,844	7,758,916	81,844	7,758,916	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Chile	53,988	2,938,606	.	.	53,988	2,938,606	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Costa Rica	.	.	.	.	.	.	24	13,008
2015	2	Coal Exports	New Orleans, LA	United States	Dominican Republic	54,902	4,310,556	.	.	54,902	4,310,556	.	.
2015	2	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	208	116,785
2015	2	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	242,847	13,218,377	.	.	242,847	13,218,377	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Guatemala	6,068	553,535	.	.	6,068	553,535	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Honduras	.	.	35,837	1,625,558	35,837	1,625,558	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Iceland	.	.	17,796	2,911,563	17,796	2,911,563	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	2	Coal Exports	New Orleans, LA	United States	India	.	.	73,461	3,059,597	73,461	3,059,597	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Jamaica	37,479	3,400,000	.	.	37,479	3,400,000	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Mexico	13,007	1,250,800	.	.	13,007	1,250,800	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Netherlands	1,365,621	73,525,435	78,561	4,988,830	1,444,182	78,514,265	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Norway	.	.	16,247	2,428,512	16,247	2,428,512	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Romania	18,941	788,705	.	.	18,941	788,705	.	.
2015	2	Coal Exports	New Orleans, LA	United States	Spain	17,308	1,287,549	.	.	17,308	1,287,549	.	.
2015	2	Coal Exports	New Orleans, LA	United States	United Kingdom	77,071	4,195,067	.	.	77,071	4,195,067	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Brazil	.	.	13,253	1,038,242	13,253	1,038,242	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Canada	34,215	1,408,823	.	.	34,215	1,408,823	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Chile	55,146	3,001,652	.	.	55,146	3,001,652	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Dominican Republic	50,863	3,922,070	.	.	50,863	3,922,070	.	.
2015	3	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	145	79,202
2015	3	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	238,965	11,799,677	.	.	238,965	11,799,677	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Guatemala	36,375	1,258,251	.	.	36,375	1,258,251	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Honduras	.	.	73,357	3,327,423	73,357	3,327,423	24	13,616
2015	3	Coal Exports	New Orleans, LA	United States	Iceland	.	.	8,504	1,227,988	8,504	1,227,988	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Jamaica	45,406	3,666,069	.	.	45,406	3,666,069	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Netherlands	1,183,908	56,990,470	90,954	4,125,600	1,274,862	61,116,070	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Norway	.	.	11,628	1,599,381	11,628	1,599,381	.	.
2015	3	Coal Exports	New Orleans, LA	United States	Panama	156	12,780	.	.	156	12,780	.	.
2015	3	Coal Exports	New Orleans, LA	United States	United Kingdom	395,543	17,233,847	.	.	395,543	17,233,847	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Chile	119,330	9,523,467	.	.	119,330	9,523,467	.	.
2015	4	Coal Exports	New Orleans, LA	United States	El Salvador	.	.	.	.	.	.	47	26,653
2015	4	Coal Exports	New Orleans, LA	United States	Germany, Federal Republic of	334,361	22,320,485	.	.	334,361	22,320,485	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Honduras	.	.	34,337	2,678,887	34,337	2,678,887	24	13,008
2015	4	Coal Exports	New Orleans, LA	United States	Iceland	.	.	10,565	1,380,245	10,565	1,380,245	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Jamaica	36,410	1,437,486	.	.	36,410	1,437,486	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Kuwait	6	12,641	.	.	6	12,641	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Netherlands	1,499,232	64,251,009	169,594	5,692,584	1,668,826	69,943,593	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Norway	.	.	10,108	936,294	10,108	936,294	.	.
2015	4	Coal Exports	New Orleans, LA	United States	Panama	535	43,920	.	.	535	43,920	.	.
2015	4	Coal Exports	New Orleans, LA	United States	United Kingdom	74,566	5,817,470	74,721	2,508,091	149,287	8,325,561	.	.
2002	1	Coal Exports	New York City, NY	United States	Chile	134	22,377	.	.	134	22,377	.	.
2002	1	Coal Exports	New York City, NY	United States	Italy	21	3,906	.	.	21	3,906	.	.
2002	1	Coal Exports	New York City, NY	United States	Japan	.	.	.	.	.	.	104	29,167
2002	1	Coal Exports	New York City, NY	United States	Netherlands	271	11,040	.	.	271	11,040	.	.
2002	1	Coal Exports	New York City, NY	United States	Pakistan	22	6,653	.	.	22	6,653	.	.
2002	1	Coal Exports	New York City, NY	United States	Singapore	21	3,378	.	.	21	3,378	.	.
2002	1	Coal Exports	New York City, NY	United States	Thailand	.	.	43	7,152	43	7,152	.	.
2002	2	Coal Exports	New York City, NY	United States	Canada	.	.	.	.	.	.	6,582	479,213
2002	2	Coal Exports	New York City, NY	United States	Chile	21	4,267	.	.	21	4,267	.	.
2002	2	Coal Exports	New York City, NY	United States	France	9	5,640	.	.	9	5,640	.	.
2002	2	Coal Exports	New York City, NY	United States	Greece	95	3,850	.	.	95	3,850	.	.
2002	2	Coal Exports	New York City, NY	United States	Japan	.	.	.	.	.	.	21	5,848
2002	2	Coal Exports	New York City, NY	United States	Netherlands	.	.	.	.	.	.	1	4,097
2002	2	Coal Exports	New York City, NY	United States	Singapore	63	10,134	.	.	63	10,134	.	.
2002	2	Coal Exports	New York City, NY	United States	South Africa	44	7,508	.	.	44	7,508	29	3,888
2002	2	Coal Exports	New York City, NY	United States	Thailand	.	.	44	7,028	44	7,028	.	.
2002	2	Coal Exports	New York City, NY	United States	Turkey	22	3,846	.	.	22	3,846	.	.
2002	3	Coal Exports	New York City, NY	United States	Belgium	.	.	.	.	.	.	49	21,875
2002	3	Coal Exports	New York City, NY	United States	Colombia	796	32,500	.	.	796	32,500	.	.
2002	3	Coal Exports	New York City, NY	United States	Japan	21	5,895	.	.	21	5,895	22	5,848
2002	3	Coal Exports	New York City, NY	United States	Saudi Arabia	26	5,132	.	.	26	5,132	.	.
2002	3	Coal Exports	New York City, NY	United States	Singapore	84	13,514	.	.	84	13,514	.	.
2002	3	Coal Exports	New York City, NY	United States	Thailand	.	.	44	6,835	44	6,835	.	.
2002	3	Coal Exports	New York City, NY	United States	United Kingdom	19	2,536	.	.	19	2,536	.	.
2002	3	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	11	2,833
2002	4	Coal Exports	New York City, NY	United States	Honduras	20	4,200	.	.	20	4,200	.	.
2002	4	Coal Exports	New York City, NY	United States	Japan	137	35,924	.	.	137	35,924	.	.
2002	4	Coal Exports	New York City, NY	United States	Singapore	42	6,758	.	.	42	6,758	.	.
2002	4	Coal Exports	New York City, NY	United States	South Africa	43	7,508	.	.	43	7,508	.	.
2002	4	Coal Exports	New York City, NY	United States	Thailand	.	.	44	6,778	44	6,778	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	4	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	11	2,806
2003	1	Coal Exports	New York City, NY	United States	Japan	266	41,363	.	.	266	41,363	.	.
2003	1	Coal Exports	New York City, NY	United States	Netherlands	.	.	.	.	.	.	1	3,725
2003	1	Coal Exports	New York City, NY	United States	Singapore	193	10,135	.	.	193	10,135	.	.
2003	1	Coal Exports	New York City, NY	United States	South Africa	22	3,754	.	.	22	3,754	.	.
2003	2	Coal Exports	New York City, NY	United States	France	9	5,910	.	.	9	5,910	.	.
2003	2	Coal Exports	New York City, NY	United States	Hong Kong	203	16,183	.	.	203	16,183	.	.
2003	2	Coal Exports	New York City, NY	United States	Japan	203	51,304	.	.	203	51,304	.	.
2003	2	Coal Exports	New York City, NY	United States	Singapore	63	10,136	.	.	63	10,136	.	.
2003	2	Coal Exports	New York City, NY	United States	Taiwan	20	3,595	.	.	20	3,595	.	.
2003	2	Coal Exports	New York City, NY	United States	United Kingdom	61	8,417	.	.	61	8,417	.	.
2003	3	Coal Exports	New York City, NY	United States	Algeria	.	.	.	.	.	.	8	3,000
2003	3	Coal Exports	New York City, NY	United States	Argentina	23	3,024	.	.	23	3,024	.	.
2003	3	Coal Exports	New York City, NY	United States	Chile	71	14,900	.	.	71	14,900	.	.
2003	3	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	19	3,218	.	.	19	3,218	.	.
2003	3	Coal Exports	New York City, NY	United States	Japan	134	34,913	.	.	134	34,913	.	.
2003	3	Coal Exports	New York City, NY	United States	Philippines	14	3,146	.	.	14	3,146	.	.
2003	3	Coal Exports	New York City, NY	United States	Singapore	42	6,758	.	.	42	6,758	.	.
2003	3	Coal Exports	New York City, NY	United States	Venezuela	8,123	280,000	.	.	8,123	280,000	.	.
2003	4	Coal Exports	New York City, NY	United States	Argentina	22	3,550	.	.	22	3,550	.	.
2003	4	Coal Exports	New York City, NY	United States	Chile	21	3,452	.	.	21	3,452	.	.
2003	4	Coal Exports	New York City, NY	United States	Japan	136	35,921	.	.	136	35,921	.	.
2003	4	Coal Exports	New York City, NY	United States	Singapore	42	6,758	.	.	42	6,758	.	.
2003	4	Coal Exports	New York City, NY	United States	South Africa	19	3,754	.	.	19	3,754	.	.
2003	4	Coal Exports	New York City, NY	United States	United Kingdom	98	3,370	.	.	98	3,370	.	.
2004	1	Coal Exports	New York City, NY	United States	China	.	.	.	.	.	.	172	77,700
2004	1	Coal Exports	New York City, NY	United States	France	78	3,150	.	.	78	3,150	.	.
2004	1	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	93	7,379	.	.	93	7,379	.	.
2004	1	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	22	3,615
2004	1	Coal Exports	New York City, NY	United States	Israel	17	3,120	.	.	17	3,120	.	.
2004	1	Coal Exports	New York City, NY	United States	Japan	3,318	632,192	.	.	3,318	632,192	.	.
2004	1	Coal Exports	New York City, NY	United States	Netherlands	261	10,414	.	.	261	10,414	.	.
2004	1	Coal Exports	New York City, NY	United States	Singapore	63	10,137	.	.	63	10,137	.	.
2004	1	Coal Exports	New York City, NY	United States	South Africa	19	3,148	.	.	19	3,148	.	.
2004	2	Coal Exports	New York City, NY	United States	Argentina	22	3,550	.	.	22	3,550	.	.
2004	2	Coal Exports	New York City, NY	United States	Chile	156	24,413	.	.	156	24,413	.	.
2004	2	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	65	11,195
2004	2	Coal Exports	New York City, NY	United States	Japan	165	42,434	.	.	165	42,434	.	.
2004	2	Coal Exports	New York City, NY	United States	Netherlands	261	10,414	.	.	261	10,414	.	.
2004	2	Coal Exports	New York City, NY	United States	Singapore	65	11,284	.	.	65	11,284	.	.
2004	2	Coal Exports	New York City, NY	United States	Taiwan	.	.	.	.	.	.	50	22,123
2004	2	Coal Exports	New York City, NY	United States	United Kingdom	19	3,500	.	.	19	3,500	.	.
2004	2	Coal Exports	New York City, NY	United States	Uruguay	11	4,384	.	.	11	4,384	18	8,032
2004	3	Coal Exports	New York City, NY	United States	Japan	318	38,960	.	.	318	38,960	.	.
2004	3	Coal Exports	New York City, NY	United States	Netherlands	212	8,455	.	.	212	8,455	.	.
2004	3	Coal Exports	New York City, NY	United States	Singapore	119	15,798	.	.	119	15,798	.	.
2004	3	Coal Exports	New York City, NY	United States	South Africa	33	3,112	.	.	33	3,112	.	.
2004	3	Coal Exports	New York City, NY	United States	United Arab Emirates	.	.	21	2,510	21	2,510	.	.
2004	4	Coal Exports	New York City, NY	United States	Argentina	960	41,817	.	.	960	41,817	.	.
2004	4	Coal Exports	New York City, NY	United States	China	71	2,807	.	.	71	2,807	.	.
2004	4	Coal Exports	New York City, NY	United States	India	355	12,210	.	.	355	12,210	44	7,450
2004	4	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	192	24,238
2004	4	Coal Exports	New York City, NY	United States	Japan	452	63,198	.	.	452	63,198	.	.
2004	4	Coal Exports	New York City, NY	United States	Netherlands	282	11,242	.	.	282	11,242	.	.
2004	4	Coal Exports	New York City, NY	United States	Philippines	96	14,688	.	.	96	14,688	.	.
2004	4	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	725	61,200
2004	4	Coal Exports	New York City, NY	United States	Saudi Arabia	364	48,000	.	.	364	48,000	.	.
2004	4	Coal Exports	New York City, NY	United States	Singapore	46	7,906	.	.	46	7,906	.	.
2004	4	Coal Exports	New York City, NY	United States	United Kingdom	19	3,500	.	.	19	3,500	.	.
2005	1	Coal Exports	New York City, NY	United States	Brazil	79	2,724	.	.	79	2,724	.	.
2005	1	Coal Exports	New York City, NY	United States	Dominican Republic	24	3,243	.	.	24	3,243	.	.
2005	1	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	3,961
2005	1	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	11	5,122

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	1	Coal Exports	New York City, NY	United States	Japan	136	39,525	.	.	136	39,525	.	.
2005	1	Coal Exports	New York City, NY	United States	Lebanon	94	3,840	.	.	94	3,840	.	.
2005	1	Coal Exports	New York City, NY	United States	Netherlands	282	11,242	.	.	282	11,242	.	.
2005	1	Coal Exports	New York City, NY	United States	Singapore	46	7,906	.	.	46	7,906	.	.
2005	1	Coal Exports	New York City, NY	United States	South Africa	.	.	.	.	.	.	1	3,662
2005	1	Coal Exports	New York City, NY	United States	Thailand	65	9,266	.	.	65	9,266	.	.
2005	2	Coal Exports	New York City, NY	United States	Argentina	1,182	80,092	.	.	1,182	80,092	.	.
2005	2	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	3,961
2005	2	Coal Exports	New York City, NY	United States	Israel	17	3,120	.	.	17	3,120	.	.
2005	2	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	166	8,559
2005	2	Coal Exports	New York City, NY	United States	Japan	256	85,476	.	.	256	85,476	.	.
2005	2	Coal Exports	New York City, NY	United States	Panama	35	5,436	.	.	35	5,436	.	.
2005	2	Coal Exports	New York City, NY	United States	Qatar	.	.	.	.	.	.	9	15,782
2005	2	Coal Exports	New York City, NY	United States	Singapore	65	12,750	.	.	65	12,750	.	.
2005	2	Coal Exports	New York City, NY	United States	South Africa	.	.	.	.	.	.	33	14,979
2005	2	Coal Exports	New York City, NY	United States	Thailand	22	3,089	.	.	22	3,089	.	.
2005	2	Coal Exports	New York City, NY	United States	United Kingdom	245	9,989	.	.	245	9,989	.	.
2005	3	Coal Exports	New York City, NY	United States	Argentina	2,069	88,192	.	.	2,069	88,192	.	.
2005	3	Coal Exports	New York City, NY	United States	Brazil	21	4,268	.	.	21	4,268	683	185,635
2005	3	Coal Exports	New York City, NY	United States	France	115	3,960	.	.	115	3,960	.	.
2005	3	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	3,961
2005	3	Coal Exports	New York City, NY	United States	Italy	359	14,688	.	.	359	14,688	.	.
2005	3	Coal Exports	New York City, NY	United States	Japan	706	99,739	.	.	706	99,739	.	.
2005	3	Coal Exports	New York City, NY	United States	Netherlands	282	11,243	.	.	282	11,243	.	.
2005	3	Coal Exports	New York City, NY	United States	Singapore	65	12,750	.	.	65	12,750	.	.
2005	3	Coal Exports	New York City, NY	United States	Thailand	58	9,626	.	.	58	9,626	.	.
2005	3	Coal Exports	New York City, NY	United States	United Kingdom	18	3,556	.	.	18	3,556	.	.
2005	4	Coal Exports	New York City, NY	United States	Argentina	20	3,173	.	.	20	3,173	.	.
2005	4	Coal Exports	New York City, NY	United States	Dominican Republic	.	.	.	.	.	.	22	7,860
2005	4	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	40	8,042
2005	4	Coal Exports	New York City, NY	United States	Israel	17	3,510	.	.	17	3,510	.	.
2005	4	Coal Exports	New York City, NY	United States	Japan	147	49,588	.	.	147	49,588	.	.
2005	4	Coal Exports	New York City, NY	United States	Netherlands	220	11,242	.	.	220	11,242	.	.
2005	4	Coal Exports	New York City, NY	United States	Singapore	43	9,475	.	.	43	9,475	.	.
2005	4	Coal Exports	New York City, NY	United States	Thailand	44	6,113	.	.	44	6,113	.	.
2005	4	Coal Exports	New York City, NY	United States	Uruguay	.	.	44	6,950	44	6,950	.	.
2006	1	Coal Exports	New York City, NY	United States	Argentina	22	4,432	.	.	22	4,432	.	.
2006	1	Coal Exports	New York City, NY	United States	China	41	10,460	.	.	41	10,460	.	.
2006	1	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	20	12,255
2006	1	Coal Exports	New York City, NY	United States	Egypt	709	28,283	.	.	709	28,283	.	.
2006	1	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	4,152
2006	1	Coal Exports	New York City, NY	United States	Italy	319	13,000	.	.	319	13,000	.	.
2006	1	Coal Exports	New York City, NY	United States	Japan	188	64,749	.	.	188	64,749	.	.
2006	1	Coal Exports	New York City, NY	United States	Panama	22	3,089	.	.	22	3,089	.	.
2006	1	Coal Exports	New York City, NY	United States	Qatar	.	.	.	.	.	.	21	44,950
2006	1	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	128	10,780
2006	1	Coal Exports	New York City, NY	United States	Saudi Arabia	109	4,465	.	.	109	4,465	.	.
2006	1	Coal Exports	New York City, NY	United States	Singapore	42	10,349	.	.	42	10,349	.	.
2006	1	Coal Exports	New York City, NY	United States	South Africa	18	13,006	.	.	18	13,006	32	4,560
2006	1	Coal Exports	New York City, NY	United States	Thailand	21	3,391	.	.	21	3,391	.	.
2006	2	Coal Exports	New York City, NY	United States	Argentina	1,127	45,979	.	.	1,127	45,979	.	.
2006	2	Coal Exports	New York City, NY	United States	China	75	24,762	.	.	75	24,762	.	.
2006	2	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	22	6,665
2006	2	Coal Exports	New York City, NY	United States	Guatemala	22	4,952	.	.	22	4,952	.	.
2006	2	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	4,102
2006	2	Coal Exports	New York City, NY	United States	Japan	124	43,036	.	.	124	43,036	.	.
2006	2	Coal Exports	New York City, NY	United States	Panama	24	3,265	.	.	24	3,265	.	.
2006	2	Coal Exports	New York City, NY	United States	Singapore	42	10,455	.	.	42	10,455	50	5,628
2006	2	Coal Exports	New York City, NY	United States	Taiwan	399	82,405	.	.	399	82,405	.	.
2006	2	Coal Exports	New York City, NY	United States	Thailand	48	6,782	.	.	48	6,782	.	.
2006	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	115	19,760	.	.	115	19,760	.	.
2006	2	Coal Exports	New York City, NY	United States	United Kingdom	19	4,212	.	.	19	4,212	.	.
2006	2	Coal Exports	New York City, NY	United States	Uruguay	8	2,856	.	.	8	2,856	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	3	Coal Exports	New York City, NY	United States	Argentina	21	4,126	.	.	21	4,126	.	.
2006	3	Coal Exports	New York City, NY	United States	Hong Kong	46	2,645	.	.	46	2,645	.	.
2006	3	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	40	8,204
2006	3	Coal Exports	New York City, NY	United States	Italy	559	22,860	.	.	559	22,860	.	.
2006	3	Coal Exports	New York City, NY	United States	Japan	185	65,832	.	.	185	65,832	.	.
2006	3	Coal Exports	New York City, NY	United States	Netherlands	99	11,243	.	.	99	11,243	.	.
2006	3	Coal Exports	New York City, NY	United States	Panama	12	4,740	.	.	12	4,740	.	.
2006	3	Coal Exports	New York City, NY	United States	Philippines	11	2,731	.	.	11	2,731	.	.
2006	3	Coal Exports	New York City, NY	United States	Singapore	63	15,682	.	.	63	15,682	.	.
2006	3	Coal Exports	New York City, NY	United States	Spain	2,907	118,651	.	.	2,907	118,651	.	.
2006	3	Coal Exports	New York City, NY	United States	Taiwan	549	113,385	.	.	549	113,385	.	.
2006	3	Coal Exports	New York City, NY	United States	Thailand	24	3,391	.	.	24	3,391	.	.
2006	3	Coal Exports	New York City, NY	United States	Turkey	47	7,909	.	.	47	7,909	.	.
2006	3	Coal Exports	New York City, NY	United States	United Kingdom	148	6,038	.	.	148	6,038	.	.
2006	4	Coal Exports	New York City, NY	United States	Argentina	77	14,450	.	.	77	14,450	.	.
2006	4	Coal Exports	New York City, NY	United States	Belgium	.	.	11	6,360	11	6,360	.	.
2006	4	Coal Exports	New York City, NY	United States	Chile	14	7,598	.	.	14	7,598	.	.
2006	4	Coal Exports	New York City, NY	United States	China	21	6,172	.	.	21	6,172	9,864	853,806
2006	4	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	20	4,102
2006	4	Coal Exports	New York City, NY	United States	Italy	851	34,764	.	.	851	34,764	.	.
2006	4	Coal Exports	New York City, NY	United States	Japan	257	68,162	.	.	257	68,162	.	.
2006	4	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	77	10,780
2006	4	Coal Exports	New York City, NY	United States	Singapore	41	10,048	.	.	41	10,048	.	.
2006	4	Coal Exports	New York City, NY	United States	Spain	831	33,910	.	.	831	33,910	.	.
2006	4	Coal Exports	New York City, NY	United States	Thailand	48	6,782	.	.	48	6,782	.	.
2006	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	20	3,601	.	.	20	3,601	.	.
2006	4	Coal Exports	New York City, NY	United States	United Kingdom	185	11,476	.	.	185	11,476	.	.
2006	4	Coal Exports	New York City, NY	United States	Uruguay	11	4,395	11	3,503	22	7,898	.	.
2007	1	Coal Exports	New York City, NY	United States	Argentina	22	4,953	.	.	22	4,953	.	.
2007	1	Coal Exports	New York City, NY	United States	Belgium	.	.	20	6,360	20	6,360	.	.
2007	1	Coal Exports	New York City, NY	United States	China	96	11,949	.	.	96	11,949	.	.
2007	1	Coal Exports	New York City, NY	United States	Costa Rica	156	34,736	.	.	156	34,736	.	.
2007	1	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	40	8,426
2007	1	Coal Exports	New York City, NY	United States	Ireland	23	6,780	.	.	23	6,780	.	.
2007	1	Coal Exports	New York City, NY	United States	Italy	267	10,878	.	.	267	10,878	.	.
2007	1	Coal Exports	New York City, NY	United States	Japan	190	65,155	.	.	190	65,155	.	.
2007	1	Coal Exports	New York City, NY	United States	Netherlands	110	11,243	.	.	110	11,243	.	.
2007	1	Coal Exports	New York City, NY	United States	Qatar	205	4,222	.	.	205	4,222	.	.
2007	1	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	77	10,780
2007	1	Coal Exports	New York City, NY	United States	Saint Lucia	1,910	65,835	.	.	1,910	65,835	.	.
2007	1	Coal Exports	New York City, NY	United States	Saudi Arabia	5,192	178,980	.	.	5,192	178,980	.	.
2007	1	Coal Exports	New York City, NY	United States	Singapore	21	5,228	.	.	21	5,228	.	.
2007	1	Coal Exports	New York City, NY	United States	South Africa	7	4,222	.	.	7	4,222	.	.
2007	1	Coal Exports	New York City, NY	United States	Thailand	24	3,391	.	.	24	3,391	.	.
2007	1	Coal Exports	New York City, NY	United States	Trinidad and Tobago	22	3,480	.	.	22	3,480	.	.
2007	1	Coal Exports	New York City, NY	United States	United Kingdom	17	4,021	.	.	17	4,021	.	.
2007	2	Coal Exports	New York City, NY	United States	Argentina	41	9,892	.	.	41	9,892	.	.
2007	2	Coal Exports	New York City, NY	United States	Chile	14	3,135	.	.	14	3,135	.	.
2007	2	Coal Exports	New York City, NY	United States	India	444	15,319	.	.	444	15,319	22	3,830
2007	2	Coal Exports	New York City, NY	United States	Ireland	45	13,560	.	.	45	13,560	.	.
2007	2	Coal Exports	New York City, NY	United States	Japan	229	79,482	.	.	229	79,482	.	.
2007	2	Coal Exports	New York City, NY	United States	Singapore	42	10,763	.	.	42	10,763	.	.
2007	2	Coal Exports	New York City, NY	United States	Thailand	71	10,173	.	.	71	10,173	.	.
2007	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	543	24,000	.	.	543	24,000	.	.
2007	2	Coal Exports	New York City, NY	United States	United Arab Emirates	.	.	.	.	.	.	53	7,785
2007	2	Coal Exports	New York City, NY	United States	United Kingdom	1,529	56,181	.	.	1,529	56,181	.	.
2007	3	Coal Exports	New York City, NY	United States	Argentina	19	5,031	.	.	19	5,031	.	.
2007	3	Coal Exports	New York City, NY	United States	Austria	17,851	712,530	.	.	17,851	712,530	.	.
2007	3	Coal Exports	New York City, NY	United States	Brazil	131	5,333	.	.	131	5,333	.	.
2007	3	Coal Exports	New York City, NY	United States	Chile	355	18,314	.	.	355	18,314	.	.
2007	3	Coal Exports	New York City, NY	United States	China	.	.	.	.	.	.	44	21,250
2007	3	Coal Exports	New York City, NY	United States	France	24	5,071	.	.	24	5,071	.	.
2007	3	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	29,752	1,187,550	.	.	29,752	1,187,550	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	3	Coal Exports	New York City, NY	United States	Guatemala	.	.	.	.	.	.	20	17,405
2007	3	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	21	3,830
2007	3	Coal Exports	New York City, NY	United States	Israel	39	6,595	.	.	39	6,595	.	.
2007	3	Coal Exports	New York City, NY	United States	Japan	376	73,800	.	.	376	73,800	.	.
2007	3	Coal Exports	New York City, NY	United States	Malaysia	79	6,357	.	.	79	6,357	.	.
2007	3	Coal Exports	New York City, NY	United States	Pakistan	4	3,006	.	.	4	3,006	.	.
2007	3	Coal Exports	New York City, NY	United States	Qatar	107	3,688	.	.	107	3,688	.	.
2007	3	Coal Exports	New York City, NY	United States	Singapore	42	10,454	.	.	42	10,454	.	.
2007	3	Coal Exports	New York City, NY	United States	South Africa	3,222	111,060	.	.	3,222	111,060	.	.
2007	3	Coal Exports	New York City, NY	United States	Thailand	71	10,173	.	.	71	10,173	.	.
2007	3	Coal Exports	New York City, NY	United States	United Kingdom	4,935	174,520	.	.	4,935	174,520	.	.
2007	4	Coal Exports	New York City, NY	United States	Argentina	21	5,676	.	.	21	5,676	.	.
2007	4	Coal Exports	New York City, NY	United States	Austria	22,627	950,040	.	.	22,627	950,040	.	.
2007	4	Coal Exports	New York City, NY	United States	Chile	115	3,970	.	.	115	3,970	.	.
2007	4	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	11,901	475,020	.	.	11,901	475,020	.	.
2007	4	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	21	4,153
2007	4	Coal Exports	New York City, NY	United States	Japan	148	50,597	.	.	148	50,597	.	.
2007	4	Coal Exports	New York City, NY	United States	Singapore	47	5,228	.	.	47	5,228	.	.
2007	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	88	16,000	.	.	88	16,000	401	190,798
2007	4	Coal Exports	New York City, NY	United States	Thailand	23	3,344	.	.	23	3,344	.	.
2007	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	20	3,801	.	.	20	3,801	.	.
2007	4	Coal Exports	New York City, NY	United States	Turkey	1,175	40,500	.	.	1,175	40,500	.	.
2007	4	Coal Exports	New York City, NY	United States	United Kingdom	1,509	52,580	.	.	1,509	52,580	.	.
2007	4	Coal Exports	New York City, NY	United States	Uruguay	1,401	48,312	.	.	1,401	48,312	.	.
2008	1	Coal Exports	New York City, NY	United States	Argentina	299	29,526	.	.	299	29,526	.	.
2008	1	Coal Exports	New York City, NY	United States	Austria	11,510	459,420	.	.	11,510	459,420	.	.
2008	1	Coal Exports	New York City, NY	United States	Chile	29	8,880	.	.	29	8,880	.	.
2008	1	Coal Exports	New York City, NY	United States	Colombia	416	33,150	.	.	416	33,150	.	.
2008	1	Coal Exports	New York City, NY	United States	Ecuador	473	16,286	.	.	473	16,286	.	.
2008	1	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	43	8,546
2008	1	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	391	181,390
2008	1	Coal Exports	New York City, NY	United States	Japan	237	60,347	.	.	237	60,347	.	.
2008	1	Coal Exports	New York City, NY	United States	Kuwait	91	3,162	.	.	91	3,162	.	.
2008	1	Coal Exports	New York City, NY	United States	Saudi Arabia	433	14,931	.	.	433	14,931	.	.
2008	1	Coal Exports	New York City, NY	United States	Singapore	21	5,228	.	.	21	5,228	.	.
2008	1	Coal Exports	New York City, NY	United States	South Africa	504	17,360	.	.	504	17,360	.	.
2008	1	Coal Exports	New York City, NY	United States	Thailand	133	19,830	.	.	133	19,830	.	.
2008	1	Coal Exports	New York City, NY	United States	United Arab Emirates	12	3,023	.	.	12	3,023	.	.
2008	2	Coal Exports	New York City, NY	United States	Belgium	22	3,764	.	.	22	3,764	108	50,000
2008	2	Coal Exports	New York City, NY	United States	Brazil	146	11,617	.	.	146	11,617	.	.
2008	2	Coal Exports	New York City, NY	United States	Canada	.	.	.	.	.	.	29,267	1,192,109
2008	2	Coal Exports	New York City, NY	United States	Chile	33	13,209	.	.	33	13,209	.	.
2008	2	Coal Exports	New York City, NY	United States	Egypt	20	2,743	.	.	20	2,743	.	.
2008	2	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	80	6,432	.	.	80	6,432	.	.
2008	2	Coal Exports	New York City, NY	United States	Honduras	22	5,113	.	.	22	5,113	.	.
2008	2	Coal Exports	New York City, NY	United States	Iceland	.	.	.	.	.	.	187	96,036
2008	2	Coal Exports	New York City, NY	United States	India	78	2,706	.	.	78	2,706	21	4,473
2008	2	Coal Exports	New York City, NY	United States	Ireland	22	6,780	.	.	22	6,780	.	.
2008	2	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	372	214,512
2008	2	Coal Exports	New York City, NY	United States	Japan	572	97,964	.	.	572	97,964	.	.
2008	2	Coal Exports	New York City, NY	United States	Netherlands	.	.	.	.	.	.	106	50,000
2008	2	Coal Exports	New York City, NY	United States	Pakistan	272	11,104	.	.	272	11,104	.	.
2008	2	Coal Exports	New York City, NY	United States	Peru	648	51,787	.	.	648	51,787	.	.
2008	2	Coal Exports	New York City, NY	United States	Saudi Arabia	1,111	250,586	.	.	1,111	250,586	.	.
2008	2	Coal Exports	New York City, NY	United States	Singapore	64	16,959	.	.	64	16,959	.	.
2008	2	Coal Exports	New York City, NY	United States	South Africa	23	9,920	.	.	23	9,920	.	.
2008	2	Coal Exports	New York City, NY	United States	Thailand	127	20,930	.	.	127	20,930	.	.
2008	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	20	3,801	.	.	20	3,801	.	.
2008	3	Coal Exports	New York City, NY	United States	Argentina	46	10,332	.	.	46	10,332	.	.
2008	3	Coal Exports	New York City, NY	United States	Belgium	.	.	88	10,000	88	10,000	99	50,000
2008	3	Coal Exports	New York City, NY	United States	Canada	.	.	.	.	.	.	32,804	1,422,530
2008	3	Coal Exports	New York City, NY	United States	Chile	15	4,018	.	.	15	4,018	.	.
2008	3	Coal Exports	New York City, NY	United States	Ecuador	44	13,154	.	.	44	13,154	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	3	Coal Exports	New York City, NY	United States	Greece	40	5,816	.	.	40	5,816	.	.
2008	3	Coal Exports	New York City, NY	United States	India	220	37,000	.	.	220	37,000	22	4,713
2008	3	Coal Exports	New York City, NY	United States	Japan	281	86,949	.	.	281	86,949	.	.
2008	3	Coal Exports	New York City, NY	United States	Pakistan	41	3,252	.	.	41	3,252	.	.
2008	3	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	57	26,000
2008	3	Coal Exports	New York City, NY	United States	Saudi Arabia	681	153,598	.	.	681	153,598	.	.
2008	3	Coal Exports	New York City, NY	United States	Singapore	43	12,581	.	.	43	12,581	.	.
2008	3	Coal Exports	New York City, NY	United States	South Africa	73	10,509	.	.	73	10,509	.	.
2008	3	Coal Exports	New York City, NY	United States	Thailand	126	23,018	.	.	126	23,018	2,091	176,400
2008	3	Coal Exports	New York City, NY	United States	Turkey	331	81,150	.	.	331	81,150	.	.
2008	3	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,425	.	.	24	5,425	.	.
2008	4	Coal Exports	New York City, NY	United States	Brazil	24	9,485	.	.	24	9,485	.	.
2008	4	Coal Exports	New York City, NY	United States	Canada	.	.	.	.	.	.	5,975	1,326,591
2008	4	Coal Exports	New York City, NY	United States	Chile	36	8,370	.	.	36	8,370	.	.
2008	4	Coal Exports	New York City, NY	United States	China	23	2,834	.	.	23	2,834	.	.
2008	4	Coal Exports	New York City, NY	United States	Dominican Republic	230	33,500	.	.	230	33,500	.	.
2008	4	Coal Exports	New York City, NY	United States	Ecuador	19	4,319	.	.	19	4,319	.	.
2008	4	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	.	.	47	5,400	47	5,400	.	.
2008	4	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	43	9,426
2008	4	Coal Exports	New York City, NY	United States	Israel	24	5,333	.	.	24	5,333	368	183,924
2008	4	Coal Exports	New York City, NY	United States	Japan	188	49,650	.	.	188	49,650	.	.
2008	4	Coal Exports	New York City, NY	United States	New Caledonia	133	43,152	.	.	133	43,152	.	.
2008	4	Coal Exports	New York City, NY	United States	Singapore	44	13,856	.	.	44	13,856	.	.
2008	4	Coal Exports	New York City, NY	United States	South Africa	73	10,508	.	.	73	10,508	.	.
2008	4	Coal Exports	New York City, NY	United States	Spain	644	93,900	.	.	644	93,900	.	.
2008	4	Coal Exports	New York City, NY	United States	Switzerland	19	5,201	.	.	19	5,201	.	.
2008	4	Coal Exports	New York City, NY	United States	Thailand	126	22,664	.	.	126	22,664	.	.
2008	4	Coal Exports	New York City, NY	United States	Turkey	298	72,900	.	.	298	72,900	.	.
2009	1	Coal Exports	New York City, NY	United States	Argentina	40	8,762	.	.	40	8,762	.	.
2009	1	Coal Exports	New York City, NY	United States	Australia	.	.	.	.	.	.	10	2,980
2009	1	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	39	32,847
2009	1	Coal Exports	New York City, NY	United States	Chile	33	8,218	.	.	33	8,218	.	.
2009	1	Coal Exports	New York City, NY	United States	India	13	4,052	.	.	13	4,052	22	4,713
2009	1	Coal Exports	New York City, NY	United States	Indonesia	4	4,112	.	.	4	4,112	.	.
2009	1	Coal Exports	New York City, NY	United States	Israel	19	5,201	.	.	19	5,201	411	198,885
2009	1	Coal Exports	New York City, NY	United States	Italy	42	24,347	.	.	42	24,347	.	.
2009	1	Coal Exports	New York City, NY	United States	Japan	249	49,417	.	.	249	49,417	.	.
2009	1	Coal Exports	New York City, NY	United States	Netherlands	282	11,243	.	.	282	11,243	.	.
2009	1	Coal Exports	New York City, NY	United States	Qatar	139	26,521	.	.	139	26,521	.	.
2009	1	Coal Exports	New York City, NY	United States	Singapore	22	6,928	46	13,188	68	20,116	.	.
2009	1	Coal Exports	New York City, NY	United States	Thailand	63	10,709	.	.	63	10,709	.	.
2009	1	Coal Exports	New York City, NY	United States	United Arab Emirates	22	5,425	.	.	22	5,425	.	.
2009	1	Coal Exports	New York City, NY	United States	Uruguay	868	151,293	.	.	868	151,293	.	.
2009	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	38	36,410
2009	2	Coal Exports	New York City, NY	United States	Chile	166	24,196	.	.	166	24,196	.	.
2009	2	Coal Exports	New York City, NY	United States	China	13	4,388	.	.	13	4,388	.	.
2009	2	Coal Exports	New York City, NY	United States	India	.	.	.	.	.	.	22	4,078
2009	2	Coal Exports	New York City, NY	United States	Italy	42	11,774	.	.	42	11,774	.	.
2009	2	Coal Exports	New York City, NY	United States	Japan	398	66,734	.	.	398	66,734	.	.
2009	2	Coal Exports	New York City, NY	United States	Saudi Arabia	22	5,545	.	.	22	5,545	.	.
2009	2	Coal Exports	New York City, NY	United States	Singapore	21	6,928	.	.	21	6,928	.	.
2009	2	Coal Exports	New York City, NY	United States	Thailand	84	14,196	.	.	84	14,196	.	.
2009	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	143	30,869	.	.	143	30,869	.	.
2009	2	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,425	.	.	24	5,425	.	.
2009	2	Coal Exports	New York City, NY	United States	Uruguay	111	25,850	.	.	111	25,850	.	.
2009	3	Coal Exports	New York City, NY	United States	Angola	19	2,656	.	.	19	2,656	.	.
2009	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	4	9,665
2009	3	Coal Exports	New York City, NY	United States	Brazil	94	22,060	.	.	94	22,060	.	.
2009	3	Coal Exports	New York City, NY	United States	Chile	222	35,387	.	.	222	35,387	.	.
2009	3	Coal Exports	New York City, NY	United States	China	90	3,617	.	.	90	3,617	.	.
2009	3	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	593	50,000
2009	3	Coal Exports	New York City, NY	United States	Guatemala	45	15,408	.	.	45	15,408	.	.
2009	3	Coal Exports	New York City, NY	United States	Guyana	962	139,710	.	.	962	139,710	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	3	Coal Exports	New York City, NY	United States	India	467	98,311	.	.	467	98,311	22	4,502
2009	3	Coal Exports	New York City, NY	United States	Israel	21	5,201	.	.	21	5,201	.	.
2009	3	Coal Exports	New York City, NY	United States	Japan	84	36,972	.	.	84	36,972	.	.
2009	3	Coal Exports	New York City, NY	United States	Panama	362	52,540	.	.	362	52,540	.	.
2009	3	Coal Exports	New York City, NY	United States	Saudi Arabia	40	10,056	.	.	40	10,056	.	.
2009	3	Coal Exports	New York City, NY	United States	Singapore	42	13,856	.	.	42	13,856	.	.
2009	3	Coal Exports	New York City, NY	United States	Spain	150	27,335	.	.	150	27,335	.	.
2009	3	Coal Exports	New York City, NY	United States	Thailand	282	44,324	.	.	282	44,324	.	.
2009	3	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,127	.	.	24	5,127	.	.
2009	3	Coal Exports	New York City, NY	United States	United Kingdom	19	4,867	.	.	19	4,867	.	.
2009	3	Coal Exports	New York City, NY	United States	Venezuela	67	18,650	.	.	67	18,650	.	.
2009	4	Coal Exports	New York City, NY	United States	Argentina	44	10,585	.	.	44	10,585	.	.
2009	4	Coal Exports	New York City, NY	United States	Chile	41	12,081	.	.	41	12,081	.	.
2009	4	Coal Exports	New York City, NY	United States	China	77	3,076	.	.	77	3,076	.	.
2009	4	Coal Exports	New York City, NY	United States	India	708	102,750	.	.	708	102,750	.	.
2009	4	Coal Exports	New York City, NY	United States	Indonesia	108	8,661	.	.	108	8,661	.	.
2009	4	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	5,397	687,071
2009	4	Coal Exports	New York City, NY	United States	Japan	277	61,965	.	.	277	61,965	.	.
2009	4	Coal Exports	New York City, NY	United States	Madagascar	8	4,250	.	.	8	4,250	.	.
2009	4	Coal Exports	New York City, NY	United States	Malta	.	.	.	.	.	.	20	10,233
2009	4	Coal Exports	New York City, NY	United States	Philippines	353	60,491	.	.	353	60,491	.	.
2009	4	Coal Exports	New York City, NY	United States	Singapore	43	13,856	.	.	43	13,856	.	.
2009	4	Coal Exports	New York City, NY	United States	Spain	25	3,711	.	.	25	3,711	.	.
2009	4	Coal Exports	New York City, NY	United States	Thailand	108	17,796	.	.	108	17,796	.	.
2009	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	78	18,521	.	.	78	18,521	.	.
2009	4	Coal Exports	New York City, NY	United States	United Arab Emirates	22	4,320	.	.	22	4,320	.	.
2009	4	Coal Exports	New York City, NY	United States	United Kingdom	44	10,723	.	.	44	10,723	.	.
2009	4	Coal Exports	New York City, NY	United States	Uruguay	550	45,905	.	.	550	45,905	.	.
2010	1	Coal Exports	New York City, NY	United States	Argentina	59	16,704	.	.	59	16,704	.	.
2010	1	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	17	22,180
2010	1	Coal Exports	New York City, NY	United States	Brazil	446	64,771	.	.	446	64,771	.	.
2010	1	Coal Exports	New York City, NY	United States	Chile	10	2,910	.	.	10	2,910	.	.
2010	1	Coal Exports	New York City, NY	United States	China	186	24,491	.	.	186	24,491	.	.
2010	1	Coal Exports	New York City, NY	United States	Egypt	20	3,382	.	.	20	3,382	.	.
2010	1	Coal Exports	New York City, NY	United States	Guatemala	448	64,900	.	.	448	64,900	.	.
2010	1	Coal Exports	New York City, NY	United States	Iraq	40	18,010	.	.	40	18,010	.	.
2010	1	Coal Exports	New York City, NY	United States	Israel	19	5,201	.	.	19	5,201	331	166,466
2010	1	Coal Exports	New York City, NY	United States	Japan	318	55,950	.	.	318	55,950	.	.
2010	1	Coal Exports	New York City, NY	United States	Jordan	220	70,208	.	.	220	70,208	.	.
2010	1	Coal Exports	New York City, NY	United States	Paraguay	49	11,242	.	.	49	11,242	.	.
2010	1	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	52	23,520
2010	1	Coal Exports	New York City, NY	United States	Saudi Arabia	42	15,980	.	.	42	15,980	.	.
2010	1	Coal Exports	New York City, NY	United States	Singapore	44	13,856	.	.	44	13,856	.	.
2010	1	Coal Exports	New York City, NY	United States	South Africa	21	9,704	.	.	21	9,704	.	.
2010	1	Coal Exports	New York City, NY	United States	Spain	44	7,988	.	.	44	7,988	.	.
2010	1	Coal Exports	New York City, NY	United States	Thailand	112	18,152	.	.	112	18,152	.	.
2010	1	Coal Exports	New York City, NY	United States	United Kingdom	233	32,180	.	.	233	32,180	.	.
2010	2	Coal Exports	New York City, NY	United States	Argentina	66	16,157	.	.	66	16,157	3	4,195
2010	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	28	29,729
2010	2	Coal Exports	New York City, NY	United States	Brazil	1,698	164,771	.	.	1,698	164,771	.	.
2010	2	Coal Exports	New York City, NY	United States	Canada	56,449	2,827,797	.	.	56,449	2,827,797	.	.
2010	2	Coal Exports	New York City, NY	United States	Costa Rica	448	64,900	.	.	448	64,900	.	.
2010	2	Coal Exports	New York City, NY	United States	Egypt	22	11,242	.	.	22	11,242	.	.
2010	2	Coal Exports	New York City, NY	United States	Guatemala	.	.	.	.	.	.	49	6,924
2010	2	Coal Exports	New York City, NY	United States	Hong Kong	29	5,260	.	.	29	5,260	.	.
2010	2	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	208	102,540
2010	2	Coal Exports	New York City, NY	United States	Japan	710	102,575	.	.	710	102,575	.	.
2010	2	Coal Exports	New York City, NY	United States	Pakistan	9	5,063	.	.	9	5,063	.	.
2010	2	Coal Exports	New York City, NY	United States	Philippines	150	32,997	.	.	150	32,997	.	.
2010	2	Coal Exports	New York City, NY	United States	Saudi Arabia	15	9,713	.	.	15	9,713	.	.
2010	2	Coal Exports	New York City, NY	United States	Singapore	44	13,856	.	.	44	13,856	.	.
2010	2	Coal Exports	New York City, NY	United States	Spain	22	3,300	.	.	22	3,300	.	.
2010	2	Coal Exports	New York City, NY	United States	Thailand	149	27,518	.	.	149	27,518	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	2	Coal Exports	New York City, NY	United States	Tunisia	11	3,784	.	.	11	3,784	.	.
2010	2	Coal Exports	New York City, NY	United States	United Arab Emirates	46	8,553	.	.	46	8,553	.	.
2010	3	Coal Exports	New York City, NY	United States	Argentina	35	8,510	.	.	35	8,510	.	.
2010	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	27	28,391
2010	3	Coal Exports	New York City, NY	United States	Chile	69	10,122	.	.	69	10,122	.	.
2010	3	Coal Exports	New York City, NY	United States	France	.	.	43	4,917	43	4,917	.	.
2010	3	Coal Exports	New York City, NY	United States	Guatemala	448	64,900	.	.	448	64,900	.	.
2010	3	Coal Exports	New York City, NY	United States	India	2	5,584	.	.	2	5,584	.	.
2010	3	Coal Exports	New York City, NY	United States	Indonesia	24	5,400	.	.	24	5,400	.	.
2010	3	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	82	49,538
2010	3	Coal Exports	New York City, NY	United States	Japan	63	27,975	.	.	63	27,975	.	.
2010	3	Coal Exports	New York City, NY	United States	Philippines	161	37,405	.	.	161	37,405	.	.
2010	3	Coal Exports	New York City, NY	United States	Singapore	22	7,438	.	.	22	7,438	.	.
2010	3	Coal Exports	New York City, NY	United States	South Africa	15	6,949	.	.	15	6,949	.	.
2010	3	Coal Exports	New York City, NY	United States	Spain	132	19,640	.	.	132	19,640	.	.
2010	3	Coal Exports	New York City, NY	United States	Thailand	90	15,614	.	.	90	15,614	.	.
2010	3	Coal Exports	New York City, NY	United States	Turkey	299	73,852	.	.	299	73,852	.	.
2010	3	Coal Exports	New York City, NY	United States	United Kingdom	19	4,867	.	.	19	4,867	.	.
2010	4	Coal Exports	New York City, NY	United States	Argentina	115	28,416	.	.	115	28,416	.	.
2010	4	Coal Exports	New York City, NY	United States	Brazil	.	.	.	.	.	.	3	4,445
2010	4	Coal Exports	New York City, NY	United States	Chile	77	13,339	.	.	77	13,339	.	.
2010	4	Coal Exports	New York City, NY	United States	China	90	5,252	.	.	90	5,252	.	.
2010	4	Coal Exports	New York City, NY	United States	Israel	76	6,075	.	.	76	6,075	103	61,526
2010	4	Coal Exports	New York City, NY	United States	Japan	105	46,625	.	.	105	46,625	.	.
2010	4	Coal Exports	New York City, NY	United States	Latvia	17	9,303	.	.	17	9,303	.	.
2010	4	Coal Exports	New York City, NY	United States	Nigeria	974	141,360	.	.	974	141,360	.	.
2010	4	Coal Exports	New York City, NY	United States	Panama	40	12,994	.	.	40	12,994	.	.
2010	4	Coal Exports	New York City, NY	United States	Philippines	454	105,578	.	.	454	105,578	.	.
2010	4	Coal Exports	New York City, NY	United States	Poland	.	.	129	14,630	129	14,630	.	.
2010	4	Coal Exports	New York City, NY	United States	Singapore	44	14,876	.	.	44	14,876	.	.
2010	4	Coal Exports	New York City, NY	United States	South Africa	21	9,818	.	.	21	9,818	.	.
2010	4	Coal Exports	New York City, NY	United States	Spain	132	19,800	.	.	132	19,800	.	.
2010	4	Coal Exports	New York City, NY	United States	Thailand	95	15,754	.	.	95	15,754	.	.
2010	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	381	55,300	.	.	381	55,300	.	.
2010	4	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,127	.	.	24	5,127	.	.
2011	1	Coal Exports	New York City, NY	United States	Argentina	77	18,472	.	.	77	18,472	.	.
2011	1	Coal Exports	New York City, NY	United States	Belgium	20	8,147	.	.	20	8,147	.	.
2011	1	Coal Exports	New York City, NY	United States	Chile	46	14,700	.	.	46	14,700	.	.
2011	1	Coal Exports	New York City, NY	United States	Costa Rica	29	7,236	.	.	29	7,236	.	.
2011	1	Coal Exports	New York City, NY	United States	Israel	20	5,201	.	.	20	5,201	165	99,389
2011	1	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	44	4,820
2011	1	Coal Exports	New York City, NY	United States	Japan	31	14,621	.	.	31	14,621	.	.
2011	1	Coal Exports	New York City, NY	United States	Singapore	44	13,856	.	.	44	13,856	.	.
2011	1	Coal Exports	New York City, NY	United States	South Africa	200	28,894	.	.	200	28,894	.	.
2011	1	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	22	5,500	.	.	22	5,500	.	.
2011	1	Coal Exports	New York City, NY	United States	Spain	156	23,098	.	.	156	23,098	.	.
2011	1	Coal Exports	New York City, NY	United States	Thailand	132	24,840	.	.	132	24,840	.	.
2011	1	Coal Exports	New York City, NY	United States	Turkey	7	2,670	.	.	7	2,670	.	.
2011	1	Coal Exports	New York City, NY	United States	United Kingdom	21	4,867	.	.	21	4,867	.	.
2011	2	Coal Exports	New York City, NY	United States	Argentina	19	4,643	.	.	19	4,643	.	.
2011	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	61	55,757
2011	2	Coal Exports	New York City, NY	United States	Chile	273	34,705	.	.	273	34,705	.	.
2011	2	Coal Exports	New York City, NY	United States	Colombia	601	47,988	.	.	601	47,988	.	.
2011	2	Coal Exports	New York City, NY	United States	Egypt	22	10,317	.	.	22	10,317	.	.
2011	2	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	40	2,916	.	.	40	2,916	.	.
2011	2	Coal Exports	New York City, NY	United States	Honduras	74	10,653	.	.	74	10,653	.	.
2011	2	Coal Exports	New York City, NY	United States	India	34	7,224	.	.	34	7,224	.	.
2011	2	Coal Exports	New York City, NY	United States	Israel	22	6,075	.	.	22	6,075	246	152,841
2011	2	Coal Exports	New York City, NY	United States	Peru	287	50,436	.	.	287	50,436	.	.
2011	2	Coal Exports	New York City, NY	United States	Russia	.	.	.	.	.	.	62	28,160
2011	2	Coal Exports	New York City, NY	United States	Singapore	208	30,188	.	.	208	30,188	.	.
2011	2	Coal Exports	New York City, NY	United States	South Africa	82	16,400	.	.	82	16,400	64	5,436
2011	2	Coal Exports	New York City, NY	United States	Spain	1,418	205,739	.	.	1,418	205,739	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	2	Coal Exports	New York City, NY	United States	Thailand	63	12,335	.	.	63	12,335	.	.
2011	2	Coal Exports	New York City, NY	United States	Turkey	255	45,994	.	.	255	45,994	.	.
2011	2	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,475	.	.	24	5,475	.	.
2011	2	Coal Exports	New York City, NY	United States	United Kingdom	20	5,201	.	.	20	5,201	.	.
2011	2	Coal Exports	New York City, NY	United States	Uruguay	54	11,699	.	.	54	11,699	.	.
2011	3	Coal Exports	New York City, NY	United States	Argentina	144	33,040	.	.	144	33,040	.	.
2011	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	28	29,017
2011	3	Coal Exports	New York City, NY	United States	Colombia	13	3,781	.	.	13	3,781	.	.
2011	3	Coal Exports	New York City, NY	United States	India	53	11,991	.	.	53	11,991	.	.
2011	3	Coal Exports	New York City, NY	United States	Israel	.	.	.	.	.	.	206	123,610
2011	3	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	44	4,820
2011	3	Coal Exports	New York City, NY	United States	New Zealand	.	.	.	.	.	.	22	3,580
2011	3	Coal Exports	New York City, NY	United States	Pakistan	10	3,465	.	.	10	3,465	.	.
2011	3	Coal Exports	New York City, NY	United States	Panama	430	95,394	.	.	430	95,394	.	.
2011	3	Coal Exports	New York City, NY	United States	Peru	107	39,312	.	.	107	39,312	.	.
2011	3	Coal Exports	New York City, NY	United States	Singapore	203	25,322	.	.	203	25,322	.	.
2011	3	Coal Exports	New York City, NY	United States	South Africa	613	89,081	.	.	613	89,081	.	.
2011	3	Coal Exports	New York City, NY	United States	Spain	22	3,299	.	.	22	3,299	.	.
2011	3	Coal Exports	New York City, NY	United States	Thailand	178	34,916	.	.	178	34,916	.	.
2011	3	Coal Exports	New York City, NY	United States	Turkey	200	36,246	.	.	200	36,246	.	.
2011	3	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	31	4,351
2011	4	Coal Exports	New York City, NY	United States	Argentina	119	19,142	.	.	119	19,142	.	.
2011	4	Coal Exports	New York City, NY	United States	Brazil	6	2,862	.	.	6	2,862	.	.
2011	4	Coal Exports	New York City, NY	United States	China	2	3,196	.	.	2	3,196	.	.
2011	4	Coal Exports	New York City, NY	United States	Colombia	22	6,320	.	.	22	6,320	.	.
2011	4	Coal Exports	New York City, NY	United States	Costa Rica	19	5,279	.	.	19	5,279	.	.
2011	4	Coal Exports	New York City, NY	United States	Dominican Republic	2	2,830	.	.	2	2,830	.	.
2011	4	Coal Exports	New York City, NY	United States	India	34	7,784	.	.	34	7,784	.	.
2011	4	Coal Exports	New York City, NY	United States	Indonesia	23	6,075	.	.	23	6,075	.	.
2011	4	Coal Exports	New York City, NY	United States	Israel	22	5,201	.	.	22	5,201	.	.
2011	4	Coal Exports	New York City, NY	United States	Panama	452	101,488	.	.	452	101,488	.	.
2011	4	Coal Exports	New York City, NY	United States	Peru	40	14,976	.	.	40	14,976	.	.
2011	4	Coal Exports	New York City, NY	United States	Saudi Arabia	62	16,033	.	.	62	16,033	.	.
2011	4	Coal Exports	New York City, NY	United States	Singapore	139	20,188	.	.	139	20,188	.	.
2011	4	Coal Exports	New York City, NY	United States	South Africa	462	87,660	.	.	462	87,660	.	.
2011	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	51	10,450
2011	4	Coal Exports	New York City, NY	United States	Thailand	132	26,284	.	.	132	26,284	.	.
2011	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	1,698	246,300	.	.	1,698	246,300	.	.
2011	4	Coal Exports	New York City, NY	United States	Turkey	9	4,686	.	.	9	4,686	.	.
2011	4	Coal Exports	New York City, NY	United States	United Kingdom	20	5,200	.	.	20	5,200	.	.
2011	4	Coal Exports	New York City, NY	United States	Venezuela	540	78,400	.	.	540	78,400	.	.
2012	1	Coal Exports	New York City, NY	United States	Argentina	22	5,871	.	.	22	5,871	.	.
2012	1	Coal Exports	New York City, NY	United States	Brazil	.	.	.	.	.	.	89	31,997
2012	1	Coal Exports	New York City, NY	United States	Chile	672	97,548	.	.	672	97,548	.	.
2012	1	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	77	11,126	.	.	77	11,126	.	.
2012	1	Coal Exports	New York City, NY	United States	India	17	3,900	.	.	17	3,900	.	.
2012	1	Coal Exports	New York City, NY	United States	Israel	24	6,945	.	.	24	6,945	245	142,819
2012	1	Coal Exports	New York City, NY	United States	Morocco	23	5,867	.	.	23	5,867	.	.
2012	1	Coal Exports	New York City, NY	United States	Panama	860	194,902	.	.	860	194,902	.	.
2012	1	Coal Exports	New York City, NY	United States	Peru	103	69,104	.	.	103	69,104	.	.
2012	1	Coal Exports	New York City, NY	United States	Serbia	6	7,253	.	.	6	7,253	.	.
2012	1	Coal Exports	New York City, NY	United States	Singapore	196	20,188	.	.	196	20,188	.	.
2012	1	Coal Exports	New York City, NY	United States	South Africa	289	41,850	.	.	289	41,850	.	.
2012	1	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	50	7,025
2012	1	Coal Exports	New York City, NY	United States	Spain	1,452	303,638	.	.	1,452	303,638	.	.
2012	1	Coal Exports	New York City, NY	United States	Thailand	112	22,978	.	.	112	22,978	.	.
2012	1	Coal Exports	New York City, NY	United States	United Kingdom	.	.	.	.	.	.	6	2,567
2012	1	Coal Exports	New York City, NY	United States	Venezuela	85	12,360	.	.	85	12,360	.	.
2012	2	Coal Exports	New York City, NY	United States	Argentina	22	5,821	.	.	22	5,821	.	.
2012	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	57	55,679
2012	2	Coal Exports	New York City, NY	United States	Brazil	205	71,482	.	.	205	71,482	85	31,998
2012	2	Coal Exports	New York City, NY	United States	Chile	159	54,020	.	.	159	54,020	.	.
2012	2	Coal Exports	New York City, NY	United States	Ecuador	347	50,417	.	.	347	50,417	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	2	Coal Exports	New York City, NY	United States	Egypt	6	9,509	.	.	6	9,509	.	.
2012	2	Coal Exports	New York City, NY	United States	India	34	7,785	.	.	34	7,785	.	.
2012	2	Coal Exports	New York City, NY	United States	Italy	22	5,634	.	.	22	5,634	.	.
2012	2	Coal Exports	New York City, NY	United States	Latvia	8	4,065	.	.	8	4,065	.	.
2012	2	Coal Exports	New York City, NY	United States	New Zealand	.	.	.	.	.	.	49	7,920
2012	2	Coal Exports	New York City, NY	United States	Saudi Arabia	463	159,880	.	.	463	159,880	.	.
2012	2	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	44	20,188
2012	2	Coal Exports	New York City, NY	United States	South Africa	73	10,561	.	.	73	10,561	.	.
2012	2	Coal Exports	New York City, NY	United States	Spain	698	101,209	.	.	698	101,209	.	.
2012	2	Coal Exports	New York City, NY	United States	Thailand	66	14,310	.	.	66	14,310	.	.
2012	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	13	7,925	.	.	13	7,925	.	.
2012	2	Coal Exports	New York City, NY	United States	Turkey	7	3,198	.	.	7	3,198	.	.
2012	2	Coal Exports	New York City, NY	United States	United Arab Emirates	45	12,633	.	.	45	12,633	.	.
2012	3	Coal Exports	New York City, NY	United States	Brazil	44	17,182	.	.	44	17,182	20	8,000
2012	3	Coal Exports	New York City, NY	United States	Chile	874	95,228	.	.	874	95,228	.	.
2012	3	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	11	8,536
2012	3	Coal Exports	New York City, NY	United States	Guatemala	35	64,900	.	.	35	64,900	115	16,086
2012	3	Coal Exports	New York City, NY	United States	India	32	7,784	.	.	32	7,784	.	.
2012	3	Coal Exports	New York City, NY	United States	Israel	22	6,945	.	.	22	6,945	.	.
2012	3	Coal Exports	New York City, NY	United States	New Zealand	.	.	.	.	.	.	24	3,960
2012	3	Coal Exports	New York City, NY	United States	Qatar	21	5,951	.	.	21	5,951	.	.
2012	3	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	44	20,188
2012	3	Coal Exports	New York City, NY	United States	South Africa	245	35,636	.	.	245	35,636	.	.
2012	3	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	8	3,112	.	.	8	3,112	.	.
2012	3	Coal Exports	New York City, NY	United States	Spain	1,569	227,591	.	.	1,569	227,591	.	.
2012	3	Coal Exports	New York City, NY	United States	Thailand	135	29,185	.	.	135	29,185	.	.
2012	3	Coal Exports	New York City, NY	United States	Trinidad and Tobago	100	29,547	.	.	100	29,547	.	.
2012	3	Coal Exports	New York City, NY	United States	United Arab Emirates	24	5,832	.	.	24	5,832	.	.
2012	4	Coal Exports	New York City, NY	United States	Argentina	112	32,453	.	.	112	32,453	.	.
2012	4	Coal Exports	New York City, NY	United States	Chile	105	29,282	.	.	105	29,282	.	.
2012	4	Coal Exports	New York City, NY	United States	Guatemala	.	.	.	.	.	.	43	16,086
2012	4	Coal Exports	New York City, NY	United States	India	34	7,784	.	.	34	7,784	.	.
2012	4	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	190	26,701
2012	4	Coal Exports	New York City, NY	United States	Japan	388	56,250	.	.	388	56,250	.	.
2012	4	Coal Exports	New York City, NY	United States	Latvia	6	3,895	.	.	6	3,895	.	.
2012	4	Coal Exports	New York City, NY	United States	Saudi Arabia	66	19,397	.	.	66	19,397	.	.
2012	4	Coal Exports	New York City, NY	United States	Serbia	12	14,974	.	.	12	14,974	.	.
2012	4	Coal Exports	New York City, NY	United States	Singapore	9	4,213	.	.	9	4,213	22	10,094
2012	4	Coal Exports	New York City, NY	United States	South Africa	120	17,434	.	.	120	17,434	.	.
2012	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	84	7,025
2012	4	Coal Exports	New York City, NY	United States	Spain	213	101,220	.	.	213	101,220	.	.
2012	4	Coal Exports	New York City, NY	United States	Thailand	90	19,177	.	.	90	19,177	.	.
2012	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	55	17,157	.	.	55	17,157	.	.
2012	4	Coal Exports	New York City, NY	United States	United Arab Emirates	22	5,832	.	.	22	5,832	.	.
2013	1	Coal Exports	New York City, NY	United States	Argentina	22	6,787	.	.	22	6,787	.	.
2013	1	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	7	6,697
2013	1	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	21	8,043
2013	1	Coal Exports	New York City, NY	United States	Egypt	22	5,526	.	.	22	5,526	.	.
2013	1	Coal Exports	New York City, NY	United States	Finland	94	27,805	.	.	94	27,805	.	.
2013	1	Coal Exports	New York City, NY	United States	Guatemala	.	.	.	.	.	.	19	7,239
2013	1	Coal Exports	New York City, NY	United States	Honduras	22	7,176	.	.	22	7,176	.	.
2013	1	Coal Exports	New York City, NY	United States	India	172	27,787	.	.	172	27,787	.	.
2013	1	Coal Exports	New York City, NY	United States	Israel	7	4,200	.	.	7	4,200	.	.
2013	1	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	9	20,435
2013	1	Coal Exports	New York City, NY	United States	Latvia	9	5,453	.	.	9	5,453	.	.
2013	1	Coal Exports	New York City, NY	United States	Malaysia	3	3,725	.	.	3	3,725	.	.
2013	1	Coal Exports	New York City, NY	United States	Philippines	424	61,650	.	.	424	61,650	.	.
2013	1	Coal Exports	New York City, NY	United States	Saint Lucia	115	39,423	.	.	115	39,423	.	.
2013	1	Coal Exports	New York City, NY	United States	Serbia	12	14,974	.	.	12	14,974	.	.
2013	1	Coal Exports	New York City, NY	United States	Singapore	162	26,263	.	.	162	26,263	.	.
2013	1	Coal Exports	New York City, NY	United States	South Africa	721	104,594	.	.	721	104,594	.	.
2013	1	Coal Exports	New York City, NY	United States	Spain	639	303,660	.	.	639	303,660	.	.
2013	1	Coal Exports	New York City, NY	United States	Thailand	158	33,420	.	.	158	33,420	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	1	Coal Exports	New York City, NY	United States	Trinidad and Tobago	21	5,380	.	.	21	5,380	.	.
2013	1	Coal Exports	New York City, NY	United States	United Kingdom	61	16,384	.	.	61	16,384	.	.
2013	1	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	12	5,052
2013	2	Coal Exports	New York City, NY	United States	Argentina	132	34,865	.	.	132	34,865	.	.
2013	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	52	65,800
2013	2	Coal Exports	New York City, NY	United States	Brazil	574	112,860	.	.	574	112,860	.	.
2013	2	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	44	16,086
2013	2	Coal Exports	New York City, NY	United States	Guatemala	29	64,900	.	.	29	64,900	.	.
2013	2	Coal Exports	New York City, NY	United States	India	34	11,692	.	.	34	11,692	.	.
2013	2	Coal Exports	New York City, NY	United States	Indonesia	49	6,968	.	.	49	6,968	.	.
2013	2	Coal Exports	New York City, NY	United States	Israel	7	4,633	.	.	7	4,633	.	.
2013	2	Coal Exports	New York City, NY	United States	Italy	42	16,765	.	.	42	16,765	7	16,829
2013	2	Coal Exports	New York City, NY	United States	New Zealand	.	.	.	.	.	.	49	8,120
2013	2	Coal Exports	New York City, NY	United States	Panama	195	62,451	.	.	195	62,451	.	.
2013	2	Coal Exports	New York City, NY	United States	Peru	446	64,835	.	.	446	64,835	.	.
2013	2	Coal Exports	New York City, NY	United States	Serbia	6	7,417	.	.	6	7,417	.	.
2013	2	Coal Exports	New York City, NY	United States	Singapore	208	30,282	.	.	208	30,282	.	.
2013	2	Coal Exports	New York City, NY	United States	South Africa	672	106,878	.	.	672	106,878	.	.
2013	2	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	13	7,025
2013	2	Coal Exports	New York City, NY	United States	Spain	533	226,853	.	.	533	226,853	.	.
2013	2	Coal Exports	New York City, NY	United States	Thailand	113	23,701	.	.	113	23,701	.	.
2013	2	Coal Exports	New York City, NY	United States	United Arab Emirates	48	12,633	.	.	48	12,633	.	.
2013	3	Coal Exports	New York City, NY	United States	Azerbaijan	83	31,776	.	.	83	31,776	.	.
2013	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	12	14,754
2013	3	Coal Exports	New York City, NY	United States	Brazil	595	117,040	.	.	595	117,040	.	.
2013	3	Coal Exports	New York City, NY	United States	Chile	82	46,890	.	.	82	46,890	.	.
2013	3	Coal Exports	New York City, NY	United States	China	4	3,760	.	.	4	3,760	.	.
2013	3	Coal Exports	New York City, NY	United States	Costa Rica	1	3,036	.	.	1	3,036	.	.
2013	3	Coal Exports	New York City, NY	United States	Dominican Republic	19	7,179	.	.	19	7,179	.	.
2013	3	Coal Exports	New York City, NY	United States	France	47	12,755	.	.	47	12,755	.	.
2013	3	Coal Exports	New York City, NY	United States	India	34	15,600	.	.	34	15,600	.	.
2013	3	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	230	32,455
2013	3	Coal Exports	New York City, NY	United States	Madagascar	29	10,335	.	.	29	10,335	.	.
2013	3	Coal Exports	New York City, NY	United States	Panama	11	3,271	.	.	11	3,271	.	.
2013	3	Coal Exports	New York City, NY	United States	Peru	100	37,638	.	.	100	37,638	.	.
2013	3	Coal Exports	New York City, NY	United States	Serbia	14	17,978	.	.	14	17,978	.	.
2013	3	Coal Exports	New York City, NY	United States	Spain	235	109,604	.	.	235	109,604	.	.
2013	3	Coal Exports	New York City, NY	United States	Thailand	155	39,187	.	.	155	39,187	.	.
2013	3	Coal Exports	New York City, NY	United States	Turkey	68	20,180	.	.	68	20,180	.	.
2013	3	Coal Exports	New York City, NY	United States	United Kingdom	28	12,856	.	.	28	12,856	.	.
2013	3	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	11	5,052
2013	4	Coal Exports	New York City, NY	United States	Argentina	82	23,327	.	.	82	23,327	.	.
2013	4	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	37	26,429
2013	4	Coal Exports	New York City, NY	United States	India	17	3,892	.	.	17	3,892	.	.
2013	4	Coal Exports	New York City, NY	United States	Italy	21	5,601	.	.	21	5,601	282	39,667
2013	4	Coal Exports	New York City, NY	United States	Latvia	4	3,152	.	.	4	3,152	.	.
2013	4	Coal Exports	New York City, NY	United States	Serbia	330	46,692	.	.	330	46,692	.	.
2013	4	Coal Exports	New York City, NY	United States	Singapore	46	17,219	.	.	46	17,219	22	9,500
2013	4	Coal Exports	New York City, NY	United States	South Africa	34	17,126	.	.	34	17,126	.	.
2013	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	13	7,025
2013	4	Coal Exports	New York City, NY	United States	Spain	256	112,648	.	.	256	112,648	.	.
2013	4	Coal Exports	New York City, NY	United States	Thailand	132	28,356	.	.	132	28,356	.	.
2013	4	Coal Exports	New York City, NY	United States	United Arab Emirates	21	5,843	.	.	21	5,843	.	.
2014	1	Coal Exports	New York City, NY	United States	Argentina	22	5,883	.	.	22	5,883	.	.
2014	1	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	6	8,259
2014	1	Coal Exports	New York City, NY	United States	Dominican Republic	.	.	.	.	.	.	55	13,981
2014	1	Coal Exports	New York City, NY	United States	Ecuador	484	156,224	.	.	484	156,224	.	.
2014	1	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	193	71,965	.	.	193	71,965	.	.
2014	1	Coal Exports	New York City, NY	United States	India	34	7,768	.	.	34	7,768	.	.
2014	1	Coal Exports	New York City, NY	United States	Israel	42	10,525	.	.	42	10,525	.	.
2014	1	Coal Exports	New York City, NY	United States	Latvia	8	4,728	.	.	8	4,728	.	.
2014	1	Coal Exports	New York City, NY	United States	Netherlands	3	12,904	.	.	3	12,904	.	.
2014	1	Coal Exports	New York City, NY	United States	Panama	99	40,050	.	.	99	40,050	18	16,823

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	1	Coal Exports	New York City, NY	United States	Saudi Arabia	38	15,057	.	.	38	15,057	.	.
2014	1	Coal Exports	New York City, NY	United States	Serbia	165	23,346	.	.	165	23,346	.	.
2014	1	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	13	7,026
2014	1	Coal Exports	New York City, NY	United States	Spain	901	326,553	.	.	901	326,553	.	.
2014	1	Coal Exports	New York City, NY	United States	Thailand	109	23,681	.	.	109	23,681	.	.
2014	1	Coal Exports	New York City, NY	United States	Trinidad and Tobago	198	61,800	.	.	198	61,800	.	.
2014	1	Coal Exports	New York City, NY	United States	United Arab Emirates	51	16,522	.	.	51	16,522	.	.
2014	1	Coal Exports	New York City, NY	United States	Uruguay	.	.	.	.	.	.	11	5,052
2014	2	Coal Exports	New York City, NY	United States	Argentina	24	6,886	.	.	24	6,886	36	5,062
2014	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	93	50,052
2014	2	Coal Exports	New York City, NY	United States	Brazil	390	145,704	.	.	390	145,704	.	.
2014	2	Coal Exports	New York City, NY	United States	Chile	20	5,366	.	.	20	5,366	.	.
2014	2	Coal Exports	New York City, NY	United States	Costa Rica	24	6,582	.	.	24	6,582	22	8,404
2014	2	Coal Exports	New York City, NY	United States	Ecuador	14	4,553	.	.	14	4,553	.	.
2014	2	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	73	10,842	.	.	73	10,842	.	.
2014	2	Coal Exports	New York City, NY	United States	Guatemala	271	101,363	.	.	271	101,363	.	.
2014	2	Coal Exports	New York City, NY	United States	India	50	11,652	.	.	50	11,652	.	.
2014	2	Coal Exports	New York City, NY	United States	Israel	21	5,481	.	.	21	5,481	.	.
2014	2	Coal Exports	New York City, NY	United States	Italy	.	.	.	.	.	.	319	44,811
2014	2	Coal Exports	New York City, NY	United States	Netherlands	64	36,834	.	.	64	36,834	.	.
2014	2	Coal Exports	New York City, NY	United States	Panama	.	.	.	.	.	.	27	25,327
2014	2	Coal Exports	New York City, NY	United States	Serbia	165	16,803	.	.	165	16,803	.	.
2014	2	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	22	9,500
2014	2	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	35	17,564
2014	2	Coal Exports	New York City, NY	United States	Spain	815	272,810	.	.	815	272,810	.	.
2014	2	Coal Exports	New York City, NY	United States	Thailand	128	27,266	.	.	128	27,266	.	.
2014	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	112	35,000	.	.	112	35,000	.	.
2014	2	Coal Exports	New York City, NY	United States	United Arab Emirates	22	5,832	.	.	22	5,832	.	.
2014	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	25	28,496
2014	3	Coal Exports	New York City, NY	United States	Congo (Kinshasa)	3	3,425	.	.	3	3,425	.	.
2014	3	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	20	8,043
2014	3	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	226	84,540	.	.	226	84,540	.	.
2014	3	Coal Exports	New York City, NY	United States	India	34	7,768	.	.	34	7,768	.	.
2014	3	Coal Exports	New York City, NY	United States	Indonesia	18	6,088	.	.	18	6,088	.	.
2014	3	Coal Exports	New York City, NY	United States	Italy	22	3,800	.	.	22	3,800	13	27,419
2014	3	Coal Exports	New York City, NY	United States	Latvia	8	5,516	.	.	8	5,516	.	.
2014	3	Coal Exports	New York City, NY	United States	Panama	110	29,111	.	.	110	29,111	.	.
2014	3	Coal Exports	New York City, NY	United States	Qatar	17	8,277	.	.	17	8,277	.	.
2014	3	Coal Exports	New York City, NY	United States	Serbia	169	16,803	.	.	169	16,803	.	.
2014	3	Coal Exports	New York City, NY	United States	South Africa	164	61,522	.	.	164	61,522	.	.
2014	3	Coal Exports	New York City, NY	United States	Spain	655	228,055	.	.	655	228,055	.	.
2014	3	Coal Exports	New York City, NY	United States	Thailand	43	9,197	.	.	43	9,197	.	.
2014	3	Coal Exports	New York City, NY	United States	Turkey	144	45,000	.	.	144	45,000	.	.
2014	3	Coal Exports	New York City, NY	United States	Ukraine	21	5,481	.	.	21	5,481	.	.
2014	3	Coal Exports	New York City, NY	United States	United Arab Emirates	6	3,688	.	.	6	3,688	.	.
2014	3	Coal Exports	New York City, NY	United States	Uruguay	22	5,663	.	.	22	5,663	18	7,578
2014	4	Coal Exports	New York City, NY	United States	Brazil	416	155,639	.	.	416	155,639	.	.
2014	4	Coal Exports	New York City, NY	United States	Canada	61,029	3,969,990	.	.	61,029	3,969,990	.	.
2014	4	Coal Exports	New York City, NY	United States	Chile	41	11,306	.	.	41	11,306	.	.
2014	4	Coal Exports	New York City, NY	United States	China	.	.	.	.	.	.	32	18,427
2014	4	Coal Exports	New York City, NY	United States	Costa Rica	24	6,708	.	.	24	6,708	20	8,043
2014	4	Coal Exports	New York City, NY	United States	Dominican Republic	50	17,477	.	.	50	17,477	.	.
2014	4	Coal Exports	New York City, NY	United States	Ecuador	108	33,557	.	.	108	33,557	.	.
2014	4	Coal Exports	New York City, NY	United States	Egypt	22	10,628	.	.	22	10,628	.	.
2014	4	Coal Exports	New York City, NY	United States	France	.	.	.	.	.	.	175	91,043
2014	4	Coal Exports	New York City, NY	United States	India	34	8,174	.	.	34	8,174	.	.
2014	4	Coal Exports	New York City, NY	United States	Israel	24	10,482	.	.	24	10,482	.	.
2014	4	Coal Exports	New York City, NY	United States	Italy	43	12,701	.	.	43	12,701	.	.
2014	4	Coal Exports	New York City, NY	United States	Latvia	4	3,152	.	.	4	3,152	.	.
2014	4	Coal Exports	New York City, NY	United States	Netherlands	42	15,672	.	.	42	15,672	.	.
2014	4	Coal Exports	New York City, NY	United States	Qatar	64	17,141	.	.	64	17,141	.	.
2014	4	Coal Exports	New York City, NY	United States	Serbia	165	16,803	.	.	165	16,803	.	.
2014	4	Coal Exports	New York City, NY	United States	Singapore	40	4,352	.	.	40	4,352	22	9,500

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	4	Coal Exports	New York City, NY	United States	South Africa	78	21,745	.	.	78	21,745	.	.
2014	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	28	14,051
2014	4	Coal Exports	New York City, NY	United States	Spain	466	136,738	.	.	466	136,738	769	400,000
2014	4	Coal Exports	New York City, NY	United States	Thailand	65	13,910	.	.	65	13,910	.	.
2014	4	Coal Exports	New York City, NY	United States	United Arab Emirates	22	6,428	.	.	22	6,428	.	.
2014	4	Coal Exports	New York City, NY	United States	United Kingdom	75	19,765	.	.	75	19,765	.	.
2014	4	Coal Exports	New York City, NY	United States	Uruguay	21	5,663	.	.	21	5,663	.	.
2014	4	Coal Exports	New York City, NY	United States	Venezuela	68	21,225	.	.	68	21,225	.	.
2015	1	Coal Exports	New York City, NY	United States	Chile	76	18,522	.	.	76	18,522	.	.
2015	1	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	20	8,043
2015	1	Coal Exports	New York City, NY	United States	Dominican Republic	6	3,328	.	.	6	3,328	.	.
2015	1	Coal Exports	New York City, NY	United States	Finland	101	28,077	.	.	101	28,077	.	.
2015	1	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	163	61,059	.	.	163	61,059	.	.
2015	1	Coal Exports	New York City, NY	United States	India	57	13,026	.	.	57	13,026	.	.
2015	1	Coal Exports	New York City, NY	United States	Italy	21	5,906	.	.	21	5,906	172	79,553
2015	1	Coal Exports	New York City, NY	United States	South Africa	1,948	607,281	.	.	1,948	607,281	.	.
2015	1	Coal Exports	New York City, NY	United States	Spain	698	237,819	.	.	698	237,819	.	.
2015	1	Coal Exports	New York City, NY	United States	Thailand	172	36,843	.	.	172	36,843	.	.
2015	1	Coal Exports	New York City, NY	United States	Trinidad and Tobago	261	81,578	.	.	261	81,578	.	.
2015	1	Coal Exports	New York City, NY	United States	Uruguay	57	15,008	.	.	57	15,008	10	4,210
2015	2	Coal Exports	New York City, NY	United States	Argentina	24	6,351	.	.	24	6,351	.	.
2015	2	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	33	45,122
2015	2	Coal Exports	New York City, NY	United States	Chile	371	123,278	.	.	371	123,278	.	.
2015	2	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	20	8,043
2015	2	Coal Exports	New York City, NY	United States	Dominican Republic	21	10,416	.	.	21	10,416	.	.
2015	2	Coal Exports	New York City, NY	United States	Egypt	25	20,210	.	.	25	20,210	.	.
2015	2	Coal Exports	New York City, NY	United States	Finland	10	2,696	.	.	10	2,696	.	.
2015	2	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	118	44,000	.	.	118	44,000	.	.
2015	2	Coal Exports	New York City, NY	United States	Guatemala	273	102,184	.	.	273	102,184	.	.
2015	2	Coal Exports	New York City, NY	United States	India	36	18,080	.	.	36	18,080	.	.
2015	2	Coal Exports	New York City, NY	United States	Indonesia	57	19,236	.	.	57	19,236	.	.
2015	2	Coal Exports	New York City, NY	United States	Italy	84	31,052	.	.	84	31,052	140	73,283
2015	2	Coal Exports	New York City, NY	United States	Pakistan	282	46,627	.	.	282	46,627	.	.
2015	2	Coal Exports	New York City, NY	United States	Panama	77	20,563	.	.	77	20,563	.	.
2015	2	Coal Exports	New York City, NY	United States	Peru	19	4,680	.	.	19	4,680	.	.
2015	2	Coal Exports	New York City, NY	United States	Serbia	50	16,802	.	.	50	16,802	.	.
2015	2	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	22	9,500
2015	2	Coal Exports	New York City, NY	United States	South Africa	88	45,668	.	.	88	45,668	.	.
2015	2	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	28	14,051
2015	2	Coal Exports	New York City, NY	United States	Spain	632	242,490	.	.	632	242,490	.	.
2015	2	Coal Exports	New York City, NY	United States	Thailand	90	17,756	.	.	90	17,756	.	.
2015	2	Coal Exports	New York City, NY	United States	Trinidad and Tobago	30	9,595	.	.	30	9,595	.	.
2015	2	Coal Exports	New York City, NY	United States	Turkey	119	33,461	.	.	119	33,461	.	.
2015	2	Coal Exports	New York City, NY	United States	United Arab Emirates	91	55,326	.	.	91	55,326	.	.
2015	2	Coal Exports	New York City, NY	United States	United Kingdom	1	5,748	.	.	1	5,748	.	.
2015	2	Coal Exports	New York City, NY	United States	Venezuela	46	7,600	.	.	46	7,600	.	.
2015	3	Coal Exports	New York City, NY	United States	Argentina	170	42,659	.	.	170	42,659	.	.
2015	3	Coal Exports	New York City, NY	United States	Austria	10	4,832	.	.	10	4,832	.	.
2015	3	Coal Exports	New York City, NY	United States	Bermuda	.	.	.	.	.	.	24	31,469
2015	3	Coal Exports	New York City, NY	United States	Brazil	379	141,893	.	.	379	141,893	.	.
2015	3	Coal Exports	New York City, NY	United States	Colombia	84	27,100	.	.	84	27,100	.	.
2015	3	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	40	16,086
2015	3	Coal Exports	New York City, NY	United States	Germany, Federal Republic of	215	97,792	.	.	215	97,792	.	.
2015	3	Coal Exports	New York City, NY	United States	India	47	12,480	.	.	47	12,480	.	.
2015	3	Coal Exports	New York City, NY	United States	Israel	22	10,678	.	.	22	10,678	.	.
2015	3	Coal Exports	New York City, NY	United States	Netherlands	41	15,149	.	.	41	15,149	.	.
2015	3	Coal Exports	New York City, NY	United States	Nigeria	51	19,440	.	.	51	19,440	.	.
2015	3	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	22	9,500
2015	3	Coal Exports	New York City, NY	United States	South Africa	66	34,257	.	.	66	34,257	.	.
2015	3	Coal Exports	New York City, NY	United States	Spain	787	250,160	.	.	787	250,160	.	.
2015	3	Coal Exports	New York City, NY	United States	Thailand	128	27,989	.	.	128	27,989	.	.
2015	3	Coal Exports	New York City, NY	United States	Trinidad and Tobago	158	42,477	.	.	158	42,477	.	.
2015	3	Coal Exports	New York City, NY	United States	United Arab Emirates	45	12,199	.	.	45	12,199	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	4	Coal Exports	New York City, NY	United States	Brazil	152	56,607	.	.	152	56,607	.	.
2015	4	Coal Exports	New York City, NY	United States	Chile	10	2,735	.	.	10	2,735	.	.
2015	4	Coal Exports	New York City, NY	United States	Costa Rica	.	.	.	.	.	.	20	8,043
2015	4	Coal Exports	New York City, NY	United States	Curacao	10	2,805	.	.	10	2,805	.	.
2015	4	Coal Exports	New York City, NY	United States	Ecuador	17	3,998	.	.	17	3,998	.	.
2015	4	Coal Exports	New York City, NY	United States	India	11	4,307	.	.	11	4,307	.	.
2015	4	Coal Exports	New York City, NY	United States	Italy	21	8,382	.	.	21	8,382	10	24,222
2015	4	Coal Exports	New York City, NY	United States	Malaysia	8	7,361	.	.	8	7,361	.	.
2015	4	Coal Exports	New York City, NY	United States	Nigeria	34	12,960	.	.	34	12,960	.	.
2015	4	Coal Exports	New York City, NY	United States	Pakistan	43	13,152	.	.	43	13,152	.	.
2015	4	Coal Exports	New York City, NY	United States	Saudi Arabia	15	10,686	.	.	15	10,686	.	.
2015	4	Coal Exports	New York City, NY	United States	Singapore	.	.	.	.	.	.	22	9,500
2015	4	Coal Exports	New York City, NY	United States	South Africa	8	3,882	.	.	8	3,882	.	.
2015	4	Coal Exports	New York City, NY	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	28	14,051
2015	4	Coal Exports	New York City, NY	United States	Spain	840	260,140	.	.	840	260,140	.	.
2015	4	Coal Exports	New York City, NY	United States	Thailand	65	14,374	.	.	65	14,374	.	.
2015	4	Coal Exports	New York City, NY	United States	Trinidad and Tobago	395	130,351	.	.	395	130,351	.	.
2015	4	Coal Exports	New York City, NY	United States	Turkey	22	6,895	.	.	22	6,895	.	.
2015	4	Coal Exports	New York City, NY	United States	United Arab Emirates	75	34,224	22	2,547	97	36,771	.	.
2015	4	Coal Exports	New York City, NY	United States	Uruguay	88	23,595	.	.	88	23,595	.	.
2002	1	Coal Exports	Nogales, AZ	United States	Mexico	.	.	.	.	.	.	29,545	2,437,288
2003	1	Coal Exports	Nogales, AZ	United States	Mexico	.	.	.	.	.	.	5,562	353,307
2003	4	Coal Exports	Nogales, AZ	United States	Mexico	66	2,664	.	.	66	2,664	.	.
2005	2	Coal Exports	Nogales, AZ	United States	Mexico	353	12,150	.	.	353	12,150	.	.
2005	3	Coal Exports	Nogales, AZ	United States	Mexico	820	65,495	.	.	820	65,495	.	.
2006	3	Coal Exports	Nogales, AZ	United States	Mexico	97	6,719	.	.	97	6,719	.	.
2006	4	Coal Exports	Nogales, AZ	United States	Mexico	7	2,557	.	.	7	2,557	.	.
2007	4	Coal Exports	Nogales, AZ	United States	Mexico	22	5,116	.	.	22	5,116	9	4,320
2008	4	Coal Exports	Nogales, AZ	United States	Mexico	.	.	.	.	.	.	52	7,152
2009	1	Coal Exports	Nogales, AZ	United States	Mexico	26	3,792	.	.	26	3,792	35	5,000
2009	2	Coal Exports	Nogales, AZ	United States	Mexico	24	3,360	.	.	24	3,360	.	.
2009	4	Coal Exports	Nogales, AZ	United States	Mexico	130	18,336	.	.	130	18,336	.	.
2010	2	Coal Exports	Nogales, AZ	United States	Mexico	26	3,792	.	.	26	3,792	.	.
2010	4	Coal Exports	Nogales, AZ	United States	Mexico	104	16,413	.	.	104	16,413	.	.
2011	3	Coal Exports	Nogales, AZ	United States	Mexico	4	3,900	.	.	4	3,900	.	.
2012	1	Coal Exports	Nogales, AZ	United States	Mexico	33	4,776	.	.	33	4,776	.	.
2012	3	Coal Exports	Nogales, AZ	United States	Mexico	126	18,297	.	.	126	18,297	.	.
2013	1	Coal Exports	Nogales, AZ	United States	Mexico	528	83,198	.	.	528	83,198	.	.
2013	2	Coal Exports	Nogales, AZ	United States	Mexico	19	6,517	.	.	19	6,517	.	.
2013	3	Coal Exports	Nogales, AZ	United States	Mexico	22	14,520	.	.	22	14,520	.	.
2013	4	Coal Exports	Nogales, AZ	United States	Mexico	247	79,587	.	.	247	79,587	.	.
2014	1	Coal Exports	Nogales, AZ	United States	Mexico	73	53,515	.	.	73	53,515	6	2,886
2014	2	Coal Exports	Nogales, AZ	United States	Mexico	59	5,758	.	.	59	5,758	.	.
2014	3	Coal Exports	Nogales, AZ	United States	Mexico	14	5,508	.	.	14	5,508	.	.
2014	4	Coal Exports	Nogales, AZ	United States	Mexico	110	29,681	.	.	110	29,681	.	.
2015	1	Coal Exports	Nogales, AZ	United States	Mexico	93	42,844	.	.	93	42,844	.	.
2015	3	Coal Exports	Nogales, AZ	United States	Mexico	24	5,773	.	.	24	5,773	106	76,764
2015	4	Coal Exports	Nogales, AZ	United States	Mexico	.	.	.	.	.	.	42	27,199
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	123,353	6,701,922	123,353	6,701,922	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	39,615	1,465,873	39,615	1,465,873	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	449,700	20,804,724	449,700	20,804,724	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	.	.	663,752	31,438,573	663,752	31,438,573	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	24	5,200	.	.	24	5,200	22	4,312
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	23,294	1,401,680	.	.	23,294	1,401,680	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	148,683	5,118,499	148,683	5,118,499	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	43	9,774
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	380,346	19,152,214	380,346	19,152,214	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	44	10,804	.	.	44	10,804	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	156	26,257
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	43	6,127
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	479,772	18,638,119	821,668	42,987,637	1,301,440	61,625,756	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	89	20,082	.	.	89	20,082	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	22	4,452	.	.	22	4,452	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	919	70,371
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	77,725	1,987,788	231,444	11,942,765	309,169	13,930,553	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	333,135	14,419,760	333,135	14,419,760	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	153,104	7,737,369	153,104	7,737,369	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	90	18,000	.	.	90	18,000	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	60,615	2,457,479	60,615	2,457,479	.	.
2002	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	10	2,600	451,347	20,347,303	451,357	20,349,903	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	367	24,900	47,650	1,316,910	48,017	1,341,810	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	406,539	19,266,120	406,539	19,266,120	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	.	.	839,647	40,373,316	839,647	40,373,316	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	44,005	2,235,625	44,005	2,235,625	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	.	.	7,393	402,429	7,393	402,429	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	321	26,000	.	.	321	26,000	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	23,186	1,395,163	.	.	23,186	1,395,163	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	151,505	5,235,126	151,505	5,235,126	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	113	22,801
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	213,531	10,269,535	213,531	10,269,535	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	74,464	3,208,800	74,464	3,208,800	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	210	43,613
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	189	19,469
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	4,409	228,800	4,409	228,800	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	753,856	38,940,473	753,856	38,940,473	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	147	46,269	.	.	147	46,269	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	860	98,967
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	512,883	26,759,655	512,883	26,759,655	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	57	4,500	.	.	57	4,500	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	257,591	11,194,167	257,591	11,194,167	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	57,607	2,835,089	57,607	2,835,089	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	22	4,960	.	.	22	4,960	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	58	14,196	.	.	58	14,196	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	99,961	4,265,119	99,961	4,265,119	.	.
2002	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	274,229	12,919,916	274,229	12,919,916	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	62,931	3,054,317	62,931	3,054,317	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	172	6,985	593,515	28,118,678	593,687	28,125,663	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	84	17,600	786,020	36,646,579	786,104	36,664,179	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	117,513	5,207,304	117,513	5,207,304	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	299	20,800	.	.	299	20,800	44	8,691
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	3,450	.	.	11	3,450	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	43	9,529
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	123,538	5,377,177	123,538	5,377,177	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	159,068	8,079,090	159,068	8,079,090	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	22	4,960	.	.	22	4,960	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	177	36,661
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	90	12,820
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	3,858	200,200	3,858	200,200	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	549,880	27,006,762	549,880	27,006,762	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	210	64,019	.	.	210	64,019	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	858	105,972
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	374,011	17,800,273	374,011	17,800,273	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	69,480	2,026,446	351,517	17,164,961	420,997	19,191,407	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	164,314	8,110,809	164,314	8,110,809	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	22	4,960	.	.	22	4,960	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	66	18,534	.	.	66	18,534	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	168,262	8,566,871	168,262	8,566,871	.	.
2002	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	403,488	18,114,096	403,488	18,114,096	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	129,563	6,288,304	129,563	6,288,304	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	98,625	3,968,247	98,625	3,968,247	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	412,834	20,001,505	412,834	20,001,505	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	84	17,600	1,010,474	48,545,721	1,010,558	48,563,321	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	72,653	3,691,009	72,653	3,691,009	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	44	10,400	.	.	44	10,400	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	23,035	1,386,119	.	.	23,035	1,386,119	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	160,070	6,606,195	160,070	6,606,195	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	44	9,854
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	38,084	1,718,861	38,084	1,718,861	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	552,002	27,563,107	552,002	27,563,107	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Greece	.	.	18,868	958,602	18,868	958,602	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	61	12,213
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	43	6,189
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	3,858	200,200	3,858	200,200	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	471,023	23,933,273	471,023	23,933,273	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	905	67,703	.	.	905	67,703	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	20	4,200	.	.	20	4,200	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	1,736	178,525
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	295,968	14,564,866	295,968	14,564,866	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	292,739	14,967,003	292,739	14,967,003	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	58,105	2,872,809	58,105	2,872,809	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	240,966	10,547,031	240,966	10,547,031	.	.
2002	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	159,030	7,026,226	159,030	7,026,226	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	128,525	6,237,850	128,525	6,237,850	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	48,627	1,660,403	48,627	1,660,403	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	422	40,095	.	.	422	40,095	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	457,520	20,496,808	457,520	20,496,808	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	171	17,600	938,771	45,801,938	938,942	45,819,538	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	291,408	13,112,700	291,408	13,112,700	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	172	15,600	.	.	172	15,600	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	237,492	9,738,221	237,492	9,738,221	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	44	9,791
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	368,333	18,391,357	368,333	18,391,357	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	189	34,943
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	111	15,976
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	750,897	37,281,047	750,897	37,281,047	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	821	80,241	.	.	821	80,241	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Liberia	165	6,732	.	.	165	6,732	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	1,094	112,504
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	.	.	213,099	7,872,170	213,099	7,872,170	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	81,367	3,284,802	414,475	20,144,283	495,842	23,429,085	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	1,133	95,567
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	10	6,906	.	.	10	6,906	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	364,830	17,994,893	364,830	17,994,893	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	54,069	2,673,321	54,069	2,673,321	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	339,994	14,985,790	339,994	14,985,790	.	.
2003	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	46	9,828	442,290	20,063,578	442,336	20,073,406	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	70,539	3,407,599	70,539	3,407,599	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	46,562	2,308,133	46,562	2,308,133	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	570,997	26,798,656	570,997	26,798,656	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	11,400	850,735	890,905	39,839,815	902,305	40,690,550	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	74,951	2,793,464	74,951	2,793,464	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	432	46,800	.	.	432	46,800	49	3,500
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	22,514	1,354,741	.	.	22,514	1,354,741	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	152,981	5,214,973	152,981	5,214,973	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	50,143	2,131,171	50,143	2,131,171	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	424,463	21,578,024	424,463	21,578,024	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	121	4,960	.	.	121	4,960	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	123	23,147
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	44	6,351
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	714,003	35,540,342	714,003	35,540,342	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,017	82,372	.	.	1,017	82,372	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	885	82,017
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	.	.	68,728	2,556,312	68,728	2,556,312	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	418,229	20,452,960	418,229	20,452,960	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	276,755	15,122,137	276,755	15,122,137	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	83,427	4,124,811	83,427	4,124,811	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	271,581	10,593,683	271,581	10,593,683	.	.
2003	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	21	4,914	227,727	10,275,338	227,748	10,280,252	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	141,813	6,794,071	141,813	6,794,071	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	22	6,996	100,818	3,422,703	100,840	3,429,699	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	194,939	8,307,485	194,939	8,307,485	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	55,854	2,217,576	419,019	16,311,819	474,873	18,529,395	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	110	26,000	.	.	110	26,000	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	236,868	9,997,228	236,868	9,997,228	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	169,876	7,472,512	169,876	7,472,512	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	231,921	11,779,934	231,921	11,779,934	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	75,261	2,617,682	75,261	2,617,682	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	160	30,542
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	22	3,120
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	614,192	29,911,779	614,192	29,911,779	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	210	68,821	.	.	210	68,821	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	474	65,767
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	344,450	14,952,948	344,450	14,952,948	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	369,321	18,577,860	369,321	18,577,860	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	164,761	8,221,468	164,761	8,221,468	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	360,237	15,746,938	360,237	15,746,938	.	.
2003	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	22	4,914	298,810	13,984,021	298,832	13,988,935	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	66,499	3,185,895	66,499	3,185,895	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	40,871	1,427,297	40,871	1,427,297	7,325	820,000
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	197,297	9,453,628	197,297	9,453,628	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	108,673	5,165,006	892,710	38,672,530	1,001,383	43,837,536	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	147,732	6,686,067	147,732	6,686,067	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	255	10,400	.	.	255	10,400	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	22,961	1,381,631	.	.	22,961	1,381,631	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	321,842	15,127,340	321,842	15,127,340	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	252,959	12,651,925	252,959	12,651,925	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	121	4,960	68,095	2,339,000	68,216	2,343,960	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	126	25,564
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	90	12,884
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	678,259	33,563,574	678,259	33,563,574	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	231	75,702	.	.	231	75,702	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	633	78,788
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	64,479	2,849,223	.	.	64,479	2,849,223	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	305,963	14,590,947	305,963	14,590,947	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	562	10,400	.	.	562	10,400	1,379	116,172
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	244,413	12,586,720	244,413	12,586,720	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	79,328	3,922,130	79,328	3,922,130	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	120,749	6,195,861	120,749	6,195,861	.	.
2003	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	23	4,914	271,398	12,804,528	271,421	12,809,442	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	141,438	6,776,090	141,438	6,776,090	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	51,034	1,796,600	51,034	1,796,600	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	485,810	24,625,068	485,810	24,625,068	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	224,068	10,978,103	886,900	41,808,369	1,110,968	52,786,472	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	123,469	7,733,298	123,469	7,733,298	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	18	3,420	160,138	9,878,809	160,156	9,882,229	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	22	5,420	.	.	22	5,420	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	289,438	11,489,623	289,438	11,489,623	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	107	24,468
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	465,210	25,430,246	465,210	25,430,246	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	165	10,120	74,531	2,569,718	74,696	2,579,838	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	192	37,383
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	44	6,601
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	46,027	4,300,734	46,027	4,300,734	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	584,724	31,221,033	584,724	31,221,033	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	357	121,809	507,076	38,202,625	507,433	38,324,434	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	641	65,737
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	56,036	1,926,643	.	.	56,036	1,926,643	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	111,589	6,731,926	330,494	17,188,423	442,083	23,920,349	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Norway	.	.	.	.	.	.	8,479	769,210
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	266	10,840	.	.	266	10,840	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	63,611	6,809,456	63,611	6,809,456	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	432,489	22,240,407	432,489	22,240,407	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	158,263	7,674,240	158,263	7,674,240	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	.	.	24,501	1,264,741	24,501	1,264,741	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	20	8,720	282,958	19,487,263	282,978	19,495,983	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	381,699	26,108,823	381,699	26,108,823	.	.
2004	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	19	4,914	398,218	18,987,300	398,237	18,992,214	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	67,022	3,210,893	67,022	3,210,893	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	89,597	3,134,810	89,597	3,134,810	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	110,073	6,389,173	317,985	20,210,143	428,058	26,599,316	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	86,642	12,114,577	947,553	59,879,820	1,034,195	71,994,397	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	20	3,800	.	.	20	3,800	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	1,140	55,520	.	.	1,140	55,520	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	22,693	1,586,879	.	.	22,693	1,586,879	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	235,894	9,392,365	235,894	9,392,365	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	88	19,951
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	79,376	4,018,157	79,376	4,018,157	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	402,495	30,158,880	402,495	30,158,880	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	French Southern and Antarctic Lands	.	.	31,029	1,674,920	31,029	1,674,920	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	76,449	4,109,566	76,449	4,109,566	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	132	28,371
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	50	7,002
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	226,735	23,720,194	226,735	23,720,194	108	9,781
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	743,785	48,785,978	743,785	48,785,978	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	796	103,380	1,366,214	127,289,265	1,367,010	127,392,645	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	625	77,631
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	518,106	30,218,703	518,106	30,218,703	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	169,408	10,828,600	169,408	10,828,600	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	159,623	7,934,146	159,623	7,934,146	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	122	33,512	210,997	14,574,636	211,119	14,608,148	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	430,337	24,367,217	430,337	24,367,217	.	.
2004	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	47	10,622	362,214	19,440,648	362,261	19,451,270	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	142,134	9,093,189	142,134	9,093,189	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	94,377	7,450,676	94,377	7,450,676	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	316,449	22,431,784	316,449	22,431,784	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	87,995	4,383,220	826,567	48,871,584	914,562	53,254,804	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	73,796	3,892,819	73,796	3,892,819	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	20	4,200	79,315	7,555,110	79,335	7,559,310	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	600	24,440	.	.	600	24,440	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	54,563	5,098,496	54,563	5,098,496	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	155,868	13,468,371	155,868	13,468,371	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	152	37,656
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	79,379	4,860,763	79,379	4,860,763	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	234,974	16,242,543	234,974	16,242,543	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	137	5,560	.	.	137	5,560	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	43	9,810
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	141	24,497
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	22	7,200	285,053	28,380,358	285,075	28,387,558	251	22,778
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	296,920	18,947,089	296,920	18,947,089	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	653	93,672	255,824	25,779,508	256,477	25,873,180	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Madagascar	.	.	66,236	7,736,470	66,236	7,736,470	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	637	82,161
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	468,800	31,955,364	468,800	31,955,364	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	605	50,991
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	180,710	12,681,481	180,710	12,681,481	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	78,726	3,892,381	78,726	3,892,381	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	143	12,600	.	.	143	12,600	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	251	10,252	.	.	251	10,252	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	190,464	13,239,086	190,464	13,239,086	.	.
2004	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	89	11,574	285,630	16,562,341	285,719	16,573,915	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	69,711	4,616,637	69,711	4,616,637	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	48,243	2,601,936	48,243	2,601,936	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	86,700	8,595,436	562,932	36,391,874	649,632	44,987,310	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	84,664	7,266,323	84,664	7,266,323	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	89	11,382	164,466	15,666,136	164,555	15,677,518	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	644	30,550	.	.	644	30,550	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	156,599	13,643,246	156,599	13,643,246	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	354	14,402	.	.	354	14,402	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	84,728	4,168,095	84,728	4,168,095	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	108	27,876
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	75,170	4,978,111	75,170	4,978,111	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	20	5,597	76,349	3,827,517	76,369	3,833,114	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	182	22,775
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	69	14,486
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	72,930	6,616,090	72,930	6,616,090	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	327,009	19,426,586	327,009	19,426,586	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	838	118,695	482,351	42,426,958	483,189	42,545,653	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	725	89,101
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	499,567	39,650,819	499,567	39,650,819	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	55,758	3,773,007	55,758	3,773,007	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	78,531	5,414,457	78,531	5,414,457	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	231,330	11,437,397	231,330	11,437,397	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	348	31,080	.	.	348	31,080	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	266,456	20,811,204	266,456	20,811,204	.	.
2004	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	23	5,787	314,640	20,737,137	314,663	20,742,924	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	142,323	9,861,889	142,323	9,861,889	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	22	7,128	48,511	2,534,516	48,533	2,541,644	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	76,277	7,879,844	76,277	7,879,844	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	458,813	34,343,168	458,813	34,343,168	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	156,174	12,818,243	736,519	50,795,272	892,693	63,613,515	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	76,043	4,012,117	76,043	4,012,117	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	40	8,400	.	.	40	8,400	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	632	25,760	.	.	632	25,760	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	124,581	10,577,148	124,581	10,577,148	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	22,482	1,776,025	.	.	22,482	1,776,025	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	75,188	3,786,779	75,188	3,786,779	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	332	39,555
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	77,736	4,760,176	77,736	4,760,176	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	194,921	13,036,893	194,921	13,036,893	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	137	5,560	77,264	4,110,903	77,401	4,116,463	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	316	34,420
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	145,535	13,202,640	145,535	13,202,640	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	453,178	31,651,483	453,178	31,651,483	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	294	115,216	776,709	64,588,377	777,003	64,703,593	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	465,186	28,135,662	465,186	28,135,662	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	171,178	13,053,763	171,178	13,053,763	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	156,426	14,602,316	156,426	14,602,316	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	379,013	30,331,365	379,013	30,331,365	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	60,604	2,996,382	60,604	2,996,382	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	251	10,252	.	.	251	10,252	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	531,329	52,169,243	531,329	52,169,243	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	80,406	9,373,202	80,406	9,373,202	.	.
2005	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	168	5,787	418,892	24,363,076	419,060	24,368,863	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	133,375	9,227,443	133,375	9,227,443	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	20	4,540	93,495	7,617,760	93,515	7,622,300	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	149,028	16,139,477	149,028	16,139,477	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	24	6,245	401,844	35,921,913	401,868	35,928,158	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	173,360	11,438,396	793,955	54,987,178	967,315	66,425,574	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	78,114	4,213,287	153,102	15,109,730	231,216	19,323,017	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	11	4,683	.	.	11	4,683	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	82	23,964	.	.	82	23,964	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	996	40,620	.	.	996	40,620	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	243,408	18,748,297	243,408	18,748,297	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	232,952	15,150,893	232,952	15,150,893	7	4,082
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	22	7,200
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	55,832	3,418,894	55,832	3,418,894	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	378,678	35,731,263	378,678	35,731,263	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	22	5,560	225,830	24,768,881	225,852	24,774,441	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	256	21,568
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	42	18,172
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	22	7,744	400,403	43,073,217	400,425	43,080,961	105	10,100
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	25,253	2,067,800	669,673	50,807,156	694,926	52,874,956	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	273	112,386	464,208	45,846,518	464,481	45,958,904	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	334,505	30,744,089	334,505	30,744,089	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	111,476	11,121,679	111,476	11,121,679	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	401,460	31,530,751	401,460	31,530,751	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	164,895	10,658,340	164,895	10,658,340	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	100	28,440	.	.	100	28,440	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Tanzania (United Republic of Tanzania)	99	7,911	.	.	99	7,911	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	51	10,252	.	.	51	10,252	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	73,425	7,193,890	507,938	53,829,315	581,363	61,023,205	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	73,271	8,907,013	73,271	8,907,013	.	.
2005	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	46	11,574	228,363	16,738,435	228,409	16,750,009	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	67,875	4,494,968	67,875	4,494,968	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	41,923	4,522,261	41,923	4,522,261	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	22	5,760	315,423	26,792,540	315,445	26,798,300	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	76,150	5,005,586	1,060,963	101,684,619	1,137,113	106,690,205	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	60	18,480	.	.	60	18,480	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	332	13,540	.	.	332	13,540	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	11,088	.	.	22	11,088	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	216	28,845
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	103,264	9,007,563	103,264	9,007,563	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	195,252	19,022,477	195,252	19,022,477	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	22	6,160	.	.	22	6,160	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	453	48,418
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	23	6,419
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	52,259	4,740,850	52,259	4,740,850	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	637,227	55,284,069	637,227	55,284,069	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	365	117,885	193,266	18,080,799	193,631	18,198,684	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	449,923	41,807,362	449,923	41,807,362	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	13	6,000
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	282,689	23,255,764	282,689	23,255,764	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	146,823	15,975,688	146,823	15,975,688	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	118,383	10,887,424	118,383	10,887,424	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	270,797	29,548,733	270,797	29,548,733	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	126,908	8,203,067	126,908	8,203,067	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	62	18,840	.	.	62	18,840	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	363,759	37,630,754	363,759	37,630,754	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	23	5,787	280,653	28,212,294	280,676	28,218,081	.	.
2005	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	8,400	.	.	21	8,400	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	71,796	4,754,629	71,796	4,754,629	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	43,818	4,736,279	43,818	4,736,279	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	38,400	4,110,650	38,400	4,110,650	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	414,010	29,938,974	414,010	29,938,974	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	163,335	11,967,010	739,860	73,283,263	903,195	85,250,273	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	66,736	2,960,512	66,736	2,960,512	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	473	26,027	.	.	473	26,027	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	40	9,600	.	.	40	9,600	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	376	27,080	.	.	376	27,080	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	149	6,089	.	.	149	6,089	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	245	36,932
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	49,476	5,161,708	49,476	5,161,708	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	387,346	35,912,718	387,346	35,912,718	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	218,237	23,671,833	218,237	23,671,833	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	22	6,770	.	.	22	6,770	217	29,284
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	49	12,957
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	143,579	18,549,518	143,579	18,549,518	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	668,255	52,165,168	668,255	52,165,168	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	326	87,888	257,437	26,360,944	257,763	26,448,832	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	378,876	36,095,887	378,876	36,095,887	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	10	4,950	.	.	10	4,950	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	330	13,470	.	.	330	13,470	414	34,978
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	.	.	.	.	.	.	3	2,946
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	32,350	3,520,670	32,350	3,520,670	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	72,838	8,193,573	72,838	8,193,573	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	371,128	28,622,165	371,128	28,622,165	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	159,374	10,301,496	159,374	10,301,496	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	455	45,040	.	.	455	45,040	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	406,964	39,478,196	406,964	39,478,196	.	.
2005	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	22	5,788	436,266	44,799,601	436,288	44,805,389	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	66,640	4,178,636	66,640	4,178,636	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	47,009	5,027,528	47,009	5,027,528	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	33,072	3,540,177	33,072	3,540,177	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	24	6,245	345,822	31,849,504	345,846	31,855,749	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	90,670	6,747,530	1,123,913	112,183,116	1,214,583	118,930,646	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	128,928	10,397,528	128,928	10,397,528	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	21	9,366	.	.	21	9,366	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	1,206	48,480	.	.	1,206	48,480	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	332	13,540	.	.	332	13,540	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	57,996	5,319,700	57,996	5,319,700	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,090	.	.	11	6,090	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	78,190	8,348,930	78,190	8,348,930	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	42	14,635
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	370,595	35,480,185	370,595	35,480,185	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	41	12,405	325,668	34,573,870	325,709	34,586,275	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	524	44,188
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	47	13,225
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	.	.	56,222	6,477,588	56,222	6,477,588	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	1,031,060	88,735,991	1,031,060	88,735,991	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	387	91,963	195,767	14,988,879	196,154	15,080,842	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	347,213	31,780,554	347,213	31,780,554	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	82,649	9,372,307	82,649	9,372,307	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Singapore	22	8,404	.	.	22	8,404	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	22,246	2,406,380	22,246	2,406,380	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	80,613	7,525,271	80,613	7,525,271	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	239,096	24,204,205	239,096	24,204,205	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	157,230	12,355,446	157,230	12,355,446	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	60	19,000	.	.	60	19,000	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	256	10,428	.	.	256	10,428	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	335,793	30,441,389	335,793	30,441,389	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	249	14,817	421,102	42,615,666	421,351	42,630,483	.	.
2006	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	64	25,200	.	.	64	25,200	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	66,341	4,159,890	66,341	4,159,890	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	92,912	9,781,997	92,912	9,781,997	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	461,489	41,577,282	461,489	41,577,282	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	78,935	6,402,090	1,005,318	96,917,298	1,084,253	103,319,388	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	78,120	5,208,835	78,120	5,208,835	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	60	14,800	.	.	60	14,800	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	111,377	10,351,971	111,377	10,351,971	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Denmark (Except Greenland)	7,985	433,942	.	.	7,985	433,942	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	11,903	.	.	22	11,903	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	317,950	30,713,639	317,950	30,713,639	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	948	91,039
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	114,089	11,101,388	114,089	11,101,388	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	391,184	36,059,648	391,184	36,059,648	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	20	6,160	232,602	23,616,007	232,622	23,622,167	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	271	22,890
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	22	8,448	56,800	6,544,174	56,822	6,552,622	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	165	10,128	648,406	63,825,760	648,571	63,835,888	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,969	157,970	.	.	1,969	157,970	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	201,456	18,441,671	201,456	18,441,671	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	14	5,003	.	.	14	5,003	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	78,031	7,136,407	78,031	7,136,407	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	373,939	36,981,884	373,939	36,981,884	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	72,839	6,971,233	72,839	6,971,233	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	282	11,500	44	12,720	326	24,220	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	285	19,600	.	.	285	19,600	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	256	10,428	.	.	256	10,428	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	412,541	38,804,425	412,541	38,804,425	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	496,158	47,263,756	496,158	47,263,756	.	.
2006	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	42	16,800	.	.	42	16,800	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	70,419	6,321,214	70,419	6,321,214	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	96,779	8,961,768	96,779	8,961,768	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	324,856	29,659,157	324,856	29,659,157	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	625	32,824	1,023,392	94,813,998	1,024,017	94,846,822	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	70,358	7,552,346	70,358	7,552,346	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	42	18,732	.	.	42	18,732	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	406	24,960	.	.	406	24,960	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	343	13,980	.	.	343	13,980	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	12,180	.	.	22	12,180	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	319,240	31,182,547	319,240	31,182,547	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	106,438	5,407,288	106,438	5,407,288	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	196,059	17,904,873	196,059	17,904,873	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	309,080	28,672,063	309,080	28,672,063	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	534	45,013
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	46	12,742
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	44	16,896	238,096	22,183,120	238,140	22,200,016	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	661,445	67,661,802	661,445	67,661,802	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	315	88,815	.	.	315	88,815	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	60,985	4,223,248	60,985	4,223,248	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	351,286	33,971,894	351,286	33,971,894	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	59,731	5,719,430	59,731	5,719,430	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	70,934	6,483,779	70,934	6,483,779	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	22	8,580	.	.	22	8,580	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	198,571	20,648,196	198,571	20,648,196	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	162,165	16,254,695	162,165	16,254,695	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	.	.	88	25,440	88	25,440	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	550	43,800	.	.	550	43,800	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	256	10,428	.	.	256	10,428	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	306,885	28,628,213	306,885	28,628,213	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	231,681	22,875,858	231,681	22,875,858	.	.
2006	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	8,400	.	.	21	8,400	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	70,122	6,256,500	70,122	6,256,500	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	102,785	9,015,615	102,785	9,015,615	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	626,797	55,925,964	626,797	55,925,964	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	23,192	1,991,404	1,184,603	108,942,794	1,207,795	110,934,198	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	60	19,960	.	.	60	19,960	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	71,835	6,484,260	71,835	6,484,260	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,090	.	.	11	6,090	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	111,432	10,842,165	111,432	10,842,165	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	306,549	27,134,015	306,549	27,134,015	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	154,681	14,068,053	154,681	14,068,053	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	353	29,819
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	20	4,400	.	.	20	4,400	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	76,656	8,237,153	76,656	8,237,153	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	66	25,344	383,832	35,393,968	383,898	35,419,312	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	938,748	92,059,642	938,748	92,059,642	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	252	71,052	.	.	252	71,052	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	361,258	31,831,178	361,258	31,831,178	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	328	11,326	.	.	328	11,326	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	75,905	6,930,217	75,905	6,930,217	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	77,677	6,876,523	77,677	6,876,523	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	319,995	31,641,376	319,995	31,641,376	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	76,865	7,356,672	76,865	7,356,672	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	.	.	22	6,360	22	6,360	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	808	41,600	.	.	808	41,600	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	256	10,428	.	.	256	10,428	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	164,424	15,150,157	164,424	15,150,157	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	73,957	6,340,321	73,957	6,340,321	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	243,518	23,920,024	243,518	23,920,024	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	20	7,840	.	.	20	7,840	.	.
2006	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	8,400	.	.	21	8,400	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	70,411	6,515,352	70,411	6,515,352	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	105,532	9,848,847	105,532	9,848,847	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	452,986	41,150,064	452,986	41,150,064	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	96	29,566	1,194,926	107,252,561	1,195,022	107,282,127	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	63	28,098	.	.	63	28,098	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	814	55,396	.	.	814	55,396	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	203	6,990	.	.	203	6,990	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	81,564	7,177,510	81,564	7,177,510	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	12,180	.	.	22	12,180	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	401,109	36,404,162	401,109	36,404,162	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	446	37,553
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	543,079	46,893,846	543,079	46,893,846	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	261,991	22,598,703	261,991	22,598,703	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	612	51,655
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	22	8,448	317,527	29,369,405	317,549	29,377,853	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	779,297	79,421,767	779,297	79,421,767	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	324	92,805	.	.	324	92,805	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	93,983	6,138,440	93,983	6,138,440	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	80,372	4,826,803	469,688	46,030,787	550,060	50,857,590	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	10	4,252	.	.	10	4,252	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	56,970	5,411,137	56,970	5,411,137	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	74,619	6,050,386	74,619	6,050,386	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	142,586	10,445,258	142,586	10,445,258	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	344,351	34,257,143	344,351	34,257,143	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	134,056	13,348,128	134,056	13,348,128	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	857	35,000	.	.	857	35,000	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	377,265	33,432,106	377,265	33,432,106	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	72,984	4,539,776	498,714	46,412,559	571,698	50,952,335	.	.
2007	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	8,400	.	.	21	8,400	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	134,519	12,062,632	134,519	12,062,632	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	39,524	3,688,701	39,524	3,688,701	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	316,772	28,984,390	316,772	28,984,390	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	11,482	953,090	1,403,275	127,258,506	1,414,757	128,211,596	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	80,050	9,560,551	80,050	9,560,551	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	501	37,884	.	.	501	37,884	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	144	45,212	.	.	144	45,212	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	154,811	13,623,034	154,811	13,623,034	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,090	33	76,202	44	82,292	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	485	36,140	337,154	28,751,067	337,639	28,787,207	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	538	45,402
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	98,675	9,220,635	98,675	9,220,635	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	426,328	36,870,539	426,328	36,870,539	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	226,855	19,983,646	226,855	19,983,646	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	442	37,276
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	66	25,344	211,389	19,944,143	211,455	19,969,487	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	723,767	65,979,572	723,767	65,979,572	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	370	104,647	.	.	370	104,647	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	756	30,165	81,940	6,999,013	82,696	7,029,178	4,173	454,332
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	136,982	6,703,629	.	.	136,982	6,703,629	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	520,559	43,164,107	520,559	43,164,107	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	111,827	8,715,763	111,827	8,715,763	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	73,901	6,740,389	73,901	6,740,389	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	451,200	40,540,065	451,200	40,540,065	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	80,954	7,509,321	80,954	7,509,321	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	857	35,000	.	.	857	35,000	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	518,259	45,048,115	518,259	45,048,115	.	.
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	.	.	.	.	.	.	53	7,965
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	23	5,787	310,886	29,378,961	310,909	29,384,748	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	453	33,600	.	.	453	33,600	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	139,311	12,658,504	139,311	12,658,504	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	99,156	9,097,352	99,156	9,097,352	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	274	11,214	.	.	274	11,214	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	10,192	947,690	560,470	47,546,951	570,662	48,494,641	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	12,052	1,110,397	1,900,467	170,927,410	1,912,519	172,037,807	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	21	9,786	.	.	21	9,786	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	894	47,692	.	.	894	47,692	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	223	27,960	.	.	223	27,960	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	220,106	24,260,155	220,106	24,260,155	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	12,180	1,676	85,121	1,698	97,301	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	317,975	30,041,080	317,975	30,041,080	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	395	38,911
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	80,248	6,945,918	435,134	38,596,104	515,382	45,542,022	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	163,697	14,923,995	163,697	14,923,995	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	271	22,877
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	66	25,344	51,480	7,635,883	51,546	7,661,227	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	872,965	81,160,458	872,965	81,160,458	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	474	104,559	.	.	474	104,559	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	86,609	5,912,898	86,609	5,912,898	8,334	1,022,762
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	139,748	6,789,222	.	.	139,748	6,789,222	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	.	.	472,188	43,708,991	472,188	43,708,991	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Nicaragua	.	.	.	.	.	.	180	15,173
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	115,337	11,145,683	115,337	11,145,683	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	78,287	7,244,142	78,287	7,244,142	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	71,743	6,602,772	71,743	6,602,772	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	75,507	6,071,102	75,507	6,071,102	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	153,007	13,567,063	153,007	13,567,063	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	423,912	39,285,855	423,912	39,285,855	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	161,844	15,020,790	161,844	15,020,790	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	245	10,000	.	.	245	10,000	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	310,845	28,008,132	310,845	28,008,132	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	150,291	14,828,040	150,291	14,828,040	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	23	5,787	456,180	41,554,844	456,203	41,560,631	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	20	8,120	.	.	20	8,120	.	.
2007	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	432	17,640	.	.	432	17,640	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	53,439	4,775,217	53,439	4,775,217	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	48,184	3,581,757	48,184	3,581,757	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	138,194	12,593,429	138,194	12,593,429	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	72,620	5,138,643	239,787	21,998,819	312,407	27,137,462	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	33,404	3,050,684	1,354,816	122,657,839	1,388,220	125,708,523	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	119	29,358	.	.	119	29,358	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	1,160	100,376	.	.	1,160	100,376	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	213,250	24,529,666	213,250	24,529,666	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	59,028	4,043,011	.	.	59,028	4,043,011	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,090	343	50,340	354	56,430	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	463,861	42,734,322	463,861	42,734,322	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	205	22,877
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	467,297	41,704,550	265,124	24,110,490	732,421	65,815,040	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	78,157	3,970,609	511,229	40,534,523	589,386	44,505,132	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	525	44,294
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	707	33,792	239,150	30,795,610	239,857	30,829,402	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	147,910	10,375,211	1,016,018	94,511,947	1,163,928	104,887,158	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	2,316	302,781	.	.	2,316	302,781	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Kuwait	34	2,688	.	.	34	2,688	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	42,878	3,187,890	42,878	3,187,890	8,349	990,388
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	344,729	18,734,083	.	.	344,729	18,734,083	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	347,000	25,252,099	338,377	31,787,813	685,377	57,039,912	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	214,431	19,143,167	214,431	19,143,167	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	151,564	14,455,204	151,564	14,455,204	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	71,680	6,336,485	71,680	6,336,485	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	253,884	22,495,163	253,884	22,495,163	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	156,038	14,484,508	156,038	14,484,508	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	360	35,000	.	.	360	35,000	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	233,271	20,051,949	233,271	20,051,949	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	505,416	50,734,328	505,416	50,734,328	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	450	18,359	.	.	450	18,359	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	44	11,576	332,930	29,872,819	332,974	29,884,395	.	.
2007	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	84	35,280	.	.	84	35,280	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	104,597	9,396,684	104,597	9,396,684	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	101,425	8,328,236	101,425	8,328,236	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	188,206	15,270,626	483,835	45,629,295	672,041	60,899,921	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	177	51,269	1,367,260	139,162,965	1,367,437	139,214,234	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	153,957	16,034,028	153,957	16,034,028	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	42	19,572	.	.	42	19,572	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	318	39,115	.	.	318	39,115	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	379,616	48,678,553	379,616	48,678,553	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Denmark (Except Greenland)	71,388	4,986,698	.	.	71,388	4,986,698	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,090	.	.	11	6,090	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	233,051	23,159,315	233,051	23,159,315	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	395	39,970
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	21,539	1,946,171	21,539	1,946,171	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	239,815	17,960,243	565,214	57,337,045	805,029	75,297,288	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	73,251	5,980,717	223,980	17,275,256	297,231	23,255,973	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	380	31,991
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	44	16,896	321,538	36,550,418	321,582	36,567,314	22	4,153
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	73,343	6,824,682	699,667	66,155,454	773,010	72,980,136	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,040	302,843	.	.	1,040	302,843	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Madagascar	.	.	.	.	.	.	18	13,785
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	79,415	5,856,294	79,415	5,856,294	5,496	643,598
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	138,861	9,058,172	.	.	138,861	9,058,172	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	418,877	27,664,775	389,132	36,452,209	808,009	64,116,984	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Nicaragua	.	.	32,744	2,740,294	32,744	2,740,294	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	18	9,200
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	71,523	11,744,195	213,807	19,105,168	285,330	30,849,363	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	80,909	9,321,752	341,750	38,597,978	422,659	47,919,730	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	82,194	10,123,721	82,194	10,123,721	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	78,816	8,937,649	78,816	8,937,649	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	496,481	54,582,648	496,481	54,582,648	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	134,065	14,715,256	134,065	14,715,256	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	425,325	40,187,852	425,325	40,187,852	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	279,295	30,558,714	279,295	30,558,714	.	.
2008	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	77,617	5,285,576	555,815	52,689,343	633,432	57,974,919	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	104,078	20,157,944	104,078	20,157,944	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	144,791	14,317,021	144,791	14,317,021	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	220,743	21,817,870	610,519	74,199,258	831,262	96,017,128	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	83,970	13,305,019	1,422,721	165,011,996	1,506,691	178,317,015	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	42,549	4,747,852	42,549	4,747,852	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	59,327	5,370,609	.	.	59,327	5,370,609	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	102	20,202	.	.	102	20,202	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	310	41,273	.	.	310	41,273	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	115,059	14,420,432	347,408	45,287,754	462,467	59,708,186	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	12,510	.	.	22	12,510	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	324,350	75,464,437	324,350	75,464,437	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	208	17,613
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	48,634	9,177,006	55,396	15,076,326	104,030	24,253,332	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	333,589	35,153,660	644,630	73,959,749	978,219	109,113,409	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	222,938	22,977,359	222,938	22,977,359	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	310	26,095
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	75	20,250	.	.	75	20,250	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	110	47,365	267,715	48,468,426	267,825	48,515,791	9	4,050
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	80,747	10,172,378	863,339	90,008,577	944,086	100,180,955	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	2,410	545,827	64,302	16,041,850	66,712	16,587,677	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	5,777	.	.	11	5,777	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	59,279	5,233,686	59,279	5,233,686	2,909	254,954
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	.	.	71,042	7,894,905	71,042	7,894,905	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	277,451	22,946,616	604,248	69,290,745	881,699	92,237,361	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Norway	1,668	66,556	.	.	1,668	66,556	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	39	22,970
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	414,651	61,484,516	414,651	61,484,516	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	495,585	60,240,496	495,585	60,240,496	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	137,775	14,311,376	137,775	14,311,376	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	233,429	40,736,413	233,429	40,736,413	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	92,831	7,656,469	281,007	34,945,194	373,838	42,601,663	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	163,599	17,455,036	163,599	17,455,036	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	40	10,600	.	.	40	10,600	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Trinidad and Tobago	22	5,100	.	.	22	5,100	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	36,859	2,766,149	593,461	137,458,216	630,320	140,224,365	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	40,815	4,758,061	40,815	4,758,061	.	.
2008	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	75,188	4,916,461	627,625	95,859,725	702,813	100,776,186	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	70,240	10,527,412	70,240	10,527,412	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	100,110	16,995,514	100,110	16,995,514	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	26	14,230	.	.	26	14,230	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	41,133	4,669,595	41,133	4,669,595	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	268,962	24,020,245	404,506	49,588,408	673,468	73,608,653	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	52,246	6,493,421	1,165,057	210,239,825	1,217,303	216,733,246	13,308	1,122,901
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bulgaria	.	.	47,132	16,333,281	47,132	16,333,281	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	63	30,303	.	.	63	30,303	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	321	116,026	.	.	321	116,026	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	287,422	40,049,608	287,422	40,049,608	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	6,255	.	.	11	6,255	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	405,539	90,614,316	405,539	90,614,316	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	778	65,522
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	114,813	26,211,365	114,813	26,211,365	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	644,169	72,887,009	644,169	72,887,009	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	146,773	11,311,010	224,300	24,951,174	371,073	36,262,184	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Greece	.	.	54,243	8,857,364	54,243	8,857,364	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	892	75,243
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	11,504	3,170,356	11,504	3,170,356	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	.	.	.	.	.	.	20	10,034
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	199	90,467	487,639	128,662,504	487,838	128,752,971	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	9,363	903,295	571,863	76,300,253	581,226	77,203,548	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jamaica	18	5,795	.	.	18	5,795	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	914	237,014	.	.	914	237,014	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	3,071	275,265
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	206,213	23,394,040	.	.	206,213	23,394,040	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	340,840	24,975,066	415,634	65,936,660	756,474	90,911,726	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Nicaragua	.	.	.	.	.	.	139	11,737
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Philippines	9	7,935	.	.	9	7,935	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	580,727	95,441,902	580,727	95,441,902	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	33,581	3,914,645	33,581	3,914,645	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	.	.	33,387	4,656,904	33,387	4,656,904	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	132,757	15,646,656	132,757	15,646,656	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	80,095	8,792,021	80,095	8,792,021	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	140,266	11,878,501	254,850	30,441,013	395,116	42,319,514	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	81,133	8,464,314	81,133	8,464,314	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	.	.	55,793	10,882,354	55,793	10,882,354	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	166	42,800	.	.	166	42,800	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	390,159	92,067,881	390,159	92,067,881	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	281,815	41,376,187	281,815	41,376,187	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	8	4,347	.	.	8	4,347	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	140,787	14,146,451	436,625	57,368,462	577,412	71,514,913	.	.
2008	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	20	8,657	.	.	20	8,657	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	69,851	8,456,393	69,851	8,456,393	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Angola	17	14,288	.	.	17	14,288	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	53,023	15,244,665	53,023	15,244,665	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	137,685	16,100,247	137,685	16,100,247	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	87,041	6,672,297	319,582	41,312,319	406,623	47,984,616	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	154	78,156	1,396,193	266,401,049	1,396,347	266,479,205	2,444	206,138

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	103	37,248	.	.	103	37,248	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	233,500	33,235,775	233,500	33,235,775	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Denmark (Except Greenland)	82,270	8,464,241	.	.	82,270	8,464,241	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	19	10,115	.	.	19	10,115	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	313,877	71,790,897	313,877	71,790,897	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	703	103,845
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Faroe Islands	76,244	6,515,546	.	.	76,244	6,515,546	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	72,749	14,740,204	72,749	14,740,204	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	541,530	53,262,907	159,581	22,484,664	701,111	75,747,571	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	306,434	23,410,053	315,109	37,214,488	621,543	60,624,541	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Greece	.	.	84,381	9,721,760	84,381	9,721,760	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	456	38,507
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	90	48,312	402,792	109,622,149	402,882	109,670,461	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Israel	.	.	.	.	.	.	57	30,041
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	104,192	11,756,760	667,491	80,831,998	771,683	92,588,758	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	892	279,998	64,954	16,204,375	65,846	16,484,373	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	61,243	6,511,567	.	.	61,243	6,511,567	2,032	194,601
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	141,081	14,855,305	.	.	141,081	14,855,305	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	500,497	33,157,236	515,142	67,622,635	1,015,639	100,779,871	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	48,385	3,805,590	501,303	71,663,103	549,688	75,468,693	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	221,688	32,579,265	221,688	32,579,265	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	438,579	82,281,464	438,579	82,281,464	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	173,649	36,232,425	173,649	36,232,425	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	80,796	5,790,429	220,382	27,122,715	301,178	32,913,144	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	157,052	16,745,243	157,052	16,745,243	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	231,760	65,014,815	231,760	65,014,815	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	270,056	46,214,096	270,056	46,214,096	.	.
2008	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	438,903	43,684,491	286,587	31,664,521	725,490	75,349,012	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	7,008	52,634	6,059,544	52,645	6,066,552	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	78,115	9,147,843	78,115	9,147,843	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	84,868	5,940,606	737,370	88,945,901	822,238	94,886,507	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	41	18,140	1,872,443	257,502,298	1,872,484	257,520,438	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	268,649	19,905,158	.	.	268,649	19,905,158	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	124	40,520	.	.	124	40,520	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	72,970	6,288,725	55,143	6,791,992	128,113	13,080,717	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Czech Republic	.	.	27,007	2,425,500	27,007	2,425,500	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	19	10,115	.	.	19	10,115	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	687	78,044
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Faroe Islands	69,444	5,745,536	.	.	69,444	5,745,536	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	504,175	64,511,429	519,750	63,011,184	1,023,925	127,522,613	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	144,315	14,749,964	394,050	41,840,413	538,365	56,590,377	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Greece	85,049	4,899,343	.	.	85,049	4,899,343	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	301	25,354
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	22,819	4,150,548	22,819	4,150,548	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	.	.	.	.	.	.	20	10,034
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	148	21,718	438,239	103,327,730	438,387	103,349,448	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	66,657	7,082,162	808,153	94,443,493	874,810	101,525,655	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	633	266,183	64,353	16,054,500	64,986	16,320,683	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	98,660	12,305,541	98,660	12,305,541	4,220	355,972
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	144,200	13,896,791	.	.	144,200	13,896,791	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	255,336	25,749,973	474,174	62,158,413	729,510	87,908,386	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	18	11,174
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	463,919	69,065,180	463,919	69,065,180	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Qatar	23	3,395	.	.	23	3,395	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	56,046	6,406,344	56,046	6,406,344	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	72,778	15,185,377	72,778	15,185,377	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	81,906	8,713,876	366,954	43,353,686	448,860	52,067,562	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	172,210	32,141,662	172,210	32,141,662	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	84	21,200	.	.	84	21,200	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	75,558	21,341,110	75,558	21,341,110	.	.
2009	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	79,247	4,565,142	469,650	50,963,275	548,897	55,528,417	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Algeria	.	.	35,688	4,813,156	35,688	4,813,156	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	47,941	4,946,390	47,941	4,946,390	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	75,353	8,820,850	75,353	8,820,850	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	161,891	24,937,367	339,236	38,350,354	501,127	63,287,721	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	21	9,870	1,558,961	171,955,530	1,558,982	171,965,400	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	142,654	11,025,431	.	.	142,654	11,025,431	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	139	20,091	.	.	139	20,091	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	393	122,299	.	.	393	122,299	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	22	9,460	.	.	22	9,460	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	19	10,115	.	.	19	10,115	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	71,824	7,232,538	71,824	7,232,538	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	330	27,763
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	369,152	54,864,903	368,002	38,094,257	737,154	92,959,160	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	255,638	21,955,345	230,317	27,622,746	485,955	49,578,091	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Greece	82,051	4,801,058	.	.	82,051	4,801,058	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	302	25,522
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	21	9,331	.	.	21	9,331	319	146,329
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	131	59,610	546,111	97,384,602	546,242	97,444,212	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	15	11,430	.	.	15	11,430	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	71,683	5,930,751	330,705	41,415,907	402,388	47,346,658	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	832	235,444	.	.	832	235,444	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	5,777	.	.	11	5,777	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	54,021	6,421,493	54,021	6,421,493	2,936	272,644
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	410,225	32,276,746	527,420	72,350,343	937,645	104,627,089	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	60,691	8,428,769	60,691	8,428,769	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	26	14,056	147,225	18,506,966	147,251	18,521,022	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	72,753	8,921,136	72,753	8,921,136	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	82,759	7,028,163	293,499	34,624,732	376,258	41,652,895	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	141,681	16,360,520	141,681	16,360,520	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	108	8,660	.	.	108	8,660	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	80	26,500	.	.	80	26,500	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	6,911	.	.	11	6,911	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	159,211	15,480,676	159,211	15,480,676	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	9	3,987	.	.	9	3,987	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	81,049	12,143,554	327,628	34,931,631	408,677	47,075,185	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	20	10,164	.	.	20	10,164	.	.
2009	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	44	22,911	.	.	44	22,911	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	206,427	22,988,320	206,427	22,988,320	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	78,057	9,087,748	78,057	9,087,748	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	87,980	13,818,996	440,219	49,159,109	528,199	62,978,105	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	63	25,158	1,753,682	211,051,587	1,753,745	211,076,745	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	109,025	15,322,775	.	.	109,025	15,322,775	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	226	87,999	249,676	28,397,918	249,902	28,485,917	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	88	35,200	.	.	88	35,200	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	38	20,230	.	.	38	20,230	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	167,796	17,886,079	167,796	17,886,079	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	825	69,725
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	144,345	14,999,481	144,345	14,999,481	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	89,273	12,842,918	552,603	61,667,210	641,876	74,510,128	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	160,003	16,821,034	309,202	38,520,563	469,205	55,341,597	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	469	39,637
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Holy See (Vatican City)	.	.	20,662	2,493,065	20,662	2,493,065	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	11,499	1,251,878	11,499	1,251,878	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	21	10,488	.	.	21	10,488	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	88	37,892	462,138	62,757,176	462,226	62,795,068	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	8	5,715	.	.	8	5,715	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	25,703	2,749,531	532,041	59,745,469	557,744	62,495,000	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,251	384,428	133,354	21,969,167	134,605	22,353,595	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	46,985	5,026,836	46,985	5,026,836	3,667	309,228
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	.	.	71,844	6,375,516	71,844	6,375,516	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	173,796	11,036,550	441,877	47,466,147	615,673	58,502,697	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	15	12,334
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	167,851	25,534,966	83,124	4,524,540	250,975	30,059,506	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	111,597	12,740,603	111,597	12,740,603	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	130,194	19,299,804	130,194	19,299,804	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	311,209	34,660,272	311,209	34,660,272	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	140	20,367	299,127	35,460,573	299,267	35,480,940	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	77,691	9,091,856	77,691	9,091,856	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	202	16,120	.	.	202	16,120	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	120	31,800	.	.	120	31,800	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	6,621	.	.	11	6,621	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	547,027	56,453,089	547,027	56,453,089	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	149,116	17,264,875	149,116	17,264,875	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	244,982	24,577,380	470,869	54,159,692	715,851	78,737,072	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	20	10,064	.	.	20	10,064	.	.
2009	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	42	22,386	.	.	42	22,386	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	152,650	24,916,609	152,650	24,916,609	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Armenia	.	.	47,933	4,826,742	47,933	4,826,742	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	77,093	9,031,971	77,093	9,031,971	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	498,779	55,636,479	498,779	55,636,479	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	84	23,975	1,685,482	202,128,954	1,685,566	202,152,929	4,395	493,482
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	54,168	7,558,034	46,103	5,370,296	100,271	12,928,330	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	362	160,286	571,216	64,335,666	571,578	64,495,952	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	22	8,800	.	.	22	8,800	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	145,891	16,936,442	145,891	16,936,442	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	124,545	18,604,774	.	.	124,545	18,604,774	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	19	10,115	.	.	19	10,115	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	323,907	39,452,778	323,907	39,452,778	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	331	27,938
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	262,118	37,528,043	391,069	41,139,377	653,187	78,667,420	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	.	.	234,976	27,670,529	234,976	27,670,529	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	302	25,507
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	15	9,203
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	220	56,123	494,810	65,192,385	495,030	65,248,508	42	8,156
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	8	5,715	.	.	8	5,715	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	.	.	432,611	48,677,603	432,611	48,677,603	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jamaica	20	6,536	.	.	20	6,536	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,026	345,361	64,834	13,909,984	65,860	14,255,345	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	5,777	.	.	11	5,777	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	48,093	4,362,968	48,093	4,362,968	1,132	95,515
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	331,427	24,625,172	791,978	83,957,025	1,123,405	108,582,197	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	19	12,512
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	445,987	51,283,172	445,987	51,283,172	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	82,469	5,199,643	158,774	9,273,735	241,243	14,473,378	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	112,810	12,148,379	112,810	12,148,379	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	117,007	17,486,065	117,007	17,486,065	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	72,739	8,776,404	72,739	8,776,404	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	147,549	16,094,364	147,549	16,094,364	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	42	11,894	534,690	62,233,749	534,732	62,245,643	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	86,561	9,872,548	86,561	9,872,548	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	23	8,060	.	.	23	8,060	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	88	30,500	84,879	8,855,094	84,967	8,885,594	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	13,242	.	.	22	13,242	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	959	71,088	568,530	62,617,672	569,489	62,688,760	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	193,692	21,696,152	193,692	21,696,152	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	358,077	35,263,939	639,571	66,988,127	997,648	102,252,066	.	.
2009	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	11,193	.	.	21	11,193	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	6,914	54,561	6,162,125	54,572	6,169,039	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Armenia	.	.	78,072	8,605,408	78,072	8,605,408	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	11	7,751	.	.	11	7,751	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	675,538	80,025,978	675,538	80,025,978	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	58,974	6,848,000	58,974	6,848,000	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	244	76,412	1,787,609	240,215,970	1,787,853	240,292,382	44	18,133
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	86,239	5,719,950	.	.	86,239	5,719,950	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	54,322	4,275,701	.	.	54,322	4,275,701	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	426	165,710	270,703	30,990,483	271,129	31,156,193	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	44	17,600	.	.	44	17,600	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	230,555	30,413,943	230,555	30,413,943	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	29	16,370	.	.	29	16,370	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	326,282	45,595,395	326,282	45,595,395	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	343	28,964
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	172,931	18,477,889	621,563	70,133,371	794,494	88,611,260	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	166,274	10,713,839	550,277	65,098,396	716,551	75,812,235	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	309	26,003
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	9	4,749	.	.	9	4,749	213	113,241
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	110	52,909	567,308	74,088,009	567,418	74,140,918	21	4,078
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	19	12,731	.	.	19	12,731	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	67,771	5,607,075	705,161	81,170,603	772,932	86,777,678	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,125	451,134	365,183	46,560,514	366,308	47,011,648	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	5,777	.	.	11	5,777	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	105,151	11,837,713	105,151	11,837,713	361	162,025
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	253,591	16,525,495	1,072,181	113,366,486	1,325,772	129,891,981	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	17	21,223
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	741,527	88,994,317	741,527	88,994,317	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	79,135	5,132,985	.	.	79,135	5,132,985	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	256,889	31,621,536	256,889	31,621,536	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	286,445	31,418,745	286,445	31,418,745	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	57,523	4,515,330	411,286	49,334,174	468,809	53,849,504	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	211,394	25,717,344	211,394	25,717,344	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	46	16,120	.	.	46	16,120	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	124	41,800	.	.	124	41,800	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	6,621	.	.	11	6,621	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	577,768	66,792,639	577,768	66,792,639	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	422,737	55,558,012	422,737	55,558,012	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	79,103	6,195,461	403,929	42,481,421	483,032	48,676,882	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	45	10,888	.	.	45	10,888	.	.
2010	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	42	22,165	.	.	42	22,165	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	98,930	19,609,953	98,930	19,609,953	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Armenia	.	.	67,248	8,922,189	67,248	8,922,189	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	151,929	25,211,973	151,929	25,211,973	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	420,346	59,588,149	420,346	59,588,149	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	3,876	141,078	1,583,846	242,493,616	1,587,722	242,634,694	264	117,150
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	54,117	4,276,669	.	.	54,117	4,276,669	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	100	41,526	108,803	9,701,169	108,903	9,742,695	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	21	8,800	.	.	21	8,800	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	136,107	20,798,351	136,107	20,798,351	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	49	12,157	.	.	49	12,157	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	329,862	51,606,351	329,862	51,606,351	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	324	27,355
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	88,874	11,287,500	88,874	11,287,500	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	187,892	13,601,649	480,237	55,020,619	668,129	68,622,268	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	84,879	5,582,573	333,020	39,410,519	417,899	44,993,092	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	168	24,335
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	22,352	3,305,175	22,352	3,305,175	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	21	9,635	.	.	21	9,635	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	132	63,768	897,117	172,302,498	897,249	172,366,266	20	4,077
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	19	12,028	.	.	19	12,028	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	57,874	6,800,260	657,396	102,010,142	715,270	108,810,402	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,698	738,683	415,507	70,684,401	417,205	71,423,084	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	10	5,316	.	.	10	5,316	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	55,474	6,497,424	55,474	6,497,424	488	166,474
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mozambique	1,653	66,000	.	.	1,653	66,000	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	161,895	10,501,062	1,023,193	119,260,833	1,185,088	129,761,895	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	17	19,275
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	11	6,907	.	.	11	6,907	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	420,369	81,749,569	420,369	81,749,569	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	191,683	30,286,112	191,683	30,286,112	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	229,339	32,627,489	229,339	32,627,489	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	91,008	6,073,604	520,822	83,233,381	611,830	89,306,985	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	26,673	5,661,295	141,244	21,762,932	167,917	27,424,227	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	120	15,544	.	.	120	15,544	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	162	60,800	.	.	162	60,800	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	7,182	.	.	11	7,182	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	466,728	81,420,937	466,728	81,420,937	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	280,982	44,720,759	280,982	44,720,759	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	943,821	134,094,175	943,821	134,094,175	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	90	22,096	.	.	90	22,096	.	.
2010	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	21	11,193	.	.	21	11,193	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Andorra	9	7,884	.	.	9	7,884	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	50,860	10,725,387	50,860	10,725,387	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	151,464	32,308,840	151,464	32,308,840	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	448,021	75,749,295	448,021	75,749,295	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	68	19,995	1,623,352	306,358,998	1,623,420	306,378,993	88	39,480
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	251,846	20,164,000	.	.	251,846	20,164,000	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	54,409	3,992,594	.	.	54,409	3,992,594	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	330	153,797	47,036	4,395,082	47,366	4,548,879	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	71	19,360	.	.	71	19,360	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	60,385	10,389,754	60,385	10,389,754	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	410,870	76,423,914	410,870	76,423,914	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	681	57,412
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	140,249	26,701,576	140,249	26,701,576	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	10	9,720	466,216	61,959,211	466,226	61,968,931	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	161,169	10,764,710	321,980	69,285,670	483,149	80,050,380	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	448	37,798
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	24	5,742	.	.	24	5,742	183	15,400
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	9,291	1,896,548	9,291	1,896,548	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	110	54,669	460,602	94,215,944	460,712	94,270,613	22	4,078
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	8	5,312	.	.	8	5,312	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	17	4,321	.	.	17	4,321	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	189,588	16,401,082	653,335	98,733,679	842,923	115,134,761	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jamaica	20	4,001	.	.	20	4,001	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,884	995,662	254,936	48,048,183	256,820	49,043,845	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	5,777	.	.	11	5,777	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	9,780	1,012,158	9,780	1,012,158	496	213,541
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	169,727	11,163,115	677,249	95,753,370	846,976	106,916,485	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	17	21,250
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	579,184	108,682,548	579,184	108,682,548	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	185,272	30,892,658	185,272	30,892,658	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	144,735	30,775,006	144,735	30,775,006	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	37,453	2,758,308	.	.	37,453	2,758,308	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	86,972	15,780,000	86,972	15,780,000	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	90,963	6,067,050	314,307	57,591,516	405,270	63,658,566	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	89,208	16,067,127	89,208	16,067,127	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	22	8,572	.	.	22	8,572	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	44	17,820	.	.	44	17,820	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	15,162	.	.	22	15,162	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	.	.	421,876	72,491,096	421,876	72,491,096	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	669,945	121,626,111	669,945	121,626,111	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	8	3,984	.	.	8	3,984	810	68,360
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	.	.	415,856	61,717,901	415,856	61,717,901	.	.
2010	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	42	22,387	.	.	42	22,387	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	105,376	24,680,612	105,376	24,680,612	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	77,193	14,610,852	77,193	14,610,852	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	270,263	38,806,196	270,263	38,806,196	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	308	90,217	1,350,733	243,612,293	1,351,041	243,702,510	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	148,958	11,480,811	.	.	148,958	11,480,811	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	64	34,264	.	.	64	34,264	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	308	123,028	397,839	49,921,815	398,147	50,044,843	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	98	19,360	.	.	98	19,360	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	151,624	24,505,693	151,624	24,505,693	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	11	8,080	.	.	11	8,080	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	670	56,538
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	59,593	12,901,064	59,593	12,901,064	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	250,391	18,582,771	210,788	30,547,227	461,179	49,129,998	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	177,913	12,037,482	238,864	49,253,940	416,777	61,291,422	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	303	25,550
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	176	14,892
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	12,085	2,466,733	12,085	2,466,733	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	132	67,508	469,298	89,868,357	469,430	89,935,865	22	4,078
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	8	6,746	.	.	8	6,746	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	151,314	10,573,655	616,834	100,857,825	768,148	111,431,480	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,933	993,949	167,818	29,729,933	169,751	30,723,882	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	105,490	14,136,652	105,490	14,136,652	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	6	5,777	.	.	6	5,777	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	83,098	10,655,306	83,098	10,655,306	675	124,571
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	84,889	5,737,245	756,843	108,390,157	841,732	114,127,402	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Nigeria	12	5,016	.	.	12	5,016	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	105	12,994	.	.	105	12,994	15	10,250
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	51,492	4,111,784	.	.	51,492	4,111,784	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	552,085	105,153,073	552,085	105,153,073	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	142,864	22,744,231	142,864	22,744,231	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	76,747	14,398,243	76,747	14,398,243	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	81,395	5,926,398	166,946	29,709,412	248,341	35,635,810	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	237,285	35,812,206	237,285	35,812,206	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	87,214	5,894,366	288,714	43,650,225	375,928	49,544,591	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	54,560	11,606,560	.	.	54,560	11,606,560	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	22	8,572	.	.	22	8,572	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	154	62,370	.	.	154	62,370	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	15,162	.	.	22	15,162	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	21	12,689	576,329	109,450,980	576,350	109,463,669	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	678,232	118,518,085	678,232	118,518,085	.	.
2010	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	151,841	10,744,587	524,401	78,683,383	676,242	89,427,970	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	96,942	20,123,022	96,942	20,123,022	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	76,078	15,538,333	76,078	15,538,333	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	26,685	2,517,702	489,678	62,855,793	516,363	65,373,495	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	531	111,872	1,593,435	298,846,920	1,593,966	298,958,792	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	78,945	8,664,990	.	.	78,945	8,664,990	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	157,548	14,296,398	.	.	157,548	14,296,398	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	374	173,857	466,687	84,782,607	467,061	84,956,464	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	281,086	47,063,252	281,086	47,063,252	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	16,160	.	.	22	16,160	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	243,961	48,591,220	243,961	48,591,220	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	475	40,060
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	86,844	18,598,960	86,844	18,598,960	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	323,830	27,833,742	356,916	48,198,424	680,746	76,032,166	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	370,024	26,476,780	398,768	75,127,479	768,792	101,604,259	20,640	8,723,710
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	22,996	1,793,540	22,996	1,793,540	461	38,869
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	154	83,713	859,372	177,346,987	859,526	177,430,700	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	90,949	7,136,942	.	.	90,949	7,136,942	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	222,887	20,921,464	810,319	150,652,750	1,033,206	171,574,214	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,129	499,549	1,453,060	256,713,379	1,454,189	257,212,928	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	42,782	6,275,738	42,782	6,275,738	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	63,590	5,642,463	57,711	10,342,445	121,301	15,984,908	472	233,935
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	215,815	16,005,319	69,935	6,534,810	285,750	22,540,129	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	262,501	19,312,047	895,777	135,542,229	1,158,278	154,854,276	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	8	6,435	.	.	8	6,435	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	332,559	62,956,258	332,559	62,956,258	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	169,492	13,392,628	.	.	169,492	13,392,628	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	423,328	69,886,337	423,328	69,886,337	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	144	20,941	.	.	144	20,941	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	54,108	11,243,536	54,108	11,243,536	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	173,787	25,087,107	173,787	25,087,107	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	11	8,479	.	.	11	8,479	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	600,795	95,792,808	600,795	95,792,808	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	79,214	5,170,961	339,084	59,408,149	418,298	64,579,110	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	60,861	10,967,224	60,861	10,967,224	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	68	17,144	.	.	68	17,144	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	88	35,640	.	.	88	35,640	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	80,336	7,527,566	545,510	100,012,742	625,846	107,540,308	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	707,950	124,993,346	707,950	124,993,346	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	248,772	18,966,084	339,945	51,498,158	588,717	70,464,242	.	.
2011	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	49	12,879	.	.	49	12,879	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	51,266	12,274,544	51,266	12,274,544	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	165,531	41,833,218	165,531	41,833,218	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	78,701	7,147,454	276,026	52,614,679	354,727	59,762,133	593	50,000
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	988	134,826	1,706,991	355,477,409	1,707,979	355,612,235	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	54,587	6,918,523	.	.	54,587	6,918,523	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	1,086	181,096	240,942	36,332,145	242,028	36,513,241	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	44	21,120	.	.	44	21,120	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	190,985	45,879,183	190,985	45,879,183	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	16,160	.	.	22	16,160	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	161,908	39,520,850	161,908	39,520,850	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	648	54,602
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	60,703	16,594,901	60,703	16,594,901	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	403,609	33,534,971	280,771	60,139,053	684,380	93,674,024	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	100,840	7,823,495	184,792	40,156,442	285,632	47,979,937	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	312	26,299
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	161	23,424	.	.	161	23,424	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hungary	.	.	28,657	8,549,201	28,657	8,549,201	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	527	86,353	907,027	223,292,793	907,554	223,379,146	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	234,124	21,539,490	1,312,185	256,621,397	1,546,309	278,160,887	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	81,324	15,997,461	387,267	74,237,282	468,591	90,234,743	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	10	5,120	.	.	10	5,120	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	7,901	.	.	11	7,901	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	70,063	15,691,794	70,063	15,691,794	547	274,503
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	282,426	25,350,650	.	.	282,426	25,350,650	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	342,817	30,165,187	1,513,723	262,874,530	1,856,540	293,039,717	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	11	6,907	.	.	11	6,907	51	38,540
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	365,325	82,252,502	365,325	82,252,502	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	267,314	53,092,513	267,314	53,092,513	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	72,963	14,683,585	72,963	14,683,585	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	84,985	23,707,420	84,985	23,707,420	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	453,428	84,981,482	453,428	84,981,482	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	130	24,328	277,414	56,236,523	277,544	56,260,851	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	76,161	19,320,760	88,756	21,808,245	164,917	41,129,005	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	23	9,732	.	.	23	9,732	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	15,773	.	.	22	15,773	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	364	62,304	674,752	137,869,692	675,116	137,931,996	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	633,824	140,255,817	633,824	140,255,817	.	.
2011	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	147,352	11,794,114	495,083	93,990,586	642,435	105,784,700	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	37,143	7,917,876	37,143	7,917,876	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	409,365	100,193,828	409,365	100,193,828	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	85	45,033	1,698,376	398,215,567	1,698,461	398,260,600	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	88	36,024	.	.	88	36,024	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	285	171,990	202,766	33,221,996	203,051	33,393,986	99	13,889
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	21	10,560	.	.	21	10,560	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	219,533	56,382,189	219,533	56,382,189	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Denmark (Except Greenland)	75,879	6,040,341	.	.	75,879	6,040,341	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	16,531	.	.	22	16,531	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	77,229	20,457,812	77,229	20,457,812	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	968	81,736
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	191,247	50,168,832	191,247	50,168,832	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	81,623	8,841,212	289,466	61,302,708	371,089	70,143,920	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	90,982	7,875,395	340,511	84,407,091	431,493	92,282,486	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	42	22,000	.	.	42	22,000	304	25,676
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	183	15,480
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iceland	.	.	13	5,520	13	5,520	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	132	77,914	401,494	94,364,955	401,626	94,442,869	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	7	3,662	.	.	7	3,662	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	3,101	450,000	.	.	3,101	450,000	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	327,157	28,599,821	906,638	213,831,323	1,233,795	242,431,144	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,227	703,005	295,735	62,351,120	296,962	63,054,125	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	52,287	10,435,534	52,287	10,435,534	459	221,536
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	206,830	19,753,573	67,792	7,010,999	274,622	26,764,572	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	366,431	33,398,093	865,578	189,474,128	1,232,009	222,872,221	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	8	4,077	.	.	8	4,077	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	364,477	95,164,462	364,477	95,164,462	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	304,293	62,861,268	304,293	62,861,268	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	73	22,926	.	.	73	22,926	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	147,755	30,187,597	147,755	30,187,597	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	238,631	56,226,058	238,631	56,226,058	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	350,510	77,167,691	350,510	77,167,691	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	86	17,801	80,500	16,461,188	80,586	16,478,989	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	243,842	56,008,003	243,842	56,008,003	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	67	28,496	.	.	67	28,496	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	154	67,844	.	.	154	67,844	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	108	15,911	.	.	108	15,911	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	21	14,415	630,425	148,064,954	630,446	148,079,369	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	1,262,110	276,125,044	1,262,110	276,125,044	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	403,355	38,919,586	377,920	77,318,751	781,275	116,238,337	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	22	12,879	.	.	22	12,879	.	.
2011	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	66	46,023	.	.	66	46,023	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	10	8,319	108,804	27,192,937	108,814	27,201,256	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	84,875	24,537,043	84,875	24,537,043	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bangladesh	.	.	.	.	.	.	22	6,200
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	307,196	29,900,884	190,586	39,109,951	497,782	69,010,835	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	10,185	1,848,081	10,185	1,848,081	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	32,280	6,423,518	1,575,454	310,461,651	1,607,734	316,885,169	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	48,061	4,318,470	.	.	48,061	4,318,470	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	390	215,209	385,121	59,405,508	385,511	59,620,717	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	193,683	33,678,613	193,683	33,678,613	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	33	26,214	.	.	33	26,214	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	701	59,137
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	364,167	37,172,235	418,733	94,116,627	782,900	131,288,862	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	583,026	58,707,369	601,160	124,993,421	1,184,186	183,700,790	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	63	31,680	.	.	63	31,680	823	69,412
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	375	31,675
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	139	77,474	932,287	215,817,887	932,426	215,895,361	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	14	7,324	.	.	14	7,324	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	209	16,800	.	.	209	16,800	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	321,395	32,738,434	929,786	170,730,494	1,251,181	203,468,928	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,336	712,283	462,093	98,695,346	463,429	99,407,629	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	250,724	47,749,460	250,724	47,749,460	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	8,968	.	.	11	8,968	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	53,752	10,142,719	53,752	10,142,719	6,082	702,385
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	207,789	19,740,324	.	.	207,789	19,740,324	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	157,034	15,596,209	1,030,772	214,741,305	1,187,806	230,337,514	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	26	14,034	.	.	26	14,034	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	147,776	37,865,553	147,776	37,865,553	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	79,899	8,678,047	.	.	79,899	8,678,047	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	26	7,761	.	.	26	7,761	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	173,633	29,013,887	173,633	29,013,887	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	22	5,215	.	.	22	5,215	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	334,916	70,587,661	334,916	70,587,661	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	209	131,652	230,643	52,973,361	230,852	53,105,013	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	92,987	23,569,680	135,317	32,146,619	228,304	55,716,299	14,373	6,421,708
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	110	49,742	.	.	110	49,742	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	49	28,830	239,565	44,213,903	239,614	44,242,733	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	977,610	196,000,998	977,610	196,000,998	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	323,766	38,351,468	458,932	97,105,680	782,698	135,457,148	.	.
2011	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	52	31,728	.	.	52	31,728	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	50,272	12,700,744	50,272	12,700,744	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	163,956	32,749,413	163,956	32,749,413	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bangladesh	.	.	.	.	.	.	117	36,600
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	110,999	6,948,093	369,741	60,562,215	480,740	67,510,308	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	25,163	3,899,419	1,516,841	274,754,632	1,542,004	278,654,051	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	66,793	7,565,973	.	.	66,793	7,565,973	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	32	18,012	.	.	32	18,012	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	126,433	8,188,739	345,224	52,405,033	471,657	60,593,772	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	74,636	12,328,453	74,636	12,328,453	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	32,378	3,010,733	.	.	32,378	3,010,733	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	22	17,008	.	.	22	17,008	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	164,849	25,785,311	164,849	25,785,311	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	2	3,500
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	50,468	8,698,960	50,468	8,698,960	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	262,945	23,932,409	398,486	69,021,456	661,431	92,953,865	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	346,406	32,502,842	521,365	107,898,997	867,771	140,401,839	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	65	32,560	.	.	65	32,560	330	27,814
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hong Kong	.	.	133,344	16,996,121	133,344	16,996,121	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	191	105,352	838,430	154,669,126	838,621	154,774,478	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	43	22,524	.	.	43	22,524	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	229	15,800	.	.	229	15,800	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	1,173,283	113,652,965	1,035,952	202,110,666	2,209,235	315,763,631	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jamaica	20	3,749	.	.	20	3,749	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,445	783,199	331,018	65,713,957	332,463	66,497,156	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	310,425	53,501,827	310,425	53,501,827	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	8,968	.	.	11	8,968	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	2,012	247,755
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	212,526	20,433,171	.	.	212,526	20,433,171	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	1,005,182	96,256,417	979,667	187,382,085	1,984,849	283,638,502	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	6	8,831	.	.	6	8,831	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	150,239	33,649,076	150,239	33,649,076	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	322,092	30,740,521	.	.	322,092	30,740,521	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	334,120	38,634,254	334,120	38,634,254	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Singapore	.	.	78,854	11,231,027	78,854	11,231,027	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	57,706	9,232,865	57,706	9,232,865	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	38,578	4,007,156	75,215	14,738,432	113,793	18,745,588	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	68,047	9,383,037	355,459	65,076,594	423,506	74,459,631	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	211	47,833	158,627	31,736,919	158,838	31,784,752	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	44,773	11,139,073	44,773	11,139,073	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	66	29,316	.	.	66	29,316	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	154	69,638	.	.	154	69,638	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	177	99,452	.	.	177	99,452	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	80,080	8,117,085	819,977	136,990,732	900,057	145,107,817	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	693,750	148,187,600	693,750	148,187,600	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	379,439	30,879,351	353,636	65,547,297	733,075	96,426,648	.	.
2012	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	52	31,728	.	.	52	31,728	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	152,028	28,214,545	152,028	28,214,545	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	547,403	82,338,617	547,403	82,338,617	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bangladesh	.	.	.	.	.	.	243	77,220
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	259,103	22,613,099	567,742	80,795,955	826,845	103,409,054	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	46,848	7,883,681	1,630,610	278,519,957	1,677,458	286,403,638	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	113,863	7,059,507	.	.	113,863	7,059,507	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	110	45,030	.	.	110	45,030	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	534	327,978	478,223	77,007,083	478,757	77,335,061	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	.	.	.	.	.	.	347	10,422
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	102,869	15,471,247	102,869	15,471,247	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ecuador	24	9,003	.	.	24	9,003	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	84,785	11,729,696	84,785	11,729,696	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	1,207	101,985
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	117,801	21,159,842	117,801	21,159,842	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	85,711	8,380,801	564,894	86,437,390	650,605	94,818,191	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	319,378	29,131,714	431,125	75,866,316	750,503	104,998,030	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	87	44,020	.	.	87	44,020	704	59,373
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hong Kong	.	.	92,279	11,343,221	92,279	11,343,221	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	132	79,674	1,130,540	196,244,695	1,130,672	196,324,369	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	38	26,186	.	.	38	26,186	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	989,879	83,329,592	909,348	162,424,742	1,899,227	245,754,334	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,343	803,271	796,768	142,761,746	798,111	143,565,017	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	78,305	10,016,217	78,305	10,016,217	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	54,431	8,888,241	54,431	8,888,241	1,350	190,339
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	770,978	71,400,616	.	.	770,978	71,400,616	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	775,479	61,148,007	944,085	132,655,129	1,719,564	193,803,136	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	19	15,836	.	.	19	15,836	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	72,955	14,642,848	72,955	14,642,848	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	250,911	27,285,111	250,911	27,285,111	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	224,794	35,707,929	224,794	35,707,929	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	76,855	13,421,514	76,855	13,421,514	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	689,476	102,898,872	689,476	102,898,872	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	93,166	8,792,445	185,222	39,025,881	278,388	47,818,326	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	76,099	14,334,488	88,873	14,126,492	164,972	28,460,980	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Switzerland	22	9,772	.	.	22	9,772	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	66	29,844	.	.	66	29,844	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,301	.	.	11	8,301	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	583,488	50,239,093	794,599	101,063,057	1,378,087	151,302,150	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	534,107	98,221,185	534,107	98,221,185	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	835,775	71,908,006	492,575	84,969,669	1,328,350	156,877,675	.	.
2012	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	264	190,368	.	.	264	190,368	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	8,320	107,220	21,446,449	107,231	21,454,769	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	678,186	93,180,813	678,186	93,180,813	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	145,520	11,927,464	240,642	41,303,436	386,162	53,230,900	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	54,463	10,055,886	1,414,310	229,194,675	1,468,773	239,250,561	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	122,102	13,549,412	.	.	122,102	13,549,412	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	120,166	6,834,414	.	.	120,166	6,834,414	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	443	289,918	71,650	8,921,250	72,093	9,211,168	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	153,960	23,357,754	153,960	23,357,754	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	62	68,530	84,823	12,081,150	84,885	12,149,680	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	1,035	87,345
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	463,808	46,746,317	581,292	92,318,442	1,045,100	139,064,759	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	315,099	28,853,297	411,621	68,462,595	726,720	97,315,892	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	44	22,000	.	.	44	22,000	679	57,280
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	183	15,400
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	198	122,151	909,645	132,307,520	909,843	132,429,671	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	7	3,662	.	.	7	3,662	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Iraq	77	11,136	.	.	77	11,136	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	956,377	77,899,642	813,915	139,648,583	1,770,292	217,548,225	237	20,026
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	913	593,036	572,465	93,014,218	573,378	93,607,254	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jordan	20	5,556	.	.	20	5,556	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	11	8,968	.	.	11	8,968	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	.	.	.	.	360	161,259
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	422,792	39,204,171	137,735	10,973,016	560,527	50,177,187	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	460,969	35,204,989	999,937	120,648,909	1,460,906	155,853,898	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	8	7,380	.	.	8	7,380	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	120,787	19,623,730	120,787	19,623,730	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	79,854	6,374,908	.	.	79,854	6,374,908	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	90,913	7,802,211	84,928	13,868,082	175,841	21,670,293	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	72,759	12,343,122	72,759	12,343,122	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	737,378	91,333,912	737,378	91,333,912	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	174	32,821	377,272	60,520,685	377,446	60,553,506	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	76,273	13,121,860	303,208	48,076,276	379,481	61,198,136	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	88	40,760	.	.	88	40,760	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	33	23,196	.	.	33	23,196	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	301,686	31,229,222	941,445	137,561,199	1,243,131	168,790,421	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	425,485	76,035,706	425,485	76,035,706	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	15	9,348	.	.	15	9,348	.	.
2012	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	340,775	27,344,249	494,993	79,393,922	835,768	106,738,171	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	51,317	7,423,640	51,317	7,423,640	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	451,114	50,587,858	451,114	50,587,858	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bangladesh	.	.	.	.	.	.	52	15,300

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
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4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	247,121	32,813,105	247,121	32,813,105	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	105	67,744	1,371,392	185,629,600	1,371,497	185,697,344	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	55,824	5,185,310	.	.	55,824	5,185,310	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	63	33,150	.	.	63	33,150	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	122,611	15,612,675	600,647	71,304,079	723,258	86,916,754	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	.	.	.	.	.	.	128	10,800
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	125,331	15,546,715	125,331	15,546,715	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	22	5,526	.	.	22	5,526	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	512	43,275
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	19	2,720	125,382	22,077,109	125,401	22,079,829	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	112,988	10,286,044	489,938	72,153,313	602,926	82,439,357	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	487,433	41,177,934	402,270	42,066,717	889,703	83,244,651	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	64	34,980	.	.	64	34,980	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	136	11,480
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hong Kong	.	.	84,661	11,827,665	84,661	11,827,665	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	88	55,756	675,042	87,948,967	675,130	88,004,723	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	95	18,862	.	.	95	18,862	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	501,327	41,391,531	529,292	85,508,308	1,030,619	126,899,839	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	963	586,614	534,961	80,830,757	535,924	81,417,371	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	.	.	76,578	14,206,615	76,578	14,206,615	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	131,523	15,446,148	131,523	15,446,148	5,695	642,735
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	143,264	13,019,057	210,438	15,033,875	353,702	28,052,932	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	902,929	68,218,798	800,954	101,688,067	1,703,883	169,906,865	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	15	14,760	.	.	15	14,760	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	79,127	10,670,667	79,127	10,670,667	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	90,940	7,383,724	.	.	90,940	7,383,724	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	47,734	6,239,218	47,734	6,239,218	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	165,642	28,381,355	165,642	28,381,355	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	84,878	11,550,000	84,878	11,550,000	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	476,419	47,587,876	476,419	47,587,876	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	91,116	7,470,020	364,525	54,604,701	455,641	62,074,721	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	86,806	13,778,347	86,806	13,778,347	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	132	61,140	.	.	132	61,140	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,301	.	.	11	8,301	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	21	15,163	742,229	99,290,618	742,250	99,305,781	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	351,977	51,489,793	351,977	51,489,793	.	.
2012	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	623,982	46,055,449	584,827	90,085,838	1,208,809	136,141,287	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	101,242	14,581,515	101,242	14,581,515	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	21	9,807	.	.	21	9,807	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	196,936	24,897,517	196,936	24,897,517	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bangladesh	.	.	.	.	.	.	72	19,413
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	207,270	16,387,038	242,716	28,422,719	449,986	44,809,757	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	54,259	7,239,015	1,810,616	225,539,751	1,864,875	232,778,766	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	105	55,250	.	.	105	55,250	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	151,960	18,596,452	1,362,150	187,393,949	1,514,110	205,990,401	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	.	.	.	.	.	.	60	22,902
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	160,311	22,174,624	160,311	22,174,624	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	566	72,222
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	25,458	3,472,106	25,458	3,472,106	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	876,624	74,229,336	398,131	51,529,976	1,274,755	125,759,312	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	645,606	56,236,516	408,669	55,174,987	1,054,275	111,411,503	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	86	46,640	.	.	86	46,640	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hong Kong	.	.	427,184	61,061,132	427,184	61,061,132	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	154	97,573	668,120	80,813,875	668,274	80,911,448	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	106	18,862	.	.	106	18,862	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	687,554	58,384,492	567,981	87,537,146	1,255,535	145,921,638	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,931	1,279,281	952,747	123,212,542	954,678	124,491,823	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	8	7,455	.	.	8	7,455	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	53,662	6,085,127	53,662	6,085,127	446	212,038
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	206,564	21,701,607	140,576	10,545,525	347,140	32,247,132	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	1,435,645	104,100,089	1,110,796	124,515,319	2,546,441	228,615,408	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	60	9,130	.	.	60	9,130	57	49,472
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Paraguay	26	3,796	.	.	26	3,796	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	261,979	35,204,748	261,979	35,204,748	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	223,647	27,008,158	223,647	27,008,158	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	4	2,916	.	.	4	2,916	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	504,999	55,047,176	504,999	55,047,176	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	328	55,244	271,124	36,389,596	271,452	36,444,840	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	48,501	8,007,833	48,501	8,007,833	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	44	20,380	.	.	44	20,380	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,638	.	.	11	8,638	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	152,856	12,452,073	1,217,498	139,910,150	1,370,354	152,362,223	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	631,452	88,731,197	631,452	88,731,197	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Arab Emirates	15	9,348	.	.	15	9,348	.	.
2013	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	779,948	62,274,192	716,114	82,149,288	1,496,062	144,423,480	47,454	12,269,250
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	104,745	15,366,189	104,745	15,366,189	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	179,440	26,105,882	179,440	26,105,882	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	117,618	8,834,869	281,475	36,089,042	399,093	44,923,911	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	12,451	1,570,108	12,451	1,570,108	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	84,193	12,219,271	1,372,143	181,904,981	1,456,336	194,124,252	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	117,719	9,041,019	.	.	117,719	9,041,019	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	84	44,200	.	.	84	44,200	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	94,011	7,428,722	1,193,052	166,002,157	1,287,063	173,430,879	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	179	34,980	.	.	179	34,980	19	11,282
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	128,963	12,759,369	128,963	12,759,369	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	87,931	10,529,640	87,931	10,529,640	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	82	43,462
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	121,373	17,837,582	121,373	17,837,582	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	24,281	2,423,036	479,516	62,466,750	503,797	64,889,786	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	527,755	35,618,462	502,371	61,314,884	1,030,126	96,933,346	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	28	14,130
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	198	126,009	297,817	37,737,433	298,015	37,863,442	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	945,817	86,973,573	495,185	71,648,108	1,441,002	158,621,681	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,619	1,009,590	444,593	57,585,946	446,212	58,595,536	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	42	30,948	.	.	42	30,948	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	54,252	6,152,111	54,252	6,152,111	272	137,156
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	491,515	45,439,910	211,021	16,327,382	702,536	61,767,292	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	1,139,124	88,142,616	1,085,442	124,156,752	2,224,566	212,299,368	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	69,581	9,973,683	69,581	9,973,683	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	151,718	11,368,797	.	.	151,718	11,368,797	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	347,393	43,389,654	347,393	43,389,654	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	92,559	12,678,575	92,559	12,678,575	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	656,881	77,277,508	656,881	77,277,508	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	395	66,206	356,488	47,447,599	356,883	47,513,805	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	169,634	24,371,150	169,634	24,371,150	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	110	50,950	.	.	110	50,950	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,638	.	.	11	8,638	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	42	31,576	816,024	104,455,846	816,066	104,487,422	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	658,425	91,854,862	658,425	91,854,862	.	.
2013	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	602,360	41,131,947	822,802	103,159,471	1,425,162	144,291,418	48,625	12,571,920
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	22	17,248	107,971	13,566,440	107,993	13,583,688	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	161,157	26,057,648	161,157	26,057,648	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	86,288	5,870,984	213,988	25,546,919	300,276	31,417,903	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	17,882	2,149,419	17,882	2,149,419	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	336	169,284	1,679,707	194,902,107	1,680,043	195,071,391	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	84	44,200	.	.	84	44,200	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	193	125,757	716,838	93,486,781	717,031	93,612,538	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	213	85,826	.	.	213	85,826	37	12,000
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	346,417	45,076,633	346,417	45,076,633	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	62	23,034	.	.	62	23,034	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	22	3,584	164,558	19,825,815	164,580	19,829,399	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	366	192,392
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	148,062	19,794,679	148,062	19,794,679	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	48,476	4,837,403	889,871	93,481,738	938,347	98,319,141	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	387,196	23,232,137	638,605	71,738,279	1,025,801	94,970,416	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	54,595	4,086,074	.	.	54,595	4,086,074	56	28,340

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	32	16,456
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	176	112,256	600,910	67,653,348	601,086	67,765,604	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	394	167,160	.	.	394	167,160	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ireland	12	9,865	.	.	12	9,865	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	978,236	84,363,862	616,366	80,380,426	1,594,602	164,744,288	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	2,345	1,530,582	396,571	48,029,160	398,916	49,559,742	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	18	11,035	78,735	14,607,013	78,753	14,618,048	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	21	14,274	.	.	21	14,274	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	54,564	6,187,500	54,564	6,187,500	332	135,883
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	1,047,265	92,484,410	74,957	6,800,000	1,122,222	99,284,410	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	357,945	28,661,077	638,597	68,532,105	996,542	97,193,182	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	11	5,558	.	.	11	5,558	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	19,941	4,114,222	.	.	19,941	4,114,222	34	32,453
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	18	17,220	.	.	18	17,220	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	112,320	16,762,088	112,320	16,762,088	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	238,993	28,389,555	238,993	28,389,555	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	16,593	2,077,314	16,593	2,077,314	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	77,895	10,262,649	77,895	10,262,649	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	569,337	57,388,052	569,337	57,388,052	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	139	21,390	269,094	33,041,522	269,233	33,062,912	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	88,757	11,274,003	88,757	11,274,003	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	120	53,924	.	.	120	53,924	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,638	.	.	11	8,638	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	97,023	6,668,512	667,133	75,444,319	764,156	82,112,831	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	642,190	90,136,878	642,190	90,136,878	.	.
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	680,642	47,387,541	743,584	92,838,786	1,424,226	140,226,327	47,111	12,180,330
2013	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	22	14,062	.	.	22	14,062	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	8,624	49,378	6,338,535	49,389	6,347,159	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	77,936	10,454,787	77,936	10,454,787	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	363,759	44,359,362	363,759	44,359,362	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	153	72,214	1,518,847	179,631,135	1,519,000	179,703,349	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	105	55,250	.	.	105	55,250	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	342	223,495	920,623	103,708,431	920,965	103,931,926	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	322,477	40,286,216	322,477	40,286,216	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	65,101	3,543,565	.	.	65,101	3,543,565	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	83,317	9,750,395	83,317	9,750,395	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	82	43,388
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	117,419	16,077,864	117,419	16,077,864	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	349,851	33,471,417	735,640	71,575,700	1,085,491	105,047,117	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	831,568	67,869,808	426,850	46,425,618	1,258,418	114,295,426	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Hong Kong	.	.	150,022	20,754,995	150,022	20,754,995	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	132	84,192	581,564	66,006,772	581,696	66,090,964	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	21	15,090	.	.	21	15,090	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	303,071	28,930,580	588,796	59,874,974	891,867	88,805,554	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,817	1,148,032	638,250	80,182,222	640,067	81,330,254	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	21	13,774	.	.	21	13,774	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	144,884	16,680,576	144,884	16,680,576	493	222,566
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	353,958	25,874,461	213,608	16,275,833	567,566	42,150,294	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	412,622	31,545,486	427,036	47,320,556	839,658	78,866,042	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	50,613	3,742,072	.	.	50,613	3,742,072	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	102,951	12,962,505	102,951	12,962,505	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	63,561	6,557,434	63,561	6,557,434	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	16,555	2,207,776	16,555	2,207,776	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	76,650	9,196,070	76,650	9,196,070	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	577,199	61,742,067	577,199	61,742,067	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	76,572	4,194,257	396,343	48,964,332	472,915	53,158,589	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	175,389	22,740,306	175,389	22,740,306	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	88	40,760	.	.	88	40,760	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,638	.	.	11	8,638	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Trinidad and Tobago	.	.	30,909	4,276,057	30,909	4,276,057	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	42	31,576	1,407,661	166,936,651	1,407,703	166,968,227	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	279,406	39,750,091	279,406	39,750,091	.	.
2013	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	981,494	68,219,299	663,666	82,670,957	1,645,160	150,890,256	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	8,624	102,507	12,599,774	102,518	12,608,398	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	77,332	9,742,898	77,332	9,742,898	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	214,139	25,271,159	214,139	25,271,159	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	99	62,899	1,523,784	175,449,491	1,523,883	175,512,390	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	84	44,200	.	.	84	44,200	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	258	152,596	608,585	72,545,878	608,843	72,698,474	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	630,766	83,335,447	630,766	83,335,447	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	66,041	3,594,711	.	.	66,041	3,594,711	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	22	3,565	88,113	10,311,621	88,135	10,315,186	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	157	82,463
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	139,843	17,921,720	139,843	17,921,720	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	152,592	11,697,254	633,362	72,412,520	785,954	84,109,774	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	551,276	41,818,042	757,685	79,950,652	1,308,961	121,768,694	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	53	27,550
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	87,227	10,183,030	513,065	54,457,314	600,292	64,640,344	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	236	56,723	.	.	236	56,723	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	930,669	85,134,127	880,616	92,660,481	1,811,285	177,794,608	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,506	954,930	773,706	91,659,570	775,212	92,614,500	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	38	22,918	.	.	38	22,918	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	187,370	20,849,666	187,370	20,849,666	351	174,460
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	840,771	66,340,393	71,801	4,868,990	912,572	71,209,383	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	452,926	37,522,346	1,264,518	117,823,563	1,717,444	155,345,909	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Pakistan	13	7,377	.	.	13	7,377	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	55,484	4,346,887	.	.	55,484	4,346,887	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	183,460	22,463,779	183,460	22,463,779	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	95,824	11,261,828	95,824	11,261,828	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	16,535	2,025,051	16,535	2,025,051	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	64,927	7,939,907	64,927	7,939,907	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	302,014	25,502,826	778,808	73,392,696	1,080,822	98,895,522	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	143	25,471	285,673	35,478,523	285,816	35,503,994	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	57,856	7,384,902	57,856	7,384,902	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	110	50,950	.	.	110	50,950	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	21	15,788	991,758	107,640,545	991,779	107,656,333	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	558,483	72,792,807	558,483	72,792,807	.	.
2014	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	521,508	34,634,164	802,333	81,188,036	1,323,841	115,822,200	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	157,897	16,147,700	157,897	16,147,700	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	21	9,807	.	.	21	9,807	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	161,777	14,100,043	161,777	14,100,043	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	119,725	10,519,730	271,054	29,325,507	390,779	39,845,237	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	22,541	1,755,452	1,455,996	149,565,351	1,478,537	151,320,803	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	63	33,150	.	.	63	33,150	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	433	115,336	547,603	43,648,470	548,036	43,763,806	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	.	.	.	.	.	.	69	25,476
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	421,702	45,559,215	421,702	45,559,215	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	240,657	26,164,285	240,657	26,164,285	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	196	101,680
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	202,087	24,638,348	202,087	24,638,348	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	486,055	52,619,856	486,055	52,619,856	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	205,616	15,406,179	683,731	72,341,227	889,347	87,747,406	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Guatemala	.	.	.	.	.	.	49	25,431
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	578	267,858	171,192	17,225,534	171,770	17,493,392	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	63	45,270	.	.	63	45,270	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	760,549	67,420,040	572,052	60,917,797	1,332,601	128,337,837	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	176,686	18,189,659	162,439	16,035,550	339,125	34,225,209	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	63	41,322	.	.	63	41,322	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	239,844	24,896,459	239,844	24,896,459	596	216,509
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	558,644	49,487,357	142,262	9,872,979	700,906	59,360,336	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	344,107	27,481,764	1,293,010	118,244,122	1,637,117	145,725,886	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	10	9,840	.	.	10	9,840	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	155,192	17,600,528	155,192	17,600,528	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	16,052	2,100,608	16,052	2,100,608	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Saudi Arabia	1	3,585	.	.	1	3,585	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	28	55,200	78,740	10,134,040	78,768	10,189,240	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	33,122	3,515,623	33,122	3,515,623	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	76,854	7,390,415	76,854	7,390,415	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	275,030	23,613,464	633,594	57,162,722	908,624	80,776,186	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	73	10,695	354,369	40,243,020	354,442	40,253,715	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	224,935	23,421,090	224,935	23,421,090	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	66	30,570	.	.	66	30,570	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	11	8,638	.	.	11	8,638	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	87,339	7,978,002	843,640	83,789,965	930,979	91,767,967	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	393,423	54,099,589	393,423	54,099,589	.	.
2014	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	389,823	25,627,624	1,216,188	114,132,879	1,606,011	139,760,503	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	50,663	5,285,515	50,663	5,285,515	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	79,595	8,351,872	79,595	8,351,872	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	184,723	18,872,618	184,723	18,872,618	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	80,688	9,665,295	80,688	9,665,295	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	13,137	1,274,755	1,766,284	175,294,589	1,779,421	176,569,344	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	68,363	5,982,139	.	.	68,363	5,982,139	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	84	44,200	.	.	84	44,200	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	231	74,296	186,851	17,153,613	187,082	17,227,909	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Colombia	50	5,473	.	.	50	5,473	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	310,471	32,503,546	310,471	32,503,546	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Dominican Republic	96,238	5,428,572	.	.	96,238	5,428,572	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	El Salvador	.	.	.	.	.	.	214	112,125
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	182,184	20,092,243	182,184	20,092,243	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	420,527	42,505,504	420,527	42,505,504	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	475,688	43,958,508	541,555	52,156,979	1,017,243	96,115,487	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Honduras	.	.	.	.	.	.	30	15,500
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	220	140,320	260,420	24,806,145	260,640	24,946,465	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	221	105,740	.	.	221	105,740	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	767,672	62,414,490	386,699	43,083,543	1,154,371	105,498,033	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	2,132	1,393,338	501,241	51,890,335	503,373	53,283,673	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	84	55,096	.	.	84	55,096	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	200,387	21,438,435	200,387	21,438,435	1,473	764,777
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	232,725	25,335,116	.	.	232,725	25,335,116	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	418,149	28,905,258	842,789	79,646,256	1,260,938	108,551,514	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	10	8,640	.	.	10	8,640	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	210,223	22,848,190	210,223	22,848,190	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	82,457	9,173,186	82,457	9,173,186	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	76,121	8,027,719	76,121	8,027,719	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	117,172	12,233,401	117,172	12,233,401	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	87,208	8,368,084	87,208	8,368,084	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	182,822	17,003,859	182,822	17,003,859	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	97	16,184	186,355	19,350,421	186,452	19,366,605	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	263,754	28,172,270	263,754	28,172,270	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	154	71,330	.	.	154	71,330	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	63	47,364	1,065,464	100,204,525	1,065,527	100,251,889	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	754,404	93,361,639	754,404	93,361,639	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	428,053	24,490,924	1,088,471	97,203,888	1,516,524	121,694,812	.	.
2014	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	22	14,062	.	.	22	14,062	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	11	8,624	93,248	9,381,149	93,259	9,389,773	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	.	.	150,509	15,667,996	150,509	15,667,996	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	169,877	16,544,575	169,877	16,544,575	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	80,275	9,405,507	80,275	9,405,507	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	178,259	18,348,562	1,184,010	116,162,944	1,362,269	134,511,506	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	258	62,787	.	.	258	62,787	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	263	52,270	75,412	7,346,500	75,675	7,398,770	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Costa Rica	168	62,506	.	.	168	62,506	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	217,896	23,394,683	217,896	23,394,683	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	84,817	8,002,280	84,817	8,002,280	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	214,039	23,862,179	214,039	23,862,179	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	115,308	9,482,533	540,532	53,814,893	655,840	63,297,426	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	346,704	30,623,822	466,037	46,420,837	812,741	77,044,659	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	198	126,288	448,556	53,081,938	448,754	53,208,226	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	42	30,180	.	.	42	30,180	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	567,705	48,767,198	539,045	54,172,840	1,106,750	102,940,038	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,851	1,194,505	658,505	72,029,909	660,356	73,224,414	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	42	27,548	.	.	42	27,548	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	216,079	24,098,812	216,079	24,098,812	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	285,356	29,923,043	.	.	285,356	29,923,043	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	178,796	13,111,526	802,742	75,603,825	981,538	88,715,351	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	19	15,480
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	10	8,640	.	.	10	8,640	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	69,342	6,548,677	69,342	6,548,677	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Portugal	.	.	82,840	5,730,263	82,840	5,730,263	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	160,396	15,613,555	160,396	15,613,555	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	38,879	4,091,280	38,879	4,091,280	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	156,327	14,939,435	156,327	14,939,435	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	123,176	10,839,033	123,176	10,839,033	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	149	28,520	292,553	31,064,429	292,702	31,092,949	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	171,138	18,189,056	171,138	18,189,056	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	44	20,380	.	.	44	20,380	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	42	31,576	777,193	75,853,672	777,235	75,885,248	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	500,251	55,403,960	500,251	55,403,960	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	152,797	8,110,103	1,052,422	83,356,137	1,205,219	91,466,240	.	.
2014	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Vietnam	20	23,760	.	.	20	23,760	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	193,099	19,458,177	193,099	19,458,177	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	21	10,936	.	.	21	10,936	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	22	10,372	193,004	18,944,604	193,026	18,954,976	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	480,577	46,379,083	480,577	46,379,083	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	50,596	5,363,981	1,291,309	123,044,874	1,341,905	128,408,855	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	99,442	6,141,483	.	.	99,442	6,141,483	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	42	22,100	.	.	42	22,100	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	149	85,369	.	.	149	85,369	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	527,824	55,363,953	527,824	55,363,953	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	58,874	6,489,315	58,874	6,489,315	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	90,915	5,723,970	367,913	34,263,684	458,828	39,987,654	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	262,832	12,091,842	663,869	64,460,980	926,701	76,552,822	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	130	84,192	260,235	24,670,548	260,365	24,754,740	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	42	30,180	.	.	42	30,180	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	430,417	28,473,923	382,479	41,780,568	812,896	70,254,491	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Jamaica	36,081	1,636,637	.	.	36,081	1,636,637	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,698	1,132,451	787,256	76,200,162	788,954	77,332,613	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	63	41,322	.	.	63	41,322	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	107,019	11,589,838	107,019	11,589,838	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	544,498	37,400,495	776,904	71,710,380	1,321,402	109,110,875	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	33	32,782
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	10	8,639	.	.	10	8,639	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	263,184	26,568,602	263,184	26,568,602	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	66,504	9,786,673	66,504	9,786,673	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Serbia	165	16,802	.	.	165	16,802	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	81,037	8,619,754	81,037	8,619,754	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	22,052	2,280,662	22,052	2,280,662	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	10	7,842	76,217	7,294,544	76,227	7,302,386	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	290,019	35,118,231	290,019	35,118,231	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	336	49,910	300,063	31,893,297	300,399	31,943,207	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	100,585	9,957,152	100,585	9,957,152	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	88	40,760	.	.	88	40,760	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	21	14,995	.	.	21	14,995	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	90,919	5,120,147	1,039,016	94,683,972	1,129,935	99,804,119	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	746,076	75,487,517	746,076	75,487,517	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	819,490	56,155,475	557,289	52,757,490	1,376,779	108,912,965	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	44	26,144	.	.	44	26,144	.	.
2015	1	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Vietnam	44	27,746	.	.	44	27,746	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	277	10,372	109,214	10,429,345	109,491	10,439,717	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	227,845	21,593,625	227,845	21,593,625	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	146	95,818	1,070,101	99,858,003	1,070,247	99,953,821	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Canada	66,689	6,276,148	.	.	66,689	6,276,148	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	107	56,486	.	.	107	56,486	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	147	94,092	100,897	9,995,294	101,044	10,089,386	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	474,029	46,904,365	474,029	46,904,365	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Egypt	.	.	163,246	15,031,664	163,246	15,031,664	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	148,418	16,783,382	148,418	16,783,382	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	366,119	33,585,896	366,119	33,585,896	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	340,167	18,034,653	323,843	32,041,768	664,010	50,076,421	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	286	178,402	260,445	23,627,202	260,731	23,805,604	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	288	75,560	.	.	288	75,560	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	309,201	19,775,999	564,965	56,014,201	874,166	75,790,200	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,961	1,269,271	677,887	65,237,655	679,848	66,506,926	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	84	54,681	.	.	84	54,681	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	159,970	16,595,126	159,970	16,595,126	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	69,953	5,658,945	.	.	69,953	5,658,945	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	232,531	10,651,422	938,896	81,202,579	1,171,427	91,854,001	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	14	16,325
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	127	52,199	.	.	127	52,199	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	141,558	14,727,157	141,558	14,727,157	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	30,597	2,720,191	30,597	2,720,191	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Serbia	165	16,802	.	.	165	16,802	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	77,162	8,190,000	77,162	8,190,000	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	107,761	10,411,346	107,761	10,411,346	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	20	15,684	80,108	7,667,012	80,128	7,682,696	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	39,481	3,903,400	518,865	44,110,649	558,346	48,014,049	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	170	26,075	335,916	33,100,158	336,086	33,126,233	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	143,175	14,316,938	143,175	14,316,938	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	220	101,900	.	.	220	101,900	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	92	66,925	246,101	24,278,683	246,193	24,345,608	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	524,669	55,608,056	524,669	55,608,056	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	209,183	8,840,783	572,470	55,466,510	781,653	64,307,293	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	22	13,622	.	.	22	13,622	.	.
2015	2	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Vietnam	66	41,648	.	.	66	41,648	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Argentina	.	.	54,572	5,297,244	54,572	5,297,244	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Australia	44	21,700	.	.	44	21,700	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	277	10,372	114,719	9,601,568	114,996	9,611,940	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	279,670	25,513,005	279,670	25,513,005	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Bosnia and Herzegovina	.	.	77,639	7,104,718	77,639	7,104,718	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	126,740	10,356,186	1,180,960	97,469,848	1,307,700	107,826,034	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	60	30,405	.	.	60	30,405	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	432	250,302	.	.	432	250,302	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	274,156	24,637,563	274,156	24,637,563	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	120,481	10,060,157	120,481	10,060,157	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	335,569	28,466,103	335,569	28,466,103	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	248,259	13,900,274	408,092	34,857,166	656,351	48,757,440	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	783	189,310	246,711	19,689,848	247,494	19,879,158	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	105	73,320	134	15,200	239	88,520	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	273,039	20,194,934	587,050	49,509,417	860,089	69,704,351	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,787	1,120,179	740,396	63,983,659	742,183	65,103,838	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Latvia	9	5,467	.	.	9	5,467	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	42	26,702	.	.	42	26,702	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	117,763	11,498,065	117,763	11,498,065	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	435,829	18,637,764	451,313	37,124,722	887,142	55,762,486	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Panama	.	.	.	.	.	.	14	16,429
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	44,092	3,780,000	44,092	3,780,000	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	79,319	5,887,307	79,319	5,887,307	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Serbia	340	32,597	.	.	340	32,597	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	31	18,524	84,878	7,661,500	84,909	7,680,024	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	70,182	5,136,266	70,182	5,136,266	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	.	.	258,929	21,869,659	258,929	21,869,659	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	253,817	24,355,807	253,817	24,355,807	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	154	71,330	.	.	154	71,330	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	16,897	134	15,255	156	32,152	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Togo	52,085	2,031,781	.	.	52,085	2,031,781	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Trinidad and Tobago	1,022	38,220	.	.	1,022	38,220	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	21	15,788	543,675	43,104,847	543,696	43,120,635	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	264,170	25,065,413	264,170	25,065,413	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	105,236	4,948,073	186,483	15,564,747	291,719	20,512,820	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Uruguay	22	13,622	.	.	22	13,622	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	66	48,000	.	.	66	48,000	.	.
2015	3	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Vietnam	66	41,619	.	.	66	41,619	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Austria	277	10,372	.	.	277	10,372	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Belgium	.	.	187,318	16,585,896	187,318	16,585,896	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Brazil	271	151,187	1,376,458	101,923,218	1,376,729	102,074,405	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Chile	80	40,540	.	.	80	40,540	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	China	215	131,633	.	.	215	131,633	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Croatia	.	.	246,117	18,221,974	246,117	18,221,974	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Finland	.	.	60,539	4,753,040	60,539	4,753,040	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	France	.	.	171,118	13,429,662	171,118	13,429,662	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Germany, Federal Republic of	254,383	10,620,729	185,848	14,839,991	440,231	25,460,720	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	India	176	109,544	260,224	18,413,576	260,400	18,523,120	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Indonesia	43	30,476	.	.	43	30,476	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Italy	389,345	16,570,497	467,880	40,498,915	857,225	57,069,412	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Japan	1,463	906,340	542,865	48,729,578	544,328	49,635,918	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Malaysia	92	60,765	.	.	92	60,765	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Mexico	.	.	62,831	6,974,025	62,831	6,974,025	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Morocco	.	.	142,658	7,075,164	142,658	7,075,164	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Netherlands	413,127	16,742,299	801,519	56,829,686	1,214,646	73,571,985	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Peru	101	12,039	.	.	101	12,039	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Poland	.	.	116,569	9,138,898	116,569	9,138,898	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Romania	.	.	22,912	1,640,315	22,912	1,640,315	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Serbia	172	16,299	.	.	172	16,299	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovakia	.	.	73,304	7,780,500	73,304	7,780,500	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Slovenia	.	.	88,446	7,421,934	88,446	7,421,934	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Africa	.	.	83,642	6,468,685	83,642	6,468,685	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	South Korea (Republic of Korea)	.	.	151,538	10,962,972	151,538	10,962,972	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Spain	22	9,681	307,618	26,637,275	307,640	26,646,956	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Sweden	.	.	146,984	13,917,432	146,984	13,917,432	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Taiwan	86	40,760	.	.	86	40,760	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Thailand	22	16,897	.	.	22	16,897	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Turkey	50	34,360	.	.	50	34,360	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Ukraine	.	.	350,214	35,170,738	350,214	35,170,738	.	.
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	United Kingdom	103,076	4,205,781	108,577	7,950,414	211,653	12,156,195	20	17,376
2015	4	Coal Exports	Norfolk, VA / Mobile, AL / Charleston, SC	United States	Venezuela	22	16,000	.	.	22	16,000	.	.
2002	1	Coal Exports	Ogdensburg, NY	United States	Canada	7,885	554,461	823	50,252	8,708	604,713	7,532	631,708
2002	2	Coal Exports	Ogdensburg, NY	United States	Canada	175,903	10,704,484	35,398	950,033	211,301	11,654,517	16,082	1,462,968
2002	3	Coal Exports	Ogdensburg, NY	United States	Canada	104,117	7,073,721	.	.	104,117	7,073,721	101	11,304
2002	4	Coal Exports	Ogdensburg, NY	United States	Canada	102,341	6,092,862	1,726	56,517	104,067	6,149,379	.	.
2003	1	Coal Exports	Ogdensburg, NY	United States	Canada	2,154	146,529	2,450	84,512	4,604	231,041	18	3,248
2003	2	Coal Exports	Ogdensburg, NY	United States	Canada	38,640	2,041,598	4,441	161,924	43,081	2,203,522	102	17,666
2003	3	Coal Exports	Ogdensburg, NY	United States	Canada	67,997	2,935,027	2,656	95,637	70,653	3,030,664	41	6,842
2003	4	Coal Exports	Ogdensburg, NY	United States	Canada	38,081	1,923,637	2,848	105,119	40,929	2,028,756	.	.
2004	1	Coal Exports	Ogdensburg, NY	United States	Canada	1,629	121,577	2,343	91,366	3,972	212,943	68	9,953
2004	2	Coal Exports	Ogdensburg, NY	United States	Canada	47,453	2,346,141	1,107	104,128	48,560	2,450,269	.	.
2004	3	Coal Exports	Ogdensburg, NY	United States	Canada	85,107	4,898,533	1,058	80,859	86,165	4,979,392	.	.
2004	4	Coal Exports	Ogdensburg, NY	United States	Canada	32,593	2,465,726	768	105,401	33,361	2,571,127	.	.
2005	1	Coal Exports	Ogdensburg, NY	United States	Canada	1,783	370,289	435	89,097	2,218	459,386	.	.
2005	2	Coal Exports	Ogdensburg, NY	United States	Canada	36,221	2,649,780	32,867	1,409,121	69,088	4,058,901	236	50,369
2005	3	Coal Exports	Ogdensburg, NY	United States	Canada	52,068	4,727,330	493	33,590	52,561	4,760,920	.	.
2005	4	Coal Exports	Ogdensburg, NY	United States	Canada	11,293	1,167,604	649	79,248	11,942	1,246,852	24	6,160
2006	1	Coal Exports	Ogdensburg, NY	United States	Canada	2,783	455,668	728	87,857	3,511	543,525	13,283	1,231,884
2006	2	Coal Exports	Ogdensburg, NY	United States	Canada	46,430	4,019,883	799	92,320	47,229	4,112,203	17	4,756
2006	3	Coal Exports	Ogdensburg, NY	United States	Canada	46,661	4,162,139	1,100	125,422	47,761	4,287,561	.	.
2006	4	Coal Exports	Ogdensburg, NY	United States	Canada	20,514	1,946,128	900	103,955	21,414	2,050,083	154	44,993
2007	1	Coal Exports	Ogdensburg, NY	United States	Canada	3,942	573,868	279	32,786	4,221	606,654	.	.
2007	2	Coal Exports	Ogdensburg, NY	United States	Canada	6,707	909,959	9,423	739,265	16,130	1,649,224	60	16,957
2007	3	Coal Exports	Ogdensburg, NY	United States	Canada	15,099	1,534,579	1,135	91,807	16,234	1,626,386	33	9,644

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2007	4	Coal Exports	Ogdensburg, NY	United States	Canada	74,377	6,357,357	1,759	144,004	76,136	6,501,361	18	4,633
2008	1	Coal Exports	Ogdensburg, NY	United States	Canada	6,068	626,524	1,210	111,983	7,278	738,507	.	.
2008	2	Coal Exports	Ogdensburg, NY	United States	Canada	140,750	11,152,775	1,343	125,017	142,093	11,277,792	84	25,798
2008	3	Coal Exports	Ogdensburg, NY	United States	Canada	70,464	5,618,115	1,705	153,754	72,169	5,771,869	656	102,408
2008	4	Coal Exports	Ogdensburg, NY	United States	Canada	41,807	4,692,962	3,331	256,591	45,138	4,949,553	.	.
2009	1	Coal Exports	Ogdensburg, NY	United States	Canada	15,336	1,019,703	2,773	247,082	18,109	1,266,785	25	11,424
2009	2	Coal Exports	Ogdensburg, NY	United States	Canada	7,928	1,333,763	1,140	94,758	9,068	1,428,521	914	237,905
2009	3	Coal Exports	Ogdensburg, NY	United States	Canada	3,103	708,534	282	24,422	3,385	732,956	169	48,213
2009	4	Coal Exports	Ogdensburg, NY	United States	Canada	5,138	841,915	1,058	95,540	6,196	937,455	233	53,692
2010	1	Coal Exports	Ogdensburg, NY	United States	Canada	6,237	759,119	1,200	128,439	7,437	887,558	316	94,137
2010	2	Coal Exports	Ogdensburg, NY	United States	Canada	9,921	1,319,855	16,798	2,331,471	26,719	3,651,326	1,092	269,284
2010	3	Coal Exports	Ogdensburg, NY	United States	Canada	59,983	6,380,351	565	71,586	60,548	6,451,937	560	151,410
2010	4	Coal Exports	Ogdensburg, NY	United States	Canada	5,307	989,410	992	112,430	6,299	1,101,840	252	90,539
2011	1	Coal Exports	Ogdensburg, NY	United States	Canada	53,830	3,971,271	978	131,855	54,808	4,103,126	2,169	323,342
2011	2	Coal Exports	Ogdensburg, NY	United States	Canada	151,644	9,431,322	6,005	895,122	157,649	10,326,444	281	51,949
2011	3	Coal Exports	Ogdensburg, NY	United States	Canada	16,364	2,390,917	5,833	1,074,985	22,197	3,465,902	2,142	321,701
2011	4	Coal Exports	Ogdensburg, NY	United States	Canada	6,896	1,564,715	935	128,289	7,831	1,693,004	237	69,408
2012	1	Coal Exports	Ogdensburg, NY	United States	Canada	3,748	1,002,431	876	122,485	4,624	1,124,916	1,189	180,961
2012	2	Coal Exports	Ogdensburg, NY	United States	Canada	3,090	728,287	618	93,659	3,708	821,946	1,379	240,595
2012	3	Coal Exports	Ogdensburg, NY	United States	Canada	13,542	2,227,630	9,692	2,359,732	23,234	4,587,362	956	148,124
2012	4	Coal Exports	Ogdensburg, NY	United States	Canada	4,742	943,186	702	85,135	5,444	1,028,321	2,586	392,011
2013	1	Coal Exports	Ogdensburg, NY	United States	Canada	3,610	1,021,277	4,850	1,143,455	8,460	2,164,732	3,184	488,960
2013	2	Coal Exports	Ogdensburg, NY	United States	Canada	36,894	3,085,684	1,633	350,934	38,527	3,436,618	1,842	323,243
2013	3	Coal Exports	Ogdensburg, NY	United States	Canada	6,019	1,371,597	5,482	1,019,448	11,501	2,391,045	2,071	377,119
2013	4	Coal Exports	Ogdensburg, NY	United States	Canada	21,531	3,393,184	5,977	947,293	27,508	4,340,477	2,285	365,990
2014	1	Coal Exports	Ogdensburg, NY	United States	Canada	5,653	1,328,684	20,442	2,587,108	26,095	3,915,792	1,009	329,817
2014	2	Coal Exports	Ogdensburg, NY	United States	Canada	5,629	1,322,209	31,022	3,767,904	36,651	5,090,113	1,608	405,501
2014	3	Coal Exports	Ogdensburg, NY	United States	Canada	14,491	2,261,907	36,474	6,981,574	50,965	9,243,481	620	271,755
2014	4	Coal Exports	Ogdensburg, NY	United States	Canada	13,651	2,177,530	44,346	11,111,911	57,997	13,289,441	478	207,410
2015	1	Coal Exports	Ogdensburg, NY	United States	Canada	3,833	831,328	5,749	1,123,623	9,582	1,954,951	563	253,817
2015	2	Coal Exports	Ogdensburg, NY	United States	Canada	62,546	5,651,006	408	61,115	62,954	5,712,121	3,516	1,444,185
2015	3	Coal Exports	Ogdensburg, NY	United States	Canada	31,825	4,358,422	469	66,441	32,294	4,424,863	534	196,629
2015	4	Coal Exports	Ogdensburg, NY	United States	Canada	71,443	5,723,873	624	94,374	72,067	5,818,247	64,528	4,785,624
2002	1	Coal Exports	Other Ports	United States	Canada	6,964	412,491	.	.	6,964	412,491	1,289	141,641
2002	2	Coal Exports	Other Ports	United States	Canada	6,687	480,820	179	5,227	6,866	486,047	2,659	297,933
2002	3	Coal Exports	Other Ports	United States	Canada	8,569	554,322	.	.	8,569	554,322	959	122,437
2002	4	Coal Exports	Other Ports	United States	Canada	8,100	546,996	.	.	8,100	546,996	1,216	163,710
2003	1	Coal Exports	Other Ports	United States	Canada	7,536	463,507	86	2,919	7,622	466,426	1,182	169,970
2003	2	Coal Exports	Other Ports	United States	Canada	9,338	594,205	.	.	9,338	594,205	908	136,156
2003	3	Coal Exports	Other Ports	United States	Canada	10,274	611,520	.	.	10,274	611,520	618	93,837
2003	4	Coal Exports	Other Ports	United States	Canada	9,986	666,750	.	.	9,986	666,750	1,677	248,406
2004	1	Coal Exports	Other Ports	United States	Canada	8,863	689,728	.	.	8,863	689,728	934	133,753
2004	2	Coal Exports	Other Ports	United States	Canada	15,694	792,312	.	.	15,694	792,312	3,678	313,590
2004	3	Coal Exports	Other Ports	United States	Canada	13,105	776,098	94	5,383	13,199	781,481	1,285	89,772
2004	4	Coal Exports	Other Ports	United States	Canada	21,005	875,505	19	3,875	21,024	879,380	1,257	88,303
2005	1	Coal Exports	Other Ports	United States	Canada	20,311	1,202,652	.	.	20,311	1,202,652	1,182	70,142
2005	2	Coal Exports	Other Ports	United States	Canada	22,418	1,281,037	.	.	22,418	1,281,037	1,593	92,471
2005	3	Coal Exports	Other Ports	United States	Canada	47,100	1,260,328	.	.	47,100	1,260,328	21	3,951
2005	4	Coal Exports	Other Ports	United States	Canada	30,794	1,185,194	.	.	30,794	1,185,194	879	56,028
2006	1	Coal Exports	Other Ports	United States	Canada	87,370	1,292,680	.	.	87,370	1,292,680	86	13,727
2006	2	Coal Exports	Other Ports	United States	Canada	61,379	1,293,616	.	.	61,379	1,293,616	40	12,786
2006	3	Coal Exports	Other Ports	United States	Canada	115,637	1,899,395	.	.	115,637	1,899,395	12	3,273
2006	4	Coal Exports	Other Ports	United States	Canada	124,620	1,951,450	.	.	124,620	1,951,450	40	13,797
2007	1	Coal Exports	Other Ports	United States	Canada	116,291	2,609,665	.	.	116,291	2,609,665	59	17,062
2007	2	Coal Exports	Other Ports	United States	Canada	94,099	2,412,859	.	.	94,099	2,412,859	25	8,972
2007	3	Coal Exports	Other Ports	United States	Canada	74,013	2,135,133	.	.	74,013	2,135,133	23	6,445
2007	4	Coal Exports	Other Ports	United States	Canada	111,249	2,646,225	.	.	111,249	2,646,225	.	.
2008	1	Coal Exports	Other Ports	United States	Canada	105,579	2,551,163	.	.	105,579	2,551,163	1,722	111,574
2008	2	Coal Exports	Other Ports	United States	Canada	69,277	2,210,998	.	.	69,277	2,210,998	.	.
2008	3	Coal Exports	Other Ports	United States	Canada	136,914	2,794,650	.	.	136,914	2,794,650	164	11,008
2008	4	Coal Exports	Other Ports	United States	Canada	124,216	2,402,697	.	.	124,216	2,402,697	.	.
2009	1	Coal Exports	Other Ports	United States	Canada	93,873	2,277,581	.	.	93,873	2,277,581	.	.
2009	2	Coal Exports	Other Ports	United States	Canada	14,086	919,489	.	.	14,086	919,489	178	8,827

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	3	Coal Exports	Other Ports	United States	Canada	14,023	967,484	.	.	14,023	967,484	.	.
2009	4	Coal Exports	Other Ports	United States	Canada	32,974	2,088,580	.	.	32,974	2,088,580	9	3,499
2010	1	Coal Exports	Other Ports	United States	Canada	39,977	2,459,045	.	.	39,977	2,459,045	.	.
2010	2	Coal Exports	Other Ports	United States	Canada	21,244	1,381,098	.	.	21,244	1,381,098	.	.
2010	3	Coal Exports	Other Ports	United States	Canada	28,266	1,550,805	.	.	28,266	1,550,805	.	.
2010	4	Coal Exports	Other Ports	United States	Canada	28,078	1,648,522	.	.	28,078	1,648,522	.	.
2011	1	Coal Exports	Other Ports	United States	Canada	26,184	1,692,061	.	.	26,184	1,692,061	87	7,821
2011	2	Coal Exports	Other Ports	United States	Canada	37,223	2,739,115	.	.	37,223	2,739,115	139	14,499
2011	3	Coal Exports	Other Ports	United States	Canada	97,093	8,012,118	.	.	97,093	8,012,118	.	.
2011	4	Coal Exports	Other Ports	United States	Canada	150,230	6,122,151	.	.	150,230	6,122,151	.	.
2012	1	Coal Exports	Other Ports	United States	Canada	73,631	10,350,688	.	.	73,631	10,350,688	.	.
2012	2	Coal Exports	Other Ports	United States	Canada	287,433	7,592,195	129	14,635	287,562	7,606,830	.	.
2012	3	Coal Exports	Other Ports	United States	Canada	134,853	8,364,310	132	15,022	134,985	8,379,332	.	.
2012	4	Coal Exports	Other Ports	United States	Canada	75,359	6,131,872	47	5,324	75,406	6,137,196	.	.
2013	1	Coal Exports	Other Ports	United States	Canada	316,114	4,650,220	49	3,096	316,163	4,653,316	644	58,525
2013	2	Coal Exports	Other Ports	United States	Canada	205,581	3,134,969	.	.	205,581	3,134,969	22	7,892
2013	3	Coal Exports	Other Ports	United States	Canada	633,833	7,185,701	31	2,921	633,864	7,188,622	.	.
2013	4	Coal Exports	Other Ports	United States	Canada	527,665	5,629,456	.	.	527,665	5,629,456	4	3,203
2014	1	Coal Exports	Other Ports	United States	Canada	383,021	5,468,913	.	.	383,021	5,468,913	.	.
2014	2	Coal Exports	Other Ports	United States	Canada	273,688	4,193,402	44	6,951	273,732	4,200,353	.	.
2014	3	Coal Exports	Other Ports	United States	Canada	26,832	1,521,399	.	.	26,832	1,521,399	.	.
2014	4	Coal Exports	Other Ports	United States	Canada	24,646	1,480,487	.	.	24,646	1,480,487	11	5,798
2015	1	Coal Exports	Other Ports	United States	Canada	19,153	1,272,137	.	.	19,153	1,272,137	.	.
2015	2	Coal Exports	Other Ports	United States	Canada	43,333	1,236,494	.	.	43,333	1,236,494	8	2,588
2015	3	Coal Exports	Other Ports	United States	Canada	48,874	838,764	31	3,401	48,905	842,165	.	.
2015	4	Coal Exports	Other Ports	United States	Canada	10,397	630,755	35	4,203	10,432	634,958	.	.
2002	1	Coal Exports	Pembina, ND	United States	Canada	6,302	309,808	.	.	6,302	309,808	281	12,633
2002	2	Coal Exports	Pembina, ND	United States	Canada	5,432	335,187	.	.	5,432	335,187	35	3,747
2002	3	Coal Exports	Pembina, ND	United States	Canada	2,956	269,052	551	21,237	3,507	290,289	44	4,267
2002	4	Coal Exports	Pembina, ND	United States	Canada	5,568	476,505	.	.	5,568	476,505	.	.
2003	1	Coal Exports	Pembina, ND	United States	Canada	10,524	529,888	.	.	10,524	529,888	.	.
2003	2	Coal Exports	Pembina, ND	United States	Canada	8,282	672,236	.	.	8,282	672,236	.	.
2003	3	Coal Exports	Pembina, ND	United States	Canada	16,690	912,259	.	.	16,690	912,259	.	.
2003	4	Coal Exports	Pembina, ND	United States	Canada	8,129	348,514	.	.	8,129	348,514	.	.
2004	1	Coal Exports	Pembina, ND	United States	Canada	14,774	507,489	.	.	14,774	507,489	34	4,031
2004	2	Coal Exports	Pembina, ND	United States	Canada	20,465	843,800	.	.	20,465	843,800	85	11,679
2004	2	Coal Exports	Pembina, ND	United States	Singapore	76	2,625	.	.	76	2,625	.	.
2004	3	Coal Exports	Pembina, ND	United States	Canada	13,119	639,042	.	.	13,119	639,042	103	19,521
2004	4	Coal Exports	Pembina, ND	United States	Canada	10,430	770,156	.	.	10,430	770,156	.	.
2005	1	Coal Exports	Pembina, ND	United States	Canada	5,069	308,143	.	.	5,069	308,143	.	.
2005	2	Coal Exports	Pembina, ND	United States	Canada	107	18,640	.	.	107	18,640	375	83,174
2005	2	Coal Exports	Pembina, ND	United States	Singapore	21	5,570	.	.	21	5,570	.	.
2005	3	Coal Exports	Pembina, ND	United States	Canada	115	21,133	.	.	115	21,133	646	74,424
2005	4	Coal Exports	Pembina, ND	United States	Canada	22	3,951	.	.	22	3,951	155	32,654
2006	1	Coal Exports	Pembina, ND	United States	Canada	42	6,204	.	.	42	6,204	4,119	780,562
2006	2	Coal Exports	Pembina, ND	United States	Canada	44	8,051	.	.	44	8,051	2,828	517,733
2006	3	Coal Exports	Pembina, ND	United States	Canada	89	18,285	.	.	89	18,285	1,609	336,539
2006	4	Coal Exports	Pembina, ND	United States	Canada	24	3,765	.	.	24	3,765	908	187,817
2007	1	Coal Exports	Pembina, ND	United States	Canada	137	27,330	.	.	137	27,330	.	.
2007	2	Coal Exports	Pembina, ND	United States	Canada	292	23,868	.	.	292	23,868	.	.
2007	3	Coal Exports	Pembina, ND	United States	Canada	90	11,189	.	.	90	11,189	.	.
2007	4	Coal Exports	Pembina, ND	United States	Canada	224	34,111	.	.	224	34,111	.	.
2008	1	Coal Exports	Pembina, ND	United States	Canada	337	28,122	.	.	337	28,122	.	.
2008	2	Coal Exports	Pembina, ND	United States	Canada	135	18,152	.	.	135	18,152	.	.
2008	3	Coal Exports	Pembina, ND	United States	Canada	323	37,844	.	.	323	37,844	.	.
2008	4	Coal Exports	Pembina, ND	United States	Canada	378	47,432	.	.	378	47,432	.	.
2009	1	Coal Exports	Pembina, ND	United States	Canada	279	46,435	.	.	279	46,435	5,564	469,265
2009	2	Coal Exports	Pembina, ND	United States	Canada	350	52,904	23	5,459	373	58,363	2,434	219,232
2009	3	Coal Exports	Pembina, ND	United States	Canada	112	20,438	.	.	112	20,438	4,038	340,597
2009	4	Coal Exports	Pembina, ND	United States	Canada	261	27,847	.	.	261	27,847	4,389	386,440
2010	1	Coal Exports	Pembina, ND	United States	Canada	223	30,802	.	.	223	30,802	1,772	460,604
2010	2	Coal Exports	Pembina, ND	United States	Canada	232	32,519	20	5,162	252	37,681	2,006	518,821
2010	3	Coal Exports	Pembina, ND	United States	Canada	25	3,188	21	5,276	46	8,464	1,844	503,893

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	4	Coal Exports	Pembina, ND	United States	Canada	2,262	106,672	.	.	2,262	106,672	833	215,884
2011	1	Coal Exports	Pembina, ND	United States	Canada	249	38,963	.	.	249	38,963	2,411	650,824
2011	2	Coal Exports	Pembina, ND	United States	Canada	702	67,055	25	6,792	727	73,847	3,214	832,618
2011	3	Coal Exports	Pembina, ND	United States	Canada	493	61,467	25	4,318	518	65,785	1,950	603,442
2011	4	Coal Exports	Pembina, ND	United States	Canada	837	208,036	.	.	837	208,036	3,064	995,564
2012	1	Coal Exports	Pembina, ND	United States	Canada	2,912	435,360	.	.	2,912	435,360	2,927	982,650
2012	2	Coal Exports	Pembina, ND	United States	Canada	322	122,978	.	.	322	122,978	2,617	872,241
2012	3	Coal Exports	Pembina, ND	United States	Canada	233	33,702	23	4,420	256	38,122	3,251	1,096,426
2012	4	Coal Exports	Pembina, ND	United States	Canada	644	55,959	.	.	644	55,959	3,169	1,075,006
2013	1	Coal Exports	Pembina, ND	United States	Canada	340	55,459	.	.	340	55,459	3,022	999,395
2013	2	Coal Exports	Pembina, ND	United States	Canada	225	38,472	40	7,262	265	45,734	2,830	928,362
2013	3	Coal Exports	Pembina, ND	United States	Canada	449	106,423	23	7,266	472	113,689	2,221	725,841
2013	4	Coal Exports	Pembina, ND	United States	Canada	225	93,389	21	3,946	246	97,335	1,956	628,989
2014	1	Coal Exports	Pembina, ND	United States	Canada	724	124,695	.	.	724	124,695	2,815	866,122
2014	2	Coal Exports	Pembina, ND	United States	Canada	407	82,566	25	7,773	432	90,339	3,048	945,223
2014	3	Coal Exports	Pembina, ND	United States	Canada	229	44,568	25	4,790	254	49,358	3,945	1,163,657
2014	4	Coal Exports	Pembina, ND	United States	Canada	163	94,244	.	.	163	94,244	2,241	660,212
2015	1	Coal Exports	Pembina, ND	United States	Canada	331	64,121	.	.	331	64,121	3,563	1,054,437
2015	2	Coal Exports	Pembina, ND	United States	Canada	525	107,637	24	4,949	549	112,586	2,960	900,767
2015	3	Coal Exports	Pembina, ND	United States	Canada	487	122,177	134	37,237	621	159,414	2,868	856,433
2015	4	Coal Exports	Pembina, ND	United States	Canada	6,049	511,545	.	.	6,049	511,545	4,076	1,203,612
2002	1	Coal Exports	Philadelphia, PA	United States	Costa Rica	.	.	.	.	.	.	74	10,258
2002	1	Coal Exports	Philadelphia, PA	United States	Dominican Republic	.	.	.	.	.	.	23	10,639
2002	1	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	218	28,710	.	.	218	28,710	.	.
2002	2	Coal Exports	Philadelphia, PA	United States	Canada	66,806	2,780,979	.	.	66,806	2,780,979	.	.
2002	3	Coal Exports	Philadelphia, PA	United States	Costa Rica	.	.	.	.	.	.	74	10,258
2002	3	Coal Exports	Philadelphia, PA	United States	Dominican Republic	.	.	.	.	.	.	146	12,065
2002	3	Coal Exports	Philadelphia, PA	United States	Netherlands	12,318	1,218,123	.	.	12,318	1,218,123	.	.
2003	1	Coal Exports	Philadelphia, PA	United States	Costa Rica	73	13,650	.	.	73	13,650	148	20,516
2003	2	Coal Exports	Philadelphia, PA	United States	Costa Rica	.	.	.	.	.	.	22	10,258
2003	2	Coal Exports	Philadelphia, PA	United States	Dominican Republic	4,352	150,000	.	.	4,352	150,000	.	.
2003	2	Coal Exports	Philadelphia, PA	United States	Honduras	193	6,625	.	.	193	6,625	.	.
2003	3	Coal Exports	Philadelphia, PA	United States	Dominican Republic	4,683	161,412	.	.	4,683	161,412	.	.
2004	1	Coal Exports	Philadelphia, PA	United States	Canada	42,425	1,098,684	.	.	42,425	1,098,684	.	.
2004	2	Coal Exports	Philadelphia, PA	United States	Norway	.	.	.	.	.	.	5,040	425,160
2004	4	Coal Exports	Philadelphia, PA	United States	Costa Rica	.	.	.	.	.	.	24	12,027
2005	2	Coal Exports	Philadelphia, PA	United States	Argentina	23	3,390	.	.	23	3,390	.	.
2005	2	Coal Exports	Philadelphia, PA	United States	Canada	36,047	2,440,671	.	.	36,047	2,440,671	.	.
2005	3	Coal Exports	Philadelphia, PA	United States	Argentina	44	6,780	.	.	44	6,780	.	.
2005	4	Coal Exports	Philadelphia, PA	United States	Argentina	63	11,256	.	.	63	11,256	.	.
2006	1	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	82	4,145	82	4,145	.	.
2006	1	Coal Exports	Philadelphia, PA	United States	United Kingdom	.	.	51	7,500	51	7,500	.	.
2006	2	Coal Exports	Philadelphia, PA	United States	Uruguay	.	.	11	3,481	11	3,481	.	.
2006	3	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	97	19,760	.	.	97	19,760	.	.
2006	3	Coal Exports	Philadelphia, PA	United States	Uruguay	.	.	33	10,487	33	10,487	.	.
2006	3	Coal Exports	Philadelphia, PA	United States	Venezuela	204	7,041	.	.	204	7,041	.	.
2007	1	Coal Exports	Philadelphia, PA	United States	Argentina	19	4,596	.	.	19	4,596	.	.
2007	1	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	5,070	174,672	.	.	5,070	174,672	.	.
2007	3	Coal Exports	Philadelphia, PA	United States	Argentina	138	28,290	.	.	138	28,290	.	.
2007	3	Coal Exports	Philadelphia, PA	United States	Costa Rica	20	4,205	.	.	20	4,205	.	.
2008	1	Coal Exports	Philadelphia, PA	United States	Argentina	953	42,405	.	.	953	42,405	.	.
2008	1	Coal Exports	Philadelphia, PA	United States	Brazil	276	22,000	.	.	276	22,000	.	.
2008	2	Coal Exports	Philadelphia, PA	United States	Argentina	237	46,008	.	.	237	46,008	.	.
2008	2	Coal Exports	Philadelphia, PA	United States	Belgium	23,038	3,971,000	.	.	23,038	3,971,000	.	.
2008	2	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	22	4,659	.	.	22	4,659	.	.
2008	3	Coal Exports	Philadelphia, PA	United States	Belgium	24,873	3,384,525	.	.	24,873	3,384,525	.	.
2008	3	Coal Exports	Philadelphia, PA	United States	Norway	.	.	5,517	798,819	5,517	798,819	.	.
2008	3	Coal Exports	Philadelphia, PA	United States	United Kingdom	255	37,005	.	.	255	37,005	.	.
2008	4	Coal Exports	Philadelphia, PA	United States	Argentina	152	31,100	.	.	152	31,100	.	.
2008	4	Coal Exports	Philadelphia, PA	United States	Belgium	32,194	4,819,003	.	.	32,194	4,819,003	.	.
2008	4	Coal Exports	Philadelphia, PA	United States	Costa Rica	388	74,437	.	.	388	74,437	.	.
2008	4	Coal Exports	Philadelphia, PA	United States	United Kingdom	.	.	.	.	.	.	194	16,366
2009	1	Coal Exports	Philadelphia, PA	United States	Argentina	305	65,992	.	.	305	65,992	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2009	2	Coal Exports	Philadelphia, PA	United States	Argentina	299	68,107	.	.	299	68,107	.	.
2009	2	Coal Exports	Philadelphia, PA	United States	Costa Rica	209	53,234	.	.	209	53,234	.	.
2009	2	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	.	.	.	.	267	22,487
2009	3	Coal Exports	Philadelphia, PA	United States	Denmark (Except Greenland)	.	.	.	.	.	.	15	7,133
2009	3	Coal Exports	Philadelphia, PA	United States	Slovenia	17	3,111	.	.	17	3,111	.	.
2009	3	Coal Exports	Philadelphia, PA	United States	South Africa	141	20,456	.	.	141	20,456	.	.
2010	1	Coal Exports	Philadelphia, PA	United States	France	2	2,700	.	.	2	2,700	.	.
2010	2	Coal Exports	Philadelphia, PA	United States	Italy	.	.	19	5,196	19	5,196	.	.
2010	3	Coal Exports	Philadelphia, PA	United States	Belgium	44,699	6,134,401	.	.	44,699	6,134,401	.	.
2010	3	Coal Exports	Philadelphia, PA	United States	United Arab Emirates	22	4,277	.	.	22	4,277	.	.
2010	4	Coal Exports	Philadelphia, PA	United States	Brazil	12,138	2,090,000	.	.	12,138	2,090,000	.	.
2010	4	Coal Exports	Philadelphia, PA	United States	France	11,023	1,670,000	.	.	11,023	1,670,000	.	.
2011	1	Coal Exports	Philadelphia, PA	United States	France	11,023	1,700,000	.	.	11,023	1,700,000	.	.
2011	1	Coal Exports	Philadelphia, PA	United States	Norway	6,063	1,045,000	.	.	6,063	1,045,000	.	.
2011	1	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	1,147	173,680	.	.	1,147	173,680	.	.
2011	2	Coal Exports	Philadelphia, PA	United States	Australia	3	3,504	.	.	3	3,504	.	.
2011	2	Coal Exports	Philadelphia, PA	United States	Brazil	6,063	1,045,000	63,934	11,600,000	69,997	12,645,000	.	.
2011	2	Coal Exports	Philadelphia, PA	United States	Canada	32,690	2,728,902	.	.	32,690	2,728,902	.	.
2011	2	Coal Exports	Philadelphia, PA	United States	France	22,046	3,520,000	.	.	22,046	3,520,000	.	.
2011	2	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	2,381	360,720	.	.	2,381	360,720	.	.
2011	3	Coal Exports	Philadelphia, PA	United States	Canada	24,237	1,518,927	.	.	24,237	1,518,927	.	.
2011	3	Coal Exports	Philadelphia, PA	United States	Netherlands	9,879	1,272,572	.	.	9,879	1,272,572	.	.
2011	3	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	2,391	370,740	.	.	2,391	370,740	.	.
2011	4	Coal Exports	Philadelphia, PA	United States	France	24,251	3,872,000	.	.	24,251	3,872,000	.	.
2011	4	Coal Exports	Philadelphia, PA	United States	Norway	6,063	1,045,000	.	.	6,063	1,045,000	.	.
2011	4	Coal Exports	Philadelphia, PA	United States	Spain	8,653	1,570,000	.	.	8,653	1,570,000	.	.
2011	4	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	551	83,500	.	.	551	83,500	.	.
2012	1	Coal Exports	Philadelphia, PA	United States	Australia	49	7,008	.	.	49	7,008	.	.
2012	1	Coal Exports	Philadelphia, PA	United States	Belgium	22,046	3,520,000	.	.	22,046	3,520,000	.	.
2012	1	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	397	60,120	.	.	397	60,120	.	.
2012	2	Coal Exports	Philadelphia, PA	United States	France	19,290	3,080,000	.	.	19,290	3,080,000	.	.
2012	2	Coal Exports	Philadelphia, PA	United States	Norway	5,512	950,000	.	.	5,512	950,000	.	.
2012	2	Coal Exports	Philadelphia, PA	United States	Peru	9,259	2,058,000	.	.	9,259	2,058,000	.	.
2012	2	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	180	60,120	.	.	180	60,120	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	Argentina	60	15,892	.	.	60	15,892	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	Belgium	22,046	3,520,000	.	.	22,046	3,520,000	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	Brazil	11,023	1,800,000	.	.	11,023	1,800,000	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	India	17	3,892	.	.	17	3,892	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	Netherlands	10,178	1,929,744	.	.	10,178	1,929,744	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	Norway	6,614	1,140,000	.	.	6,614	1,140,000	.	.
2012	3	Coal Exports	Philadelphia, PA	United States	United Kingdom	.	.	.	.	.	.	26	11,704
2012	4	Coal Exports	Philadelphia, PA	United States	Congo (Brazzaville)	12	3,890	.	.	12	3,890	.	.
2012	4	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	24,251	4,400,000	.	.	24,251	4,400,000	.	.
2012	4	Coal Exports	Philadelphia, PA	United States	Netherlands	11,023	1,443,800	.	.	11,023	1,443,800	.	.
2012	4	Coal Exports	Philadelphia, PA	United States	Norway	6,614	1,140,000	.	.	6,614	1,140,000	.	.
2012	4	Coal Exports	Philadelphia, PA	United States	United Kingdom	91,047	7,020,800	.	.	91,047	7,020,800	.	.
2013	1	Coal Exports	Philadelphia, PA	United States	Belgium	22,818	3,643,200	.	.	22,818	3,643,200	.	.
2013	1	Coal Exports	Philadelphia, PA	United States	Brazil	6,393	1,027,000	.	.	6,393	1,027,000	.	.
2013	1	Coal Exports	Philadelphia, PA	United States	Georgia	44	13,200	.	.	44	13,200	.	.
2013	1	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	.	.	.	.	711	60,000
2013	2	Coal Exports	Philadelphia, PA	United States	Belgium	18,739	2,550,000	.	.	18,739	2,550,000	.	.
2013	2	Coal Exports	Philadelphia, PA	United States	Brazil	6,724	915,000	.	.	6,724	915,000	.	.
2013	2	Coal Exports	Philadelphia, PA	United States	Georgia	67	45,000	.	.	67	45,000	.	.
2013	2	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	21,385	3,201,000	.	.	21,385	3,201,000	340	107,807
2013	2	Coal Exports	Philadelphia, PA	United States	Norway	8,598	1,359,000	.	.	8,598	1,359,000	.	.
2013	3	Coal Exports	Philadelphia, PA	United States	Brazil	9,590	1,305,000	.	.	9,590	1,305,000	.	.
2013	3	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	.	.	.	.	558	172,507
2013	4	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	20,393	3,052,500	.	.	20,393	3,052,500	633	194,472
2013	4	Coal Exports	Philadelphia, PA	United States	Norway	7,055	1,036,800	.	.	7,055	1,036,800	.	.
2014	1	Coal Exports	Philadelphia, PA	United States	Belgium	34	12,658	.	.	34	12,658	.	.
2014	1	Coal Exports	Philadelphia, PA	United States	Brazil	6,614	924,000	.	.	6,614	924,000	.	.
2014	1	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	8	3,375	.	.	8	3,375	486	143,760
2014	2	Coal Exports	Philadelphia, PA	United States	Brazil	6,614	900,000	.	.	6,614	900,000	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2014	2	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	.	.	.	.	461	136,572
2014	2	Coal Exports	Philadelphia, PA	United States	Norway	7,385	1,056,000	.	.	7,385	1,056,000	.	.
2014	2	Coal Exports	Philadelphia, PA	United States	Trinidad and Tobago	42	9,690	.	.	42	9,690	.	.
2014	3	Coal Exports	Philadelphia, PA	United States	Chile	52	13,851	.	.	52	13,851	.	.
2014	3	Coal Exports	Philadelphia, PA	United States	Costa Rica	.	.	.	.	.	.	20	8,404
2014	3	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	.	.	.	.	.	.	121	35,940
2014	4	Coal Exports	Philadelphia, PA	United States	Australia	174	64,865	.	.	174	64,865	.	.
2014	4	Coal Exports	Philadelphia, PA	United States	Chile	73	19,217	.	.	73	19,217	.	.
2014	4	Coal Exports	Philadelphia, PA	United States	Germany, Federal Republic of	25,353	4,094,000	.	.	25,353	4,094,000	.	.
2014	4	Coal Exports	Philadelphia, PA	United States	Peru	19	4,680	.	.	19	4,680	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Argentina	40	11,563	.	.	40	11,563	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Belgium	14,349	2,577,316	.	.	14,349	2,577,316	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Brazil	6,889	1,562,500	.	.	6,889	1,562,500	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Cameroon	58	30,725	.	.	58	30,725	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Chile	146	37,056	.	.	146	37,056	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Norway	8,267	1,125,000	.	.	8,267	1,125,000	.	.
2015	1	Coal Exports	Philadelphia, PA	United States	Uruguay	24	5,662	.	.	24	5,662	.	.
2015	2	Coal Exports	Philadelphia, PA	United States	Chile	150	41,553	.	.	150	41,553	.	.
2015	2	Coal Exports	Philadelphia, PA	United States	New Zealand	22	10,393	.	.	22	10,393	.	.
2015	2	Coal Exports	Philadelphia, PA	United States	Peru	134	50,160	.	.	134	50,160	.	.
2015	3	Coal Exports	Philadelphia, PA	United States	Belgium	6,210	901,600	.	.	6,210	901,600	.	.
2015	3	Coal Exports	Philadelphia, PA	United States	Brazil	6,724	1,087,569	.	.	6,724	1,087,569	.	.
2015	3	Coal Exports	Philadelphia, PA	United States	Chile	170	46,919	.	.	170	46,919	.	.
2015	3	Coal Exports	Philadelphia, PA	United States	Uruguay	42	11,325	.	.	42	11,325	.	.
2015	4	Coal Exports	Philadelphia, PA	United States	Belgium	34	8,308	.	.	34	8,308	.	.
2015	4	Coal Exports	Philadelphia, PA	United States	Chile	170	46,919	.	.	170	46,919	.	.
2015	4	Coal Exports	Philadelphia, PA	United States	Norway	8,818	1,368,000	.	.	8,818	1,368,000	.	.
2015	4	Coal Exports	Philadelphia, PA	United States	Uruguay	13	5,805	.	.	13	5,805	.	.
2004	3	Coal Exports	Port Arthur, TX	United States	Chile	.	.	.	.	.	.	899	407,025
2004	3	Coal Exports	Port Arthur, TX	United States	Estonia	.	.	.	.	.	.	411	186,000
2004	3	Coal Exports	Port Arthur, TX	United States	Italy	.	.	.	.	.	.	401	326,700
2004	3	Coal Exports	Port Arthur, TX	United States	Netherlands	.	.	.	.	.	.	462	208,913
2007	4	Coal Exports	Port Arthur, TX	United States	India	.	.	54,432	1,983,139	54,432	1,983,139	.	.
2002	3	Coal Exports	Portland, ME	United States	Canada	67,526	3,053,338	.	.	67,526	3,053,338	3,080	601,966
2002	4	Coal Exports	Portland, ME	United States	Canada	.	.	.	.	.	.	4,618	572,993
2003	1	Coal Exports	Portland, ME	United States	Canada	68,003	2,006,196	.	.	68,003	2,006,196	.	.
2003	2	Coal Exports	Portland, ME	United States	Canada	44	11,202	.	.	44	11,202	.	.
2003	4	Coal Exports	Portland, ME	United States	Japan	126	5,146	.	.	126	5,146	.	.
2004	1	Coal Exports	Portland, ME	United States	Canada	22	2,665	.	.	22	2,665	.	.
2004	2	Coal Exports	Portland, ME	United States	Japan	79	3,223	.	.	79	3,223	.	.
2004	4	Coal Exports	Portland, ME	United States	Canada	51,888	3,782,096	.	.	51,888	3,782,096	.	.
2005	2	Coal Exports	Portland, ME	United States	Canada	78	7,474	.	.	78	7,474	.	.
2005	3	Coal Exports	Portland, ME	United States	Canada	23	3,858	.	.	23	3,858	.	.
2005	4	Coal Exports	Portland, ME	United States	Canada	22	4,682	.	.	22	4,682	.	.
2006	1	Coal Exports	Portland, ME	United States	Canada	23	4,266	.	.	23	4,266	.	.
2006	2	Coal Exports	Portland, ME	United States	Canada	57	9,282	.	.	57	9,282	.	.
2007	1	Coal Exports	Portland, ME	United States	Canada	24	2,832	.	.	24	2,832	.	.
2007	2	Coal Exports	Portland, ME	United States	Canada	50	5,147	.	.	50	5,147	.	.
2007	3	Coal Exports	Portland, ME	United States	Canada	24	3,147	.	.	24	3,147	.	.
2007	4	Coal Exports	Portland, ME	United States	Canada	69	8,318	.	.	69	8,318	.	.
2008	1	Coal Exports	Portland, ME	United States	Canada	25	4,993	.	.	25	4,993	.	.
2008	3	Coal Exports	Portland, ME	United States	Canada	112	4,478	.	.	112	4,478	.	.
2008	4	Coal Exports	Portland, ME	United States	Canada	26	3,789	.	.	26	3,789	.	.
2009	1	Coal Exports	Portland, ME	United States	Canada	.	.	.	.	.	.	28,656	2,074,112
2009	2	Coal Exports	Portland, ME	United States	Canada	35,911	846,869	.	.	35,911	846,869	45	19,342
2009	3	Coal Exports	Portland, ME	United States	Canada	60,484	2,870,674	.	.	60,484	2,870,674	.	.
2009	4	Coal Exports	Portland, ME	United States	Canada	91	6,322	.	.	91	6,322	.	.
2010	2	Coal Exports	Portland, ME	United States	Canada	23	5,574	.	.	23	5,574	.	.
2012	2	Coal Exports	Portland, ME	United States	Canada	36,695	3,925,639	.	.	36,695	3,925,639	.	.
2012	4	Coal Exports	Portland, ME	United States	Canada	25	4,540	.	.	25	4,540	.	.
2013	1	Coal Exports	Portland, ME	United States	Canada	47	5,327	.	.	47	5,327	.	.
2013	2	Coal Exports	Portland, ME	United States	Canada	25	6,180	.	.	25	6,180	.	.
2013	3	Coal Exports	Portland, ME	United States	Canada	48	6,729	.	.	48	6,729	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	4	Coal Exports	Portland, ME	United States	Canada	21	4,787	.	.	21	4,787	.	.
2014	1	Coal Exports	Portland, ME	United States	Canada	170	15,514	.	.	170	15,514	.	.
2014	2	Coal Exports	Portland, ME	United States	Canada	238	52,258	.	.	238	52,258	.	.
2015	2	Coal Exports	Portland, ME	United States	Canada	59	15,230	.	.	59	15,230	.	.
2015	3	Coal Exports	Portland, ME	United States	Canada	22	3,359	.	.	22	3,359	.	.
2015	4	Coal Exports	Portland, ME	United States	Canada	37	12,922	.	.	37	12,922	.	.
2003	3	Coal Exports	Portland, OR	United States	Canada	.	.	29,948	1,095,827	29,948	1,095,827	.	.
2004	4	Coal Exports	Portland, OR	United States	Brazil	.	.	10,865	1,121,247	10,865	1,121,247	.	.
2006	2	Coal Exports	Portland, OR	United States	Brunei	.	.	.	.	.	.	15	3,810
2006	4	Coal Exports	Portland, OR	United States	Canada	29,928	1,423,289	.	.	29,928	1,423,289	.	.
2009	1	Coal Exports	Portland, OR	United States	Malaysia	.	.	.	.	.	.	10	8,424
2009	1	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	20	16,159
2009	2	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	9	6,483
2009	2	Coal Exports	Portland, OR	United States	Thailand	.	.	.	.	.	.	8	6,397
2009	3	Coal Exports	Portland, OR	United States	Brunei	.	.	.	.	.	.	10	6,404
2009	3	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	28	19,662
2009	4	Coal Exports	Portland, OR	United States	Thailand	.	.	.	.	.	.	8	7,326
2010	1	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	8	5,676
2010	2	Coal Exports	Portland, OR	United States	Brunei	.	.	.	.	.	.	9	7,418
2010	2	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	17	12,299
2010	2	Coal Exports	Portland, OR	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	31	31,282
2010	3	Coal Exports	Portland, OR	United States	Canada	9,039	901,561	.	.	9,039	901,561	.	.
2010	4	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	21	15,853
2010	4	Coal Exports	Portland, OR	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	23	19,273
2011	1	Coal Exports	Portland, OR	United States	China	.	.	.	.	.	.	7	3,686
2011	1	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	18	13,172
2011	1	Coal Exports	Portland, OR	United States	Thailand	.	.	.	.	.	.	8	6,925
2011	2	Coal Exports	Portland, OR	United States	Singapore	.	.	.	.	.	.	1	6,723
2011	2	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	17	6,375
2012	2	Coal Exports	Portland, OR	United States	Singapore	15	27,288	.	.	15	27,288	.	.
2012	2	Coal Exports	Portland, OR	United States	Vietnam	8	3,620	.	.	8	3,620	.	.
2012	4	Coal Exports	Portland, OR	United States	Canada	9,700	1,104,608	.	.	9,700	1,104,608	.	.
2013	1	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	18	5,664
2013	2	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	17	5,664
2013	3	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	17	5,664
2014	1	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	18	12,134
2014	2	Coal Exports	Portland, OR	United States	Taiwan	.	.	.	.	.	.	67	24,268
2015	1	Coal Exports	Portland, OR	United States	Netherlands	126	46,954	.	.	126	46,954	.	.
2011	1	Coal Exports	Providence, RI	United States	Turkey	.	.	.	.	.	.	33,069	6,750,000
2002	1	Coal Exports	San Diego, CA	United States	Mexico	249	10,166	.	.	249	10,166	51	15,343
2002	2	Coal Exports	San Diego, CA	United States	Mexico	640	60,742	.	.	640	60,742	81	24,762
2002	3	Coal Exports	San Diego, CA	United States	Mexico	.	.	.	.	.	.	70	27,696
2002	4	Coal Exports	San Diego, CA	United States	Mexico	226	15,228	.	.	226	15,228	46	18,297
2003	1	Coal Exports	San Diego, CA	United States	Mexico	.	.	.	.	.	.	76	23,449
2003	2	Coal Exports	San Diego, CA	United States	Mexico	196	16,223	.	.	196	16,223	313	49,529
2003	3	Coal Exports	San Diego, CA	United States	Mexico	175	10,491	.	.	175	10,491	224	36,472
2003	4	Coal Exports	San Diego, CA	United States	Mexico	6,460	241,759	.	.	6,460	241,759	106	24,916
2004	1	Coal Exports	San Diego, CA	United States	Mexico	768	31,193	.	.	768	31,193	140	22,720
2004	2	Coal Exports	San Diego, CA	United States	Mexico	229	12,863	.	.	229	12,863	404	83,874
2004	3	Coal Exports	San Diego, CA	United States	Mexico	142	27,234	.	.	142	27,234	790	296,967
2004	4	Coal Exports	San Diego, CA	United States	Mexico	741	35,159	.	.	741	35,159	455	104,220
2005	1	Coal Exports	San Diego, CA	United States	Mexico	443	48,638	.	.	443	48,638	344	96,881
2005	2	Coal Exports	San Diego, CA	United States	Mexico	130	23,623	.	.	130	23,623	300	79,536
2005	3	Coal Exports	San Diego, CA	United States	Mexico	148	24,884	.	.	148	24,884	257	72,965
2005	4	Coal Exports	San Diego, CA	United States	Mexico	2,224	106,595	.	.	2,224	106,595	290	88,426
2006	1	Coal Exports	San Diego, CA	United States	Mexico	281	14,209	.	.	281	14,209	342	112,023
2006	2	Coal Exports	San Diego, CA	United States	Mexico	354	14,417	.	.	354	14,417	474	149,985
2006	3	Coal Exports	San Diego, CA	United States	Mexico	1,491	119,347	.	.	1,491	119,347	429	140,989
2006	4	Coal Exports	San Diego, CA	United States	Mexico	206	8,367	.	.	206	8,367	272	78,013
2007	1	Coal Exports	San Diego, CA	United States	Mexico	864	49,695	.	.	864	49,695	149	60,389
2007	2	Coal Exports	San Diego, CA	United States	Mexico	1,091	41,979	.	.	1,091	41,979	330	109,543
2007	3	Coal Exports	San Diego, CA	United States	Mexico	1,625	125,939	.	.	1,625	125,939	397	125,687
2007	4	Coal Exports	San Diego, CA	United States	Mexico	463	26,297	.	.	463	26,297	256	95,828

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	1	Coal Exports	San Diego, CA	United States	Mexico	923	96,536	.	.	923	96,536	269	99,961
2008	2	Coal Exports	San Diego, CA	United States	Mexico	230	29,446	.	.	230	29,446	375	121,905
2008	3	Coal Exports	San Diego, CA	United States	Mexico	441	24,744	.	.	441	24,744	515	143,242
2008	4	Coal Exports	San Diego, CA	United States	Mexico	169	13,811	89	10,160	258	23,971	200	28,018
2009	1	Coal Exports	San Diego, CA	United States	Mexico	161	13,904	.	.	161	13,904	758	108,567
2009	2	Coal Exports	San Diego, CA	United States	Mexico	98	23,219	.	.	98	23,219	24	5,410
2009	3	Coal Exports	San Diego, CA	United States	Mexico	192	31,584	.	.	192	31,584	507	71,249
2009	4	Coal Exports	San Diego, CA	United States	Mexico	42	9,200	21	6,631	63	15,831	525	73,774
2010	1	Coal Exports	San Diego, CA	United States	Mexico	76	24,539	.	.	76	24,539	506	71,066
2010	2	Coal Exports	San Diego, CA	United States	Mexico	84	18,400	23	6,632	107	25,032	683	78,515
2010	3	Coal Exports	San Diego, CA	United States	Mexico	120	23,336	.	.	120	23,336	507	71,346
2010	4	Coal Exports	San Diego, CA	United States	Mexico	92	18,698	.	.	92	18,698	713	100,405
2011	1	Coal Exports	San Diego, CA	United States	Mexico	94	21,450	.	.	94	21,450	515	80,600
2011	2	Coal Exports	San Diego, CA	United States	Mexico	67	18,250	.	.	67	18,250	818	115,339
2011	3	Coal Exports	San Diego, CA	United States	Mexico	140	17,596	.	.	140	17,596	816	114,598
2011	4	Coal Exports	San Diego, CA	United States	Mexico	21	4,900	.	.	21	4,900	522	73,286
2012	1	Coal Exports	San Diego, CA	United States	Mexico	179	25,782	.	.	179	25,782	274	38,534
2012	2	Coal Exports	San Diego, CA	United States	Mexico	630	95,204	.	.	630	95,204	536	78,442
2012	3	Coal Exports	San Diego, CA	United States	Mexico	6	5,190	.	.	6	5,190	5,170	1,674,071
2012	4	Coal Exports	San Diego, CA	United States	Mexico	65	19,034	.	.	65	19,034	13,832	1,467,813
2013	1	Coal Exports	San Diego, CA	United States	Mexico	96	13,900	.	.	96	13,900	4,457	468,118
2013	2	Coal Exports	San Diego, CA	United States	Mexico	.	.	.	.	.	.	520	73,185
2013	3	Coal Exports	San Diego, CA	United States	Mexico	25	5,578	.	.	25	5,578	67	26,361
2013	4	Coal Exports	San Diego, CA	United States	Mexico	56	21,234	.	.	56	21,234	601	97,544
2014	1	Coal Exports	San Diego, CA	United States	Mexico	21	2,789	.	.	21	2,789	87	33,630
2014	2	Coal Exports	San Diego, CA	United States	Mexico	40	15,873	.	.	40	15,873	248	34,881
2014	3	Coal Exports	San Diego, CA	United States	Mexico	63	9,593	.	.	63	9,593	133	52,109
2014	4	Coal Exports	San Diego, CA	United States	Mexico	104	19,981	.	.	104	19,981	155	63,046
2015	1	Coal Exports	San Diego, CA	United States	Mexico	66	6,804	.	.	66	6,804	124	53,750
2015	2	Coal Exports	San Diego, CA	United States	Mexico	64	7,088	.	.	64	7,088	134	60,604
2015	3	Coal Exports	San Diego, CA	United States	Mexico	9	18,412	.	.	9	18,412	130	56,304
2015	4	Coal Exports	San Diego, CA	United States	Mexico	45	16,836	.	.	45	16,836	104	41,625
2002	1	Coal Exports	San Francisco, CA	United States	India	179	7,275	.	.	179	7,275	.	.
2002	3	Coal Exports	San Francisco, CA	United States	Oman	.	.	.	.	.	.	243	76,824
2002	4	Coal Exports	San Francisco, CA	United States	Oman	.	.	.	.	.	.	829	69,847
2003	1	Coal Exports	San Francisco, CA	United States	Hong Kong	.	.	.	.	.	.	91	2,800
2003	2	Coal Exports	San Francisco, CA	United States	Taiwan	745	30,366	.	.	745	30,366	.	.
2003	3	Coal Exports	San Francisco, CA	United States	India	175	7,154	.	.	175	7,154	.	.
2003	3	Coal Exports	San Francisco, CA	United States	Sweden	74	3,000	.	.	74	3,000	.	.
2003	4	Coal Exports	San Francisco, CA	United States	Greece	384	15,632	.	.	384	15,632	.	.
2004	2	Coal Exports	San Francisco, CA	United States	Brunei	4	3,507	.	.	4	3,507	.	.
2004	2	Coal Exports	San Francisco, CA	United States	India	263	10,750	.	.	263	10,750	.	.
2004	3	Coal Exports	San Francisco, CA	United States	Brunei	74	3,021	.	.	74	3,021	.	.
2004	4	Coal Exports	San Francisco, CA	United States	Belgium	28,103	994,340	.	.	28,103	994,340	.	.
2004	4	Coal Exports	San Francisco, CA	United States	India	269	10,965	.	.	269	10,965	.	.
2004	4	Coal Exports	San Francisco, CA	United States	South Korea (Republic of Korea)	161	5,520	.	.	161	5,520	.	.
2005	2	Coal Exports	San Francisco, CA	United States	Brunei	98	4,013	.	.	98	4,013	.	.
2005	2	Coal Exports	San Francisco, CA	United States	France	.	.	.	.	.	.	721	60,848
2005	2	Coal Exports	San Francisco, CA	United States	South Africa	.	.	.	.	.	.	721	60,848
2005	3	Coal Exports	San Francisco, CA	United States	India	263	10,750	.	.	263	10,750	.	.
2005	4	Coal Exports	San Francisco, CA	United States	Taiwan	.	.	.	.	.	.	19	4,560
2006	1	Coal Exports	San Francisco, CA	United States	Brunei	87	3,542	.	.	87	3,542	.	.
2006	1	Coal Exports	San Francisco, CA	United States	Taiwan	.	.	.	.	.	.	114	18,330
2006	2	Coal Exports	San Francisco, CA	United States	China	35	5,000	.	.	35	5,000	.	.
2006	2	Coal Exports	San Francisco, CA	United States	Taiwan	.	.	.	.	.	.	40	10,260
2006	3	Coal Exports	San Francisco, CA	United States	Brunei	95	5,205	.	.	95	5,205	.	.
2006	3	Coal Exports	San Francisco, CA	United States	India	378	15,450	.	.	378	15,450	.	.
2006	3	Coal Exports	San Francisco, CA	United States	Taiwan	.	.	.	.	.	.	20	5,797
2007	2	Coal Exports	San Francisco, CA	United States	India	263	10,750	.	.	263	10,750	.	.
2007	2	Coal Exports	San Francisco, CA	United States	South Korea (Republic of Korea)	39,571	2,225,692	.	.	39,571	2,225,692	.	.
2007	3	Coal Exports	San Francisco, CA	United States	South Korea (Republic of Korea)	39,875	2,225,676	.	.	39,875	2,225,676	.	.
2007	4	Coal Exports	San Francisco, CA	United States	Thailand	.	.	.	.	.	.	1,160	163,088
2008	1	Coal Exports	San Francisco, CA	United States	Canada	10,175	99,732	.	.	10,175	99,732	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2008	2	Coal Exports	San Francisco, CA	United States	India	269	11,000	.	.	269	11,000	.	.
2008	2	Coal Exports	San Francisco, CA	United States	Japan	.	.	.	.	.	.	3,441	290,287
2008	3	Coal Exports	San Francisco, CA	United States	China	3	5,440	.	.	3	5,440	.	.
2008	3	Coal Exports	San Francisco, CA	United States	Japan	.	.	.	.	.	.	1,785	150,566
2008	4	Coal Exports	San Francisco, CA	United States	Canada	25,794	1,029,614	.	.	25,794	1,029,614	.	.
2008	4	Coal Exports	San Francisco, CA	United States	Japan	.	.	.	.	.	.	365	30,768
2009	1	Coal Exports	San Francisco, CA	United States	Brunei	2	3,060	.	.	2	3,060	.	.
2009	2	Coal Exports	San Francisco, CA	United States	China	.	.	10	5,000	10	5,000	.	.
2009	2	Coal Exports	San Francisco, CA	United States	India	22	11,000	.	.	22	11,000	.	.
2009	2	Coal Exports	San Francisco, CA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	300	25,304
2009	3	Coal Exports	San Francisco, CA	United States	India	134	31,463	.	.	134	31,463	.	.
2010	1	Coal Exports	San Francisco, CA	United States	Greece	19	11,092	.	.	19	11,092	.	.
2010	2	Coal Exports	San Francisco, CA	United States	Indonesia	3,901	155,731	.	.	3,901	155,731	.	.
2010	3	Coal Exports	San Francisco, CA	United States	India	10	5,850	.	.	10	5,850	.	.
2010	3	Coal Exports	San Francisco, CA	United States	Singapore	.	.	31	8,668	31	8,668	.	.
2010	4	Coal Exports	San Francisco, CA	United States	Australia	15	9,750	.	.	15	9,750	.	.
2010	4	Coal Exports	San Francisco, CA	United States	China	.	.	.	.	.	.	44,092	5,280,000
2010	4	Coal Exports	San Francisco, CA	United States	India	10	4,400	.	.	10	4,400	.	.
2011	2	Coal Exports	San Francisco, CA	United States	India	11	4,840	.	.	11	4,840	.	.
2011	4	Coal Exports	San Francisco, CA	United States	China	22	7,720	.	.	22	7,720	.	.
2011	4	Coal Exports	San Francisco, CA	United States	India	20	16,188	.	.	20	16,188	.	.
2012	3	Coal Exports	San Francisco, CA	United States	India	21	12,463	.	.	21	12,463	.	.
2012	4	Coal Exports	San Francisco, CA	United States	Japan	35,108	2,834,561	.	.	35,108	2,834,561	.	.
2013	2	Coal Exports	San Francisco, CA	United States	Japan	59,958	4,840,977	.	.	59,958	4,840,977	.	.
2013	2	Coal Exports	San Francisco, CA	United States	Mexico	117,002	7,960,728	68,343	4,650,000	185,345	12,610,728	.	.
2013	3	Coal Exports	San Francisco, CA	United States	Guatemala	131,726	10,635,500	.	.	131,726	10,635,500	.	.
2013	3	Coal Exports	San Francisco, CA	United States	Mexico	206,391	15,823,862	128,638	10,445,846	335,029	26,269,708	.	.
2013	4	Coal Exports	San Francisco, CA	United States	Canada	.	.	.	.	.	.	4,339	1,912,875
2013	4	Coal Exports	San Francisco, CA	United States	Chile	72,753	5,874,037	.	.	72,753	5,874,037	.	.
2013	4	Coal Exports	San Francisco, CA	United States	Guatemala	82,673	6,675,000	.	.	82,673	6,675,000	.	.
2013	4	Coal Exports	San Francisco, CA	United States	Japan	60,627	4,042,500	.	.	60,627	4,042,500	.	.
2013	4	Coal Exports	San Francisco, CA	United States	Mexico	275,900	22,276,025	137,481	11,177,779	413,381	33,453,804	.	.
2014	1	Coal Exports	San Francisco, CA	United States	China	66,139	5,340,000	.	.	66,139	5,340,000	.	.
2014	1	Coal Exports	San Francisco, CA	United States	Guatemala	46,077	4,085,000	.	.	46,077	4,085,000	.	.
2014	1	Coal Exports	San Francisco, CA	United States	Mexico	467,951	36,714,102	61,311	3,822,500	529,262	40,536,602	.	.
2014	2	Coal Exports	San Francisco, CA	United States	Guatemala	5,969	662,364	.	.	5,969	662,364	.	.
2014	2	Coal Exports	San Francisco, CA	United States	Japan	33,069	2,340,000	.	.	33,069	2,340,000	.	.
2014	2	Coal Exports	San Francisco, CA	United States	Mexico	524,418	42,160,302	198,416	13,320,000	722,834	55,480,302	.	.
2014	3	Coal Exports	San Francisco, CA	United States	Canada	.	.	.	.	.	.	2,982	1,233,188
2014	3	Coal Exports	San Francisco, CA	United States	Mexico	454,148	30,487,704	396,832	26,640,000	850,980	57,127,704	.	.
2014	4	Coal Exports	San Francisco, CA	United States	Japan	119,403	8,142,720	.	.	119,403	8,142,720	.	.
2014	4	Coal Exports	San Francisco, CA	United States	Mexico	422,571	26,722,870	242,509	14,197,100	665,080	40,919,970	.	.
2015	1	Coal Exports	San Francisco, CA	United States	Mexico	600,220	40,609,096	.	.	600,220	40,609,096	.	.
2015	2	Coal Exports	San Francisco, CA	United States	Mexico	753,791	51,725,334	.	.	753,791	51,725,334	.	.
2015	3	Coal Exports	San Francisco, CA	United States	Chile	.	.	66,139	4,320,000	66,139	4,320,000	.	.
2015	3	Coal Exports	San Francisco, CA	United States	Mexico	804,991	55,501,230	.	.	804,991	55,501,230	.	.
2015	4	Coal Exports	San Francisco, CA	United States	Guatemala	.	.	39,683	2,628,000	39,683	2,628,000	.	.
2010	2	Coal Exports	San Juan, PR	United States	Aruba	.	.	.	.	.	.	4	3,831
2010	3	Coal Exports	San Juan, PR	United States	Aruba	.	.	.	.	.	.	4	3,831
2002	1	Coal Exports	Savannah, GA	United States	Australia	153	24,741	.	.	153	24,741	.	.
2002	1	Coal Exports	Savannah, GA	United States	Chile	567	89,792	.	.	567	89,792	.	.
2002	1	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	23	5,006
2002	2	Coal Exports	Savannah, GA	United States	Australia	44	6,147	.	.	44	6,147	.	.
2002	2	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	22	4,832
2002	3	Coal Exports	Savannah, GA	United States	Australia	2,690	107,322	.	.	2,690	107,322	.	.
2002	3	Coal Exports	Savannah, GA	United States	Japan	108	7,784	.	.	108	7,784	.	.
2002	3	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	238	25,778
2003	1	Coal Exports	Savannah, GA	United States	Costa Rica	.	.	.	.	.	.	22	4,212
2003	1	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	23	4,844
2003	1	Coal Exports	Savannah, GA	United States	Taiwan	353	14,400	.	.	353	14,400	.	.
2003	2	Coal Exports	Savannah, GA	United States	Costa Rica	.	.	.	.	.	.	21	4,132
2003	2	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	22	4,788
2003	2	Coal Exports	Savannah, GA	United States	Spain	.	.	16,004	785,786	16,004	785,786	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

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Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2003	2	Coal Exports	Savannah, GA	United States	Taiwan	236	18,000	.	.	236	18,000	.	.
2003	3	Coal Exports	Savannah, GA	United States	Panama	.	.	.	.	.	.	22	4,788
2003	4	Coal Exports	Savannah, GA	United States	Japan	1,513	302,804	.	.	1,513	302,804	.	.
2004	1	Coal Exports	Savannah, GA	United States	Taiwan	100	19,000	.	.	100	19,000	.	.
2004	2	Coal Exports	Savannah, GA	United States	Italy	.	.	16,615	1,281,254	16,615	1,281,254	.	.
2004	3	Coal Exports	Savannah, GA	United States	Japan	90	3,690	.	.	90	3,690	.	.
2005	2	Coal Exports	Savannah, GA	United States	Japan	82	3,333	.	.	82	3,333	.	.
2005	2	Coal Exports	Savannah, GA	United States	South Africa	.	.	.	.	.	.	40	22,301
2006	1	Coal Exports	Savannah, GA	United States	Trinidad and Tobago	20	3,602	.	.	20	3,602	.	.
2006	2	Coal Exports	Savannah, GA	United States	Taiwan	44	8,840	.	.	44	8,840	.	.
2006	3	Coal Exports	Savannah, GA	United States	Philippines	29	5,729	.	.	29	5,729	.	.
2007	1	Coal Exports	Savannah, GA	United States	China	4,172	170,325	.	.	4,172	170,325	.	.
2007	2	Coal Exports	Savannah, GA	United States	China	4,059	165,666	.	.	4,059	165,666	.	.
2007	3	Coal Exports	Savannah, GA	United States	Netherlands Antilles	42	3,322	.	.	42	3,322	.	.
2008	1	Coal Exports	Savannah, GA	United States	Vietnam	193	7,854	.	.	193	7,854	.	.
2008	3	Coal Exports	Savannah, GA	United States	Brazil	.	.	.	.	.	.	866	73,064
2008	3	Coal Exports	Savannah, GA	United States	Germany, Federal Republic of	496	20,240	.	.	496	20,240	.	.
2008	4	Coal Exports	Savannah, GA	United States	Egypt	.	.	728	82,500	728	82,500	.	.
2008	4	Coal Exports	Savannah, GA	United States	Qatar	96	13,920	.	.	96	13,920	.	.
2008	4	Coal Exports	Savannah, GA	United States	Spain	17	4,968	.	.	17	4,968	.	.
2009	3	Coal Exports	Savannah, GA	United States	Argentina	11	8,532	.	.	11	8,532	.	.
2009	3	Coal Exports	Savannah, GA	United States	Japan	.	.	.	.	.	.	314	26,529
2009	4	Coal Exports	Savannah, GA	United States	Brazil	608	48,586	.	.	608	48,586	171	71,917
2010	2	Coal Exports	Savannah, GA	United States	Malaysia	.	.	138	15,680	138	15,680	.	.
2010	3	Coal Exports	Savannah, GA	United States	Japan	.	.	.	.	.	.	22	11,426
2010	3	Coal Exports	Savannah, GA	United States	Malta	22	19,177	.	.	22	19,177	.	.
2010	4	Coal Exports	Savannah, GA	United States	Venezuela	88	35,109	.	.	88	35,109	.	.
2010	4	Coal Exports	Savannah, GA	United States	Vietnam	3	4,460	.	.	3	4,460	.	.
2011	1	Coal Exports	Savannah, GA	United States	Venezuela	22	10,523	.	.	22	10,523	.	.
2011	2	Coal Exports	Savannah, GA	United States	France	120	10,332	.	.	120	10,332	.	.
2011	2	Coal Exports	Savannah, GA	United States	Malta	51	21,613	.	.	51	21,613	.	.
2011	3	Coal Exports	Savannah, GA	United States	Saudi Arabia	.	.	.	.	.	.	220	6,288
2011	4	Coal Exports	Savannah, GA	United States	Germany, Federal Republic of	35	19,028	.	.	35	19,028	.	.
2011	4	Coal Exports	Savannah, GA	United States	Malta	94	13,541	.	.	94	13,541	.	.
2011	4	Coal Exports	Savannah, GA	United States	United Kingdom	4	4,570	.	.	4	4,570	.	.
2012	1	Coal Exports	Savannah, GA	United States	Australia	496	107,767	.	.	496	107,767	.	.
2012	2	Coal Exports	Savannah, GA	United States	Chile	83	12,000	.	.	83	12,000	.	.
2012	2	Coal Exports	Savannah, GA	United States	Nigeria	2,088	303,000	.	.	2,088	303,000	.	.
2012	3	Coal Exports	Savannah, GA	United States	India	1	3,200	.	.	1	3,200	.	.
2012	3	Coal Exports	Savannah, GA	United States	Jamaica	.	.	.	.	.	.	31	132,213
2012	3	Coal Exports	Savannah, GA	United States	South Korea (Republic of Korea)	3	2,629	.	.	3	2,629	.	.
2013	1	Coal Exports	Savannah, GA	United States	Jamaica	.	.	.	.	.	.	122	248,498
2013	1	Coal Exports	Savannah, GA	United States	Saudi Arabia	110	5,788	.	.	110	5,788	.	.
2013	1	Coal Exports	Savannah, GA	United States	Singapore	.	.	84,878	10,857,000	84,878	10,857,000	.	.
2013	1	Coal Exports	Savannah, GA	United States	South Korea (Republic of Korea)	11	8,863	.	.	11	8,863	.	.
2013	3	Coal Exports	Savannah, GA	United States	Turkey	117	68,994	.	.	117	68,994	.	.
2013	4	Coal Exports	Savannah, GA	United States	Brazil	22	52,200	.	.	22	52,200	.	.
2014	1	Coal Exports	Savannah, GA	United States	Saudi Arabia	.	.	.	.	.	.	2	3,672
2014	2	Coal Exports	Savannah, GA	United States	Turkey	15	7,546	.	.	15	7,546	.	.
2014	3	Coal Exports	Savannah, GA	United States	South Korea (Republic of Korea)	11	8,864	.	.	11	8,864	.	.
2014	4	Coal Exports	Savannah, GA	United States	China	87	50,448	.	.	87	50,448	.	.
2014	4	Coal Exports	Savannah, GA	United States	Indonesia	158	30,290	.	.	158	30,290	.	.
2014	4	Coal Exports	Savannah, GA	United States	Thailand	138	15,255	.	.	138	15,255	.	.
2015	1	Coal Exports	Savannah, GA	United States	Germany, Federal Republic of	28	48,400	.	.	28	48,400	.	.
2015	1	Coal Exports	Savannah, GA	United States	Indonesia	42	30,180	.	.	42	30,180	.	.
2015	3	Coal Exports	Savannah, GA	United States	Vietnam	1	2,988	.	.	1	2,988	.	.
2015	4	Coal Exports	Savannah, GA	United States	Costa Rica	.	.	.	.	.	.	76	11,680
2015	4	Coal Exports	Savannah, GA	United States	South Korea (Republic of Korea)	10	8,218	.	.	10	8,218	.	.
2002	1	Coal Exports	Seattle, WA	United States	Australia	22	4,306	.	.	22	4,306	.	.
2002	1	Coal Exports	Seattle, WA	United States	Hong Kong	254	10,084	.	.	254	10,084	.	.
2002	1	Coal Exports	Seattle, WA	United States	Japan	49	9,760	.	.	49	9,760	.	.
2002	1	Coal Exports	Seattle, WA	United States	Malaysia	138	5,611	.	.	138	5,611	.	.
2002	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	7,360	.	.	214	7,360	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	1	Coal Exports	Seattle, WA	United States	Thailand	20	3,567	.	.	20	3,567	.	.
2002	2	Coal Exports	Seattle, WA	United States	Canada	29	5,877	.	.	29	5,877	.	.
2002	2	Coal Exports	Seattle, WA	United States	Hong Kong	127	5,043	.	.	127	5,043	.	.
2002	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	385	13,248	.	.	385	13,248	.	.
2002	2	Coal Exports	Seattle, WA	United States	Taiwan	294	11,998	.	.	294	11,998	.	.
2002	3	Coal Exports	Seattle, WA	United States	Canada	90	9,386	.	.	90	9,386	.	.
2002	3	Coal Exports	Seattle, WA	United States	Hong Kong	126	4,992	.	.	126	4,992	.	.
2002	3	Coal Exports	Seattle, WA	United States	Malaysia	513	20,897	.	.	513	20,897	.	.
2002	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	685	23,552	.	.	685	23,552	.	.
2002	3	Coal Exports	Seattle, WA	United States	Thailand	19	3,097	.	.	19	3,097	.	.
2002	4	Coal Exports	Seattle, WA	United States	Australia	22	4,835	.	.	22	4,835	.	.
2002	4	Coal Exports	Seattle, WA	United States	Canada	22	2,940	.	.	22	2,940	.	.
2002	4	Coal Exports	Seattle, WA	United States	Hong Kong	255	10,138	.	.	255	10,138	.	.
2002	4	Coal Exports	Seattle, WA	United States	India	535	21,781	.	.	535	21,781	.	.
2002	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,005	34,592	.	.	1,005	34,592	.	.
2002	4	Coal Exports	Seattle, WA	United States	Thailand	19	3,791	.	.	19	3,791	.	.
2003	1	Coal Exports	Seattle, WA	United States	Canada	46	5,204	.	.	46	5,204	.	.
2003	1	Coal Exports	Seattle, WA	United States	Hong Kong	252	9,984	.	.	252	9,984	.	.
2003	1	Coal Exports	Seattle, WA	United States	Japan	47	8,559	.	.	47	8,559	.	.
2003	1	Coal Exports	Seattle, WA	United States	Malaysia	864	35,268	.	.	864	35,268	.	.
2003	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	7,360	.	.	214	7,360	.	.
2003	2	Coal Exports	Seattle, WA	United States	Australia	44	6,400	.	.	44	6,400	.	.
2003	2	Coal Exports	Seattle, WA	United States	Canada	66	8,632	.	.	66	8,632	53	8,665
2003	2	Coal Exports	Seattle, WA	United States	Malaysia	453	26,565	.	.	453	26,565	.	.
2003	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	7,360	.	.	214	7,360	.	.
2003	2	Coal Exports	Seattle, WA	United States	Thailand	19	3,791	.	.	19	3,791	23	3,389
2003	3	Coal Exports	Seattle, WA	United States	Australia	44	6,400	.	.	44	6,400	.	.
2003	3	Coal Exports	Seattle, WA	United States	Canada	43	6,968	.	.	43	6,968	146	21,249
2003	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	8	3,770	.	.	8	3,770	.	.
2003	3	Coal Exports	Seattle, WA	United States	Thailand	19	3,791	.	.	19	3,791	.	.
2003	4	Coal Exports	Seattle, WA	United States	Canada	201	18,420	.	.	201	18,420	.	.
2003	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	648	22,304	.	.	648	22,304	.	.
2003	4	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	21	3,388
2004	1	Coal Exports	Seattle, WA	United States	Australia	21	4,865	.	.	21	4,865	.	.
2004	1	Coal Exports	Seattle, WA	United States	Japan	64	2,575	.	.	64	2,575	35	15,960
2004	1	Coal Exports	Seattle, WA	United States	Malaysia	962	39,280	.	.	962	39,280	.	.
2004	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	218	10,304	.	.	218	10,304	.	.
2004	1	Coal Exports	Seattle, WA	United States	Thailand	228	9,304	.	.	228	9,304	.	.
2004	2	Coal Exports	Seattle, WA	United States	Canada	155	12,757	.	.	155	12,757	.	.
2004	2	Coal Exports	Seattle, WA	United States	Japan	23	5,937	.	.	23	5,937	.	.
2004	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,076	37,024	.	.	1,076	37,024	.	.
2004	3	Coal Exports	Seattle, WA	United States	Canada	499	35,042	.	.	499	35,042	.	.
2004	3	Coal Exports	Seattle, WA	United States	Japan	195	11,932	.	.	195	11,932	.	.
2004	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	210	7,200	.	.	210	7,200	.	.
2004	3	Coal Exports	Seattle, WA	United States	Thailand	376	15,318	.	.	376	15,318	21	4,203
2004	4	Coal Exports	Seattle, WA	United States	Australia	24	4,928	.	.	24	4,928	.	.
2004	4	Coal Exports	Seattle, WA	United States	Canada	197	16,042	.	.	197	16,042	57	11,967
2004	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	535	18,400	.	.	535	18,400	.	.
2005	1	Coal Exports	Seattle, WA	United States	Canada	44	5,937	.	.	44	5,937	.	.
2005	1	Coal Exports	Seattle, WA	United States	Malaysia	3,079	125,648	.	.	3,079	125,648	.	.
2005	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	7,360	.	.	214	7,360	.	.
2005	2	Coal Exports	Seattle, WA	United States	Canada	45	5,992	.	.	45	5,992	25	5,136
2005	3	Coal Exports	Seattle, WA	United States	Australia	24	5,368	.	.	24	5,368	.	.
2005	3	Coal Exports	Seattle, WA	United States	Canada	8	3,561	.	.	8	3,561	119	24,421
2005	3	Coal Exports	Seattle, WA	United States	Thailand	142	6,790	.	.	142	6,790	.	.
2005	4	Coal Exports	Seattle, WA	United States	Australia	22	5,632	.	.	22	5,632	.	.
2005	4	Coal Exports	Seattle, WA	United States	Canada	108	6,514	.	.	108	6,514	.	.
2005	4	Coal Exports	Seattle, WA	United States	Malaysia	481	19,619	.	.	481	19,619	.	.
2006	1	Coal Exports	Seattle, WA	United States	Australia	22	5,632	.	.	22	5,632	.	.
2006	1	Coal Exports	Seattle, WA	United States	Canada	113	9,324	.	.	113	9,324	.	.
2006	1	Coal Exports	Seattle, WA	United States	China	23	5,000	.	.	23	5,000	.	.
2006	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	200	6,903	.	.	200	6,903	.	.
2006	2	Coal Exports	Seattle, WA	United States	Canada	68	9,273	.	.	68	9,273	.	.

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2006	3	Coal Exports	Seattle, WA	United States	Canada	474	19,859	.	.	474	19,859	.	.
2006	3	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	6	3,563
2006	4	Coal Exports	Seattle, WA	United States	Canada	37,164	1,981,960	.	.	37,164	1,981,960	.	.
2006	4	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	6	3,197
2007	1	Coal Exports	Seattle, WA	United States	Canada	66	8,866	.	.	66	8,866	.	.
2007	1	Coal Exports	Seattle, WA	United States	Malaysia	65	8,392	.	.	65	8,392	7	3,591
2007	1	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	6	3,812
2007	2	Coal Exports	Seattle, WA	United States	Canada	44	5,587	.	.	44	5,587	.	.
2007	2	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	21	15,761
2007	3	Coal Exports	Seattle, WA	United States	Canada	66	8,062	.	.	66	8,062	.	.
2007	3	Coal Exports	Seattle, WA	United States	Malaysia	352	14,333	.	.	352	14,333	21	13,537
2007	4	Coal Exports	Seattle, WA	United States	Canada	262	34,475	.	.	262	34,475	.	.
2007	4	Coal Exports	Seattle, WA	United States	China	44	5,349	.	.	44	5,349	.	.
2007	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	24	16,486
2007	4	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	8	5,745
2008	1	Coal Exports	Seattle, WA	United States	Canada	1,486	74,063	.	.	1,486	74,063	.	.
2008	1	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	26	18,409
2008	2	Coal Exports	Seattle, WA	United States	Canada	22	2,647	.	.	22	2,647	132	12,256
2008	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	108	71,781
2008	3	Coal Exports	Seattle, WA	United States	Canada	820	49,055	.	.	820	49,055	17	7,409
2008	3	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	41	29,222
2008	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	.	.	.	.	.	.	50	30,642
2008	4	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	22	7,116
2008	4	Coal Exports	Seattle, WA	United States	Canada	28,253	2,175,135	.	.	28,253	2,175,135	64	35,045
2008	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	12	21,587
2009	1	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	11	7,576
2009	1	Coal Exports	Seattle, WA	United States	Canada	760	42,846	.	.	760	42,846	28	12,549
2009	1	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	9	7,696
2009	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	65,884	2,438,530	35,369	1,800,075	101,253	4,238,605	.	.
2009	2	Coal Exports	Seattle, WA	United States	Canada	461	34,829	.	.	461	34,829	9	3,974
2009	2	Coal Exports	Seattle, WA	United States	Japan	24	12,226	.	.	24	12,226	.	.
2009	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	6,095	225,570	84,621	4,306,665	90,716	4,532,235	.	.
2009	2	Coal Exports	Seattle, WA	United States	Taiwan	84	13,461	.	.	84	13,461	.	.
2009	3	Coal Exports	Seattle, WA	United States	Canada	74,819	4,661,583	.	.	74,819	4,661,583	17	6,878
2009	3	Coal Exports	Seattle, WA	United States	China	154	16,718	.	.	154	16,718	.	.
2009	3	Coal Exports	Seattle, WA	United States	Japan	13	5,815	.	.	13	5,815	.	.
2009	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	106	15,382	.	.	106	15,382	.	.
2009	3	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	17	12,050
2009	4	Coal Exports	Seattle, WA	United States	Australia	26,929	2,149,875	.	.	26,929	2,149,875	.	.
2009	4	Coal Exports	Seattle, WA	United States	Canada	126	18,109	.	.	126	18,109	1,960	55,469
2009	4	Coal Exports	Seattle, WA	United States	China	176	17,332	.	.	176	17,332	.	.
2009	4	Coal Exports	Seattle, WA	United States	Japan	2,696	215,205	.	.	2,696	215,205	.	.
2009	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	28	17,411
2009	4	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	9	6,160
2009	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	66,943	5,344,305	.	.	66,943	5,344,305	13	9,376
2009	4	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	41	21,924
2010	1	Coal Exports	Seattle, WA	United States	Canada	3,549	219,808	.	.	3,549	219,808	20	7,784
2010	1	Coal Exports	Seattle, WA	United States	China	597,314	19,011,299	.	.	597,314	19,011,299	.	.
2010	1	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	16	10,527
2010	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	471,908	15,280,380	.	.	471,908	15,280,380	.	.
2010	2	Coal Exports	Seattle, WA	United States	Canada	43,394	3,509,938	.	.	43,394	3,509,938	287	56,365
2010	2	Coal Exports	Seattle, WA	United States	China	131	12,890	.	.	131	12,890	.	.
2010	2	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	100	69,341
2010	2	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	8	5,873
2010	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	668,082	21,212,590	.	.	668,082	21,212,590	.	.
2010	3	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	20	15,977
2010	3	Coal Exports	Seattle, WA	United States	Canada	355	14,161	.	.	355	14,161	20	7,625
2010	3	Coal Exports	Seattle, WA	United States	China	200,631	6,380,181	.	.	200,631	6,380,181	.	.
2010	3	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	8	5,711
2010	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	647,565	20,561,136	.	.	647,565	20,561,136	.	.
2010	4	Coal Exports	Seattle, WA	United States	Australia	116,271	3,691,765	.	.	116,271	3,691,765	.	.
2010	4	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	9	5,860
2010	4	Coal Exports	Seattle, WA	United States	Canada	.	.	.	.	.	.	7	2,932

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2010	4	Coal Exports	Seattle, WA	United States	China	196	19,215	.	.	196	19,215	.	.
2010	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	3	3,396
2010	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	750,808	23,850,705	.	.	750,808	23,850,705	.	.
2011	1	Coal Exports	Seattle, WA	United States	Australia	166,126	5,274,745	.	.	166,126	5,274,745	.	.
2011	1	Coal Exports	Seattle, WA	United States	Canada	710	32,802	.	.	710	32,802	42	26,837
2011	1	Coal Exports	Seattle, WA	United States	China	66	6,306	.	.	66	6,306	.	.
2011	1	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	59	41,370
2011	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,023,409	32,944,212	.	.	1,023,409	32,944,212	.	.
2011	1	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	17	6,375
2011	2	Coal Exports	Seattle, WA	United States	Canada	1,187	47,410	.	.	1,187	47,410	47	18,465
2011	2	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	40	28,934
2011	2	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	10	6,490
2011	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,442,684	45,811,087	.	.	1,442,684	45,811,087	90	97,643
2011	3	Coal Exports	Seattle, WA	United States	Australia	167,078	5,304,985	.	.	167,078	5,304,985	.	.
2011	3	Coal Exports	Seattle, WA	United States	Canada	21	2,561	.	.	21	2,561	.	.
2011	3	Coal Exports	Seattle, WA	United States	India	22	2,960	.	.	22	2,960	.	.
2011	3	Coal Exports	Seattle, WA	United States	Japan	14,920	473,725	.	.	14,920	473,725	20	13,124
2011	3	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	19	12,478
2011	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,070,993	34,038,115	.	.	1,070,993	34,038,115	24	20,505
2011	4	Coal Exports	Seattle, WA	United States	Canada	491	97,939	.	.	491	97,939	73	27,174
2011	4	Coal Exports	Seattle, WA	United States	China	173,020	5,496,016	.	.	173,020	5,496,016	.	.
2011	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	8	5,431
2011	4	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	26	17,384
2011	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	802,934	25,522,906	.	.	802,934	25,522,906	12	9,090
2011	4	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	7	6,524
2012	1	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	8	5,522
2012	1	Coal Exports	Seattle, WA	United States	Canada	132	51,688	.	.	132	51,688	50	16,447
2012	1	Coal Exports	Seattle, WA	United States	China	178,356	5,706,351	.	.	178,356	5,706,351	.	.
2012	1	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	60	43,131
2012	1	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	29	18,483
2012	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	759,380	24,172,035	.	.	759,380	24,172,035	12	9,403
2012	1	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	55	18,374
2012	1	Coal Exports	Seattle, WA	United States	Thailand	40	13,184	.	.	40	13,184	.	.
2012	2	Coal Exports	Seattle, WA	United States	Canada	44	6,442	.	.	44	6,442	52	17,004
2012	2	Coal Exports	Seattle, WA	United States	China	197	51,409	.	.	197	51,409	.	.
2012	2	Coal Exports	Seattle, WA	United States	Japan	20	7,228	.	.	20	7,228	60	43,131
2012	2	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	21	18,451
2012	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,126,299	35,789,967	.	.	1,126,299	35,789,967	135	122,096
2012	2	Coal Exports	Seattle, WA	United States	Taiwan	100,468	3,187,555	.	.	100,468	3,187,555	.	.
2012	2	Coal Exports	Seattle, WA	United States	Thailand	40	12,891	.	.	40	12,891	.	.
2012	3	Coal Exports	Seattle, WA	United States	Australia	167,011	5,302,850	.	.	167,011	5,302,850	.	.
2012	3	Coal Exports	Seattle, WA	United States	Canada	.	.	.	.	.	.	150	50,633
2012	3	Coal Exports	Seattle, WA	United States	China	198	50,597	.	.	198	50,597	.	.
2012	3	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	42	28,754
2012	3	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	10	5,491
2012	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,434,405	45,544,701	.	.	1,434,405	45,544,701	14	10,742
2012	3	Coal Exports	Seattle, WA	United States	Thailand	80	24,216	.	.	80	24,216	7	7,717
2012	4	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	12	8,368
2012	4	Coal Exports	Seattle, WA	United States	Canada	38	36,923	.	.	38	36,923	.	.
2012	4	Coal Exports	Seattle, WA	United States	China	381,653	12,164,852	.	.	381,653	12,164,852	.	.
2012	4	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	20	14,377
2012	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	12	10,311
2012	4	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	21	14,249
2012	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	448,513	14,240,940	.	.	448,513	14,240,940	72	53,712
2012	4	Coal Exports	Seattle, WA	United States	Taiwan	149,608	4,750,270	.	.	149,608	4,750,270	.	.
2012	4	Coal Exports	Seattle, WA	United States	Thailand	478	146,881	.	.	478	146,881	.	.
2013	1	Coal Exports	Seattle, WA	United States	Canada	43	97,103	.	.	43	97,103	210	68,964
2013	1	Coal Exports	Seattle, WA	United States	China	165,827	5,320,276	.	.	165,827	5,320,276	.	.
2013	1	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	80	61,380
2013	1	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	10	6,804
2013	1	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	29	20,377
2013	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	583,384	18,555,201	.	.	583,384	18,555,201	55	54,858
2013	1	Coal Exports	Seattle, WA	United States	Taiwan	116,404	3,696,000	.	.	116,404	3,696,000	.	.

Brake, William (0367)

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	1	Coal Exports	Seattle, WA	United States	Thailand	22	5,110	.	.	22	5,110	.	.
2013	2	Coal Exports	Seattle, WA	United States	Australia	149,353	4,761,053	.	.	149,353	4,761,053	.	.
2013	2	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	20	14,044
2013	2	Coal Exports	Seattle, WA	United States	Canada	42	93,823	.	.	42	93,823	50	16,306
2013	2	Coal Exports	Seattle, WA	United States	China	182,807	5,860,744	.	.	182,807	5,860,744	.	.
2013	2	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	60	49,109
2013	2	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	8	6,301
2013	2	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	11	8,137
2013	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,012,864	32,826,902	.	.	1,012,864	32,826,902	164	164,007
2013	2	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	17	5,664
2013	2	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	7	7,717
2013	3	Coal Exports	Seattle, WA	United States	Canada	21	3,592	.	.	21	3,592	49	15,898
2013	3	Coal Exports	Seattle, WA	United States	China	198	49,962	.	.	198	49,962	.	.
2013	3	Coal Exports	Seattle, WA	United States	Japan	181,356	5,758,340	.	.	181,356	5,758,340	60	46,035
2013	3	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	18	15,159
2013	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,004,864	31,967,862	.	.	1,004,864	31,967,862	33	25,382
2013	3	Coal Exports	Seattle, WA	United States	Spain	28	15,545	.	.	28	15,545	.	.
2013	3	Coal Exports	Seattle, WA	United States	Taiwan	48,086	1,526,805	.	.	48,086	1,526,805	.	.
2013	3	Coal Exports	Seattle, WA	United States	Thailand	44	13,099	.	.	44	13,099	.	.
2013	4	Coal Exports	Seattle, WA	United States	Australia	13	37,150	.	.	13	37,150	.	.
2013	4	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	19	16,046
2013	4	Coal Exports	Seattle, WA	United States	Canada	23	3,494	.	.	23	3,494	.	.
2013	4	Coal Exports	Seattle, WA	United States	China	390	102,163	.	.	390	102,163	.	.
2013	4	Coal Exports	Seattle, WA	United States	Japan	20	7,605	.	.	20	7,605	.	.
2013	4	Coal Exports	Seattle, WA	United States	Singapore	2	2,952	.	.	2	2,952	20	16,240
2013	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	844,979	26,829,355	.	.	844,979	26,829,355	20	16,942
2013	4	Coal Exports	Seattle, WA	United States	Taiwan	212,013	6,734,772	.	.	212,013	6,734,772	.	.
2013	4	Coal Exports	Seattle, WA	United States	Thailand	20	5,750	.	.	20	5,750	.	.
2014	1	Coal Exports	Seattle, WA	United States	Canada	53	124,600	.	.	53	124,600	50	15,159
2014	1	Coal Exports	Seattle, WA	United States	China	286	81,584	.	.	286	81,584	.	.
2014	1	Coal Exports	Seattle, WA	United States	India	20	6,746	.	.	20	6,746	.	.
2014	1	Coal Exports	Seattle, WA	United States	Japan	.	.	.	.	.	.	80	61,380
2014	1	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	14	14,017
2014	1	Coal Exports	Seattle, WA	United States	Singapore	49,454	1,570,240	.	.	49,454	1,570,240	19	16,650
2014	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	991,987	31,528,879	.	.	991,987	31,528,879	144	139,436
2014	1	Coal Exports	Seattle, WA	United States	Thailand	40	12,427	.	.	40	12,427	6	6,887
2014	2	Coal Exports	Seattle, WA	United States	Australia	22	15,000	.	.	22	15,000	.	.
2014	2	Coal Exports	Seattle, WA	United States	Canada	100	129,837	.	.	100	129,837	454	139,222
2014	2	Coal Exports	Seattle, WA	United States	China	183,965	6,012,849	.	.	183,965	6,012,849	.	.
2014	2	Coal Exports	Seattle, WA	United States	Japan	99,808	3,169,040	.	.	99,808	3,169,040	140	107,415
2014	2	Coal Exports	Seattle, WA	United States	Singapore	131,162	4,164,475	.	.	131,162	4,164,475	28	23,405
2014	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	807,327	25,633,825	.	.	807,327	25,633,825	94	82,553
2014	2	Coal Exports	Seattle, WA	United States	Thailand	86	25,223	.	.	86	25,223	.	.
2014	3	Coal Exports	Seattle, WA	United States	Canada	.	.	.	.	.	.	24	7,141
2014	3	Coal Exports	Seattle, WA	United States	China	334	100,030	.	.	334	100,030	.	.
2014	3	Coal Exports	Seattle, WA	United States	Japan	31,670	1,012,930	.	.	31,670	1,012,930	40	30,690
2014	3	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	19	12,362
2014	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,046,328	33,222,466	.	.	1,046,328	33,222,466	65	61,920
2014	3	Coal Exports	Seattle, WA	United States	Taiwan	99,789	3,168,445	.	.	99,789	3,168,445	.	.
2014	3	Coal Exports	Seattle, WA	United States	Thailand	176	51,452	.	.	176	51,452	.	.
2014	4	Coal Exports	Seattle, WA	United States	Canada	6,190	415,536	.	.	6,190	415,536	70	23,055
2014	4	Coal Exports	Seattle, WA	United States	China	198	59,157	.	.	198	59,157	.	.
2014	4	Coal Exports	Seattle, WA	United States	Japan	197,605	6,275,240	.	.	197,605	6,275,240	.	.
2014	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	54	34,860
2014	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	721,263	22,901,165	.	.	721,263	22,901,165	.	.
2014	4	Coal Exports	Seattle, WA	United States	Thailand	64	19,178	.	.	64	19,178	1	7,085
2015	1	Coal Exports	Seattle, WA	United States	Australia	20	6,320	.	.	20	6,320	.	.
2015	1	Coal Exports	Seattle, WA	United States	Canada	5,554	431,313	.	.	5,554	431,313	47	13,843
2015	1	Coal Exports	Seattle, WA	United States	China	62	17,591	.	.	62	17,591	.	.
2015	1	Coal Exports	Seattle, WA	United States	Hong Kong	.	.	.	.	.	.	46	40,358
2015	1	Coal Exports	Seattle, WA	United States	Japan	194,494	6,175,470	.	.	194,494	6,175,470	75	60,596
2015	1	Coal Exports	Seattle, WA	United States	Malaysia	.	.	.	.	.	.	18	12,130
2015	1	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	12	16,208

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2015	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,158,827	36,794,363	.	.	1,158,827	36,794,363	101	67,969
2015	1	Coal Exports	Seattle, WA	United States	Thailand	20	7,321	.	.	20	7,321	.	.
2015	2	Coal Exports	Seattle, WA	United States	Canada	27	62,732	.	.	27	62,732	.	.
2015	2	Coal Exports	Seattle, WA	United States	China	293	96,290	.	.	293	96,290	.	.
2015	2	Coal Exports	Seattle, WA	United States	Hong Kong	.	.	.	.	.	.	32	13,824
2015	2	Coal Exports	Seattle, WA	United States	India	100	31,766	.	.	100	31,766	.	.
2015	2	Coal Exports	Seattle, WA	United States	Japan	98,985	3,150,752	.	.	98,985	3,150,752	136	105,208
2015	2	Coal Exports	Seattle, WA	United States	New Zealand	.	.	.	.	.	.	1	4,320
2015	2	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	40	36,996
2015	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,052,146	33,407,635	.	.	1,052,146	33,407,635	122	102,653
2015	2	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	17	6,912
2015	2	Coal Exports	Seattle, WA	United States	Thailand	88	29,708	.	.	88	29,708	7	5,069
2015	3	Coal Exports	Seattle, WA	United States	Australia	64	17,932	.	.	64	17,932	19	14,314
2015	3	Coal Exports	Seattle, WA	United States	Canada	20,020	1,242,804	.	.	20,020	1,242,804	.	.
2015	3	Coal Exports	Seattle, WA	United States	China	198	59,114	.	.	198	59,114	.	.
2015	3	Coal Exports	Seattle, WA	United States	Hong Kong	.	.	.	.	.	.	15	6,912
2015	3	Coal Exports	Seattle, WA	United States	India	20	6,272	.	.	20	6,272	.	.
2015	3	Coal Exports	Seattle, WA	United States	Japan	132,679	4,212,740	.	.	132,679	4,212,740	20	15,149
2015	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	794,310	25,228,410	.	.	794,310	25,228,410	15	15,480
2015	3	Coal Exports	Seattle, WA	United States	Taiwan	.	.	.	.	.	.	15	6,605
2015	3	Coal Exports	Seattle, WA	United States	Thailand	124	36,743			124	36,743	.	.
2015	4	Coal Exports	Seattle, WA	United States	Australia	.	.	.	.	.	.	19	14,314
2015	4	Coal Exports	Seattle, WA	United States	Brunei	.	.	.	.	.	.	17	11,457
2015	4	Coal Exports	Seattle, WA	United States	Canada	52,396	2,953,931	.	.	52,396	2,953,931	.	.
2015	4	Coal Exports	Seattle, WA	United States	Japan	361,352	11,474,595	.	.	361,352	11,474,595	19	16,395
2015	4	Coal Exports	Seattle, WA	United States	Netherlands	126	46,957	.	.	126	46,957	.	.
2015	4	Coal Exports	Seattle, WA	United States	Singapore	.	.	.	.	.	.	17	12,815
2015	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	164,667	5,228,405	.	.	164,667	5,228,405	19	17,376
2015	4	Coal Exports	Seattle, WA	United States	Thailand	152	45,516	.	.	152	45,516	.	.
2002	1	Coal Exports	St. Albans, VT	United States	Canada	187	4,199	.	.	187	4,199	.	.
2002	2	Coal Exports	St. Albans, VT	United States	Canada	164	8,691	.	.	164	8,691	.	.
2002	3	Coal Exports	St. Albans, VT	United States	Canada	236	12,671	.	.	236	12,671	.	.
2002	4	Coal Exports	St. Albans, VT	United States	Canada	153	8,732	.	.	153	8,732	.	.
2003	1	Coal Exports	St. Albans, VT	United States	Canada	217	12,654	.	.	217	12,654	.	.
2003	2	Coal Exports	St. Albans, VT	United States	Canada	139	8,509	.	.	139	8,509	.	.
2003	3	Coal Exports	St. Albans, VT	United States	Canada	139	9,236	.	.	139	9,236	.	.
2004	1	Coal Exports	St. Albans, VT	United States	Canada	200	13,736	.	.	200	13,736	.	.
2005	3	Coal Exports	St. Albans, VT	United States	Canada	.	.	22	5,350	22	5,350	.	.
2005	4	Coal Exports	St. Albans, VT	United States	Canada	37	3,648	.	.	37	3,648	.	.
2006	3	Coal Exports	St. Albans, VT	United States	Canada	36	4,122	.	.	36	4,122	.	.
2007	1	Coal Exports	St. Albans, VT	United States	Canada	21	5,463	.	.	21	5,463	.	.
2007	3	Coal Exports	St. Albans, VT	United States	Canada	49	7,915	.	.	49	7,915	.	.
2007	4	Coal Exports	St. Albans, VT	United States	Canada	66	11,951	.	.	66	11,951	.	.
2008	1	Coal Exports	St. Albans, VT	United States	Canada	46	13,936	.	.	46	13,936	.	.
2008	3	Coal Exports	St. Albans, VT	United States	Canada	85	20,330	.	.	85	20,330	.	.
2008	4	Coal Exports	St. Albans, VT	United States	Canada	44	5,469	.	.	44	5,469	.	.
2009	2	Coal Exports	St. Albans, VT	United States	Canada	46	9,450	.	.	46	9,450	67	30,958
2009	3	Coal Exports	St. Albans, VT	United States	Canada	89	22,404	.	.	89	22,404	21	9,316
2009	4	Coal Exports	St. Albans, VT	United States	Canada	104	17,567	.	.	104	17,567	.	.
2010	2	Coal Exports	St. Albans, VT	United States	Canada	23	4,438	.	.	23	4,438	.	.
2010	3	Coal Exports	St. Albans, VT	United States	Canada	73	13,383	.	.	73	13,383	21	9,953
2010	4	Coal Exports	St. Albans, VT	United States	Canada	138	26,862	.	.	138	26,862	.	.
2011	1	Coal Exports	St. Albans, VT	United States	Canada	67	17,108	.	.	67	17,108	.	.
2011	2	Coal Exports	St. Albans, VT	United States	Canada	87	28,922	.	.	87	28,922	.	.
2011	3	Coal Exports	St. Albans, VT	United States	Canada	212	71,118	.	.	212	71,118	.	.
2011	4	Coal Exports	St. Albans, VT	United States	Canada	137	39,971	.	.	137	39,971	.	.
2012	1	Coal Exports	St. Albans, VT	United States	Canada	71	18,004	.	.	71	18,004	.	.
2012	2	Coal Exports	St. Albans, VT	United States	Canada	92	23,839	.	.	92	23,839	.	.
2012	3	Coal Exports	St. Albans, VT	United States	Canada	107	31,713	.	.	107	31,713	.	.
2012	4	Coal Exports	St. Albans, VT	United States	Canada	108	22,888	.	.	108	22,888	.	.
2013	1	Coal Exports	St. Albans, VT	United States	Canada	113	33,375	.	.	113	33,375	.	.
2013	2	Coal Exports	St. Albans, VT	United States	Canada	89	33,352	.	.	89	33,352	.	.
2013	3	Coal Exports	St. Albans, VT	United States	Canada	127	29,600	.	.	127	29,600	.	.

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U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2013	4	Coal Exports	St. Albans, VT	United States	Canada	71	18,529	.	.	71	18,529	.	.
2014	1	Coal Exports	St. Albans, VT	United States	Canada	123	21,917	.	.	123	21,917	.	.
2014	2	Coal Exports	St. Albans, VT	United States	Canada	145	31,664	.	.	145	31,664	.	.
2014	3	Coal Exports	St. Albans, VT	United States	Canada	98	18,545	.	.	98	18,545	.	.
2014	4	Coal Exports	St. Albans, VT	United States	Canada	189	42,673	.	.	189	42,673	.	.
2015	1	Coal Exports	St. Albans, VT	United States	Canada	202	64,380	.	.	202	64,380	.	.
2015	2	Coal Exports	St. Albans, VT	United States	Canada	143	32,611			143	32,611	.	.
2015	3	Coal Exports	St. Albans, VT	United States	Canada	178	51,468	.	.	178	51,468	.	.
2015	4	Coal Exports	St. Albans, VT	United States	Canada	115	28,447			115	28,447	.	.
2002	1	Coal Exports	Tampa, FL	United States	Argentina	367	24,900	.	.	367	24,900	.	.
2002	2	Coal Exports	Tampa, FL	United States	Argentina	611	24,900	.	.	611	24,900	.	.
2002	2	Coal Exports	Tampa, FL	United States	Guyana	.	.	.	.	.	.	103	7,750
2002	3	Coal Exports	Tampa, FL	United States	Argentina	1,039	62,250	.	.	1,039	62,250	.	.
2002	4	Coal Exports	Tampa, FL	United States	Argentina	1,067	37,350	.	.	1,067	37,350	.	.
2003	1	Coal Exports	Tampa, FL	United States	Argentina	216	43,056	.	.	216	43,056	.	.
2003	2	Coal Exports	Tampa, FL	United States	Argentina	1,372	56,034	.	.	1,372	56,034	.	.
2003	3	Coal Exports	Tampa, FL	United States	Argentina	951	52,459	.	.	951	52,459	.	.
2003	3	Coal Exports	Tampa, FL	United States	Ecuador	9	3,990	.	.	9	3,990	.	.
2003	4	Coal Exports	Tampa, FL	United States	Argentina	1,099	69,439	.	.	1,099	69,439	.	.
2004	1	Coal Exports	Tampa, FL	United States	Argentina	1,230	71,150	.	.	1,230	71,150	.	.
2004	1	Coal Exports	Tampa, FL	United States	Brazil	5,705	196,560	.	.	5,705	196,560	.	.
2004	2	Coal Exports	Tampa, FL	United States	Argentina	2,253	101,010	134	14,930	2,387	115,940	.	.
2004	2	Coal Exports	Tampa, FL	United States	Brazil	3,409	117,505	.	.	3,409	117,505	.	.
2004	3	Coal Exports	Tampa, FL	United States	Argentina	2,292	105,574	.	.	2,292	105,574	.	.
2004	4	Coal Exports	Tampa, FL	United States	Argentina	1,777	72,480	.	.	1,777	72,480	.	.
2004	4	Coal Exports	Tampa, FL	United States	Bahamas	20	4,191	.	.	20	4,191	.	.
2004	4	Coal Exports	Tampa, FL	United States	Brazil	6,322	217,882	.	.	6,322	217,882	.	.
2004	4	Coal Exports	Tampa, FL	United States	Dominican Republic	.	.	.	.	.	.	47	9,965
2005	1	Coal Exports	Tampa, FL	United States	Argentina	1,542	62,921	.	.	1,542	62,921	.	.
2005	1	Coal Exports	Tampa, FL	United States	Brazil	5,136	177,040	.	.	5,136	177,040	.	.
2005	2	Coal Exports	Tampa, FL	United States	Argentina	1,927	86,360	.	.	1,927	86,360	.	.
2005	2	Coal Exports	Tampa, FL	United States	Brazil	3,453	119,034	.	.	3,453	119,034	.	.
2005	3	Coal Exports	Tampa, FL	United States	Argentina	3,106	161,947	.	.	3,106	161,947	.	.
2005	3	Coal Exports	Tampa, FL	United States	Brazil	3,727	128,471	.	.	3,727	128,471	.	.
2005	3	Coal Exports	Tampa, FL	United States	Dominican Republic	56	11,005	.	.	56	11,005	.	.
2005	4	Coal Exports	Tampa, FL	United States	Argentina	2,474	100,998	.	.	2,474	100,998	.	.
2005	4	Coal Exports	Tampa, FL	United States	Brazil	1,767	60,907	.	.	1,767	60,907	.	.
2006	1	Coal Exports	Tampa, FL	United States	Argentina	3,200	158,696	.	.	3,200	158,696	.	.
2006	1	Coal Exports	Tampa, FL	United States	Dominican Republic	.	.	.	.	.	.	168	47,585
2006	2	Coal Exports	Tampa, FL	United States	Argentina	2,319	122,681	.	.	2,319	122,681	.	.
2006	3	Coal Exports	Tampa, FL	United States	Argentina	432	17,633	.	.	432	17,633	.	.
2006	4	Coal Exports	Tampa, FL	United States	Argentina	2,592	105,810	.	.	2,592	105,810	.	.
2007	1	Coal Exports	Tampa, FL	United States	Argentina	3,301	143,580	.	.	3,301	143,580	.	.
2007	2	Coal Exports	Tampa, FL	United States	Argentina	3,320	144,360	.	.	3,320	144,360	.	.
2007	3	Coal Exports	Tampa, FL	United States	Argentina	1,697	122,603	.	.	1,697	122,603	.	.
2007	3	Coal Exports	Tampa, FL	United States	Dominican Republic	.	.	.	.	.	.	174	53,530
2007	4	Coal Exports	Tampa, FL	United States	Argentina	234	18,645	50	18,665	284	37,310	.	.
2008	1	Coal Exports	Tampa, FL	United States	Argentina	1,919	186,702	.	.	1,919	186,702	.	.
2008	2	Coal Exports	Tampa, FL	United States	Argentina	1,687	157,640	.	.	1,687	157,640	.	.
2008	2	Coal Exports	Tampa, FL	United States	Trinidad and Tobago	143	28,470	.	.	143	28,470	.	.
2008	3	Coal Exports	Tampa, FL	United States	Argentina	1,769	148,855	.	.	1,769	148,855	.	.
2008	3	Coal Exports	Tampa, FL	United States	Dominican Republic	.	.	.	.	.	.	637	89,596
2008	3	Coal Exports	Tampa, FL	United States	Trinidad and Tobago	9	3,221	.	.	9	3,221	.	.
2008	4	Coal Exports	Tampa, FL	United States	Argentina	866	69,129	.	.	866	69,129	.	.
2010	1	Coal Exports	Tampa, FL	United States	India	3	2,552	.	.	3	2,552	.	.
2010	2	Coal Exports	Tampa, FL	United States	Bahamas	22	8,410	.	.	22	8,410	.	.
2010	2	Coal Exports	Tampa, FL	United States	Dominican Republic	140	20,270	.	.	140	20,270	.	.
2010	2	Coal Exports	Tampa, FL	United States	Germany, Federal Republic of	2,357	342,000	.	.	2,357	342,000	.	.
2010	3	Coal Exports	Tampa, FL	United States	Bermuda	29	6,375	.	.	29	6,375	.	.
2010	3	Coal Exports	Tampa, FL	United States	India	1	2,987	.	.	1	2,987	.	.
2010	4	Coal Exports	Tampa, FL	United States	Costa Rica	.	.	.	.	.	.	22	12,000
2010	4	Coal Exports	Tampa, FL	United States	Mexico	586	23,400	.	.	586	23,400	.	.
2010	4	Coal Exports	Tampa, FL	United States	Vietnam	69	10,080	.	.	69	10,080	.	.

0 0

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2011	1	Coal Exports	Tampa, FL	United States	Bahamas	95	7,569	.	.	95	7,569	.	.
2011	1	Coal Exports	Tampa, FL	United States	Vietnam	671	97,388	.	.	671	97,388	.	.
2011	2	Coal Exports	Tampa, FL	United States	Costa Rica	.	.	.	.	.	.	85	11,986
2011	3	Coal Exports	Tampa, FL	United States	Bahamas	35	2,824	.	.	35	2,824	.	.
2011	4	Coal Exports	Tampa, FL	United States	Thailand	72	10,329	.	.	72	10,329	.	.
2012	1	Coal Exports	Tampa, FL	United States	Argentina	4	4,706	.	.	4	4,706	.	.
2012	1	Coal Exports	Tampa, FL	United States	Germany, Federal Republic of	392	56,990	.	.	392	56,990	.	.
2012	2	Coal Exports	Tampa, FL	United States	Germany, Federal Republic of	373	54,000	.	.	373	54,000	.	.
2012	2	Coal Exports	Tampa, FL	United States	India	129	18,740	.	.	129	18,740	.	.
2012	3	Coal Exports	Tampa, FL	United States	Argentina	.	.	.	.	.	.	3	4,925
2012	4	Coal Exports	Tampa, FL	United States	Brazil	32	4,587	.	.	32	4,587	.	.
2013	2	Coal Exports	Tampa, FL	United States	South Africa	252	36,619	.	.	252	36,619	.	.
2013	2	Coal Exports	Tampa, FL	United States	Thailand	161	23,352	.	.	161	23,352	.	.
2013	2	Coal Exports	Tampa, FL	United States	Vietnam	105	29,660	.	.	105	29,660	.	.
2013	3	Coal Exports	Tampa, FL	United States	Germany, Federal Republic of	22	51,754	.	.	22	51,754	.	.
2013	3	Coal Exports	Tampa, FL	United States	Vietnam	8	13,482	.	.	8	13,482	.	.
2013	4	Coal Exports	Tampa, FL	United States	Peru	20	19,488	.	.	20	19,488	.	.
2013	4	Coal Exports	Tampa, FL	United States	Vietnam	16	28,606	.	.	16	28,606	.	.
2014	1	Coal Exports	Tampa, FL	United States	Germany, Federal Republic of	28	58,029	.	.	28	58,029	.	.
2014	1	Coal Exports	Tampa, FL	United States	Vietnam	8	10,999	.	.	8	10,999	.	.
2014	2	Coal Exports	Tampa, FL	United States	Vietnam	17	29,433	.	.	17	29,433	.	.
2014	3	Coal Exports	Tampa, FL	United States	Vietnam	23	38,674	.	.	23	38,674	.	.
2014	4	Coal Exports	Tampa, FL	United States	Belgium	14	5,526	.	.	14	5,526	.	.
2014	4	Coal Exports	Tampa, FL	United States	Vietnam	7	11,193	.	.	7	11,193	.	.
2015	1	Coal Exports	Tampa, FL	United States	Chile	26	19,760	.	.	26	19,760	.	.
2015	1	Coal Exports	Tampa, FL	United States	South Korea (Republic of Korea)	10	20,627	.	.	10	20,627	.	.
2015	1	Coal Exports	Tampa, FL	United States	Thailand	25	23,483	.	.	25	23,483	.	.
2015	1	Coal Exports	Tampa, FL	United States	Vietnam	10	18,081	.	.	10	18,081	.	.
2015	2	Coal Exports	Tampa, FL	United States	Vietnam	22	39,606	.	.	22	39,606	.	.
2015	3	Coal Exports	Tampa, FL	United States	Chile	24	23,070	.	.	24	23,070	.	.
2015	3	Coal Exports	Tampa, FL	United States	Vietnam	16	28,413	.	.	16	28,413	.	.
2015	4	Coal Exports	Tampa, FL	United States	Chile	24	19,563	.	.	24	19,563	.	.
2015	4	Coal Exports	Tampa, FL	United States	India	13	11,528	.	.	13	11,528	.	.
2015	4	Coal Exports	Tampa, FL	United States	Peru	19	21,059	.	.	19	21,059	.	.
2015	4	Coal Exports	Tampa, FL	United States	Vietnam	19	30,996	.	.	19	30,996	.	.
2004	4	Coal Exports	Virgin Islands of the United States	United States	Guadeloupe	1,219	42,000	.	.	1,219	42,000	.	.
2006	1	Coal Exports	Virgin Islands of the United States	United States	Netherlands Antilles	203	7,000	.	.	203	7,000	.	.
2014	3	Coal Exports	Washington, DC	United States	Denmark (Except Greenland)	35	3,875	.	.	35	3,875	.	.
2002	1	Coal Exports	Wilmington, NC	United States	Costa Rica	.	.	.	.	.	.	20	10,260
2002	2	Coal Exports	Wilmington, NC	United States	Taiwan	40	7,200	.	.	40	7,200	.	.
2002	3	Coal Exports	Wilmington, NC	United States	Taiwan	119	21,600	.	.	119	21,600	.	.
2002	4	Coal Exports	Wilmington, NC	United States	Taiwan	119	21,600	.	.	119	21,600	.	.
2008	1	Coal Exports	Wilmington, NC	United States	China	150	29,920	.	.	150	29,920	.	.
2008	1	Coal Exports	Wilmington, NC	United States	Taiwan	50	10,000	.	.	50	10,000	.	.
2008	2	Coal Exports	Wilmington, NC	United States	Taiwan	143	37,100	.	.	143	37,100	.	.
2012	3	Coal Exports	Wilmington, NC	United States	United Kingdom	28,787	2,205,171	.	.	28,787	2,205,171	.	.
1203628			7983			**427,677,338.00**	**25,886,132,667.00**	**605,897,755.00**	**70,884,352,831.00**	##############	**96,770,485,498.00**	**16,955,726.00**	##############
597.334													
							60.53		116.99		93.63		134.01
			9 Seattle, WA	United States	First Quarter 2015	1358977	43432378					299	211104
			10 Seattle, WA	United States	Second Quarter 2015	1151639	36778883					355	274982
			9 Seattle, WA	United States	Third Quarter 2015	947415	30804015					84	58460
			8 Seattle, WA	United States	Fourth Quarter 2015	578693	19749404					91	72357
			36		Total	**4036724**	**130764680**					**829**	**616903**
							32.39						744.15
Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revent	Total	Total Revenue	Coke	Coke Revenue	0
		Coal Exports		United States								.		
		0.45%				0.94%	0.51%					0.00%	0.03%	

U.S. Coal Exports by Year, Quarter, and Customs District, 2002 - 2015 (Quantity: short tons / Revenue: dollars)
Source: U.S. Energy Information Administration and the U.S. Department of Commerce, Bureau of the Census, 'Monthly Report EM 5

4,036,724

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
			Seattle WA	2002-2015	Total	26,350,048	855,277,140	119,990	6,106,740	26,470,038	861,383,880	8,118	3,639,721
					14 years	1882146.286	61091224.29	8570.714286	436195.7143	1890717	61527420	579.8571429	259980.0714
					56 Quarters	470536.5714	15272806.07	2142.678571	109048.9286	472679.25	15381855	144.9642857	64995.01786
					$/ST		32.45827636		50.89374115		32.54184524		448.351934

Exports	City, State	Period		Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revent	Total	Total Revenue	Coke	Coke Revenue
285	Seattle WA	2002-2015	Total	26,350,048	855,277,140	119,990	6,106,740	26,470,038	861,383,880	8,118	3,639,721
					$ 32.46		$ 50.89		$ 32.54		$ 448.35
77	San Francisco CA	2002-2015	Total	5,492,409	392,470,863	1,339,393	91,214,893	6,831,802	483,685,756	61,262	9,396,190
					$ 71.46		$ 68.10		$ 70.80		$ 153.38
55	San Diego CA	2002-2015	Total	23,565	1,737,959	133	23,423	23,698	1,761,382	41,421	7,615,808
					$ 73.75		$ 176.11		$ 74.33		$ 183.86
31	Portland OR	2002-2015	Total	48,816	3,507,320	40,813	2,217,074	89,629	5,724,394	405	256,741
					$ 71.85		$ 54.32		$ 63.87		$ 633.93
392	Los Angeles CA	2002-2015	Total	9,355,325	739,170,614	374,259	32,195,652	9,729,584	771,366,266	246,912	16,137,459
					$ 79.01		$ 86.03		$ 79.28		$ 65.36
98	Anchorage AK	2002-2015	Total	7,692,709	246,665,161	126,822	4,830,949	7,819,531	251,496,110	19	8,189
					$ 32.06		$ 38.09		$ 32.16		$ 431.00
938	**Total West Coast**	**2002-2015**	**Total**	**48,962,872**	**2,238,829,386**	**2,001,410**	**136,589,166**	**50,964,282**	**2,375,418,109**	**358,137**	**37,055,593**
					$ 45.73		**$ 68.25**		**$ 46.61**		**$ 103.47**

1206985		599				27,951,029	$	1,577,475,160	46006859	4,108,921,314	73,957,888	5686396474	856,878	$	197,114,970
599															
							$	56.44		$ 89.31		$ 76.89		$	230.04
		9	Seattle, WA	United States	First Quarter 2015	1358977		43432378					299		211104
		10	Seattle, WA	United States	Second Quarter 2015	1151639		36778883					355		274982
		9	Seattle, WA	United States	Third Quarter 2015	947415		30804015					84		58460
		8	Seattle, WA	United States	Fourth Quarter 2015	578693		19749404					91		72357
		36			Total	4,036,724	$	130,764,680					829	$	616,903
							$	32.39						$	744.15
Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue		Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue	
		Coal Exports		United States									.		
		6.01%				14.44%		8.29%					0.10%		0.31%

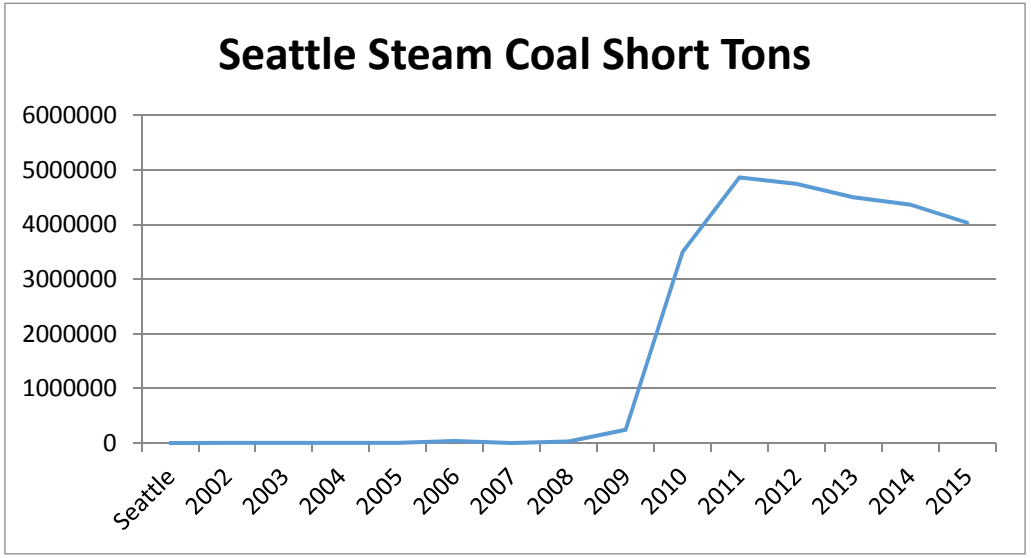
Source - Energy Information Administration and Department of Commerce

Exports	City, State	Period		Steam Coal Short Tons	Steam Revenue Dollars $	Metallurgical Short Tons	Metallurgical Revenue Dollars $	Total Short Tons	Total Revenue Dollars $	Coke Short Tons	Coke Revenue Dollars $
285	Seattle WA	2002-2015	Total	26,350,048	$ 855,277,140	119,990	$ 6,106,740	26,470,038	$ 861,383,880	8,118	$ 3,639,721
					$ 32.46		$ 50.89		$ 32.54		$ 448.35
77	San Francisco CA	2002-2015	Total	5,492,409	$ 392,470,863	1,339,393	$ 91,214,893	6,831,802	$ 483,685,756	61,262	$ 9,396,190
					$ 71.46		$ 68.10		$ 70.80		$ 153.38
55	San Diego CA	2002-2015	Total	23,565	$ 1,737,959	133	$ 23,423	23,698	$ 1,761,382	41,421	$ 7,615,808
					$ 73.75		$ 176.11		$ 74.33		$ 183.86
31	Portland OR	2002-2015	Total	48,816	$ 3,507,320	40,813	$ 2,217,074	89,629	$ 5,724,394	405	$ 256,741
					$ 71.85		$ 54.32		$ 63.87		$ 633.93
392	Los Angeles CA	2002-2015	Total	9,355,325	$ 739,170,614	374,259	$ 32,195,652	9,729,584	$ 771,366,266	246,912	$ 16,137,459
					$ 79.01		$ 86.03		$ 79.28		$ 65.36
98	Anchorage AK	2002-2015	Total	7,692,709	$ 246,665,161	126,822	$ 4,830,949	7,819,531	$ 251,496,110	19	$ 8,189
					$ 32.06		$ 38.09		$ 32.16		$ 431.00
938	**Total West Coast**	**2002-2015**	**Total**	**48,962,872**	**$ 2,238,829,386**	**2,001,410**	**$ 136,589,166**	**50,964,282**	**$ 2,375,418,109**	**358,137**	**$ 37,055,593**
					$ 45.73		**$ 68.25**		**$ 46.61**		**$ 103.47**
7,982	**TOTAL USA**	**2002-2015**	**Total**	**427,677,338**	**$ 25,886,132,667**	**605,897,755**	**$ 70,884,352,831**	**1,033,575,093**	**$ 96,770,485,498**	**16,955,726**	**$ 2,272,260,263**
					$ 60.53		**$ 116.99**		**$ 93.63**		**$ 134.01**

67	**Total West Coast**	**2002-2015**		**3,497,348**	**$ 159,916,385**	**142,958**	**$ 9,756,369**	**3,640,306**	**$ 169,672,722**	**25,581**	**$ 2,646,828**
		Average / Yr			**$ 45.73**		**$ 68.25**		**$ 46.61**		**$ 103.47**
570	**TOTAL USA**	**2002-2015**		**30,548,381**	**$ 1,849,009,476**	**43,278,411**	**$ 5,063,168,059**	**73,826,792**	**$ 6,912,177,536**	**1,211,123**	**$ 162,304,305**
		Average/ Yr			**$ 60.53**		**$ 116.99**		**$ 93.63**		**$ 134.01**

840	***Millennium Longview WA***	***Proposed***	***48,501,684 Short Tons / Yr***
840	***Millennium Longview WA***	***Proposed***	***44,000,000 Metric Tons/ Yr***

Seattle	Short Tons Steam Coal	Portland	Short Tons Steam Coal
2002	4,823	2002	-
2003	3,182	2003	-
2004	4,783	2004	-
2005	4,167	2005	-
2006	38,064	2006	29,928
2007	899	2007	-
2008	30,581	2008	-
2009	245,270	2009	9,039
2010	3,500,204	2010	-
2011	4,863,661	2011	-
2012	4,746,960	2012	9,723
2013	4,502,803	2013	-
2014	4,367,927	2014	-
2015	4,036,724	2015	126
Total	26,350,048		48,816



Brake, William (0367)

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue
2002	1	Coal Exports	Seattle, WA	United States	Australia	22	$ 4,306	.	.	22	$ 4,306	.	.
2002	1	Coal Exports	Seattle, WA	United States	Hong Kong	254	$ 10,084	.	.	254	$ 10,084	.	.
2002	1	Coal Exports	Seattle, WA	United States	Japan	49	$ 9,760	.	.	49	$ 9,760	.	.
2002	1	Coal Exports	Seattle, WA	United States	Malaysia	138	$ 5,611	.	.	138	$ 5,611	.	.
2002	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	$ 7,360	.	.	214	$ 7,360	.	.
2002	1	Coal Exports	Seattle, WA	United States	Thailand	20	$ 3,567	.	.	20	$ 3,567	.	.
2002	2	Coal Exports	Seattle, WA	United States	Canada	29	$ 5,877	.	.	29	$ 5,877	.	.
2002	2	Coal Exports	Seattle, WA	United States	Hong Kong	127	$ 5,043	.	.	127	$ 5,043	.	.
2002	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	385	$ 13,248	.	.	385	$ 13,248	.	.
2002	2	Coal Exports	Seattle, WA	United States	Taiwan	294	$ 11,998	.	.	294	$ 11,998	.	.
2002	3	Coal Exports	Seattle, WA	United States	Canada	90	$ 9,386	.	.	90	$ 9,386	.	.
2002	3	Coal Exports	Seattle, WA	United States	Hong Kong	126	$ 4,992	.	.	126	$ 4,992	.	.
2002	3	Coal Exports	Seattle, WA	United States	Malaysia	513	$ 20,897	.	.	513	$ 20,897	.	.
2002	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	685	$ 23,552	.	.	685	$ 23,552	.	.
2002	3	Coal Exports	Seattle, WA	United States	Thailand	19	$ 3,097	.	.	19	$ 3,097	.	.
2002	4	Coal Exports	Seattle, WA	United States	Australia	22	$ 4,835	.	.	22	$ 4,835	.	.
2002	4	Coal Exports	Seattle, WA	United States	Canada	22	$ 2,940	.	.	22	$ 2,940	.	.
2002	4	Coal Exports	Seattle, WA	United States	Hong Kong	255	$ 10,138	.	.	255	$ 10,138	.	.
2002	4	Coal Exports	Seattle, WA	United States	India	535	$ 21,781	.	.	535	$ 21,781	.	.
2002	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,005	$ 34,592	.	.	1,005	$ 34,592	.	.
2002	4	Coal Exports	Seattle, WA	United States	Thailand	19	$ 3,791	.	.	19	$ 3,791	.	.
2003	1	Coal Exports	Seattle, WA	United States	Canada	46	$ 5,204	.	.	46	$ 5,204	.	.
2003	1	Coal Exports	Seattle, WA	United States	Hong Kong	252	$ 9,984	.	.	252	$ 9,984	.	.
2003	1	Coal Exports	Seattle, WA	United States	Japan	47	$ 8,559	.	.	47	$ 8,559	.	.
2003	1	Coal Exports	Seattle, WA	United States	Malaysia	864	$ 35,268	.	.	864	$ 35,268	.	.
2003	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	$ 7,360	.	.	214	$ 7,360	.	.
2003	2	Coal Exports	Seattle, WA	United States	Australia	44	$ 6,400	.	.	44	$ 6,400	.	.
2003	2	Coal Exports	Seattle, WA	United States	Canada	66	$ 8,632	.	.	66	$ 8,632	53	$ 8,665
2003	2	Coal Exports	Seattle, WA	United States	Malaysia	453	$ 26,565	.	.	453	$ 26,565	.	.
2003	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	$ 7,360	.	.	214	$ 7,360	.	.
2003	2	Coal Exports	Seattle, WA	United States	Thailand	19	$ 3,791	.	.	19	$ 3,791	23	$ 3,389
2003	3	Coal Exports	Seattle, WA	United States	Australia	44	$ 6,400	.	.	44	$ 6,400	.	.
2003	3	Coal Exports	Seattle, WA	United States	Canada	43	$ 6,968	.	.	43	$ 6,968	146	$ 21,249
2003	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	8	$ 3,770	.	.	8	$ 3,770	.	.
2003	3	Coal Exports	Seattle, WA	United States	Thailand	19	$ 3,791	.	.	19	$ 3,791	.	.
2003	4	Coal Exports	Seattle, WA	United States	Canada	201	$ 18,420	.	.	201	$ 18,420	.	.
2003	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	648	$ 22,304	.	.	648	$ 22,304	.	.
2003	4	Coal Exports	Seattle, WA	United States	Thailand	.	.	.	.	.	.	21	$ 3,388
2004	1	Coal Exports	Seattle, WA	United States	Australia	21	$ 4,865	.	.	21	$ 4,865	.	.
2004	1	Coal Exports	Seattle, WA	United States	Japan	64	$ 2,575	.	.	64	$ 2,575	35	$ 15,960
2004	1	Coal Exports	Seattle, WA	United States	Malaysia	962	$ 39,280	.	.	962	$ 39,280	.	.
2004	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	218	$ 10,304	.	.	218	$ 10,304	.	.
2004	1	Coal Exports	Seattle, WA	United States	Thailand	228	$ 9,304	.	.	228	$ 9,304	.	.
2004	2	Coal Exports	Seattle, WA	United States	Canada	155	$ 12,757	.	.	155	$ 12,757	.	.
2004	2	Coal Exports	Seattle, WA	United States	Japan	23	$ 5,937	.	.	23	$ 5,937	.	.

2004	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,076	$	37,024	.	.	1,076	$	37,024	.	.	
2004	3	Coal Exports	Seattle, WA	United States	Canada	499	$	35,042	.	.	499	$	35,042	.	.	
2004	3	Coal Exports	Seattle, WA	United States	Japan	195	$	11,932	.	.	195	$	11,932	.	.	
2004	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	210	$	7,200	.	.	210	$	7,200	.	.	
2004	3	Coal Exports	Seattle, WA	United States	Thailand	376	$	15,318	.	.	376	$	15,318	21	$	4,203
2004	4	Coal Exports	Seattle, WA	United States	Australia	24	$	4,928	.	.	24	$	4,928	.	.	
2004	4	Coal Exports	Seattle, WA	United States	Canada	197	$	16,042	.	.	197	$	16,042	57	$	11,967
2004	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	535	$	18,400	.	.	535	$	18,400	.	.	
2005	1	Coal Exports	Seattle, WA	United States	Canada	44	$	5,937	.	.	44	$	5,937	.	.	
2005	1	Coal Exports	Seattle, WA	United States	Malaysia	3,079	$	125,648	.	.	3,079	$	125,648	.	.	
2005	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	214	$	7,360	.	.	214	$	7,360	.	.	
2005	2	Coal Exports	Seattle, WA	United States	Canada	45	$	5,992	.	.	45	$	5,992	25	$	5,136
2005	3	Coal Exports	Seattle, WA	United States	Australia	24	$	5,368	.	.	24	$	5,368	.	.	
2005	3	Coal Exports	Seattle, WA	United States	Canada	8	$	3,561	.	.	8	$	3,561	119	$	24,421
2005	3	Coal Exports	Seattle, WA	United States	Thailand	142	$	6,790	.	.	142	$	6,790	.	.	
2005	4	Coal Exports	Seattle, WA	United States	Australia	22	$	5,632	.	.	22	$	5,632	.	.	
2005	4	Coal Exports	Seattle, WA	United States	Canada	108	$	6,514	.	.	108	$	6,514	.	.	
2005	4	Coal Exports	Seattle, WA	United States	Malaysia	481	$	19,619	.	.	481	$	19,619	.	.	
2006	1	Coal Exports	Seattle, WA	United States	Australia	22	$	5,632	.	.	22	$	5,632	.	.	
2006	1	Coal Exports	Seattle, WA	United States	Canada	113	$	9,324	.	.	113	$	9,324	.	.	
2006	1	Coal Exports	Seattle, WA	United States	China	23	$	5,000	.	.	23	$	5,000	.	.	
2006	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	200	$	6,903	.	.	200	$	6,903	.	.	
2006	2	Coal Exports	Seattle, WA	United States	Canada	68	$	9,273	.	.	68	$	9,273	.	.	
2006	3	Coal Exports	Seattle, WA	United States	Canada	474	$	19,859	.	.	474	$	19,859	.	.	
2006	3	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.		.	6	$	3,563
2006	4	Coal Exports	Seattle, WA	United States	Canada	37,164	$	1,981,960	.	.	37,164	$	1,981,960	.	.	
2006	4	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.		.	6	$	3,197
2007	1	Coal Exports	Seattle, WA	United States	Canada	66	$	8,866	.	.	66	$	8,866	.	.	
2007	1	Coal Exports	Seattle, WA	United States	Malaysia	65	$	8,392	.	.	65	$	8,392	7	$	3,591
2007	1	Coal Exports	Seattle, WA	United States	Thailand	.		.	.	.	.		.	6	$	3,812
2007	2	Coal Exports	Seattle, WA	United States	Canada	44	$	5,587	.	.	44	$	5,587	.	.	
2007	2	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.		.	21	$	15,761
2007	3	Coal Exports	Seattle, WA	United States	Canada	66	$	8,062	.	.	66	$	8,062	.	.	
2007	3	Coal Exports	Seattle, WA	United States	Malaysia	352	$	14,333	.	.	352	$	14,333	21	$	13,537
2007	4	Coal Exports	Seattle, WA	United States	Canada	262	$	34,475	.	.	262	$	34,475	.	.	
2007	4	Coal Exports	Seattle, WA	United States	China	44	$	5,349	.	.	44	$	5,349	.	.	
2007	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.		.	24	$	16,486
2007	4	Coal Exports	Seattle, WA	United States	Thailand	.		.	.	.	.		.	8	$	5,745
2008	1	Coal Exports	Seattle, WA	United States	Canada	1,486	$	74,063	.	.	1,486	$	74,063	.	.	
2008	1	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.		.	26	$	18,409
2008	2	Coal Exports	Seattle, WA	United States	Canada	22	$	2,647	.	.	22	$	2,647	132	$	12,256
2008	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	.		.	.	.	.		.	108	$	71,781
2008	3	Coal Exports	Seattle, WA	United States	Canada	820	$	49,055	.	.	820	$	49,055	17	$	7,409
2008	3	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.		.	41	$	29,222
2008	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	.		.	.	.	.		.	50	$	30,642
2008	4	Coal Exports	Seattle, WA	United States	Brunei	.		.	.	.	.		.	22	$	7,116
2008	4	Coal Exports	Seattle, WA	United States	Canada	28,253	$	2,175,135	.	.	28,253	$	2,175,135	64	$	35,045

2008	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.		.		.	12	$ 21,587
2009	1	Coal Exports	Seattle, WA	United States	Brunei	.		.		.		.		.	11	$ 7,576
2009	1	Coal Exports	Seattle, WA	United States	Canada		760	$ 42,846	.		.		760	$ 42,846	28	$ 12,549
2009	1	Coal Exports	Seattle, WA	United States	Singapore	.		.		.		.		.	9	$ 7,696
2009	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		65,884	$ 2,438,530		35,369	$ 1,800,075		101,253	$ 4,238,605	.	.
2009	2	Coal Exports	Seattle, WA	United States	Canada		461	$ 34,829	.		.		461	$ 34,829	9	$ 3,974
2009	2	Coal Exports	Seattle, WA	United States	Japan		24	$ 12,226	.		.		24	$ 12,226	.	.
2009	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		6,095	$ 225,570		84,621	$ 4,306,665		90,716	$ 4,532,235	.	.
2009	2	Coal Exports	Seattle, WA	United States	Taiwan		84	$ 13,461	.		.		84	$ 13,461	.	.
2009	3	Coal Exports	Seattle, WA	United States	Canada		74,819	$ 4,661,583	.		.		74,819	$ 4,661,583	17	$ 6,878
2009	3	Coal Exports	Seattle, WA	United States	China		154	$ 16,718	.		.		154	$ 16,718	.	.
2009	3	Coal Exports	Seattle, WA	United States	Japan		13	$ 5,815	.		.		13	$ 5,815	.	.
2009	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		106	$ 15,382	.		.		106	$ 15,382	.	.
2009	3	Coal Exports	Seattle, WA	United States	Taiwan	.		.		.		.		.	17	$ 12,050
2009	4	Coal Exports	Seattle, WA	United States	Australia		26,929	$ 2,149,875	.		.		26,929	$ 2,149,875	.	.
2009	4	Coal Exports	Seattle, WA	United States	Canada		126	$ 18,109	.		.		126	$ 18,109	1,960	$ 55,469
2009	4	Coal Exports	Seattle, WA	United States	China		176	$ 17,332	.		.		176	$ 17,332	.	.
2009	4	Coal Exports	Seattle, WA	United States	Japan		2,696	$ 215,205	.		.		2,696	$ 215,205	.	.
2009	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.		.		.	28	$ 17,411
2009	4	Coal Exports	Seattle, WA	United States	Singapore	.		.		.		.		.	9	$ 6,160
2009	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		66,943	$ 5,344,305	.		.		66,943	$ 5,344,305	13	$ 9,376
2009	4	Coal Exports	Seattle, WA	United States	Taiwan	.		.		.		.		.	41	$ 21,924
2010	1	Coal Exports	Seattle, WA	United States	Canada		3,549	$ 219,808	.		.		3,549	$ 219,808	20	$ 7,784
2010	1	Coal Exports	Seattle, WA	United States	China		597,314	$ 19,011,299	.		.		597,314	$ 19,011,299	.	.
2010	1	Coal Exports	Seattle, WA	United States	Singapore	.		.		.		.		.	16	$ 10,527
2010	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		471,908	$ 15,280,380	.		.		471,908	$ 15,280,380	.	.
2010	2	Coal Exports	Seattle, WA	United States	Canada		43,394	$ 3,509,938	.		.		43,394	$ 3,509,938	287	$ 56,365
2010	2	Coal Exports	Seattle, WA	United States	China		131	$ 12,890	.		.		131	$ 12,890	.	.
2010	2	Coal Exports	Seattle, WA	United States	Japan	.		.		.		.		.	100	$ 69,341
2010	2	Coal Exports	Seattle, WA	United States	Singapore	.		.		.		.		.	8	$ 5,873
2010	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		668,082	$ 21,212,590	.		.		668,082	$ 21,212,590	.	.
2010	3	Coal Exports	Seattle, WA	United States	Brunei	.		.		.		.		.	20	$ 15,977
2010	3	Coal Exports	Seattle, WA	United States	Canada		355	$ 14,161	.		.		355	$ 14,161	20	$ 7,625
2010	3	Coal Exports	Seattle, WA	United States	China		200,631	$ 6,380,181	.		.		200,631	$ 6,380,181	.	.
2010	3	Coal Exports	Seattle, WA	United States	Singapore	.		.		.		.		.	8	$ 5,711
2010	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		647,565	$ 20,561,136	.		.		647,565	$ 20,561,136	.	.
2010	4	Coal Exports	Seattle, WA	United States	Australia		116,271	$ 3,691,765	.		.		116,271	$ 3,691,765	.	.
2010	4	Coal Exports	Seattle, WA	United States	Brunei	.		.		.		.		.	9	$ 5,860
2010	4	Coal Exports	Seattle, WA	United States	Canada	.		.		.		.		.	7	$ 2,932
2010	4	Coal Exports	Seattle, WA	United States	China		196	$ 19,215	.		.		196	$ 19,215	.	.
2010	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.		.		.	3	$ 3,396
2010	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		750,808	$ 23,850,705	.		.		750,808	$ 23,850,705	.	.
2011	1	Coal Exports	Seattle, WA	United States	Australia		166,126	$ 5,274,745	.		.		166,126	$ 5,274,745	.	.
2011	1	Coal Exports	Seattle, WA	United States	Canada		710	$ 32,802	.		.		710	$ 32,802	42	$ 26,837
2011	1	Coal Exports	Seattle, WA	United States	China		66	$ 6,306	.		.		66	$ 6,306	.	.
2011	1	Coal Exports	Seattle, WA	United States	Japan	.		.		.		.		.	59	$ 41,370
2011	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,023,409	$ 32,944,212	.		.		1,023,409	$ 32,944,212	.	.

2011	1	Coal Exports	Seattle, WA	United States	Taiwan	.		.	.	.		.		17	$	6,375
2011	2	Coal Exports	Seattle, WA	United States	Canada		1,187	$ 47,410	.	.		1,187	$ 47,410	47	$	18,465
2011	2	Coal Exports	Seattle, WA	United States	Japan	.		.	.	.	.			40	$	28,934
2011	2	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			10	$	6,490
2011	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,442,684	$ 45,811,087	.	.		1,442,684	$ 45,811,087	90	$	97,643
2011	3	Coal Exports	Seattle, WA	United States	Australia		167,078	$ 5,304,985	.	.		167,078	$ 5,304,985	.		.
2011	3	Coal Exports	Seattle, WA	United States	Canada		21	$ 2,561	.	.		21	$ 2,561	.		.
2011	3	Coal Exports	Seattle, WA	United States	India		22	$ 2,960	.	.		22	$ 2,960	.		.
2011	3	Coal Exports	Seattle, WA	United States	Japan		14,920	$ 473,725	.	.		14,920	$ 473,725	20	$	13,124
2011	3	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			19	$	12,478
2011	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,070,993	$ 34,038,115	.	.		1,070,993	$ 34,038,115	24	$	20,505
2011	4	Coal Exports	Seattle, WA	United States	Canada		491	$ 97,939	.	.		491	$ 97,939	73	$	27,174
2011	4	Coal Exports	Seattle, WA	United States	China		173,020	$ 5,496,016	.	.		173,020	$ 5,496,016	.		.
2011	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.			8	$	5,431
2011	4	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			26	$	17,384
2011	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		802,934	$ 25,522,906	.	.		802,934	$ 25,522,906	12	$	9,090
2011	4	Coal Exports	Seattle, WA	United States	Thailand	.		.	.	.	.			7	$	6,524
2012	1	Coal Exports	Seattle, WA	United States	Brunei	.		.	.	.	.			8	$	5,522
2012	1	Coal Exports	Seattle, WA	United States	Canada		132	$ 51,688	.	.		132	$ 51,688	50	$	16,447
2012	1	Coal Exports	Seattle, WA	United States	China		178,356	$ 5,706,351	.	.		178,356	$ 5,706,351	.		.
2012	1	Coal Exports	Seattle, WA	United States	Japan	.		.	.	.	.			60	$	43,131
2012	1	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			29	$	18,483
2012	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		759,380	$ 24,172,035	.	.		759,380	$ 24,172,035	12	$	9,403
2012	1	Coal Exports	Seattle, WA	United States	Taiwan	.		.	.	.	.			55	$	18,374
2012	1	Coal Exports	Seattle, WA	United States	Thailand		40	$ 13,184	.	.		40	$ 13,184	.		.
2012	2	Coal Exports	Seattle, WA	United States	Canada		44	$ 6,442	.	.		44	$ 6,442	52	$	17,004
2012	2	Coal Exports	Seattle, WA	United States	China		197	$ 51,409	.	.		197	$ 51,409	.		.
2012	2	Coal Exports	Seattle, WA	United States	Japan		20	$ 7,228	.	.		20	$ 7,228	60	$	43,131
2012	2	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			21	$	18,451
2012	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,126,299	$ 35,789,967	.	.		1,126,299	$ 35,789,967	135	$	122,096
2012	2	Coal Exports	Seattle, WA	United States	Taiwan		100,468	$ 3,187,555	.	.		100,468	$ 3,187,555	.		.
2012	2	Coal Exports	Seattle, WA	United States	Thailand		40	$ 12,891	.	.		40	$ 12,891	.		.
2012	3	Coal Exports	Seattle, WA	United States	Australia		167,011	$ 5,302,850	.	.		167,011	$ 5,302,850	.		.
2012	3	Coal Exports	Seattle, WA	United States	Canada	.		.	.	.	.			150	$	50,633
2012	3	Coal Exports	Seattle, WA	United States	China		198	$ 50,597	.	.		198	$ 50,597	.		.
2012	3	Coal Exports	Seattle, WA	United States	Japan	.		.	.	.	.			42	$	28,754
2012	3	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			10	$	5,491
2012	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,434,405	$ 45,544,701	.	.		1,434,405	$ 45,544,701	14	$	10,742
2012	3	Coal Exports	Seattle, WA	United States	Thailand		80	$ 24,216	.	.		80	$ 24,216	7	$	7,717
2012	4	Coal Exports	Seattle, WA	United States	Brunei	.		.	.	.	.			12	$	8,368
2012	4	Coal Exports	Seattle, WA	United States	Canada		38	$ 36,923	.	.		38	$ 36,923	.		.
2012	4	Coal Exports	Seattle, WA	United States	China		381,653	$ 12,164,852	.	.		381,653	$ 12,164,852	.		.
2012	4	Coal Exports	Seattle, WA	United States	Japan	.		.	.	.	.			20	$	14,377
2012	4	Coal Exports	Seattle, WA	United States	Malaysia	.		.	.	.	.			12	$	10,311
2012	4	Coal Exports	Seattle, WA	United States	Singapore	.		.	.	.	.			21	$	14,249
2012	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		448,513	$ 14,240,940	.	.		448,513	$ 14,240,940	72	$	53,712
2012	4	Coal Exports	Seattle, WA	United States	Taiwan		149,608	$ 4,750,270	.	.		149,608	$ 4,750,270	.		.

2012	4	Coal Exports	Seattle, WA	United States	Thailand		478	$	146,881	.	.		478	$	146,881	.		.	
2013	1	Coal Exports	Seattle, WA	United States	Canada		43	$	97,103	.	.		43	$	97,103		210	$	68,964
2013	1	Coal Exports	Seattle, WA	United States	China		165,827	$	5,320,276	.	.		165,827	$	5,320,276	.		.	
2013	1	Coal Exports	Seattle, WA	United States	Japan	.		.		.	.	.		.			80	$	61,380
2013	1	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.	.	.		.			10	$	6,804
2013	1	Coal Exports	Seattle, WA	United States	Singapore	.		.		.	.	.		.			29	$	20,377
2013	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		583,384	$	18,555,201	.	.		583,384	$	18,555,201		55	$	54,858
2013	1	Coal Exports	Seattle, WA	United States	Taiwan		116,404	$	3,696,000	.	.		116,404	$	3,696,000	.		.	
2013	1	Coal Exports	Seattle, WA	United States	Thailand		22	$	5,110	.	.		22	$	5,110	.		.	
2013	2	Coal Exports	Seattle, WA	United States	Australia		149,353	$	4,761,053	.	.		149,353	$	4,761,053	.		.	
2013	2	Coal Exports	Seattle, WA	United States	Brunei	.		.		.	.	.		.			20	$	14,044
2013	2	Coal Exports	Seattle, WA	United States	Canada		42	$	93,823	.	.		42	$	93,823		50	$	16,306
2013	2	Coal Exports	Seattle, WA	United States	China		182,807	$	5,860,744	.	.		182,807	$	5,860,744	.		.	
2013	2	Coal Exports	Seattle, WA	United States	Japan	.		.		.	.	.		.			60	$	49,109
2013	2	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.	.	.		.			8	$	6,301
2013	2	Coal Exports	Seattle, WA	United States	Singapore	.		.		.	.	.		.			11	$	8,137
2013	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,012,864	$	32,826,902	.	.		1,012,864	$	32,826,902		164	$	164,007
2013	2	Coal Exports	Seattle, WA	United States	Taiwan	.		.		.	.	.		.			17	$	5,664
2013	2	Coal Exports	Seattle, WA	United States	Thailand	.		.		.	.	.		.			7	$	7,717
2013	3	Coal Exports	Seattle, WA	United States	Canada		21	$	3,592	.	.		21	$	3,592		49	$	15,898
2013	3	Coal Exports	Seattle, WA	United States	China		198	$	49,962	.	.		198	$	49,962	.		.	
2013	3	Coal Exports	Seattle, WA	United States	Japan		181,356	$	5,758,340	.	.		181,356	$	5,758,340		60	$	46,035
2013	3	Coal Exports	Seattle, WA	United States	Singapore	.		.		.	.	.		.			18	$	15,159
2013	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		1,004,864	$	31,967,862	.	.		1,004,864	$	31,967,862		33	$	25,382
2013	3	Coal Exports	Seattle, WA	United States	Spain		28	$	15,545	.	.		28	$	15,545	.		.	
2013	3	Coal Exports	Seattle, WA	United States	Taiwan		48,086	$	1,526,805	.	.		48,086	$	1,526,805	.		.	
2013	3	Coal Exports	Seattle, WA	United States	Thailand		44	$	13,099	.	.		44	$	13,099	.		.	
2013	4	Coal Exports	Seattle, WA	United States	Australia		13	$	37,150	.	.		13	$	37,150	.		.	
2013	4	Coal Exports	Seattle, WA	United States	Brunei	.		.		.	.	.		.			19	$	16,046
2013	4	Coal Exports	Seattle, WA	United States	Canada		23	$	3,494	.	.		23	$	3,494	.		.	
2013	4	Coal Exports	Seattle, WA	United States	China		390	$	102,163	.	.		390	$	102,163	.		.	
2013	4	Coal Exports	Seattle, WA	United States	Japan		20	$	7,605	.	.		20	$	7,605	.		.	
2013	4	Coal Exports	Seattle, WA	United States	Singapore		2	$	2,952	.	.		2	$	2,952		20	$	16,240
2013	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		844,979	$	26,829,355	.	.		844,979	$	26,829,355		20	$	16,942
2013	4	Coal Exports	Seattle, WA	United States	Taiwan		212,013	$	6,734,772	.	.		212,013	$	6,734,772	.		.	
2013	4	Coal Exports	Seattle, WA	United States	Thailand		20	$	5,750	.	.		20	$	5,750	.		.	
2014	1	Coal Exports	Seattle, WA	United States	Canada		53	$	124,600	.	.		53	$	124,600		50	$	15,159
2014	1	Coal Exports	Seattle, WA	United States	China		286	$	81,584	.	.		286	$	81,584	.		.	
2014	1	Coal Exports	Seattle, WA	United States	India		20	$	6,746	.	.		20	$	6,746	.		.	
2014	1	Coal Exports	Seattle, WA	United States	Japan	.		.		.	.	.		.			80	$	61,380
2014	1	Coal Exports	Seattle, WA	United States	Malaysia	.		.		.	.	.		.			14	$	14,017
2014	1	Coal Exports	Seattle, WA	United States	Singapore		49,454	$	1,570,240	.	.		49,454	$	1,570,240		19	$	16,650
2014	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)		991,987	$	31,528,879	.	.		991,987	$	31,528,879		144	$	139,436
2014	1	Coal Exports	Seattle, WA	United States	Thailand		40	$	12,427	.	.		40	$	12,427		6	$	6,887
2014	2	Coal Exports	Seattle, WA	United States	Australia		22	$	15,000	.	.		22	$	15,000	.		.	
2014	2	Coal Exports	Seattle, WA	United States	Canada		100	$	129,837	.	.		100	$	129,837		454	$	139,222
2014	2	Coal Exports	Seattle, WA	United States	China		183,965	$	6,012,849	.	.		183,965	$	6,012,849	.		.	

2014	2	Coal Exports	Seattle, WA	United States	Japan	99,808	$	3,169,040	.	.	99,808	$	3,169,040	140	$	107,415
2014	2	Coal Exports	Seattle, WA	United States	Singapore	131,162	$	4,164,475	.	.	131,162	$	4,164,475	28	$	23,405
2014	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	807,327	$	25,633,825	.	.	807,327	$	25,633,825	94	$	82,553
2014	2	Coal Exports	Seattle, WA	United States	Thailand	86	$	25,223	.	.	86	$	25,223	.	.	
2014	3	Coal Exports	Seattle, WA	United States	Canada	.	.		.	.	.	.		24	$	7,141
2014	3	Coal Exports	Seattle, WA	United States	China	334	$	100,030	.	.	334	$	100,030	.	.	
2014	3	Coal Exports	Seattle, WA	United States	Japan	31,670	$	1,012,930	.	.	31,670	$	1,012,930	40	$	30,690
2014	3	Coal Exports	Seattle, WA	United States	Singapore	.	.		.	.	.	.		19	$	12,362
2014	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,046,328	$	33,222,466	.	.	1,046,328	$	33,222,466	65	$	61,920
2014	3	Coal Exports	Seattle, WA	United States	Taiwan	99,789	$	3,168,445	.	.	99,789	$	3,168,445	.	.	
2014	3	Coal Exports	Seattle, WA	United States	Thailand	176	$	51,452	.	.	176	$	51,452	.	.	
2014	4	Coal Exports	Seattle, WA	United States	Canada	6,190	$	415,536	.	.	6,190	$	415,536	70	$	23,055
2014	4	Coal Exports	Seattle, WA	United States	China	198	$	59,157	.	.	198	$	59,157	.	.	
2014	4	Coal Exports	Seattle, WA	United States	Japan	197,605	$	6,275,240	.	.	197,605	$	6,275,240	.	.	
2014	4	Coal Exports	Seattle, WA	United States	Malaysia	.	.		.	.	.	.		54	$	34,860
2014	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	721,263	$	22,901,165	.	.	721,263	$	22,901,165	.	.	
2014	4	Coal Exports	Seattle, WA	United States	Thailand	64	$	19,178	.	.	64	$	19,178	1	$	7,085
2015	1	Coal Exports	Seattle, WA	United States	Australia	20	$	6,320	.	.	20	$	6,320	.	.	
2015	1	Coal Exports	Seattle, WA	United States	Canada	5,554	$	431,313	.	.	5,554	$	431,313	47	$	13,843
2015	1	Coal Exports	Seattle, WA	United States	China	62	$	17,591	.	.	62	$	17,591	.	.	
2015	1	Coal Exports	Seattle, WA	United States	Hong Kong	.	.		.	.	.	.		46	$	40,358
2015	1	Coal Exports	Seattle, WA	United States	Japan	194,494	$	6,175,470	.	.	194,494	$	6,175,470	75	$	60,596
2015	1	Coal Exports	Seattle, WA	United States	Malaysia	.	.		.	.	.	.		18	$	12,130
2015	1	Coal Exports	Seattle, WA	United States	Singapore	.	.		.	.	.	.		12	$	16,208
2015	1	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,158,827	$	36,794,363	.	.	1,158,827	$	36,794,363	101	$	67,969
2015	1	Coal Exports	Seattle, WA	United States	Thailand	20	$	7,321			20	$	7,321	.	.	
2015	2	Coal Exports	Seattle, WA	United States	Canada	27	$	62,732	.	.	27	$	62,732	.	.	
2015	2	Coal Exports	Seattle, WA	United States	China	293	$	96,290	.	.	293	$	96,290	.	.	
2015	2	Coal Exports	Seattle, WA	United States	Hong Kong	.	.		.	.	.	.		32	$	13,824
2015	2	Coal Exports	Seattle, WA	United States	India	100	$	31,766	.	.	100	$	31,766	.	.	
2015	2	Coal Exports	Seattle, WA	United States	Japan	98,985	$	3,150,752	.	.	98,985	$	3,150,752	136	$	105,208
2015	2	Coal Exports	Seattle, WA	United States	New Zealand	.	.		.	.	.	.		1	$	4,320
2015	2	Coal Exports	Seattle, WA	United States	Singapore	.	.		.	.	.	.		40	$	36,996
2015	2	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	1,052,146	$	33,407,635	.	.	1,052,146	$	33,407,635	122	$	102,653
2015	2	Coal Exports	Seattle, WA	United States	Taiwan	.	.		.	.	.	.		17	$	6,912
2015	2	Coal Exports	Seattle, WA	United States	Thailand	88	$	29,708	.	.	88	$	29,708	7	$	5,069
2015	3	Coal Exports	Seattle, WA	United States	Australia	64	$	17,932	.	.	64	$	17,932	19	$	14,314
2015	3	Coal Exports	Seattle, WA	United States	Canada	20,020	$	1,242,804	.	.	20,020	$	1,242,804	.	.	
2015	3	Coal Exports	Seattle, WA	United States	China	198	$	59,114	.	.	198	$	59,114	.	.	
2015	3	Coal Exports	Seattle, WA	United States	Hong Kong	.	.		.	.	.	.		15	$	6,912
2015	3	Coal Exports	Seattle, WA	United States	India	20	$	6,272	.	.	20	$	6,272	.	.	
2015	3	Coal Exports	Seattle, WA	United States	Japan	132,679	$	4,212,740	.	.	132,679	$	4,212,740	20	$	15,149
2015	3	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	794,310	$	25,228,410	.	.	794,310	$	25,228,410	15	$	15,480
2015	3	Coal Exports	Seattle, WA	United States	Taiwan	.	.		.	.	.	.		15	$	6,605
2015	3	Coal Exports	Seattle, WA	United States	Thailand	124	$	36,743			124	$	36,743	.	.	
2015	4	Coal Exports	Seattle, WA	United States	Australia	.	.		.	.	.	.		19	$	14,314
2015	4	Coal Exports	Seattle, WA	United States	Brunei	.	.		.	.	.	.		17	$	11,457

2015	4	Coal Exports	Seattle, WA	United States	Canada	52,396	$	2,953,931	.	.		52,396	$	2,953,931	.	.
2015	4	Coal Exports	Seattle, WA	United States	Japan	361,352	$	11,474,595	.	.		361,352	$	11,474,595	19	$ 16,395
2015	4	Coal Exports	Seattle, WA	United States	Netherlands	126	$	46,957	.	.		126	$	46,957	.	.
2015	4	Coal Exports	Seattle, WA	United States	Singapore	.	.		.	.	.	.	.		17	$ 12,815
2015	4	Coal Exports	Seattle, WA	United States	South Korea (Republic of Korea)	164,667	$	5,228,405	.	.		164,667	$	5,228,405	19	$ 17,376
2015	4	Coal Exports	Seattle, WA	United States	Thailand	152	$	45,516	.	.		152	$	45,516	.	.
					TOTAL	26,350,048	$	855,277,140	119,990	$	6,106,740	26,470,038	$	861,383,880	8,118	$ 3,639,721

Year	Quarter	Type	Customs District	Coal Origin Country	Coal Destination Country	Steam Coal	Steam Revenue	Metallurgical	Metallurgical Revenue	Total	Total Revenue	Coke	Coke Revenue

Submission Number: ***MBTL-SEPA-DEIS-0000374***

Received: 5/16/2016 12:34:50 AM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am William Brake a retired Energy Engineer and Registered Professional Engineer and have reviewed the MBTL SEPA DEIS and I support the "No Action Alternative" Proposed mitigation measures are outlined in Table S-2. If the proposed mitigation measures were implemented, impacts would be reduced but would not completely eliminate significant adverse environmental impacts resulting from construction and operation of the Proposed Action. Unavoidable and significant adverse environmental impacts could remain for nine environmental resource areas: social and community resources; cultural resources; tribal resources; rail transportation; rail safety; vehicle transportation; vessel transportation; noise and vibration; and greenhouse gas emissions. S.7.1 Social and Community Resources Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved, it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's disproportionately high and adverse effect on minority and low-income populations would be unavoidable. The disproportionate high and adverse effects on the minority and low income populations is unacceptable. With current rail traffic at one train per week to a projected 16 trains per week or more is impacting their rights. The Facility Siting Guidelines of the American Institute of Chemical Engineers would not choose this location just because there is 190 acres of industrial land adjacent to the Columbia River. The location should typically be 5 to 10 miles from any urban setting to minimize neighborhood conflicts. The executive management team of MBTL should be required to live in the housing adjacent to the proposed facility as they are on call 24/7/365. Thank you for allowing public comment on the MBTL SEPA DEIS. William Brake PE Vancouver WA williamb98685@aol.com

Submission Number: ***MBTL-SEPA-DEIS-0000623***

Received: 5/20/2016 10:48:51 AM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

I am Professional Engineer (PE) with 35 Years in the Energy Business and offer this comment on Cultural resources. S.7.2 Cultural Resources Demolition of the Reynolds Metals Reduction Plant Historic District is an unavoidable and significant adverse environmental impact. The Memorandum of Agreement is currently being negotiated among the Corps, Cowlitz County, DAHP, City of Longview, BPA, National Park Service, potentially affected Native American tribes, and the Applicant. The Memorandum may resolve this impact in compliance with Section 106 of the National Historic Preservation Act of 1966. This is a historic location in Cowlitz County and worth documenting for history purposes but more importantly, it is idle buildings and equipment that is a "Toxic Stew" and needs to be properly cleaned up. To build on top of this "Toxic Stew" only adds to the long term clean up efforts and clean up should be the first priority and not to build on top of this and add to the problems to be cleaned up between 30 and 100 years from now with no one but the Taxpayers paying for this actions. It is my recommendation to issue a "No Action Alternative" for the MBTL Coal Terminal and expedite the cleanup and demolition of the Reynolds Metal Reduction Plant. Then and Only Then should proposals for the use of the 540 acres of land or 190 acres of useable land be initiated. To concurrently do the clean up and building only makes matters worse in the long term. Thank You for allowing Public Comment on the MBTL Coal Export Terminal William Brake PE Vancouver Washington williamb98685@aol.com

Submission Number: ***MBTL-SEPA-DEIS-0000813***

Received: 5/24/2016 1:43:07 AM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: Attachments
Submission Text
Attached is the submittal of oral testimony by William Brake at Longview Washington on May 24, 2016 The Testimoney is about the revamp of the Federal Royalty changing from the First Sale Point to the market Price at the Burner Tip. This change will lower the profit margins for a coal terminal significantly and therefore recommend the "No Action Alternative". Thank You for allowing Public Comments on this MBTL Coal Proposal.

Longview SEPA DEIS Public Hearing – Longview Washington May 24, 2016

I am William Brake, a retired Professional Engineer with a 35 year career in the Energy Business and live in Vancouver Washington.

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Uncle Sam is currently considering an overhaul of the federal leasing program, which could drastically change the economics of mining coal. The Royalty is calculated as a percentage of the first sale price of the coal they extract (with a bunch of deductions for transportation, preparation, etc.)

The Clean Air Act of 1990 encouraged Coal Companies to ramp up production of Western Low Sulfur Coal and began to sell the coal to middlemen operations which in turn pocketed profits and sold the coal again to another middle man that pocketed profits and another middle man and ultimately to the burner tip.

Western Coal mined on Federal Leases pays Uncle Sam about $1.00 Per Ton based on the "First Sales Price", a rate that has been in effect for the past several decades. Did you know that coal is cheaper than dirt?

The royalty seems fine to the coal companies and Uncle Sam is happy with the revenue stream of nearly $1 Billion dollars per year for essentially "Unlocking the Gate" and "Counting the Money".

The EIS should disclose and consider the potential that the future federal leasing royalty formula based on "Burner Tip Pricing" will result in significantly reduced profits for the coal companies and more money for Uncle Sam.

The DEIS claims that coal can be exported competitively to Asia, but virtually all of the available data shows that at current and anticipated future market conditions, the project is a bust. They should be required to demonstrate that this isn't another boom-and-bust project that won't leave Longview with another useless piece of infrastructure, and an even bigger mess to clean up that holds back longer term, sustainable development at this site.

It is my recommendation to take the "No Action Alternative".

Thank You

William Brake PE
3407 NW 116th Way
Vancouver, WA 98685
Williamb98685@aol.com

Submission Number: ***MBTL-SEPA-DEIS-0001129***

Received: 5/24/2016 9:39:18 PM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The stuff doesn't cover the connection between the many miles of railroads between the mines and the terminal as it relates to the forest fires caused by coal trains. More information is needed. In Wyoming one half of wild land fires are caused by the railroads lack of right a way maintenance.

May 25, 2016

Comments on Tribal Rights Related to MBTL Coal Export Terminal Proposal

The SEPA DEIS Summery indicates the following:

Tribal Resources

Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes. Trains related to the Proposed Action would **travel through areas adjacent to and within the usual and accustomed fishing areas of Native American Tribes** and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this SEPA Draft EIS.

Based on the Longview Public Testimony on May 24, 2016 from the Cowlitz, Warm Springs, Crow, and Cheyanne Tribal Officials and membership, it appears that tribal rights have been basically ignored and undetermined in the relation between the proposed Coal Export Terminal and the Tribal rights of usual and accustomed activities.

This is unacceptable behavior and although the White European settlements began nearly 400 years ago, the tribal inhabitants have been in the area for nearly 10,000 years.

Items to think about in the DEIS Review are as follows:

Tribal Access to Fishing in the seven states related to the MBTL – Coal Export Terminal are as follows: Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado.

Tribal Access to Hunting in the seven states related to the MBTL – Coal Export Terminal are as follows: Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado.

Tribal Rights of the more than 60 Federally Recognized Native American Tribes or Reservations in Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado.

It is my recommendation to choose the “No Action Alternative” for this project.

Thank you for the opportunity to make public comments on the MBTL Coal Export Terminal.

William Brake
Vancouver, Washington 98685
Williamb98685@aol.com

Submission Number: ***MBTL-SEPA-DEIS-0001713***

Received: 5/31/2016 10:37:49 PM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

Rumbling Rail Cars in the Pacific Northwest And all this for $10.48 per Rail Car Tax Revenues that 40 % go to Cowlitz County and 60 % go to the State of Washington. With 122 Tons of Coal in a Rail Car and coal marketable at about $40.00 per ton or around $5,000 , there is a lot of middle man operations from the mine to the burner tip that are making a lot of money - not the taxing authorities. Vancouver, Spokane, Pasco, and all the other locations in Washington State may ultimately get a share of the State Tax Revenues but don't bet on it as it will be swallowed into the General fund. All the Locations in Montana, Idaho, Wyoming, Utah, and Colorado Get NOTHING. Lastly for all the EMPTY Rail Cars rumbling down the tracks - You Get NOTHING. I support the No Action Alterative for the Millennium Bulk Terminals Longview Coal Export Terminal.

Submission Number: ***MBTL-SEPA-DEIS-0002260***

Received: 6/9/2016 10:22:38 AM
Commenter: William Brake
Organization:
State: Washington

Agency: Cowlitz County and the Washington Department of Ecology
Initiative: Millennium Bulk-Terminals Longview SEPA DEIS
Attachments: No Attachments

Submission Text

The Crude Oil Rail Derailment in Mosier Oregon On June 3, 2016 where 4 rail cars caught fire and a total of 16 came off the tracks is still under investigation. The preliminary report is a broken clip holding the rail to the cross tie failed. This information is from news reports . Thermal expansion of rail track is a great concern in this aging mode of transportation. In the past rails were 39 feet in length with a gap between rails that allowed for expansion and contraction. The rail cars went "Clickity - Clack" at each gap. Now new rail systems are continuous welded rail (CWR) that are more subject to thermal growth and contraction. A 1,000 foot CRW that has a 20 F Temperature Change from night to day grows 1.56 inches. On a hot day with repetitive rail traffic and sunshine the actual rail temperature can be 20 C or 68 F above ambient temperature making thermal growth even more challenging. In a typical 1,000 foot CRW this 68 F temperature change can result in thermal growth of 5.30 inches . The two numbers are additive so 1.56 inches plus 5.30 inches equals 6.86 inches on a 1,000 foot length. Consider also curves where the outside rail is longer than the inside rail and the problems get even worse. Continuing this to a one mile section and the thermal growth is 35.67 inches or nearly a yardstick. Derailments are not limited to crude oil unit trains but also include coal unit trains both which are very heavy and very long in length. A 1,200 mile rail track from the coal mine or crude oil production field to the west coast terminal can have thermal growth of 3,567 feet or 2/3 of a mile. It is all about math and physics with the coefficient of linear thermal expansion for carbon steel at 0.0000065 inches/degree/inch length . All the parts of the rail system have to work 100 % correct or a derailment can and will occur. Rail temperatures in Washington State can be from -20 F in the high snow covered mountains to near 170 F in a hot sunny afternoon sunshine day. Do your own calculations for this temperature change and then consider the No Action Alternative for this Coal Project. The rail systems in the pacific northwest were built 125 years ago for passenger and short haul timber, Not for the 125 car unit trains of heavy loaded rail locomotives and rail cars.

June 12, 2016

Cowlitz County Planning Department
Elaine Placido
Director of Planning and Building
Kelso, Washington

Washington Department of Ecology
Sally Toteff
Director Southwest Regional Office
Lacey, Washington

Comments on Millennium Bulk Terminals Longview SEPA EIS

Thank you for allowing public input into the Millennium Bulk Terminal Longview - Coal Export Terminal.

I am a retired Chemical Engineer and Registered Professional Engineer with a 35 year career in the natural gas business and live in Vancouver Washington.

Below are 92 comments in 50 pages on portions of the Millennium SEPA DEIS and recommend the No Action Alternative for this proposal.

Combined with the previous submission of 13 comments my total submissions are 105.

Economics are not a part of this environmental review but coal is cheaper than dirt.

$0.0886 per metric ton or $10.82 per loaded rail car to be shared between Cowlitz County and the State of Washington. There is no revenue stream for the empty rail cars returning to the mine.

The Federal Government Royalty on Coal Leases is around $1.00 per Ton and it is currently being reviewed to determine if this is a fair amount.

The Risk is greater than the Reward.

William A. Brake PE

William A. Brake PE
3407 NW 116th Way
Vancouver, WA 98685
H – 360-574-9735
Williamb98685@aol.com

Proposal

To receive 44 Million Metric Tons of Coal from the Powder River and Uinta Basins by Rail Car and off load, Store and Load to Marine Vessels on the Columbia River for Asian Market Destinations.

Comments on Introductory Material

Comment #1 - The short 45 Day Comment Period is considered extremely short for the detailed review of the 3,723 page document and additional review time is recommended. In a business environment where a maximum of 4 hours a day is typical for review of this document there are only 29 work days for the period April 29 to June 13 as there is a holiday for Memorial Day during this period . This requires an average of 129 pages a day of very complex and technical information to Read, Understand, and to formulate a Comment. If the Applicant is serious about this proposal, additional review time is recommended. Page 4

Comment #2 – The Proposal calls for 8 trains per day with 125 rail cars and total delivery of 44 Million Metric Tons Per Year to Asian Markets

From Chapter 5 Page 10 each unit train of 125 rail cars will haul 15,263 Short Tons of Coal

44 Million Metric Tons Per Year x 1.1 Metric Tons / Short Tons = 48.4 Million Short Tons Per Year

48,500,000 Short Tons Per Year / (15,263 Short Tons/ Train x 365 Days Per Year) = 8.70 Trains Per Day

This indicates the basic premise that 8 Loaded Trains Per Day is FALSE and the Actual number assuming "Perfect World Conditions" is 8.7 Trains Per Day or an increase of 0.7 Trains Minimum Per Day.

Since Rail Car Loadings are not done in "Perfect World Conditions" The reality is a minimum of 9 Trains per Day. This indicates that all calculations done in the DEIS are in error and the "No Action Alternative" is Recommended. Page 5 (Fact Sheet 1)

Comment #3 – The SEPA DEIS Is available at eight locations for public review. However, it missed the most populated Communities that will be impacted by the rail system and also the river systems. Additional copies need to be provided in Vancouver, Washington, Portland Oregon, and Astoria, Oregon.

Also beyond the local region, copies need to be provided for the major communities in Idaho, Montana, Wyoming, Colorado, and Utah. This project is a game changer on transportation in the entire Western States of the USA. Page 11 (Fact Sheet 6).

Comment #4 – The entire 3,723 page document is very challenging to find specific information to make a specific comment. An example does the DEIS adequately address rail issues in Washington forest lands to prevent, eliminate, or contain, a fire started from a passing coal train. The proposal has 730,000 rail cars trips a year going loaded from the mines to the Terminal and returning empty to the mines. Each rail car has 8 wheels resulting in 5.84 million wheels that can generate a spark to ignite a major forest fire in remote regions. Where to look for this answer is not an easy matter and results in a

question unanswered. Better search capabilities and a Master Volume I, Volume II, Volume III and Volume IV is needed. Page 12 (Fact Sheet 8)

Comment #5 – The SEPA DEIS Document is 3,723 pages and according to the SEPA Guidelines this document should be a maximum of 150 pages.

An EIS is not meant to be a huge, unwieldy document. The text of a typical EIS is intended to be only 30 to 50 pages. It is not to exceed 75 pages unless the proposal is of unusual scope or complexity, in which case it may not exceed 150 pages[58]. The EIS should provide information that is readable and useful for the agencies, the applicant, and interested citizens. SEPA Handbook Page 61 and WAC 197-11-425 (4)

This project is the Largest Coal Export Terminal Proposal for North America and should have a very detailed and robust DEIS, however the document is almost 25 times larger in size and is too much to comprehend in a short time period. It is also nearly 5 times larger than the large 150 Page guideline for the document only. Page 12 (Fact Sheet 8)

Comments on Summery Chapter 0

Comment #6 - Separate and parallel to the environmental review process is the development of a Health Impact Assessment. Information about the Health Impact Assessment is not provided in this Draft EIS. No information is provided on the timing of the release of the Health Assessment document. Page S-2

Comment #7 - The co-lead agencies invited local agencies, state agencies, federal agencies, tribes, organizations, and members of the public to comment on the scope of the EIS during a 95-day scoping period. The scoping period began on August 16, 2013, and closed November 18, 2013. Approximately 217,500 comments were received. The SEPA DEIS has only a 45 day Comment Period and does not allow adequate review of such an important document. Page S-3

Comment #8 - The Applicant Objectives are as follows:

- **Enable western U.S. coal to compete in the Pacific international coal supply market.** The Applicant states the Proposed Action would enable western U.S. coal to compete in the Pacific international coal supply market by providing a facility designed to efficiently transport western U.S. coal from rail to ocean-going vessels. The Applicant states further development of western U.S. coalfields and the growth of Asian market demand for U.S. coal is expected to continue, and existing West Coast terminals are unavailable to support this need. According to the Applicant, to derive benefit from economies of scale, implementation of the Proposed Action would provide a coal export terminal sufficient in throughput to give U.S. coal producers the opportunity to expand their share of the international coal market.
- **Diversify Washington State's trade-based economy.** The Applicant states the Proposed Action would support the diversification of Washington State's trade-based economy by providing a new bulk commodity export terminal to accommodate the anticipated growth in demand for exporting U.S. coal. According to the Applicant, implementation of the Proposed Action would help support the state's diverse economy, which is essential for maintaining economic sustainability.
- **Reduce local unemployment.** The Applicant states the Proposed Action would help reduce unemployment in Cowlitz County by creating employment opportunities in the Longview area. The new employment opportunities would also generate needed tax revenues for local economies.

Information from the nearly 8,000 entries in the Energy Information Administration and Department of Commerce for the period 2002 through 2015 related to US Coal Exports of Steam Coal, Metallurgical Coal, and Coke.

1. USA Exports 2002 -2015 with 7,982 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**427,677,338**	**$ 25,886,132,667**	**$60.53**
Metallurgical Coal	**605,897,755**	**$ 70,884,352,831**	**$116.99**
Coke	**16,955,726**	**$ 2,272,260,263**	**$134.01**

2. Pacific Ocean Exports 2002-2015 with 938 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**48,962,872**	**$ 2,238,829,386**	**$45.73**
Metallurgical Coal	**2,001,410**	**$ 136,589,166**	**$68.25**
Coke	**358,137**	**$ 37,055,593**	**$103.47**

3. Seattle Washington Exports 2002-2015 with 285 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**26,350,048**	**$ 855,277,140**	**$32.46**
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4. USA Exports 2015 Only with 599 load tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	27,951,029	$ 1,577,475,160	$56.44
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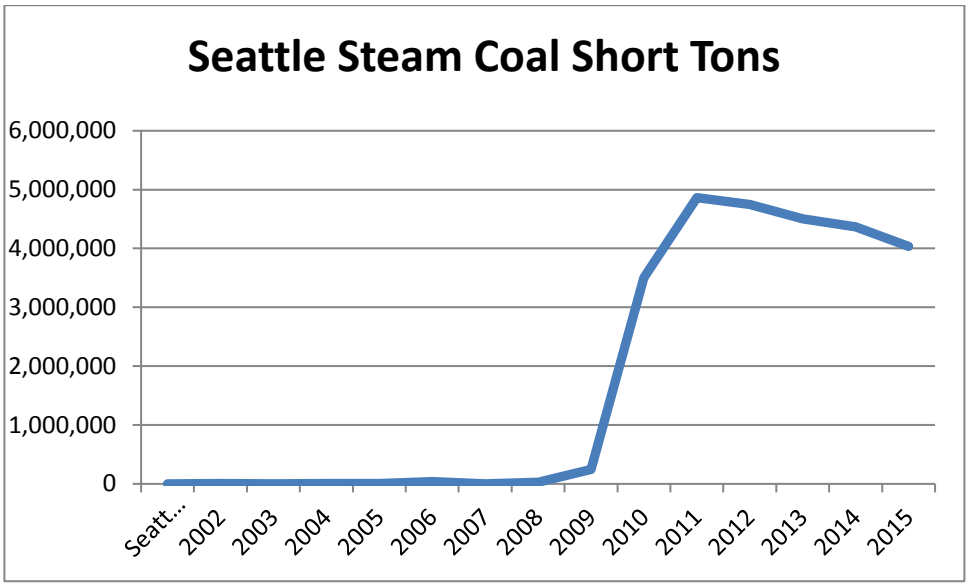
Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	4,036,724	$ 130,764,680	$32.39
Metallurgical Coal	0	0	0
Coke	829	$ 616,903	$744.15

6. Seattle Washington Steam Coal Exports by Year 2002-2015



7. Pacific Ocean Port Exports to the following 41 Countries (List Only) with the numbers and Bold from the Port of Seattle Only

South Korea - 45	**Thailand - 28**	Peru	**India - 5**
Brazil	**New Zealand - 1**	Pakistan	Italy
Chile	**Australia - 20**	Saudi Arabia	Oman
Singapore - 23	France	Philippines	Sweden
Ivory Coast	Vietnam	Kazakhstan	Greece
Japan – 29	El Salvador	Mexico	Belgium
Taiwan - 15	Russia	**Netherlands -1**	South Africa
China – 25	Slovenia	Guatemala	**Brunei -9**
Hong Kong – 8	**Malaysia - 24**	Kuwait	Bolivia
Indonesia	**Canada - 54**	Libya	United Arab
Spain – 1			

8. Observations by Bill Brake

- Metallurgical Coal is Top Export from USA followed by Steam Coal
- Steam Coal is Top Export from Pacific Ocean Port Cities
- Pacific Ocean Port Cities are San Diego, Los Angeles, San Francisco, Portland, Seattle and Anchorage
- Seattle Washington is over half of Steam Coal Exports from Pacific Ocean Cities
- Pacific Ocean Ports and Seattle have significantly Lower Revenue per short Ton than the rest of the USA Coal Exports
- Seattle Export Demand has fallen 20 % from peak in 2011
- The Port of Seattle has Exported Coal to 15 Countries
- Millennium Bulk Terminal – Longview proposal at 48,500,000 Short Tons per Year is larger than any USA Port
- Washington Economy is sufficiently diversified in Coal Exports now without a new Coal terminal

Based on this review, I do not see a need for additional diversification of exports from Washington State or need for an additional coal export terminal (MBTL- Longview) and recommend the "No Action Alternative" Unemployment in Cowlitz County will not be significantly improved with the addition of 135 jobs related to this proposal. Page S-4

Comment #9 – The best use of the 190 acres of land to reduce unemployment in Cowlitz County is to plant carrots. Research indicates that 30,000 pounds of carrots can be harvested from one acre of land and so 190 acres can generate 5.7 million pounds a year. The possibilities are endless in use of local labor to raise the carrots. Page S-4

Comment #10 - At full terminal operations, the Proposed Action would bring approximately 8 loaded unit trains each day carrying coal to the project area, send out approximately 8 empty unit trains each day from the project area, and load an average of 70 vessels per month or 840 vessels per year, which would equate to 1,680 vessel transits in the Columbia River annually.

The SEPA DEIS Indicates that the project is designed for a minimum of 30 years, however realistically the project could be operational for 60 to 100 years until global nations really address climate change and greenhouse gas emissions.

Transportation	1 Year	30 Years	60 Years	100 Years
Rail Cars Loaded	365,000	10,950,000	21,900,000	36,500,000
Unit Trains Loaded	2,920	87,600	175,200	292,000
Marine Vessels Loaded	840	25,200	50,400	84,000

At what point is the long term process addressed and not only very short time periods. Page S-6

Comment #11 - The U.S. is a net exporter of coal.[17] US net coal exports increased ninefold from 2006 to 2012, peaked at 117 million short tons in 2012, then declined to 63 million tons in 2015. In 2015, 60% of net US exports went to Europe, 27% to Asia. The largest individual country export markets were the

Netherlands (12.9 million short tons), India (6.4 million short tons), Brazil (6.3 million short tons), and South Korea (6.1 million short tons). Coal exports to China, formerly one of the major markets, declined from 8.3 million short tons in 2013, down to 0.2 million tons in 2015.[18][19]

In 2012, six coal export terminals were in the planning stages in the Pacific Northwest.[20] They were scheduled to be supplied by strip mines in the Powder River Basin. The export markets were South Korea, Japan, China, and other Asian nations. Like the Keystone Pipeline the building of the terminals raised environmental concerns with respect to global warming.[21] As of February 2016, four proposals for coal terminals had been withdrawn, leaving two still applied for. The withdrawals were ascribed to loss of demand and consequent lower coal prices. Wikipedia – Coal Mining in the US

Comment #12 – There are coal deposits in Washington State that are potentially marketable for use as export. The Power Plant at Centralia has an adjacent mine called the Centralia coal mine that shutdown in 2006. At that time 9 unit trains of coal a week were being mined with 600 employees and about 4.5 million tons a year. Why does the coal have to be from the Powder River and Uinta Basins and not the Local Coal in Lewis County less than 50 Miles from Longview. Page S-6

Comment #13 - The document reviewed 23 different areas and identified Significant Adverse Environmental Impacts that cannot be mitigated in 9 areas. This overwhelmingly indicates the project has major obstacles to mitigate and is sufficient reason to proceed with the "No Action Alternative" at this time and STOP this Millennium Bulk Terminals – Longview Coal Export Terminal. Page S-10

Comment #14 - Proposed mitigation measures are outlined in Table S-2. If the proposed mitigation measures were implemented, impacts would be reduced but would not completely eliminate significant adverse environmental impacts resulting from construction and operation of the Proposed Action. Unavoidable and significant adverse environmental impacts could remain for nine environmental resource areas: social and community resources; cultural resources; tribal resources; rail transportation; rail safety; vehicle transportation; vessel transportation; noise and vibration; and greenhouse gas emissions Page S-40

The Three areas Built, Natural and Operations have "Unavoidable and Significant Adverse Environmental Impacts"

Built Environment	**Natural Environment**	**Operations**
Land and Shoreline Use	Geology and Soils	**Rail Transportation**
Social and Community Resources	Surface Water and Floodplains	**Rail Safety**
Aesthetics, Light, and Glare	Wetlands	**Vehicle Transportation**
Cultural Resources	Groundwater	**Vessel Transportation**
Tribal Resources	Water Quality	**Noise and Vibration**
Hazardous Materials	Vegetation	Air Quality

	Fish	Coal Dust
	Wildlife	**Greenhouse Gas and Climate Change**
	Energy and Natural Resources	

This SEPA DEIS Review should not have to "Ring the Bell" in all 23 areas to make the determination of NO ACTION ALTERNATIVE. Nine areas are more than sufficient to end this project. Page S-40.

Land and Shoreline Use - The Applicant would be required to obtain the appropriate land use, shoreline, and critical areas permits from Cowlitz County and Ecology to ensure compliance and consistency with the applicable land use and shoreline management programs.

Aesthetics, Light, and Glare - Therefore, the Proposed Action would result in a moderate level of impact from the Dibblee Beach viewpoint

Hazardous Material – The Applicant would also be required to comply with water pollution laws to avoid or minimize pollutants entering surface waters and groundwater by obtaining and complying with the NPDES Industrial Stormwater Permit.

Geology and Soils - Additionally, preloading the stockpile areas would reduce the susceptibility of the soils to liquefaction and would reduce the potential for damage to proposed structures that occur in the immediate vicinity of the preloading area.

Surface Water and Floodplains - Construction of the Proposed Action would modify existing drainage, such that during operations less stormwater would be discharged to CDID Ditch 1 (estimated to be 26.3 million gallons/year compared to 88 million gallons/year currently). This change could have a beneficial indirect impact on the ditches because less water could reduce the risk of flooding during significant rain events.

Wetlands -Construction of the Proposed Action would result in 24.10 acres of permanent wetland loss.

Groundwater -The Applicant would be required to obtain a NPDES Industrial Stormwater Permit and would develop a separate system of stormwater collection, treatment and discharge regulated by the separate permit

Water Quality - Coal could enter water as either coal dust or as the result of a coal spill. The potential risk for exposure to toxic chemicals contained in coal would be relatively low as these chemicals tend to be bound in the matrix structure and not quickly or easily leached. Coal dust particles would likely be transported downstream by river flow and either carried out to sea or distributed over a sufficiently broad area that a measurable increase in concentrations of toxic chemicals in the Columbia River would be unlikely.

Vegetation - Operations within the project area and when transporting coal by rail could generate coal particles and fugitive coal dust, which could be deposited on vegetation, soils, and sediments.

Fish - Coal dust and fugitive coal particles could be generated during operations of the Proposed Action and rail transport that could potentially affect fish through physical or toxicological means

Wildlife -Coal dust and fugitive coal particles could be generated during operations of the Proposed Action and rail transport that could potentially impact wildlife through physical or toxicological means.

Energy and Natural Resources -The demand for energy would not be significant compared to current demand and is anticipated to be met by the existing local and regional supply.

Air Quality - A computer modeling analysis was performed to assess emissions from operation of the Proposed Action and the impact on localized air quality. The analysis determined the estimated maximum concentrations for each criteria air pollutant would be below the National Ambient Air Quality Standards established by the U.S. Environmental Protection Agency.

Coal Dust - While the average and maximum deposition of coal dust on the BNSF main line in Cowlitz County was estimated to be above the nuisance thresholds at 50 and 100 feet, respectively, no state or federal standards apply, and this would be an unavoidable but not significant impact.

Comment #15 – Cumulative Impacts - The potential impacts of the Proposed Action in combination with the reasonably foreseeable future actions could result in cumulative impacts on the following 21 environmental resource areas: land and shoreline use; social and community resources; aesthetics, light, and glare; cultural resources; tribal resources; geology and soils; surface water and floodplains; wetlands; water quality; vegetation; fish; wildlife; energy and natural resources; rail transportation; rail safety; vehicle transportation; vessel transportation; noise and vibration; air quality; coal dust; and greenhouse gas emissions. Chapter 6, *Cumulative Impact*s, of this Draft EIS presents the findings of the cumulative impacts analysis.

The Only Items missing were Hazardous Materials and Groundwater. This indicates that the cumulative impacts for the 26 potential foreseeable projects are significant and combined will be a “toxic stew”. The next 20 years are critical for the long term planning for Cowlitz County and Washington State. The choice of the 26 potential projects needs to be carefully reviewed from the economic benefit, employment, and other factors for the long term or the basic viability and livability of the region will decline so much that residents will move out and result in a rapid decline of housing and employment. Page S-40

Comment #16 – Unavoidable and Significant Adverse Environmental Impacts for the proposal should be sufficient to consider the recommended “No Action Alternative”. They are as follows:

Social and Community Resources
Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 trips per day related to the Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These noise impacts would occur in areas with minority and low-income populations; therefore, the Proposed Action would have a disproportionately high and adverse effect on minority and low-income populations. If the mitigation measure to implement a Quiet Zone is approved,

it would eliminate the need for trains related to the Proposed Action to sound horns as they approach the at-grade crossings, and it would eliminate the potential disproportionately high and adverse effect on minority and low-income populations. However, without approval and implementation of a Quiet Zone, the Proposed Action's **disproportionately high and adverse effect** on minority and low-income populations would be unavoidable.

Cultural Resources

Demolition of the Reynolds Metals Reduction Plant Historic District is an **unavoidable and significant adverse environmental impact.** The Memorandum of Agreement is currently being negotiated among the Corps, Cowlitz County, DAHP, City of Longview, BPA, National Park Service, potentially affected Native American tribes, and the Applicant. The Memorandum may resolve this impact in compliance with Section 106 of the National Historic Preservation Act of 1966.

Tribal Resources

Activities related to the Proposed Action would cause physical or behavioral responses in fish or affect aquatic habitat in the Columbia River. These impacts could reduce the number of fish surviving to adulthood and returning to areas upstream of Bonneville Dam, thereby affecting the number of fish available for harvest by the tribes. Trains related to the Proposed Action would **travel through areas adjacent to and within the usual and accustomed fishing areas of Native American Tribes** and could restrict access to tribal fishing areas in the Columbia River. Because other factors besides rail operations affect fishing opportunities, such as the number of fishers, fish distribution, timing, and duration of fish migration periods and seasons, the extent to which rail operations related to the Proposed Action would affect tribal fishing is difficult to quantify. Making a determination of significance related to treaty reserved rights related to traditional fishing sites on the Columbia River is not determined in this SEPA Draft EIS.

Rail Transportation

Without improvements to increase capacity, the Reynolds Lead; BNSF Spur; and three segments of the BNSF main line routes in Washington State (Idaho/Washington State Line–Spokane, Spokane–Pasco, and Pasco–Vancouver) are not projected to have the capacity to handle baseline rail traffic and Proposed Action-related rail traffic in 2028. BNSF could address capacity issues with capital improvements or operational changes, but it is unknown when these actions would be taken or permitted. Therefore, with existing infrastructure and using the methods to identify projected rail traffic in 2028, the Proposed Action could result in an **unavoidable and significant adverse environmental impact** on rail transportation.

Rail Safety

Trains related to the Proposed Action could increase the number of potential train accidents along the rail routes in Cowlitz County and Washington State. BNSF and UP could address safety issues as they emerge using capital improvements or operational changes, but it is unknown when those actions would be taken or permitted. Therefore, the Proposed Action could result in a **significant adverse environmental impact** on rail safety in Cowlitz County and Washington State.

Vehicle Transportation

Vehicle delay would occur in Cowlitz County if trains related to the Proposed Action travel during peak travel times at six at-grade crossings on the Reynolds Lead without planned track improvements to the Reynolds Lead and BNSF Spur, four crossings on the Reynolds Lead and BNSF Spur with planned improvements to the Reynolds Lead and BNSF Spur, and two crossings on the BNSF main line in Cowlitz County. Vehicle delay could affect emergency service providers. The Proposed Action would also result in a significant and adverse impact related to vehicle safety at the 3rd Avenue crossing of the Reynolds

Lead. While improvements for rail and road infrastructure have been proposed, it is unknown when these actions would be permitted and implemented. Therefore, the Proposed Action at full operations in 2028 could result in **unavoidable and significant adverse impacts** on vehicle transportation in Cowlitz County.

Vessel Transportation

If an incident occurred during vessel transportation, such as a collision or allision, the impacts could be significant, depending on the nature and location of the incident, the weather conditions at the time, and whether any fuel is discharged. Although the likelihood of a serious incident is very low, there are **no mitigation measures that can completely eliminate the possibility of an incident** or the resulting impacts.

Noise and Vibration

Implementation of the Proposed Action would increase rail traffic that would increase noise levels along the Reynolds Lead and BNSF Spur in Cowlitz County. The increased noise levels from 16 additional daily train trips related to Proposed Action would expose noise–sensitive receptors to moderate and severe noise impacts per applicable criteria. These increases could occur near four public at-grade crossings on the Reynolds Lead. These noise impacts would be from train horn noise that is intended for public safety. Railroad noise is exempt from Washington State and local noise limits; however, it is possible for communities to work with the Federal Railroad Administration to apply for and implement a Quiet Zone to limit train horn sounding. The Applicant could work with the City of Longview, Cowlitz County, Longview Switching Company, the affected community, and other applicable parties to apply for and implement, if approved, a Quiet Zone. However, if a Quiet Zone is not implemented and train horns related to the Proposed Action are sounded for safety at the four grade crossings, then the potential for exposure to severe noise increases at these grade crossings would remain and would be an **unavoidable and significant adverse environmental impact.**

Greenhouse Gas Emissions

Implementation of the Proposed Action would result in increased greenhouse gas pollution. Greenhouse gas emissions attributable to the Proposed Action would occur from construction, operation, transportation and changes in coal and natural gas usage. The greenhouse gas emissions attributable to the Proposed Action would be reduced but not entirely eliminated by implementing the proposed mitigation measures related to fuel efficient equipment, anti-idling policies, and a mitigation plan. The Proposed Action's remaining projected increase in greenhouse gas emissions would still **be significant and adverse** under the greenhouse gas emission intensity considerations used for the analysis

All Nine of these areas support the "No Action Alternative" for the Project. Page S-41 to S-43

Comment #17 - Required Permits Plans Actions and Approvals

Prior to the full release to begin Construction and operation activities, the following are the Minimum Requirements from this point going forward:

- Receive SEPA Draft Environmental Impact Statement Comments from Agencies, Business, Tribes, and Public
- Publish the SEPA Final Environmental Impact Statement Document
- Publish the Draft Health Impact Assessment Document for Public Comments
- Receive Health Impact Assessment Comments
- Issue Final Health Impact Assessment Document

- Issue the NEPA Draft Environmental Impact Statement Document
- Receive NEPA Draft Environmental Impact Statement Comments from Agencies, Business, Tribes, and Public
- Issue the NEPA Final Environmental Impact Statement Document

After all of this, the permits and approvals can begin the approval process.

Local
- Cowlitz County Department of Building and Planning—Shoreline Substantial Development Permit
- Cowlitz County Department of Building and Planning—Shoreline Conditional Use Permit
- Cowlitz County Department of Building and Planning—Critical Areas Permit
- Cowlitz County Department of Building and Planning—Floodplain Permit
- Cowlitz County Department of Building and Planning—Building and Site Development Permits
- Three Rivers Regional Wastewater Authority—Wastewater Discharge Permit
- City of Longview—Utility Service Permit
- Southwest Clean Air Agency—Notice of Construction

State
- Washington State Department of Ecology—Clean Water Act Section 401 Water Quality Certification
- Washington State Department of Ecology—National Pollutant Discharge Elimination System Construction Stormwater General Permit
- Washington State Department of Ecology—National Pollutant Discharge Elimination System Industrial Stormwater Permit
- Washington State Department of Ecology—Stormwater Pollution Prevention Plan
- Washington State Department of Ecology—Water Rights Permit
- Washington State Department of Ecology—Shoreline Conditional Use Permit
- Washington Department of Fish and Wildlife—Hydraulic Project Approval

Federal
- U.S. Army Corps of Engineers—Clean Water Act Section 404 Permit
- U.S. Army Corps of Engineers—Rivers and Harbors Act Section 10 Permit
- U.S. Army Corps of Engineers—Section 106 of the National Historic Preservation Act compliance
- U.S. Fish and Wildlife Service and National Marine Fisheries Service—Endangered Species Act Consultation
- National Marine Fisheries Service—Marine Mammal Protection Act

This is a long and detailed process for the largest Coal Export Terminal in North America and it should be very structured and not open for interpretation. The SEPA DEIS indicates a simple path for the proposal approvals. Page S-44

Comments on Chapter 1 Introduction

Comment #18 – The co-lead agencies invited local agencies, state agencies, federal agencies, tribes, organizations, and members of the public to comment on the scope of the SEPA and NEPA EISs during a 95-day scoping period. The scoping period began on August 16, 2013, and closed November 18, 2013. The co-lead agencies collected over 217,500 comments at in-person scoping meetings, online, and in writing.

With over twice as many comments as there are citizens in Cowlitz County, this proposal requires a very rigorous review of the DEIS and the final decision as the commenters are carefully reviewing the actions related to the EIS. Page 1-3

Comments on Chapter 2 Project Objectives, Proposed Actions, and Alternatives

Comment #19 - Applicant's objectives for the Proposed Action, which are listed below and described in the following sections.

- Enable western U.S. coal to compete in the Pacific international coal supply market.
- Diversify Washington State's trade-based economy.
- Reduce local unemployment

I have reviewed nearly 8,000 entries in the Energy Information Administration and Department of Commerce for the period 2002 through 2015 related to US Coal Exports of Steam Coal, Metallurgical Coal, and Coke.

Based on this review, I determine that western U.S. Coal is currently going to Pacific Rim Countries, and I do not see a need for additional diversification of exports from Washington State or need for an additional coal export terminal (MBTL- Longview) and recommend the "No Action Alternative".

9. USA Exports 2002 -2015 with 7,982 Load Tickets

Type	Short Tons	Revenue	Revenue per Short Ton
Steam Coal	**427,677,338**	**$ 25,886,132,667**	**$60.53**
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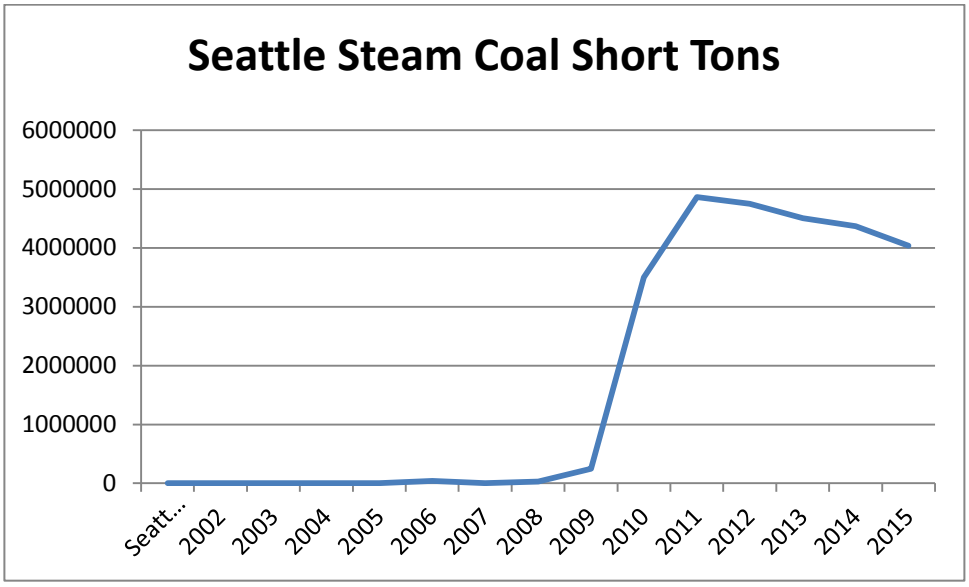
14. Seattle Washington Steam Coal Exports by Year 2002-2015



15. Pacific Ocean Port Exports to the following 41 Countries (List Only) with the numbers and Bold from the Port of Seattle Only

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Brazil	**New Zealand - 1**	Pakistan	Italy
Chile	**Australia - 20**	Saudi Arabia	Oman

Singapore - 23	France	Philippines	Sweden
Ivory Coast	Vietnam	Kazakhstan	Greece
Japan - 29	El Salvador	Mexico	Belgium
Taiwan - 15	Russia	**Netherlands -1**	South Africa
China - 25	Slovenia	Guatemala	**Brunei -9**
Hong Kong - 8	**Malaysia - 24**	Kuwait	Bolivia
Indonesia	**Canada - 54**	Libya	United Arab
Spain – 1			

16. Observations by Bill Brake

- Metallurgical Coal is Top Export from USA followed by Steam Coal
- Steam Coal is Top Export from Pacific Ocean Port Cities
- Pacific Ocean Port Cities are San Diego, Los Angeles, San Francisco, Portland, Seattle and Anchorage
- Seattle Washington is over half of Steam Coal Exports from Pacific Ocean Cities
- Pacific Ocean Ports and Seattle have significantly Lower Revenue per short Ton than the rest of the USA Coal Exports
- Seattle Export Demand has fallen 20 % from peak in 2011
- The Port of Seattle has Exported Coal to 15 Countries
- Millennium Bulk Terminal – Longview proposal at 48,500,000 Short Tons per Year is larger than any USA Port
- Washington Economy is sufficiently diversified in Coal Exports now without a new Coal terminal

Additionally the proposed 135 jobs for the new Coal Export Terminal with the total Cowlitz County Employment at 42,324 persons and 3,408 persons unemployed will not significantly change the labor statistics. This Proposed Millennium Bulk Terminal Longview LLC Project is 480 times bigger than the current Longview operation and only has 3.6 times more employees to unload the coal product, store the coal on site and load into ships. It is also 9 times bigger than the Centralia Power Plant Coal unloading, storage and conveying to the power plant burner tip. The manpower proposal for the Longview Terminal are unrealistic and need to be further evaluated.

The “No Action Alternative” is recommended for this proposal. Page 1-1

Comment #20 - The Applicant determined there is sufficient Asian market demand for U.S. low-sulfur coal to warrant the development of a coal export terminal in the western United States for shipping Powder River Basin and Uinta Basin coal to Asian markets.

The BTU Heating Value of Western Coal is 8,000 BTU/# and the Local High Sulfur Coal Currently in use in Asian Countries is 12,000 BTU/#. To provide the same amount of energy to a power plant or other industrial uses requires +50 % more volume by weight of coal.

Typical process equipment is sized between 50 and 110 % of design capacity and therefore to change to Western Coal requires significant increase (+50%) in Labor, Unloading, Stockpiling, Conveying, and Burner and Ash Disposal equipment .

Therefore any Western Coal will not be used to offset current operations and will only be used in new capital projects with sufficiently sized process equipment. Page 1-3

Comment #21 - The Proposed Action would also require constructing a trestle and two docks, with one shiploader on each dock. The trestle and docks would require 630 36-inch pilings, 610 of which would be installed below the ordinary high water mark (OHWM) of the Columbia River. Most pilings would be installed approximately 140 to 165 feet below the mudline, using vibratory pile drivers and an impact pile driver for proofing. This is not a simple or easy project and requires expert project management skills and expertise not common to the Pacific Northwest. These structures will remain in the Columbia River for centuries and are not recoverable at the end of the project life. Page 2-11

Comment #22 - The Applicant Lease Area has rail tracks in an area that is not part of the lease. Should there be a problem or liability, this is a 'finger pointing nightmare' that needs to be resolved before construction and not after operation.

A small portion of the rail loop would be constructed on two parcels currently owned by Bonneville Power Administration (BPA) (Figure 2-3). One parcel contains an access road and substation. To maintain or provide for pedestrian and vehicular access to BPA facilities, the Applicant would construct an access road between the Proposed Action access road and the BPA yard, and install a gate to the BPA yard at a location to be determined by BPA. According to the Applicant, BPA will not make a determination whether to sell or grant an easement to the Applicant until after the U.S. Army Corps of Engineers (Corps) publishes the National Environmental Policy Act Final EIS for the coal export terminal Reference to plot plan on page 2-12 of SEPA DEIS.

Comment #23 - The rail car tandem rotary dumper has a conveyor belt rated at 7,500 metric tons per hour. This times 24 hours in a day x 365 days per year yields 65.7 million metric tons per year. The Facility is designed for a 44 million metric ton per year rate and this equipment is significantly oversized or is 150 % too big. This can allow the MBTL to expand operations without adding equipment. The DEIS needs to address what is the pinch point of the operations and how is it guaranteed that the MBTL does not exceed permit guidelines. Since there is not a weight measurement, there needs to be some method to do the accounting. Page 2-14 SEPA DEIS

Comment #24 - The stockpile pads together would be able to hold approximately 1,500,000 metric tons of coal. The pads would vary in length from 2,200 to 2,500 feet and could hold from 360,000 to 400,000 metric tons each. Coal would be stacked to approximately 85 feet above the pads. That is a lot of weight equal to the Empire State Building at 365,000 Tons Weight so each stock pile is the same as one Empire State Building and the 85 feet is about a 9 story building. Just throwing a bunch of rubble to preload the soil is not the solution and detailed calculations are required to do proper planning and construction. Page 2-15

Comment #25 - Water Systems - Peak process water demand would be approximately 5,000 gallons/minute is not the average usage but has an influence on the water supply requirements for the proposal. Page 2-15

Comment #26 - As a registered professional engineer, I know a little about math.

The Millennium Bulk Terminals at Longview Coal Export Terminal Proposal will be the largest Coal Export Terminal in North America at 44 million Metric Tons per year. This proposal will receive 365,000 rail cars a year and load out 840 Marine Vessels of the Panamax and Handymax Class for Asian ports.

The Draft SEPA Environmental Impact Statement on page 2-16 states that the Panamax Vessels have a draft of 42 to 49 feet and that the main shipping channel on the Columbia River is 43 feet deep at low tide.

If my math is correct, it looks like the Panamax Vessels will drag bottom. Page 2-16

Comment #27 - Rail Transit - Unit trains would consist of 3 locomotives and 125 coal cars, with a total length of 6,844 feet is stated in the SEPA DEIS. Mountain terrain and flat terrain do not require the same horsepower as well as loaded and empty unit trains. Visual Observations in the Vancouver Rail Yard indicate that typical Coal Trains have as many as 5 locomotives and therefore the emissions, greenhouse gas, particulates, crossing wait times and other factors are in error. Page 2-23

Comment #28 - Rail Transit - In 2012, BNSF changed its train operations protocol in Washington State using directional running to enhance use of existing capacity. This strategy routes all westbound-loaded unit trains (including coal) from Pasco via the Columbia River Gorge to Vancouver, where they continue on the BNSF north-south main line to their final destination. Empty unit bulk trains north of Vancouver, including Cowlitz County, return to Pasco and to points east via Auburn and Stampede Pass.

However, the preferred rail route is not the only rail route due to maintenance, landslides, snow or other factors The Stampede Pass Route (Elevation 3,672 feet) was not in service for 12 years between 1984 and 1996 and does not have sufficient height clearance for double stacked container rail cars. Page 2-26

Comments on Chapter 3 Built Environment

Comment #29 – Land and Shoreline Use – No Action Alternative

The Columbia and Snake River System has 102 dams and a water shed area The **Columbia River** is the largest river in the Pacific Northwest region of North America.[9] The river rises in the Rocky Mountains of British Columbia, Canada. It flows northwest and then south into the US state of Washington, then turns west to form most of the border between Washington and the state of Oregon before emptying into the Pacific Ocean. The river is 1,243 miles (2,000 km) long, and its largest tributary is the Snake River. Its drainage basin is roughly the size of France and extends into seven US states and a Canadian province.

By volume, the Columbia is the fourth-largest river in the United States; it has the greatest flow of any North American river draining into the Pacific. The river's heavy flow and its relatively

steep gradient gives it tremendous potential for the generation of electricity. The 14 hydroelectric dams on the Columbia's main stem and many more on its tributaries produce more hydroelectric power than those of any other North American river

Year		Range	Number Completions	Current Age in Years	Percent
1888	to	1899	5	116 to 127	5%
1900	to	1919	16	96 to 115	16%
1920	to	1939	16	76 to 95	16%
1940	to	1959	24	56 to 75	24%
1960	to	1979	29	36 to 55	28%
1980	to	1999	7	16 to 35	7%
2000	to	2015	1	0 to 15	1%
Unknown			4	Unknown	4%
		Total	102		100%

Millennium Bulk Terminal – Coal Export Terminal DEIS

The location of the proposed MBTL Coal Export Terminal is where the Cowlitz and Columbia Rivers merge and is a historic flood plain depositing silt, sediment and trash for many thousands of years.

Flooding of the Willamette, Cowlitz and Columbia River are not uncommon events and is evident in the following Photos for the years 1894, 1948, 1964, and 1996.

Brake, William (2572)

FLOOD 1996

Brake, William (2572)

Brake, William (2572)

Brake, William (2572)

6/7/48 FLOOD WATERS
Railroad Yards vicinity of
Union Station

As can be seen the damage is significant and the potential damage for a Crude Oil Terminal at the Port of Vancouver would be even worse. These are not the 100 year, 200 year, or 500 year floods that change the course of history but are the twenty year variety that are repetitive.

There are 102 Dams on the Columbia and Snake River System and they vary from 7 to 127 years old. The typical dam used for flood control has a useful life of 60 years and many of these dam structures are older than that age. The massive hydroelectric dams are reportedly good for a 200 year life, but this is a very questionable and subjective assertion as none of the dams has reached that age. The Bonneville Dam is the last dam structure upstream of the Millennium Bulk Coal Export Terminal and is currently 78 years old.

Many scenarios can result in the lowering of the level behind a dam for inspection and repair purposes and the sudden movement of large volumes of water to the next dam down river can result in a flooding situation. The Willamette River is a wild, uncontrolled river and any change in the watershed is immediate and instantaneous.

Even with the CDID #1 Dike System, the Millennium Site is subject to the 100 year, 2oo year, and 500 year floods. It is obvious, no one is prepared for the worst case scenario and hence the “No Action Alternative “ is recommended for this project. Page 3.1-17 SEPA DEIS

Comment #30 –The existing jobs in Cowlitz County data indicates the following:

Employable People that Live in Cowlitz County	+52,341 Workers
Live in Cowlitz County and Work Outside County	-23,353 Workers
Live Outside Cowlitz County and Work in Cowlitz County	+11,233 Workers
Net Employment in Cowlitz County	=31,988 Workers

It is observed that almost half the employable people that live in Cowlitz County work outside the County. (23,353/52,341 = 44%). As An Engineer, in 35 years of work, I had only nine years that my reporting office was within 5 miles of home and the remaining 26 years my reporting location was between 10 and 400 miles away. Page 3.2-13 SEPA DEIS

Years	Home to Office	Method	Percent	Company
1970-1973	40 to 100 miles	Drive	90%	Mobil
1973-1980	20 to 140 miles	Drive	66%	Phillips
1980-1982	500 to 1,000 miles	Fly ,Motel, Drive	25%	Phillips
1982-1990	10 to 180 miles	Drive	100%	Phillips
1990-1996	90 to 400 miles	Drive, Apartment	100%	Phillips
1996-2005	5 to 150 miles	Drive, Apartment	100%	Williams
2005-2016	Retired			

The last two years of work were in Northwest New Mexico and Leave at 5:30 AM and drive 105 miles over the Continental Divide with 4 wheel drive and snow in the winter for a 7:00 AM meeting at the processing plant at 7,200 foot elevation. Work on site or within 50 miles until 5:00 PM and then drive 105 miles home arriving at 7:00 PM on a good day. When I was working 14 hour days without overtime compensation, retirement looks pretty good.

The Bottom Line is that work specialization can result in work outside the county of residence and the 135 potential new jobs at the Millennium Bulk Coal Export Terminal will not change personal habits.

Comment #31 - The proposed facility has a 360,000 gallon fire water pond. With the on-site fire pump rated at 1,500 gallons per minute, there is 240 minutes of water or 4 hours. After that time, an on-site fire is allowed to burn itself out. This is typical of process plants with 4 hour on site fire water to comply with company and insurance requirements. What is proposed if the fire continues beyond the 4 hour time period --- a river pump, interconnection to municipal systems, water tenders, or unknown? Page 3.2-23 SEPA DEIS pdf 48/147

Comment #32 – The Tax Revenue for the proposed facility is as follows:

Operation of the Proposed Action would generate property taxes, combined state and local sales and use taxes, and B&O taxes. The greatest share of state, county, and special purpose district taxes would be generated by property taxes. Operation of the Proposed Action is estimated to generate an annual average of $1.65 million in Cowlitz County revenue and a 30-year present value of $32.37 million in tax revenues. At the state level, operation of the Proposed Action is estimated to generate an annual average of $2.18 million and a 30-year present value of $41.77 million in tax revenues. County taxes are shared

with cities, allocated on the basis of population. Local taxes have historically been spent primarily on schools, roads, and emergency services, all of which have the potential for direct or indirect positive impacts on public health and safety.

I will use the one year numbers as the 30 year present value numbers are meaningless as forecasting 30 years in the future is a true unknown.

Cowlitz County **$1,650,000 Per Year Tax Revenue / 365,000 rail cars = $4.52 per Rail Car**

Washington State **$2,180,000 Per Year Tax Revenue / 365,000 rail cars = $5.97 per Rail Car**

Total Tax Revenue **$3,830,000 Per Year Tax Revenue / 365,000 rail cars = $10.49 per Rail Car**

One Rail Car is about 120 tons of coal at a market price of about $40. / ton = $4,800 so that there is a lot of middleman operations making a lot of profit and $10.49 / rail car tax revenue is not sufficient for the risk the project presents. It is recommended that the "No Action Alternative" be chosen. Page 3.2-23 SEPA DEIS pdf 48/147.

Comment #33 – The Tax Revenue Stream of $10.49 / Loaded rail car of coal does not consider that there is $0.00 Tax Revenue for the Empty rail cars returning to the mines. Also there is $0.00 Tax Revenue for the empty marine vessels travelling from Asian Ports. All the negative impacts of this proposal are still occurring with $0.00 Tax Revenue for the empties. No Action Alternative is the Only Option. Page 3.2-23 SEPA DEIS pdf 48/147.

Comment #34 – The coal dusting from the loaded rail cars is valuable asset that is not recovered. Scientific data indicates 500 pound of coal dust is lost for every rail car. With 365,000 loaded rail cars per year, this coal dust loss represents one-quarter ton per rail car and coal is marketed at $40 per ton results in $10.00 per rail car coal dust losses which is equivalent to the Tax Revenue for the State of Washington and Cowlitz County Combined. Although economics are not part of the Environmental DEIS, It makes you wonder the real benefit of the MBTL Coal Export Terminal Proposal The No Action Alternative is recommended. Page 3.2-23 SEPA DEIS pdf 48/147.

Comment #35 - The Applicant Lease Area has rail tracks in an area that is not part of the lease. Should there be a problem or liability, this is a 'finger pointing nightmare' that needs to be resolved before construction and not after operation. Page 3.2-24 SEPA DEIS pdf 49/147.

Comment #36 - A small portion of the rail loop would be constructed on two parcels currently owned by Bonneville Power Administration (BPA) (Figure 2-3). One parcel contains an access road and substation. To maintain or provide for pedestrian and vehicular access to BPA facilities, the Applicant would construct an access road between the Proposed Action access road and the BPA yard, and install a gate to the BPA yard at a location to be determined by BPA. According to the Applicant, BPA will not make a determination whether to sell or grant an easement to the Applicant until after the U.S. Army Corps of Engineers (Corps) publishes the National Environmental Policy Act Final EIS for the coal export terminal. This issue needs to be resolved for the proposed applicant or any future business with sustainable

employment and not be a political decision to be made late in the project. BPA should not be allowed to hold the "Trump Card" for any proposal on the former Reynolds Site. . Page 3.2-24 SEPA DEIS pdf 49/147.

Comment #37 - Proposed Action-related trains would increase rail traffic-related noise levels in Archie Anderson Park, along the Highlands Trail, and in Gerhart Gardens Park, all of which are located within 1,000 feet of the Reynolds Lead or BNSF Spur. The No Action Alternative is recommended. Page 3.2-26 SEPA DEIS pdf 51/147.

Comment #38 – According to the SEPA DEIS there are 242 Low Income Residences impacted by the noise levels in and the proposed Coal Export Terminal. Not only will the value of these residences decline due to the noise, it has cumulative impacts that impact those financially last able to move to other areas. How would you feel if this is impacting your residence? The No Action Alternative is recommended. Page 3.2-27 SEPA DEIS pdf 52/147.

Comment #39 - The applicant is proposing to work with the neighborhood to create a "Quiet Zone" on the railroad leading to the Coal Export Terminal. This "Quiet Zone" Only prohibits Train Horns by double gates at grade crossings and extra visibility items. It does not quiet the locomotive engines and the general rumble of the rail cars. Also the expense of a "Quiet Zone" can be anywhere from $10,000 to $100,000 and is not paid by the Rail line but by neighborhood associations or taxpayer money. Page 3.2-30 SEPA DEIS pdf 55/147.

Comment #40 – The rail transportation corridor passes through seven known archaeological districts. The Plymouth District, Sk'in Village Cultural District, and Vancouver Lakes Archaeological District contain precontact and historic components. The Crow Butte Island District, Columbia Hills Archaeological District, Miller Island District, and Wishram Indian Village Site all contain precontact features and sites. The highest concentration of previously recorded archaeological resources along the Columbia River are situated near the Celilo Falls area at the confluence with the Deschutes River, The Dalles, and Portland Basin.

The rail Transportation Corridor has rich and many undiscovered areas that need to be preservered for future generations that hopefully will appreciate more the historical significance of the archeological districts. The current generations have not taken care of "Mother Earth". Page 3.4-13 SEPA DEIS pdf 96/147.

Comment #41 - The corps also carried out a marathon dredging effort that began right after the eruption and continued through the early 1980s. The dredging removed enough material from the Toutle, Cowlitz and Columbia rivers to build a 12-lane highway from New York City to San Francisco, according to the U.S. Geological Survey. From the Seattle Times May 17, 2015 Hal Bernton Reporter.

Due to the eruption of Mount St Helens on May 18, 1980, the taxpayers are paying for the dredging operations on the Columbia, Toutle and Cowlitz Rivers to allow the passage of freight on marine vessels and for flood control purposes. Now the channel is dredged every three years and the frequency in part is based on the amount of river traffic. This is a never ending cycle and the No Action Alternative is recommended for the Coal Export Terminal. General Comment no reference page number.

Comment #42 - - Cowlitz Tribal Rights
Final Determination to Acknowledge the Cowlitz Indian Tribe (2000)

Notice given that the Cowlitz Indian Tribe exists as an Indian tribe within the meaning of Federal Law – i.e., a Federally recognized Indian tribe (Final Determination, Federal Register Notice, 2000.02.18, 65 FR 8436-8438)

The Cowlitz Indians have been federally recognized for the past 16 years and have superior rights for traditional and accustomed fishing and gathering in the Columbia River Basins. Their approval or denial of the proposal is considered critical to the long term maintenance of the Cowlitz Indian Tribes relations. Page 3.5-2 SEPA DEIS pdf 104/147.

Comment #43 – The Table 3.5-2 for the Annual Catch of Salmon, Steelhead, and White Sturgeon in Treaty Commercial, Ceremonial, and Subsistence Fisheries in Zone 6 of the Columbia River only has data for the period 2000 through 2009. Since this is 2016, this data is 8 years old at best. It is requested the data be updated to at least 2015 to better understand the tribal fishing success rates. It is also interesting that no data is collected downstream of Bonneville Dam and the proposed Coal Export Terminal Site is some 83 miles away. Page 3.5-8 SEPA DEIS pdf 110/147.

Comment #44 - A draft cleanup action plan and draft consent decree was released in 2016 for a 60-day public comment period (Washington State Department of Ecology 2016). The comment period ended March 18, 2016. A responsiveness summary will be prepared to address public comments and then the reports will be finalized. Likely remedial technologies will include a combination of, but not necessarily all of, the following: removal, consolidation, capping, groundwater treatment, and monitored natural attenuation treatments. Property owner Northwest Alloys, Inc. (a subsidiary of Alcoa, Inc.) and the Applicant are legally responsible for the cleanup, including paying for and performing the work.

It is amazing and sad that draft clean up action planed and draft consent decree was released for public comments in March 2016 which is as long as 25 years since the first facilities were decommissioned at the site. It makes it even more important that the Millennium Bulk Terminals – Longview Coal Export Terminal Longview have a full and detailed decommissioning and clean up plan or it will be "millenniums" until the clean up is complete. Page 3.6-11 SEPA DEIS pdf 130/147.

Comment #45 - Construction of additional conveyors, buffer bins, and transfer towers, including 26,200 linear feet of conveyors, of which 17,900 linear feet would be open conveyors and 8,300 linear feet would be enclosed This is a massive project with nearly 5 miles of conveyors at full build out and 2/3 of the conveyors are open construction. The No Action Alternative is recommended as the risks from long term damages is greater than the miniscule rewards. . Page 3.6-12 SEPA DEIS pdf 131/147.

Comment #46 – The US DOE BPA Longview Substation and McCalls Trucking are adjacent to the proposed MBTL – Longview site and are 33 feet and 127 feet distance away. Both sites are ranked High Risk Class and are awaiting cleanup. This needs to be addressed now as all that is being made is a "Toxic Stew" for clean up by the public taxpayers money generations in the future. This is a reason for the "No Action Alternative". Page 3.6-14 SEPA DEIS pdf 133/147

Comments on Chapter 4 – Natural Environment

Comment #47 – The Water Table in the area is between 3 and 20 feet below grade. Additionally the potential for earthquake with significant damage potential exists with settling between 7 and 16 inches in the area. These factors indicate the existing soil does not have sufficient strength to hold the weight of this proposed project. Significant weakness exists and the No Action Alternative is recommended Page 4.1.9 SEPA DEIS pdf 15/219

Comment # 48 – The Columbia River below Bonneville Dam is considered a wild and uncontrolled river with many rivers, creeks, waterfalls, and streams making a direct connection to the Columbia River. The Columbia River has 17 major tributaries and the Willamette has 14 major tributaries and both systems have numerous lesser connections. Combined there are 67 supply inputs below Bonneville Dam and make this a very wild and dynamic river system. The SPEA DEIS fails to mention this fact and that the river is a wild river system with flood and hydroelectric power dams below Bonneville only of a limited number. Page 4.2.7 SEPA DEIS pdf 30/219

- Wallacut River (Washington)
- Chinook River (Washington)
- Skipanon River (Oregon)
- Lewis and Clark River (Oregon)
- Youngs River (Oregon)
    - Wallooskee River (Oregon)
    - Klaskanine River (Oregon)
- Elochoman River (Washington)
- Clatskanie River (Oregon)
- Grays River (Washington)
- Cowlitz River (Washington)
    - Coweeman River (Washington)
    - Toutle River (Washington)
    - Mayfield Dam and Lake Mayfield (Washington)
    - Tilton River (Washington)
    - Mossyrock Dam and Riffe Lake (Washington)
    - Cowlitz Falls Dam and Lake Scanewa (Washington)
    - Cispus River (Washington)
    - Muddy Fork (Washington)
    - Clear Fork (Washington)
        - Ohanapecosh River (Washington)
- Kalama River (Washington)
- Lewis River (Washington)
    - Merwin Dam and Lake Merwin (Washington)
    - Yale Dam and Yale Lake (Washington)
    - Swift Dam and Swift Reservoir (Washington)
- Lake River (Washington)
- **Willamette River** (Oregon; see below for sub-tributaries)
- Washougal River (Washington)
- Sandy River (Oregon)
    - Salmon River (Oregon)

    - Zigzag River (Oregon)
- Bonneville Dam and Lake Bonneville (Washington, Oregon

Comment #49 - CDID #1 operates the slough, ditch, and drain system several feet lower than the flow elevation of the Columbia River throughout the year. This strategy provides necessary storm storage capacity and allows the pump system to maximize the flood control potential of the levee interior drainage. The combined capacity of the seven CDID #1 pump stations (a total of 19 pump 700,000 gallons per minute. These pump stations are instrumental for removing storm water and preventing local and area-wide flooding. The need for this pumping capacity is apparent when considering that 1 inch of rainfall on the 16,000-acre watershed is equivalent to 434 million gallor water. Removal of 4.8 inches of rain deposited in a 1986 storm required 54 hours of continuous pumping.
There has been many times since 1986 that large single event rains are greater than 4.8 inches. The past 30 year data needs to be fact checked for additional high flow events. Page 4.2.12 SEPA DEIS pdf 35/219

Comment #50 - It is anticipated that approximately 1,200 gpm during the wet season and approximately 2,000 gpm during the dry season (approximately 2,034 AFY) would be required on average for dust suppression. With all the concerns on coal dust on the rail lines and on the facility site this proves that "Coal Dust " is a problem. The 2,000 gpm is equal to 2,880,000 gpd and is a significant amount of water that demonstrates "Mission Control – We Have a Problem". Page 4.4.20 SEPA DEIS pdf 81/219

Comment #51 – Water temperatures in the lower Columbia are generally warmest in August, when daily mean water temperatures often exceed 20 degrees Celsius (^{o}C). In general, dissolved oxygen saturation is relatively high and turbidity is relatively low. Data collected on September 11, 2015, at **river mile 53 located near the Beaver Army Terminal indicated an oxygen saturation of 85.5% (9.17 mg/l), temperature of 20.03^{o}C,** and turbidity of 1.61 nephelometric turbidity units (NTU). For contrast, data collected just **below the Bonneville Dam at river mile 145 indicated an oxygen saturation of 97.9% (10.5 milligrams per liter), temperature of 20.07^{o}C,** and turbidity of 2.27 NTUs (Center for Coastal Margin Observation & Prediction 2015).

Water temperature is an important parameter for assessing baseline water quality. The Columbia River is impounded at many locations. These impoundments contribute to elevated water temperature by ponding water and increasing exposure to solar radiation. Although EPA and the Lower Columbia Estuary Partnership did not rate the Columbia River Estuary regarding water temperature, because water temperature affects the water's capacity for dissolved oxygen, **if dissolved oxygen levels are considered good, water temperatures are also fairly good.**

The SEPA DEIS does not adequately explain the relationship between oxygen saturation and dissolved oxygen levels. The difference in the Oxygen Saturation between river mile 53 @ 85.5% and river mile 146 @ 97.9 % does not explain the die off of salmon in the summer of 2015 – Was the die off from hot water, oxygen saturation or dissolved oxygen. Please explain more. Page 4.5.10,11 SEPA DEIS pdf 94,95/219

Comment #52 - Rail cars carrying coal would have to be treated with topping agents or surfactants to the surface of loaded coal to control dust. These agents generally comprise glue (polyvinyl acetate), alkyl alcohol, guar gum, or vegetable oils mixed with water.

There have been additional reports of “Mag Water” Magnesium chloride being used as a coal dust suppression agent as it is widely used for dust suppression on roads. One person advised me that 2 inches of paraffin was placed on top of the coal rail cars to control dust. At this point in the DEIS, a definitive “Dusting Agent” needs to be disclosed and not a general shopping list of possibilities. Page 4.5.26 SEPA DEIS pdf 110/219

Comment #53 - There is no discussion on the possibility of a coal fire from a derailed loaded rail car or the ignition temperature to ignite or combust. A scenario with a diesel spill and ignition of the spilled fuel is not discussed if the coal will burn and create a wildland fire. With much of the rail route inaccessible by road, the only means to get to a wild fire on the rail line is by the BNSF Equipment that can drive on the rails. More information is needed. Page 4.6-25 SEPA DEIS pdf 141/219

Comment #54 - MM CDUST-3. Reduce Coal Dust Emissions from Rail Cars.
To address coal dust emissions, the Applicant will not receive coal trains unless surfactant has been applied at the BNSF Railway Company (BNSF) surfactant facility in Pasco, Washington for BNSF trains traveling through Pasco. The Pasco Location is 260 miles from the Longview Terminal. The DEIS does not mention if Surfactants are added at the Source at the western coal mines or how many miles the surfactant is reapplied. Since this only applies to Washington State, this is new information, but does not tell the entire story.

Comment #55 - For example, the highest occurrence of stranding occurred at Barlow Point, where 53% of the observed passages resulted in stranding. Stranding occurred less frequently at Sauvie Island (37% of the observed passages resulted in stranding) and County Line Park (15% of observed passages resulted in stranding) (Person et al. 2006). The Proposed Action would add 840 vessel transits to the Columbia River at full build-out, which would introduce additional permanent risk of fish stranding in the Columbia River. With Fish Stranding so important, the No Action Alternative is recommended for this project. Page 4.7.19 SEPA DEIS pdf 162/219

Comment #56 – The Salmon in the Cowlitz River is a sight worth sharing. The photograph was sent to me and it is not my photo however is another reason that the No Action Alternative is recommended for this project. Page 4.7.19 SEPA DEIS pdf 162/219

Comment #57 Seals (Pinnipeds) on Dock at Ranier Oregon

Harassment of pinnipeds can occur between 178 feet and 5.4 miles from the noise source without attenuation, depending on the method of pile-driving. Page 4.8.7 SEPA DEIS pdf 187/219

Comments on Operations – Chapter 5

Comment #58 –It is interesting but also confusing that the rail weight calculations are in US Short Tons and not the Metric Tons as is discussed throughout all the remainder of the SEPA DEIS. Since this is a US Based proposal all calculations should have been done in US Engineering Units and not Metric Units and especially not a mix of both. Page 5.1-4 SEPA DEIS pdf 10/243

Comment #59 – In 2012, BNSF changed its train operations protocol to enhance use of existing capacity using directional running. This strategy routes **all** westbound-loaded unit trains (including coal) from Pasco via the Columbia River Gorge to Vancouver, where they continue on the BNSF north-south main line to their final destination. Empty unit bulk trains from north of Vancouver, including Cowlitz County, return to Pasco and to points east via Stampede Pass.

The Stampede Pass Tunnel is height limited to single height rail cars and does not allow double stacked Containers. To State **all** is in error. Page 5.1-6 SEPA DEIS pdf 12/243

Comment #60 - Between Longview Junction and the project area there are five public and three private at-grade road crossings. The Longview Municipal Code 11.40.080 (Railroad Trains Not to Block Streets – Prohibits trains from using and street or highway for a period of time longer than five minutes, except trains or cars in motion other than those engaged in switching activities. It appears with 16 trains at a length of 6,844 feet each there is a STRONG PROBABLY that the Trains will exceed the 5 minute Municipal Code. The City of Longview can make more money from Citations than it ever will make off coal. Alternately, how many new $85 Million Dollar overpasses will be required. This confirms that the No Action Alternative is recommended. Page 5.1-8 SEPA DEIS pdf 14/243

Comment #61 – The Pasco to Spokane Segment is currently in 2015 39/37 or 105 %. This indicates the system is “Bottlenecked” and needs major capital commitments prior to the consideration of 16 additional Full and empty Coal Trains. Additionally, the Spokane to Idaho segment is currently in 2015 70/76 or 92 %. Lastly, the Pasco to Vancouver Segment is currently in 2015 36/40 or 90 % . Here are three reasons to stop the DEIS Now and recommend the No action Alternative. Page 5.1-12 SEPA DEIS pdf 18/243

Comment #62 – The situation only gets worse in 2028 which is 12 years from now with Idaho to Spokane at 160 %, Spokane to Pasco at 189 %, Pasco to Vancouver at 136 % , and Longview to Auburn at 101% Capacity. With no guarantees of Capital Investment, This project has no path except No Action Alternative. Page 5.1-19 SEPA DEIS pdf 25/243.

Comment #63 – The No Action Alternative Rail Map Indicates the Rail System is overloaded in 2028 without the Millennium Bulk Terminal s Longview Coal Export Terminal being built and operated. The Rail System is not designed to handle the volumes and weights of goods currently being transported by Unit Trains. The 1,200 miles from the coal mines to the export terminal have 3,000 rail cross ties per mile and 24,000 rail spikes per mile. The total system has 3.6 million cross ties and 28.8 million rail spikes. The rail system is like many of the other transportation infrastructure and not able to respond to aging and obsolete equipment and maintenance even if money was not an issue. Page 5.1-22 SEPA DEIS pdf 28/243.

Comment #64 - **FRA data (2012–2014).** Accident rates were compiled from FRA data for 2012 to 2014.[3] Published literature was also used to identify derailment rates by track class.[4] Historically,

accident rates (accidents per train mile) do not change dramatically from one year to the next, but generally trend downward over time because of improved control systems, communications, and inspection practices. The analysis used 3-year data to account for year-to-year variations. Typically, year-to-year accident rates are more consistent than year-to-year traffic volumes on any specific route, which may vary substantially as demands change.

Data from FRA for the states and counties from the Bakken Oil Fields to Vancouver Washington related to the Tesoro Savage Crude Oil terminal are similar for the Coal from the Powder River Basin to Longview Washington. The data indicates the accidents do not decrease over time , but increase and are worse with the higher volume of traffic on the rail roads in the pacific northwest. Page 5.2-3 SPEA DEIS pdf 33/243

Data from the PHMSA Data Base is as follows

Ten Year 2005 -2014	**Total**	**Train**	**Highway**	**Other**	**Fatalities**
WASHINGTON	688	177	78	435	170
IDAHO	191	29	51	111	34
MONTANA	585	97	49	436	51
NORTH DAKOTA	72	9	14	49	49
TOTAL	**1536**	**312**	**192**	**1031**	**304**

It is shocking and very surprising that 304 fatalities occurred in the ten year period 2005-2014 for the crude oil rail route from Williston North Dakota to Vancouver Washington. This data is only for the counties on the most direct rail route and is not inclusive of the entire states.

There are 7 Counties in Washington, 3 Counties in Idaho, 9 Counties in Montana and 1 County in North Dakota for a total of 20 counties and approximately 1,200 miles

This data is readily available and it should have been included and analyzed in the Tesoro Savage DEIS.

A basic principle of management is “Measureable Results” and this data details there are major problems in the rail system and problems are not addressed in a timely basis like simple fencing of rail yards and better visibility at grade crossings.

Details for the 7 counties in the State of Washington are as follows:

WASHINGTON	Clark			
Year	**Total**	**Train**	**Highway**	**Other**
2015	1	0	0	1
2014	18	3	1	14
2013	11	3	0	8
2012	8	0	1	7
2011	18	4	3	11
2010	20	4	2	14
2009	25	3	2	20
2008	17	5	3	9

2007	17	4	2	11
2006	9	3	1	5
2005	18	3	4	11

Skamania

Year				
2015	0	0	0	0
2014	1	0	0	1
2013	0	0	0	0
2012	0	0	0	0
2011	0	0	0	0
2010	3	1	0	2
2009	2	0	0	2
2008	1	0	1	0
2007	3	0	1	2
2006	0	0	0	0
2005	2	1	1	0

Klickitat

Year				
2015	0	0	0	0
2014	2	0	0	2
2013	4	0	0	4
2012	4	1	0	3
2011	4	1	0	3
2010	3	2	1	0
2009	3	1	0	2
2008	1	0	0	1
2007	7	2	1	4
2006	8	1	1	6
2005	4	0	0	4
	40	8	3	29

Benton

Year				
2015	0	0	0	0
2014	6	1	1	4
2013	5	0	0	5
2012	2	0	1	1
2011	6	0	2	4
2010	5	0	2	3
2009	7	0	0	7
2008	4	0	1	3
2007	6	2	1	3

2006	5	0	1	4
2005	6	2	2	2
	52	5	11	36

Franklin

Year				
2015	3	2	0	1
2014	4	1	0	3
2013	9	2	1	6
2012	8	4	1	3
2011	15	6	1	8
2010	22	8	3	11
2009	17	6	0	11
2008	21	11	0	10
2007	20	11	0	9
2006	20	8	1	11
2005	21	9	1	11
	157	66	8	83

Adams

Year				
2015	0	0	0	0
2014	3	0	1	2
2013	0	0	0	0
2012	3	0	1	2
2011	1	0	0	1
2010	3	0	2	1
2009	2	0	1	1
2008	3	1	0	2
2007	3	0	1	2
2006	2	0	1	1
2005	6	1	1	4
	26	2	8	16

Spokane

Year				
2015	2	0	1	1
2014	16	6	2	8
2013	22	8	4	10
2012	16	1	0	15
2011	16	4	3	9
2010	23	5	1	17
2009	29	4	3	22
2008	28	6	5	17
2007	24	5	3	16
2006	28	8	2	18

2005	40	15	3	22
	242	62	26	154

Details for the 3 counties in the State of Idaho

IDAHO Kootenai

Year	Total	Train	Highway	Other
2015	0	0	0	0
2014	5	2	2	1
2013	11	0	3	8
2012	7	0	3	4
2011	7	1	0	6
2010	8	0	2	6
2009	11	2	2	7
2008	11	0	3	8
2007	14	0	8	6
2006	12	1	5	6
2005	19	3	4	12

Bonner

Year				
2015	0	0	0	0
2014	6	1	0	5
2013	5	0	3	2
2012	8	3	1	4
2011	3	0	1	2
2010	2	0	0	2
2009	6	1	2	3
2008	9	2	1	6
2007	4	0	1	3
2006	9	3	2	4
2005	4	2	0	2

Boundary

Year				
2015	0	0	0	0
2014	5	2	2	1
2013	2	1	1	0
2012	2	0	0	2
2011	5	0	3	2
2010	1	0	0	1
2009	4	1	1	2

2008	2	1	0	1
2007	2	1	0	1
2006	3	0	0	3
2005	4	2	1	1
	191	29	51	111

Details for the 9 counties in the State of Montana

MONTANA	Lincoln			
Year	Total	Train	Highway	Other
2015	0	0	0	0
2014	6	0	2	4
2013	0	0	0	0
2012	7	0	0	7
2011	6	2	0	4
2010	7	2	0	5
2009	3	0	0	3
2008	5	1	1	3
2007	2	0	0	2
2006	2	1	0	1
2005	7	0	2	5

	Flathead			
Year				
2015	0	0	0	0
2014	5	2	0	3
2013	9	1	0	8
2012	8	0	0	8
2011	18	5	1	12
2010	17	0	0	17
2009	18	4	3	13

2008	22	4	1	17
2007	20	1	2	17
2006	10	2	0	8
2005	14	4	1	9

Glacier

Year				
2015	0	0	0	0
2014	1	0	0	1
2013	4	0	0	4
2012	4	0	1	3
2011	3	1	0	2
2010	7	1	1	5
2009	5	1	0	4
2008	5	2	1	2
2007	2	1	1	0
2006	4	2	0	2
2005	5	0	1	4
	226	37	18	173

Toole

Year				
2015	0	0	0	0
2014	4	0	1	3
2013	5	2	0	3
2012	8	2	0	6
2011	9	1	0	8
2010	8	2	0	6
2009	9	0	0	9
2008	15	5	0	10
2007	6	0	1	5
2006	7	2	0	5
2005	3	1	0	2

Liberty

Year				
2015	0	0	0	0
2014	0	0	0	0
2013	0	0	0	0
2012	1	0	1	0
2011	0	0	0	0
2010	0	0	0	0
2009	1	0	0	1
2008	3	1	0	2

2007	0	0	0	0
2006	1	0	0	1
2005	2	1	1	0

Hill

Year				
2015	1	0	0	1
2014	11	1	2	8
2013	11	3	0	8
2012	7	0	0	7
2011	13	2	0	11
2010	22	3	2	11
2009	18	1	1	16
2008	18	3	0	15
2007	18	2	0	16
2006	10	3	1	6
2005	9	1	0	8

Blaine

Year				
2015	0	0	0	0
2014	2	0	0	2
2013	1	0	0	1
2012	0	0	0	0
2011	0	0	0	0
2010	2	0	1	1
2009	2	0	1	1
2008	0	0	0	0
2007	3	0	1	2
2006	0	0	0	0
2005	0	0	0	0

Phillips

Year				
2015	0	0	0	0
2014	2	1	0	1
2013	2	1	0	1
2012	2	1	0	1
2011	6	1	2	3
2010	4	0	1	3
2009	2	0	0	2
2008	2	0	0	2
2007	3	0	1	2

2006	2	0	0	2
2005	0	0	0	0

Valley

Year

2015	0	0	0	0
2014	0	0	0	0
2013	3	0	0	3
2012	5	1	0	4
2011	9	3	0	6
2010	4	0	0	4
2009	5	0	0	5
2008	4	0	0	4
2007	5	0	0	5
2006	3	0	0	3
2005	2	0	1	1

Roosevelt

Year

2015	1	0	0	1
2014	7	2	1	4
2013	8	1	2	5
2012	7	1	2	4
2011	8	2	4	2
2010	9	4	1	4
2009	7	1	2	4
2008	3	0	0	3
2007	5	2	1	2
2006	6	0	0	6
2005	5	3	0	2

361	60	31	264

Details for the 1 county in the State of North Dakota

NORTH DAKOTA Williams

Year

2015	0	0	0	0
2014	19	2	3	14
2013	7	0	1	6
2012	7	0	3	4
2011	9	1	2	6

2010	9	2	2	5
2009	5	1	1	3
2008	7	2	1	4
2007	2	0	0	2
2006	4	1	0	3
2005	3	0	1	2

End of Comment #64 from 5.2-3 SEPA DEIS pdf 33/243

Comment #65 – Figure 5.3.6 Statewide Crossings Study on page 5.3-23 or page 63/243 is grossly inadequate and covers 44 rail crossings and omits many of the counties and cities of Washington State and is only part of the study area. Any and all analysis based on this data does not represent the status of the rail system related to the MBTL-Longview Coal Export Terminal and needs to be done more thoroughly prior to the final EIS Report. Page 5.3-23 SEPA DEIS pdf 63/243

Comment #66 – The existing port activity lacks meaningful data to move forward with the SEPA DEIS. The following is from this section:

Port of Call	**Number of Vessels – Some 2014 and Some 2015**
Astoria	230
Westward	Unknown
Longview	222
Kalama	205
Portland – See Note	352
Vancouver	450
Total	1,459 + Unknown
NOTE: Portland lost 161 Vessel when both container ship companies moved out in 2015	

More information for the most recent year 2015 and also historical for the past 5 years is the expectation in the report. This data is linked to allusions, collisions, stranding, spills, emissions, and other data. Based on this incomplete data, the No Action Alternative is recommended. Page 5.4-18 SEPA DEIS pdf 101/243

Comment #67 - Vessel size is a significant factor in transit planning. The River Pilots typically place just one pilot on each vessel, but in some circumstances, including vessels with a beam greater than 140 feet, two pilots are assigned. The type of cargo should have an influence on the number of river pilots besides the beam width. There are many types of cargo and weather conditions that would require more eyes. Page 5.4-23 SEPA DEIS pdf 105/243

Comment #68 - The list of types of vessels on the Columbia River do not document the United States Navy and “Fleet Week” in Portland Oregon related to the Rose Festival the second week in June from Wednesday through the following Monday. These are large ships that impact all other river traffic. Page 5.4-29 SEPA DEIS pdf 112/243

Comment #69 - A total of 151 incidents on the river for the period 2001 to 2014 does not speak very well for the numerous precautions, regulations and skills. With 3,600 transits annually or 50,400 for the 14 year period, the incident rate will only get worse with an additional 840 ships or 1,680 Transits Annually. Extrapolation could assume an additional 5 incidents a year related to the Millennium Bulk Terminals Longview Coal Export Terminal and this is unacceptable. Page 5.4-30 SEPA DEIS pdf 113/243

Comment #70 – It is just sloppy to show the Panamax and Handymax vessel sizes in meters and not in feet as in the rest of the report. This is confusing to many readers and inconsistent use of units of measure. Page 5.4-36 SEPA DEIS pdf 119/243

Comment #71 - **MM VS-2. Notify if Bunkering at Docks Occurs.** The risk of an oil spill at Docks 2 and 3 would primarily be during bunkering (refueling) operations. The Applicant has committed to no bunkering at Docks 2 and 3. If this changes and bunkering is proposed at Docks 2 and 3, the Applicant will notify Cowlitz County and Ecology who will determine if additional environmental review is required before bunkering operations are conducted. An enforceable Penalty or Bond of $1,000,000 for the first time violation of the No Bunkering Rule would make this more effective. To make a recommendation only without enforcement allows operators to abuse the regulations as the Port Westward Crude oil Transit Terminal where volumes were significantly over the permitted. A $1,000,000 penalty would be a wake up call in at least the Corporate Boardrooms. Page 5.4-47 SEPA DEIS pdf 130/243

Comment #72 – All the technical data on Noise does not reflect what the individual residents hear. I live 2,590 feet from the BNSF Tracks in a residential community of Felida and approximately 2,800 feet from the Columbia Shipping Channel and I hear the Rail noise of the trains and the horns at a nearby at grade crossing. Additionally I hear the Fog Horns on the River. If I can hear and be disturbed by the noise, then any and all residents closer are also impacted and not the numerical modeling data.
Page 5.5-27 SEPA DEIS pdf 157/243

Comment #73 -
Locomotives
The impact analysis approach for rail operations used EPA-projected emissions factors for line-haul locomotives, which are based on projected changes in locomotive fleet over the next 30 years (U.S. Environmental Protection Agency 2009). These emissions were based on locomotive engine load and associated fuel consumption during transport to and from the coal export terminal, the unloading of coal from train cars, as well as the total annual coal throughput. It was assumed that all locomotives would use ultra-low-sulfur diesel (15 parts per million [ppm] sulfur).
Vessel
The impact analysis approach for vessel operations assumed that each vessel receiving coal would need three tugs to maneuver the ship, and would require 3 hours total time to assist with docking and departing operations. Further, it was estimated that an average of 13 hours would be needed to load each vessel with coal, and during this period of time, the vessel would be using auxiliary engines. To comply with International Maritime Organization 2016 Emission Control Areas for North America, all vessels were assumed to use the maximum allowed sulfur content marine distillate fuel of 0.1% (1,000 ppm). It was also assumed that all tugboats would use ultra-low-sulfur diesel (15 ppm sulfur).

The locomotive industry regulations have 5 tiers of NOX emissions and are not required to use ultra low emission diesel. Similar the marine vessels can be using the #6 Bunker Oil or “Bottom of the Barrel” and not adhere to marine distillate guidelines. This section needs to be fact checked. Page 5.6-7 SEPA DEIS pdf 169/243

Comment #74 – Coal dust is a form of particulate matter1 and can affect air quality. Coal loaded onto trains consists of pieces and particles of differing size, including small particles, or dust. The vibration of the train during transit can break larger pieces of coal into smaller particles, creating more dust. Wind and air moving over the train may cause coal dust to blow off the rail cars, disperse, and settle onto the ground or other surfaces. Coal dust can also be created from the movement and transfer of coal at an industrial facility. The deposition of coal dust can be a nuisance and affect the aesthetics, look, or cleanliness of surfaces. This is the heart of the opposition to the MBTL-Longview Coal Export Terminal and is sufficient reason to consider the No Action Alternative for the Project. . Page 5.7 -1 SEPA DEIS pdf 184/243

Comment #75 –Coal dust toppers - For more information, see http://www.bnsf.com/customers/what-can-i-ship/coal/include/dust-toppers.xls

APPENDIX B
Acceptable Topper Agent and Application Rates

Topper Agents (1)	Concentration Rate per Railcar (2)	Total Solution Applied per Railcar (3)
Nalco Dustbind Plus	2.0 gal	20 gal
Midwest SoilSement	1.25 gal	18.75 gal
AKJ CTS-100 (4)	1.36 gal	15 gal
AKJ DustLock (5)	1.14 gal	12.5 gal
Rantech Capture 3000	2.5 lbs	20 gal
MinTech MinTopper S+0150	1.1 gal	20 gal

Nalco DustBind Plus Technology Makes Short List of Approved Over-the-Rail Topper Agents to Diminish Coal Dust in the Powder River Basin

Nalco announced it has been approved by BNSF Railway as a supplier of car top binding agents (a.k.a. “topper”) to reduce coal dust releases.

Effective Oct. 1, 2011, BNSF has implemented a requirement for coal shippers in the Powder River Basin of Wyoming and Montana to reduce the loss of in-transit coal dust by at least 85 percent as compared to coal cars that have had no remediation measures. After an extensive seven-month testing period by BNSF that involved more than 1600 trains under real-world operating conditions, Nalco DustBind Plus Technology proved it can meet this dust mitigation requirement and is one of only three products included as a topper agent on the BNSF-accepted list.

DustBind Plus technology is a patent-pending, VOC-free, car topper agent with a freeze point of -20°F (-29°C). This is an advantage over other toppers that typically have a freeze point of 32°F (0°C) due to their high water content. The DustBind Plus agent forms a flexible, yet durable crust on the coal or mineral surface, providing dust control even as the material settles during transit.

Nalco formed the Global Mining and Mineral Processing Group in 1978, focused on the coal industry with dedicated sales, service, marketing and research teams. Nalco first provided solids

handling and dust mitigation in the Powder River Basin in 1983, expanding significantly over the years.
Nalco has a local presence in the Powder River Basin as well. DustBind Plus technology is manufactured at the Nalco facility in Casper, WY. Nalco Fab-Tech LLC, also in Casper, WY, custom designs and builds site-specific, robust equipment and systems for heavy industry. Fab-Tech systems are designed to ensure that DustBind Plus technology is properly applied and that the "topper" dust control program will be successful

This information does not identify what is in the dust topper agent or the distance needed for reapplication. With a $26 Million Dollar Surfactant Application Facility in Pasco Washington, It is not known of reapplication is required and how often. More information is needed as this is only the fraction of what is really needed. Page 5.7 -3 SEPA DEIS pdf 186/243

Comment #76 -

Table 5.7-2. Coal Dust Total Suspended Particulates Emissions Rates at Maximum Throughput Operation	**Annual Average TSP Emissions Rate (tons per year)**
Coal pile wind erosion	1.08
Coal pile development and removal	2.62
Ship transfer and conveyors	5.25
Train unloading	0.91
Total	**9.86**

Notes:
TSP = total suspended particulates

The Scoping Comment Period at the Clark County Fairgrounds had a Millennium Worker make a 2 minute testimony in coveralls and hard hat showing that this is not clean operations based on his clothing. He recommended that this terminal not be built. He indicated this was from one half mile conveyer and is typical of the hazards that workers see every day. Recommend the No Action Alternative Page 5.7 -5 SEPA DEIS pdf 188/243

Comment #77 - In 2012, Washington State was responsible for contributing 92.0 million metric tons of CO2e. Of that 2012 total for Washington State, 42.5 million metric tons of CO2e (46.2%) are attributable to the transportation sector, and 12.1 million metric tons of CO2e (13.2%) are attributable to coal combustion in the electricity sector (Washington State Department of Ecology 2016).

One metric ton of CO_2 is released to the atmosphere for every 103 gallons of gasoline used. Using a car that gets 25 miles to the gallon, that's just a bit more than 2,500 miles—about two months of driving for many Americans This implies that 6 metric tons CO2e is 15,000 miles driving

The entire state of Washington is equivalent to 2.3 E11 Miles per Year or with the distance of the earth to the moon at 238,900 miles this total Washington State CO2e at 92 MM Metric Tons per year is equal

to 962,745 one way trips to the moon. The No Action Alternative is recommended for this project. Page 5.8-8 SEPA DEIS pdf 219/243

Comment #78 The net annual emissions from the Proposed Action under the preferred 2015 Energy Policy scenario in 2028 would be 3.2 million metric tons of CO2e (Table 5.8-8). This is equivalent to adding about 672,100 passenger cars on the road each year (U.S. Environmental Protection Agency 2015b). The No Action Alternative is recommended as this is contributing to Green House Gas. Page 5.8-19 SEPA DEIS pdf 229/243

Comment #79 - Proposed Action-related Panamax ships would berth at two docks (Docks 2 and 3) to receive coal shipments. Panamax ships are midsized cargo ships, the largest that could fit through the Panama Canal prior to expansion. They have a capacity of 60,000- to 100,000-deadweight tonnage and require a draft of 42 to 49 feet. The depth of the Columbia River at the project area varies by season. If precipitation from snow and rain cause Columbia River water levels to decline, shipping could be restricted or more dredging could be required more frequently. Another reason to recommend the No Action Alternative. Page 5.8-31 SEPA DEIS pdf 241/243

Comments on Chapter 6 – Cumulative Impacts

Comment #80 –

Table 6-1. Resources Potentially Contributing to Cumulative Impacts Section	**Environmental Resource Area**	**Adverse Impacts Resulting from Proposed Action?**	**Potential for Cum Impacts?**
Chapter 3: Built Environment			
3.1	Land and Shoreline Use	Yes	Yes
3.2	Social and Community Resources	Yes	Yes
3.3	Aesthetics, Light, and Glare	Yes	Yes
3.4	Cultural Resources	Yes	Yes
3.5	Tribal Resources	Yes	Yes
3.6	Hazardous Materials	Yes	Yes
Chapter 4: Natural Environment			
4.1	Geology and Soils	Yes	Yes
4.2	Surface Water and Floodplains	Yes	Yes
4.3	Wetlands	Yes	Yes
4.4	Groundwater	No	No

4.5	Water Quality	Yes	Yes
4.6	Vegetation	Yes	Yes
4.7	Fish	Yes	Yes
4.8	Wildlife	Yes	Yes
4.9	Energy and Natural Resources	Yes	Yes
Chapter 5: Operations			
5.1	Rail Transportation	Yes	Yes
5.2	Rail Safety	Yes	Yes
5.3	Vehicle Transportation	Yes	Yes
5.4	Vessel Transportation	Yes	Yes
5.5	Noise and Vibration	Yes	Yes
5.6	Air Quality	Yes	Yes
5.7	Coal Dust	Yes	Yes
5.8	Greenhouse Gas Emissions and Climate Change[a]	Yes	Yes

It is interesting to note that of the 23 areas of study 22 have adverse impacts from the proposed actions as well as cumulative impacts. The only area missing is groundwater. Consider the impact of 30 years of coal related activities with the ground water about 10 feet below the surface in parts of the area. The coal is not a filter to clean up the ground water, but a adder of a multitude of toxic and hazardous pollutants in small concentrations that over time impact everything. When MBTL Longview Coal Export Terminal are applying 2,000 gallons per minute water to the facility for coal dust control, it can and will have an impact long term. Page 6-3 SEPA DEIS pdf 3/73

Comment # 81 – The 28 proposals and projects identified that are Reasonable Foreseeable Future Actions is factual as well as a future continuing fossil fuel proposals still on the drawing boards wanting to get to the West Coast. Many of these have and will continue to fail because of the following:

- A Strong Environmental Alliance in the Pacific Northwest
- Poor Marketing Skills by the Promoters
- Poor Management Teams
- Poor Financing
- Use of Antiquated and Obsolete Technology
- Limited payment of Tax Revenues to Local, State and Federals

- Urban Area Facilities
- Very Close to Waterways
- And Many More Reasons

The Pacific Northwest in blessed with clean air, clean water, good healthcare, fantastic recreational opportunities and a great place to call home. Why would you want to mess with this for all risk and little reward. Page 6-15 SEPA DEIS pdf 15/73

Comment #82 – The proposed cumulative 21,887 Annual Train Trips and 1,828 Annual Vessel Transits of both full and empty cargo from the proposed 28 proposed cumulative projects is very useful information. However, any and all of the trans- terminals are strictly financial middle man operations and not taking raw material directly to the processing facilities and are not needed. Similarly the proposed processing facilities are in general not for local consumption, but for global use. This list of cumulative proposals can be culled down to a very, very few real beneficial proposals that enhance the Pacific Northwest Values. . Page 6-17 SEPA DEIS pdf 17/73

Comment #83 –

The Crude Oil Rail Derailment in Mosier Oregon On June 3, 2016 where 4 rail cars caught fire and a total of 16 came off the tracks is still under investigation. The preliminary report is a broken clip holding the rail to the cross tie failed. This information is from news reports.

Thermal expansion of rail track is a great concern in this aging mode of transportation. In the past rails were 39 feet in length with a gap between rails that allowed for expansion and contraction. The rail cars went "Clickity - Clack" at each gap.

Now new rail systems are continuous welded rail (CWR) that are more subject to thermal growth and contraction.

A 1,000 foot CRW that has a 20 F Temperature Change from night to day grows 1.56 inches. On a hot day with repetitive rail traffic and sunshine the actual rail temperature can be 20 C or 68 F above ambient temperature making thermal growth even more challenging. In a typical 1,000 foot CRW this 68 F temperature change can result in thermal growth of 5.30 inches .

The two numbers are additive so 1.56 inches plus 5.30 inches equals 6.86 inches on a 1,000 foot length.

Consider also curves where the outside rail is longer than the inside rail and the problems get even worse.

Continuing this to a one mile section and the thermal growth is 35.67 inches or nearly a yardstick.

Derailments are not limited to crude oil unit trains but also include coal unit trains both which are very heavy and very long in length.

A 1,200 mile rail track from the coal mine or crude oil production field to the west coast terminal can have thermal growth of 3,567 feet or 2/3 of a mile.

It is all about math and physics with the coefficient of linear thermal expansion for carbon steel at 0.0000065 inches/degree/inch length .

All the parts of the rail system have to work 100 % correct or a derailment can and will occur. Rail temperatures in Washington State can be from -20 F in the high snow covered mountains to near 170 F in a hot sunny afternoon sunshine day.

Do your own calculations for this temperature change and then consider the No Action Alternative for this Coal Project.

The rail systems in the pacific northwest were built 125 years ago for passenger and short haul timber, Not for the 125 car unit trains of heavy loaded rail locomotives and rail cars.

This will keep you awake at night – 3,000 rail cross ties per mile of track with 24,000 rail spikes built on a rail bed constructed 125 years ago around 1890.

The No Action Alternative is the Only Option at this point. Page 6-17 SEPA DEIS pdf 17/73

Comment #84 – At Grade Rail Crossing have and always will be of concern for routine and emergency traffic. If it is you or a loved one on the wrong side of the tracks in an emergency, the emergency vehicle has to cross the tracks twice and bottom line is people die, capital investments are lost, familys are segmented, and on and on. No Action Alternative is recommended as the final decision is not about money but a potential 100 year proposal to Trans Load Domestic Coal to International Markets. Washington is the “Evergreen State” - for the past 126 years – May It Always Be So. Page 6-45 SEPA DEIS pdf 45/73

Comment #85 - Table 6-14. Projected Rail Traffic at Statewide Study Crossings in 2038 has 44 rail crossings and fails to include Clark County Washington and also the Many, Many , Many at grade rail crossings in Washington State that are impacted by the proposed facility. Page 6-52 SEPA DEIS pdf 52/73

Comment #86 – It would be interesting to have a comparison of the jobs related to recreational fishing on the Columbia River with the Direct and Indirect employees. This compared to the proposed MBTL Longview Coal Export Terminal with 130 Direct Jobs and 1,300 Construction Jobs. Fish are better to east than a Lump of Coal. Page 6-59 SEPA DEIS pdf 59/73

Comment #87 - The 2015 transportation package passed by the Washington State Senate includes $85 million to construct the preferred alternative identified after the conclusion of the NEPA and SEPA processes. If the project grade-separates the Oregon Way and/or Industrial Way crossings of the Reynolds Lead, freight trains on the Reynolds Lead would not be required to sound train horns for public safety, which would decrease rail-related noise levels at these crossings. This is a lot of taxpayer money to avoid rail horn noise. NO ACTION ALTERNATIVE Page 6-61 SEPA DEIS pdf 61/73

Comment #88 - Table 6-21. Estimated Maximum PM10 and PM2.5 Concentrations—BNSF Main Line in Cowlitz County. Many pages were devoted to indicate that coal dust was not a problem and yet this table indicates PM2.5 is exceeded in 24 hour and annual rates. Thank You for making the honest interpretation of the facts. Coal Dust is harmful and more will be released in the Environmental health Assessment report. Recommend the No Action Alternative Page 6-67 SEPA DEIS pdf 67/73

Comment #89 –

Table 6-24. Estimated Average Maximum and Maximum Monthly Coal Dust Deposition—BNSF Main Line in Columbia River Gorge Distance (feet)	**Average Maximum Monthly Deposition (g/m^2/month)**	**Maximum Monthly Deposition (g/m^2/month)**	**Trigger Level for Sensitive Areas (g/m^2/month)[a]**
100	**4.0**	**4.6**	2.0
150	**2.7**	**3.4**	2.0
200	1.9	**2.6**	2.0
250	1.5	2.0	2.0

Notes:
[a] **Bolded, shaded gray** indicates an estimated deposition would be higher than the trigger level for sensitive areas.
[b] Source: New Zealand Ministry of Environment 2001
g/m^2/month = grams per cubic meter per month

I would suggest doing the math to US Units of Tons per Square Yard per Month instead of grams per cubic meter per month. The use of Metric and US Units back and forth just adds to the complexity and confusion to the reader of the document. The Bottom Line Question is "How many Tons of Coal Dust are deposited along the tracks from the mine to the terminal by using open top rail cars in a 30 year period of the proposed Longview Coal Export Terminal for the Columbia Gorge National Scenic Area. Continue to the remainder of the areas and result will be what is the impact to the entire system. No Action Alternative is Recommended Page 6-69 SEPA DEIS pdf 69/73

Comment #90 - The coal market assessment found that the operation of the planned coal export terminals in Table 6-27 would increase the domestic coal prices and decrease domestic coal consumption, resulting in a decrease in domestic greenhouse gas emissions. Natural gas consumption would increase as it would be used as a substitute for coal. Therefore, the net domestic greenhouse gas emissions would decrease. However, internationally, Asian coal displacement coupled with induced demand[11] from reduced international coal prices would outweigh any reduction in domestic emissions and would result in an increase in international greenhouse gas emissions. Induced demand under the Cumulative Proposed Action scenario would be higher than the Past Conditions (2014) scenario[12] due to the effects of all coal export terminals.

Table 6-28. Total Net Greenhouse Gas Emissions in 2038 for the Cumulative Proposed Action Scenario[a] Area	**Net Emissions (Million Metric Tons CO_2e)**
Cowlitz County	0.038
Washington State	0.290
United States	-24.4

Internationalb	86.9
Total	**62.5c**

Notes:
a Net emissions compared to the Cumulative No-Action scenario (i.e. no coal export terminals)
b Outside the United States
c United States plus International
CO_2e = carbon dioxide equivalent

There is every reason to consider the No Action Alternative for the MBTL- Longview Coal export Terminal. We Can Do Better. Page 6-71,72 SEPA DEIS pdf 71,72/73

Comments on Chapter 7 – Public Involvement

Comment #91 – The Scoping Period indicates the following data:

- 217,566 total comments received
- 3,000 Unique Submissions
- 2,000 substantive text
- 127 Agency and Tribal Submissions

We the People have Spoken at Mosier Oregon Recent train derailment – We are farmers of the river, farmers of the sea, farmers of the land, and we have been since time immemorial," said Jay Julius, a member of the Lummi tribal council. "The fish always returned because we gave them great respect. Where are we at today?" (Columbian 6-9-16)

The No Action Alternative is Recommended Page 7-5 SEPA DEIS pdf 5/8

Comments on Chapter 8 – Required Permits

Comment #92

Table 8-1. Required Plans, Permits, and Approvals Plan / Permit / Approval	**Jurisdiction / Agency**
Local	
Shoreline Substantial Development Permit	Cowlitz County
Shoreline Conditional Use Permit	Cowlitz County
Critical Areas Permit	Cowlitz County
Floodplain Permit	Cowlitz County
Building and Site Development Permits	Cowlitz County
Wastewater Discharge Permit	Three Rivers Regional Wastewater Authority
Utility Service Permit	City of Longview

Notice of Construction	Southwest Clean Air Agency
State	
Clean Water Act Section 401 Water Quality Certification	Washington State Department of Ecology
National Pollutant Discharge Elimination System Construction Stormwater General Permit	Washington State Department of Ecology
National Pollutant Discharge Elimination System Industrial Stormwater Permit	Washington State Department of Ecology
Stormwater Pollution Prevention Plan	Washington State Department of Ecology
Water Rights Permit	Washington State Department of Ecology
Shoreline Conditional Use Permit	Washington State Department of Ecology
Hydraulic Project Approval	Washington Department of Fish and Wildlife
Federal	
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Rivers and Harbors Act Section 10 Permit	U.S. Army Corps of Engineers
Section 106 of the National Historic Preservation Act	U.S. Army Corps of Engineers
Endangered Species Act Consultation	U.S. Fish and Wildlife Service and National Marine Fisheries Service
Marine Mammal Protection Act	National Marine Fisheries Service

The 8 Local Permits, 7 State Permits and 5 Federal Permits are not required when you issue the NO Action Alternative for this Millennium Bulk Terminals – Longview Coal Export Terminal and the project is dead. The Public will continue to challenge the 20 permits. Page 8-1 SEPA DEIS pdf 1/1