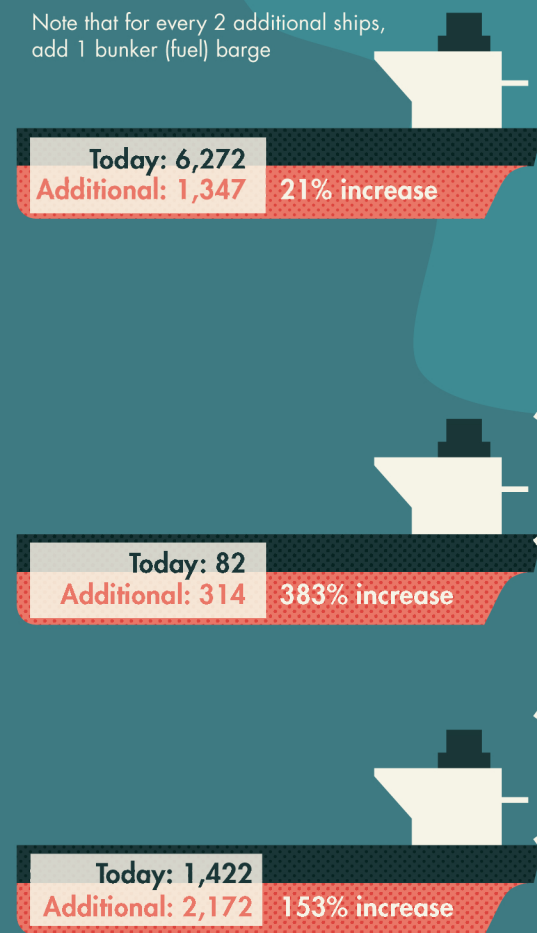


Large corporations propose the unprecedented construction or expansion of roughly 20 coal or crude oil terminals or refineries in Washington, Oregon, and British Columbia. These high-risk exports would transect Washington's wetlands, rivers, marine resources, and prime farmlands, threatening the health and viability of our communities' human health, cultures, economies, and environments, including threatened and endangered species such as salmon and orcas. With so much at stake, permitting agencies must stop considering these proposals in a piecemeal fashion and conduct regional cumulative studies of rail and vessel traffic.

## ANNUAL COAL AND CRUDE OIL EXPORTS

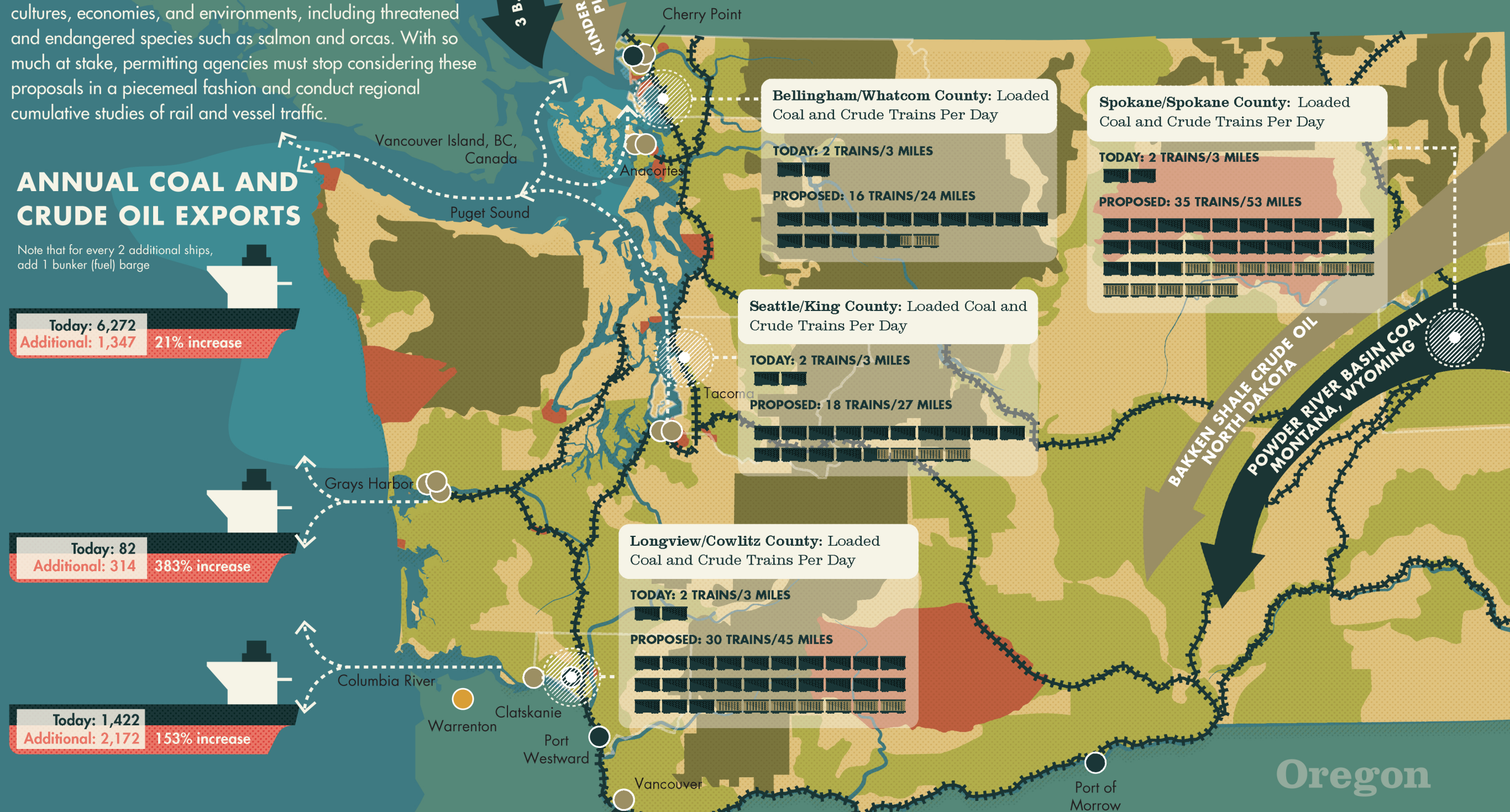
Note that for every 2 additional ships, add 1 bunker (fuel) barge



# Gateway to Extinction

## Proposed Fossil Fuel Transport through Washington\*

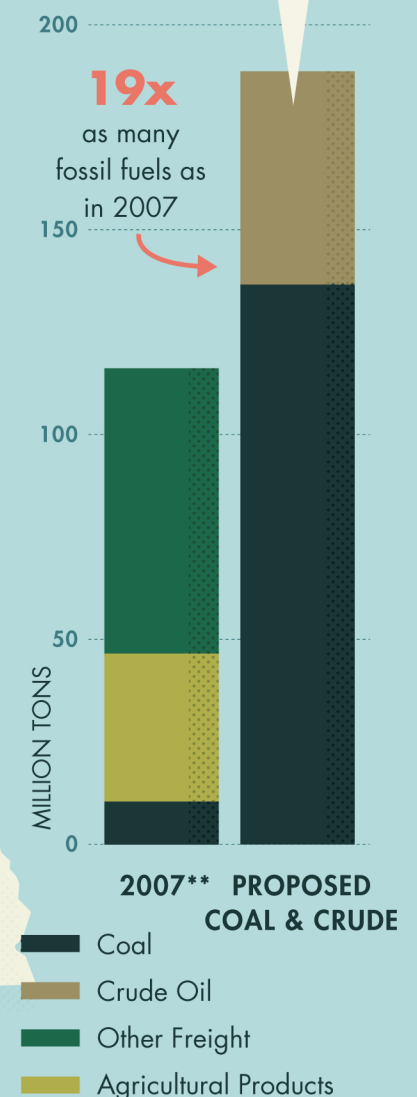
3 B.C. COAL EXPORT PROPOSALS  
KINDER MORGAN TAR SAND PIPELINE EXPORTS



## The Big Picture

### WA RAIL CARGO

189 MILLION ADDITIONAL TONS  
TOTAL FOSSIL FUEL CARGO



### KEY:



PRODUCED BY HEALTHY PLANET/HEALTHY PEOPLE (HPHP) IN COLLABORATION WITH FRIENDS OF THE EARTH

HPHP is a coalition of individuals and organizations including Protect Whatcom, Safeguard the South Fork, and Friends of the San Juans

**Friends of the Earth**

**protectwhatcom.org**

\* Information current as of 9/25/13. For data sources and updated information, go to [ProtectWhatcom.org](http://ProtectWhatcom.org). \*\* Last available data. Source: Wash. DOT. \*\*\* All trains travel west through the Columbia River Gorge. Actual rail traffic is double because of returning trains, which use one of three routes east: the Columbia River Gorge, or through Stampede or Stevens Pass.