

ALLIANCE FOR
NORTHWEST JOBS & EXPORTS
www.ExpandExports.com



**FACTS ABOUT
THE PROPOSED EXPANSION
OF EXISTING PORTS
IN THE NORTHWEST**

Why it Makes Sense to Expand Ports

The global demand for what we produce in the Northwest – especially from Asia – is great. Here in the Northwest, we're traders and exporters. Trade and exports are critical to our economic growth, to job creation and to our place in the U.S. economy. Now we have an opportunity to expand our trade with Asia and the rest of the world, and to increase the volume of our exports to countries like Japan, South Korea and China. Coal, apples, grain, timber and alumina are some of the items that will be shipped. And to handle this new volume of exports to Asia, we need to add new terminals and export facilities at some of our existing ports in Oregon and Washington.

To meet this demand from Asia for more U.S. exports, an expansion of existing ports – in Morrow County, Cowlitz County and Cherry Point – has been proposed. The port expansions will be paid for by private investment, not taxpayers; and built in compliance with strict local, state and federal environmental regulations.

A driver of the investment is Asia's need for America's coal. Even as Asia expands the development and deployment of renewable energy sources, the region continues to be the world's largest user of electricity generated from coal. Western coal is among the best quality coal in the world. Demand from Japan (which will rely heavily on coal as it rebuilds following the tsunami) and other Asian countries is growing.

Our ports are an integral part of our lives in the Northwest. The railways, the ships, the docks – they're part of who we are. They create jobs and make us a hub of global commerce. This is a good thing we have going, and we need to keep investing and improving for everyone's benefit.



Expanding Ports Will Create Jobs and Will Expand Our Agriculture Trade

The proposed expansions to existing port facilities are important to our economic future. Increasing exports will balance America's trade and grow our economy, and the United States has set a goal of doubling exports over the next five years as part of President Obama's National Export Initiative (NEI).

Agriculture leaders and local mayors are speaking out in favor of the ports expansion because it will open new markets for Northwest farmers.

"The U.S. Grain Council is a strong proponent of port infrastructure investment.... Increasing exports and export-related jobs can be accomplished while meeting our nation's strong environmental laws and regulations."

- Floyd D. Gaibler
Director of Trade Policy, U.S. Grains Council

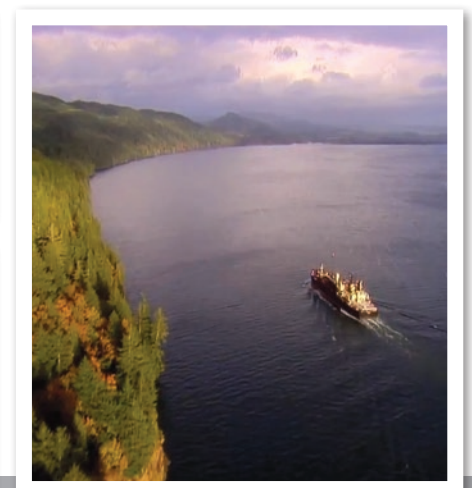
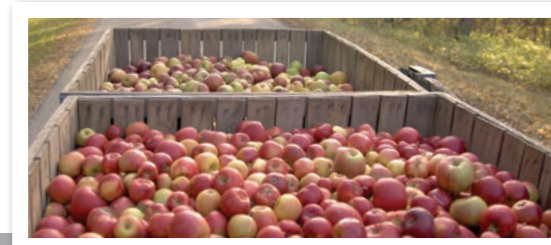
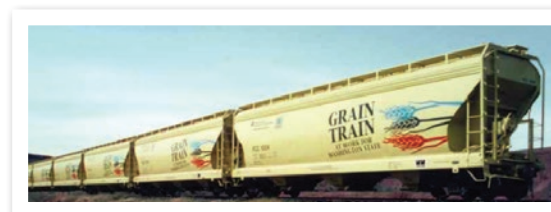
"The ability of special interests to pick and choose what goods and services can access our state's infrastructure is not a path to growth."

- Excerpt from an op-ed by Mike LaPlant
President of the Washington Farm Bureau

The projects themselves will be of regional significance. Developing these facilities will create more than 9,000 jobs during the construction phase, and more than 2,100 permanent, family wage jobs with an annual payroll of over \$115 million.

[Economic Impact Studies prepared for Gateway Pacific Terminal, Morrow Pacific Terminal, and Millennium Bulk Terminal]

There would also be positive impact for the communities served, and for our state. Some of the facilities will fund job-training programs at local schools and community colleges; others will clean up old, brownfield industrial sites. And collectively, estimates show that construction of these facilities will generate more than \$130 million for local and state government, and millions more of additional tax revenue each year for the next thirty years.



The Northwest is a Leader in Trade and Exports

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Port Expansion is Paid for by Private Investment

These port facilities will be built with private investment – paid for by industries that will use the facilities to export coal. No taxpayer funds will be used for this construction, and yet these new facilities will generate millions of dollars for state and local coffers.

Coal will drive expanded trade

Coal, maritime terminals and railroads will provide the investment for construction of new terminals. Western coal is more superior in quality, and lower in sulfur than many other alternatives.

Although coal companies are providing much of the investment for this expansion, other industries, including agriculture and manufacturers around the country, will benefit from the expansion.

Coal's investment in our infrastructure will also help grow our trade with Asia on many other fronts – agriculture, timber, aluminum and manufacturing.

Supplying Asia with American Powder River Basin coal

After the disaster at Fukushima, Japan is moving aggressively to diversify away from nuclear power and is building advanced coal plants that use new technology, which dramatically improves efficiency and reduces emissions of carbon dioxide. Access to American coal is an important part of Japan's – and Asia's – energy use.

Environmental Reviews for Each Facility

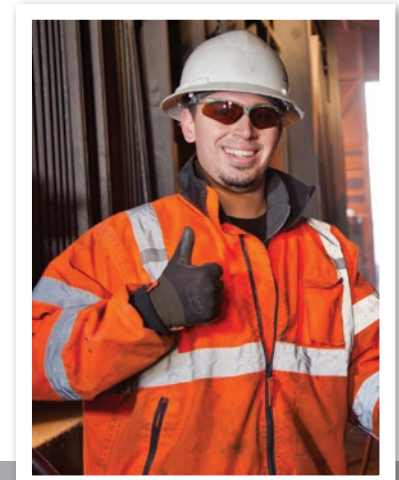
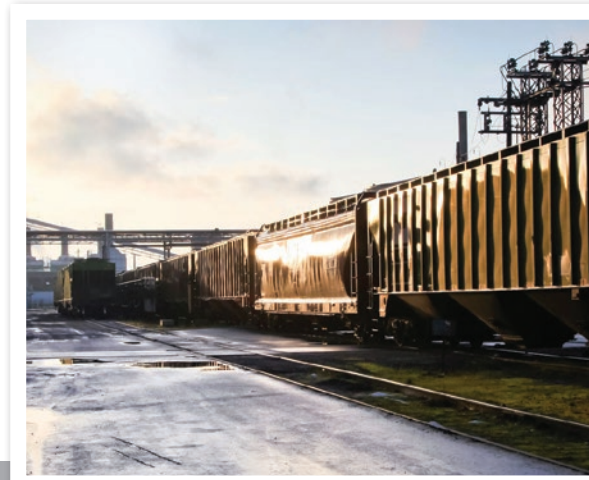
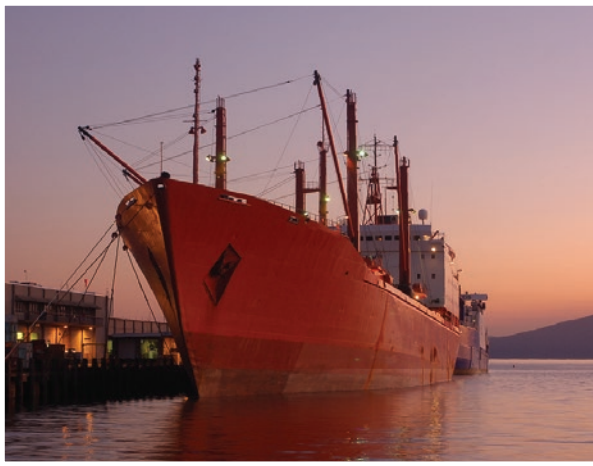
These terminals will be built to achieve high environmental standards. The environmental reviews for these facilities are thorough and involve multiple agencies. They include examinations of:

- Air Quality
- Marine Life
- Human Health
- Wetlands
- Project Rail Traffic
- Vessel Safety and Traffic

These multi-year reviews include input from citizens, county officials, state government agencies, as well as the U.S. Army Corps of Engineers.

Beyond the input from experts, there is ample opportunity for citizen input. Public hearings have been held – with more to come – for the sole purpose of allowing citizens to provide input.

The proposed port expansion proposals are each in distinct areas – different waterways, different air sheds, and different routes of transportation. Focusing on the unique characteristics of each proposal enables those who live in the community to have their voices heard in a way a regional or international proceeding simply cannot. They each deserve their own Environmental Impact Statement, with no shortcuts or discounting of local concerns.



User Funded, Not Taxpayer Funded

Some FACTS About Trains in the Pacific Northwest

No matter how you look at it, trains are the best, safest and most environmentally friendly way to move products, including coal.

Here are some facts about rail transport in the Northwest:

1. Trains are the most environmentally sound way to move freight over land. According to a recent independent study by the Federal Railroad Administration, on average, railroads are four times more fuel-efficient than trucks, and a single train can move freight equivalent to 280 trucks.
2. BNSF Railway and Union Pacific pay for any freight rail capacity needed on its network with private funds, not taxpayer dollars. In 2012, BNSF and Union Pacific invested almost \$8 billion in order to maintain and improve freight rail capacity across their networks. These investments create new, long-term jobs that help local communities grow.
3. According to the U.S. Department of Commerce, every dollar invested in rail infrastructure results in three dollars into the economy in terms of jobs, business efficiency and local economic opportunities.
4. Coal represented 43% of all cargo shipped by rail in the United States in 2011. It has been traveling by rail through the Northwest for decades, safely and largely unnoticed.
5. The Northwest Clean Air Agency, Puget Sound Clean Air Agency and Spokane Clean Air Agency have not received a coal dust complaint in the decades trains have been carrying coal through the Northwest.
6. All coal transported by rail to these projects will be treated with a sealant and loaded properly to address coal dust.

[Railroads and Coal, Association of American Railroads (June 2011)]



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Broad Community Support

The list of organizations that support expansion at our ports is long. Labor groups, small business organizations, agriculture groups, and civic associations all agree: Port expansion will serve the greater good of the Northwest, and we need to proceed in a smart, thoughtful manner.

- Agrium Inc.
- Ambre Energy North America, Inc.
- American Council of Engineering Companies of Montana
- American Council of Engineering Companies of Washington
- Arch Coal
- Associated Industries of Spokane
- Associated General Contractors of Washington
- Association of Washington Business
- Billings Chamber of Commerce/ Convention and Visitors Bureau
- BNSF Railway
- Brotherhood of Locomotive Engineers and Trainmen, Washington State Legislative Board
- Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters
- Campbell County Chamber of Commerce
- Campbell County Economic Development Corporation
- Carpenters Industrial Council
- Caterpillar
- Cloud Peak Energy
- Greater Spokane Incorporated
- Gunderson Marine
- Idaho Association of Commerce and Industry
- Idaho Chamber Alliance
- International Trade Alliance
- J.R. Simplot Company
- JH Kelly
- Lydig Construction
- Montana Chamber of Commerce
- Montana Coal Council
- Montana Contractors' Association
- Montana Rail Link, Inc.
- National Association of Manufacturers
- National Mining Association
- Oregon Building Trades Council
- Pacific Merchant Shipping Association
- Pacific Northwest International Trade Association
- Peabody Energy
- Pederson Brothers Incorporated
- Portland Business Alliance
- Portland & Western Railroad, Inc.
- Southeastern Montana Development Corporation
- SSA Marine
- Tidewater
- Transportation Communications Union - International Association of Machinists
- Union Pacific
- United Transportation Union - Montana State Legislative Board
- United Transportation Union - Oregon State Legislative Board
- United Transportation Union - Washington State Legislative Board
- U.S. Chamber of Commerce - Northwest Region
- Vigor Industrial
- Washington Farm Bureau
- Washington Farm Labor Association
- Western Business Roundtable
- Western Environmental Trade Association

Join Now

The Northwest is my home and I'm committed to making it stronger by increasing exports. Please keep me informed with actions I can take to ensure the expansion of existing ports.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

Signature: _____

E-mail: _____

My Organization Would Like to Join

Organization Name: _____

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