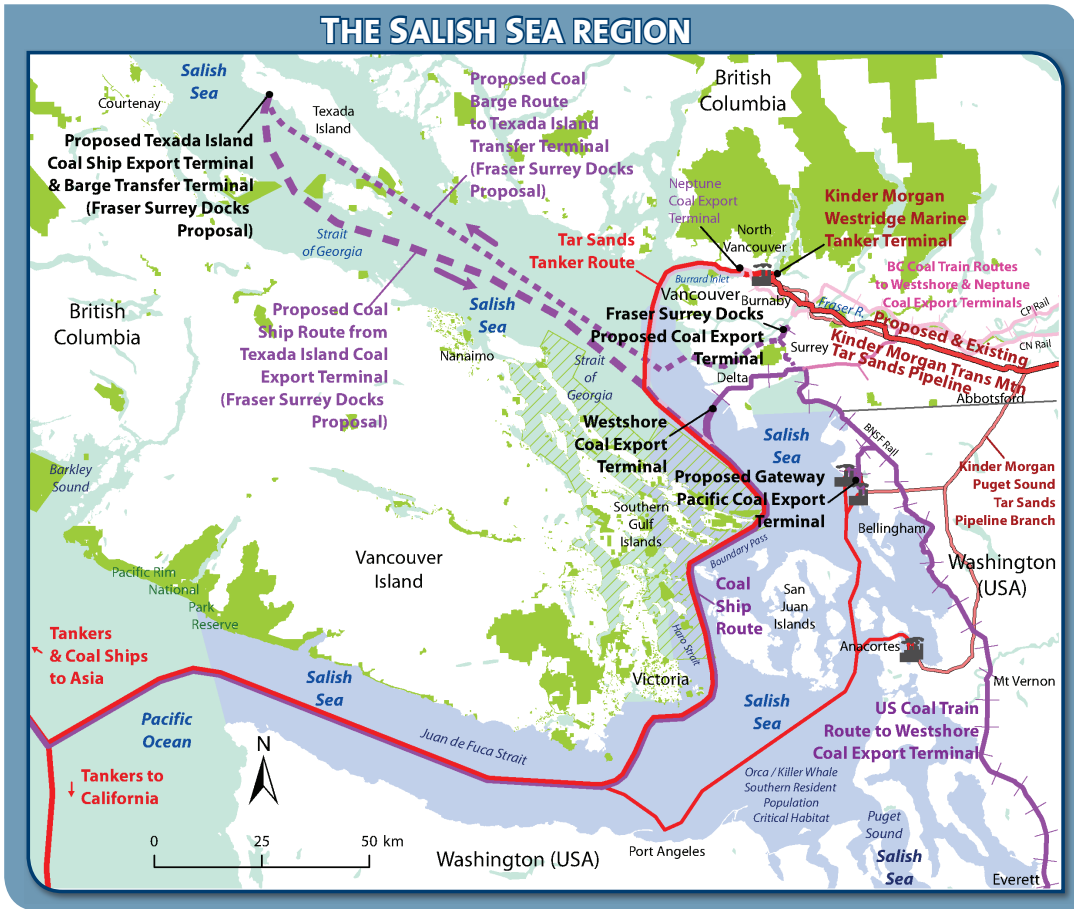


The SSCC has detailed its objections to the Fraser Surrey Docks/LaFarge proposal to send American thermal coal to Asia by first barging it to an expanded coal facility on Texada Is. and there sorting and reloading it onto bulk ocean carrier in a number of extended documents. This document collates the most important of these points.

- 1) **The proposal is economically non-viable for two reasons.** a) A simple look at dotted lines on the map on Page 2 shows that the proposed system will involve not only the dangerous transport of uncovered thermal coal 80 nautical miles through open water, it will also require that the coal be unloaded and reloaded twice as many times. As these processes are energy- and labour-intensive, it is hard to see how it can succeed when in competition current operations that involve only one trans-shipment. b) As the most recent report from the Intergovernmental Panel on Climate change makes clear, to avoid major disruptions of the world economy consequent on crop failures and mass-migration, CO<sub>2</sub> production must soon be limited. **Thermal coal will soon become unsaleable.**
- 2) **As a result of 1) the facilities of the applicants are likely to become stranded assets: leaving a mess the provincial Government will likely have to clean up.** Consequently, we request that as a condition of approving this proposal, the applicants be required to post a performance bond large enough to cover any future clean-up.
- 3) There has been no **comprehensive** Environmental Assessment or Medical Assessment of the project.
- 4) As property owners and taxpayers, we are aware that the value of our homes is supported by a general perception that they are located in an area of pristine natural beauty. Reports of coal dust on beaches or TV footage of the effluvia from some accident washing ashore would sully this image and, over time, such bad press would result in a reduction in both property values and community tax base. Finally, it would blight the economic input to the Coast brought by 300,000 annual tourists.
- 5) This damage would be far more severe if any of the recognized health effects of coal dust are found to accompany either the normal or accidental functioning of this operation. **We see no provisions in the proposals for compensation should this occur.**
- 6) **Unlike normal rock dust, coal dust is much lighter and is also hydrophilic.** As a result, it interacts with the environment very differently. Fine coal particles float on the ocean surface and can therefore be carried long distances by the tidal currents that pervade the Salish Sea. Dust from the present marine coal transport has been minimized by covering the load with tarps. However, because thermal coal emits potentially explosive gasses, these barge loads will be uncovered, exposing the dust to dispersal by both wind and rain. In stormy weather, as much as 0.01% (8,000 tons/yr) could end up floating to nearby beaches.
- 7) Although aquatic animals have developed the ability to cope with high levels of hydrophilic particles such as those found in river water, it is known that coal particles rapidly accumulate on the breathing surfaces (gills) of fish, crabs, and oysters etc. The mortality that this causes cannot be ignored merely because is invisible from the ocean surface. **Fishing, crabbing etc, are important in the Salish Sea.**
- 8) While we are aware of the documented deleterious effects of coal dust on human health, we leave that problem to those most affected, namely the SFD employees and those living near to the docks.
- 9) Following similar logic, and against well-financed opposition, well-informed groups in the United States have managed to prohibit transshipment infrastructure from being developed in San Francisco Bay, Portland or the southern reaches of the Salish Sea.  
**We see no reason why the valid, economic and scientific concerns of Canadian citizens should be treated with any less consideration. If it is bad for them, it is bad for us too.**
- 10) **Lack of democratic consultation:** The decision recently published by Port Metro Vancouver to support this project was made with no expert input from outside the port area, or indeed any consideration of any of the effects that will occur outside its narrow harbour jurisdiction. As a result, The Sunshine Coast is now at risk although we will receive no benefit and we have not been consulted.



- Oil Refineries taking Tar Sands Oil
- US Coal Train Route to Westshore Coal Export Terminal at Roberts Bank
- Proposed US Coal Train Route to Fraser Surrey Docks Coal Export Terminal
- BC Coal Train Route to Neptune Coal Export Terminal in Burrard Inlet
- BC Coal Train Route to Westridge Coal Export Terminal at Roberts Bank
- Proposed Coal Barge Route from Fraser Surrey Docks to Texada Island
- Proposed Coal Ship Route via Texada Island (Fraser Surrey Docks Proposal)
- Tar Sands Oil Tanker Route via Burrard Inlet, Straits of Georgia & Juan de Fuca
- Other Tar Sands Tanker Routes - from Washington Refineries & Outer Coast
- Proposed New Kinder Morgan Trans Mtn Tar Sands Pipeline
- Existing Kinder Morgan Trans Mtn Tar Sands Pipeline & Puget Sound Branch
- Parks & Protected Areas in BC
- Proposed Southern Strait of Georgia National Marine Conservation Area Reserve
- Orca/Killer Whale - Southern Resident Population Critical Habitat

Mapping by: Geoff Senichenko, Wilderness Committee.