

# Coal Exports



## *The Next Big Climate Threat*

*The Gulf Coast will become the off-ramp for coal headed for Europe, China and India*

Companies in the US plan on capitalizing on a bullish India and Chinese demand by expanding coal exports, especially on the US Gulf Coast where political cultures and captured agencies are generally more favorable towards the extraction industries.



# How big a problem is it?



Coal export terminals for product from the Illinois Basin, Alabama and from as far away as the Powder River Basin are already at various stages of development in Texas, Louisiana and Alabama

**Total Potential Tons of coal per year that could be shipped: 179 million**

- o Total is based on industry publications, permits and company statements.
- o Current Capacity: 75.5 million tons per year
- o 2012 Actual Exports: 50.2 million tons per year

**Number active and proposed coal terminals: 14**

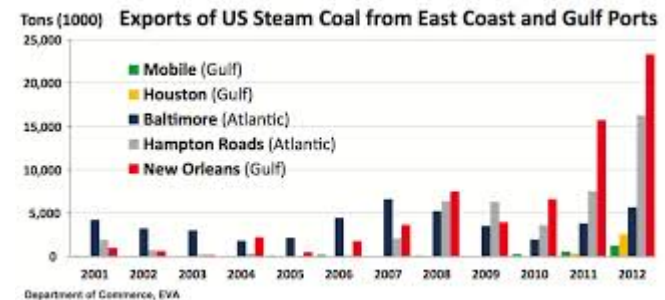
3 active midstreamer companies with floating coal terminals

One newly proposed midstreamer in same area as RAM terminal, MG Midstreaming

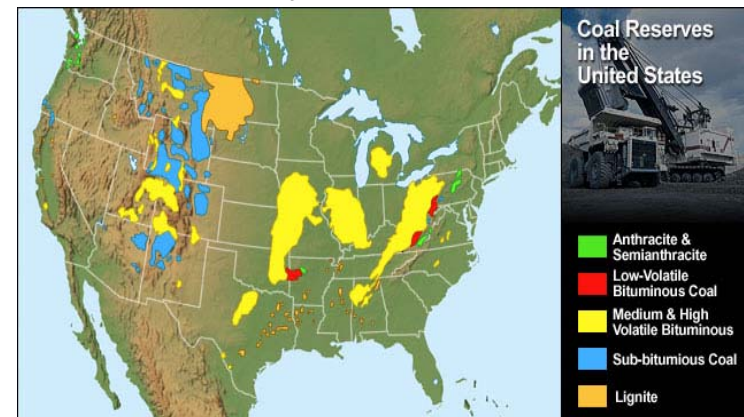
**Potential Tons of CO2 emitted per year from combustion: 430.8 million**

Potential Tons of mercury: 29.1

**This is equivalent to the emissions of 111 coal plants, or an additional 81.4 million passenger vehicles on the road**



## Exports by Port

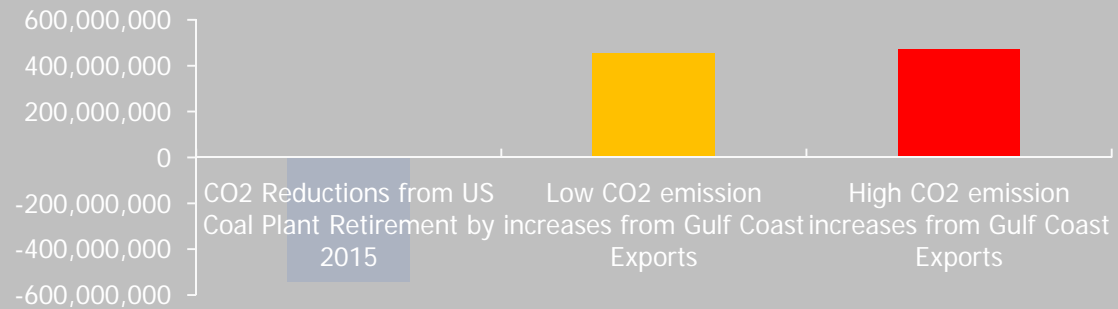


# Goals of the CGCC



- Reduce climate change by stopping the construction of new coal export facilities along the Gulf Coast, and the expansion of existing facilities.
- Reduce emissions of air and water pollution at existing facilities and force owners to employ the best available control technologies and practices.
- Seek reduction and discontinuation of coal exports from existing facilities.
- Build alliances with the communities that are most affected by coal transportation and storage, including those that are located next to coal terminals, waterways and rail lines. Support these communities in reducing their exposure to toxic pollution.

## CO2 Emissions and Coal Exports



Total US coal combustion emissions

1.8 billion tons

Coal expansions stopped by activists

651 million tons

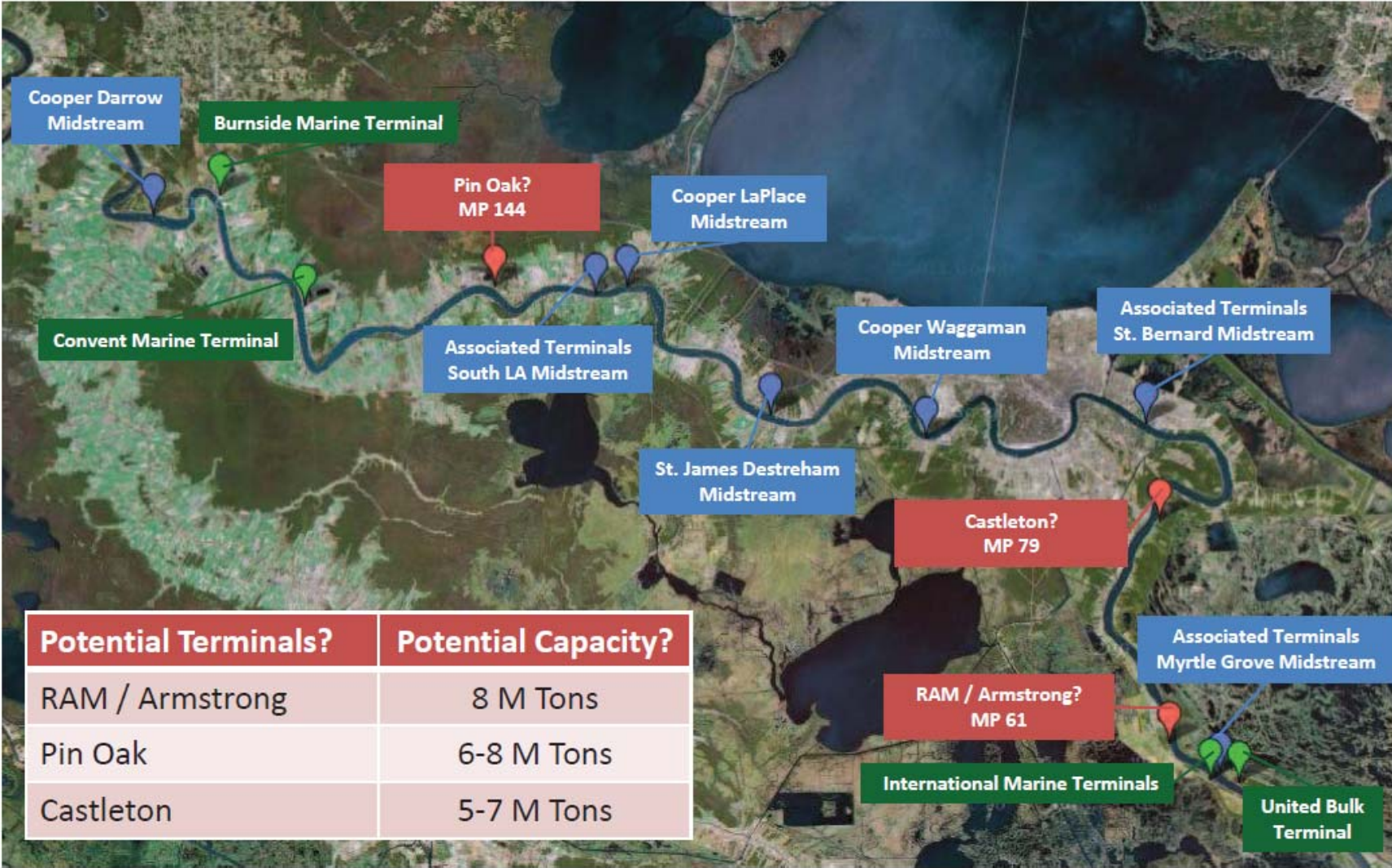
Coal emissions from retirements from activism

545 million tons by 2015

1 billion tons by 2030



# Proposed Terminals In Louisiana







## Kinder Morgan's IMT & Wood Park, LA

Photo credit: Gulf Restoration Network





# Oiltanking's United Bulk, Davant, LA

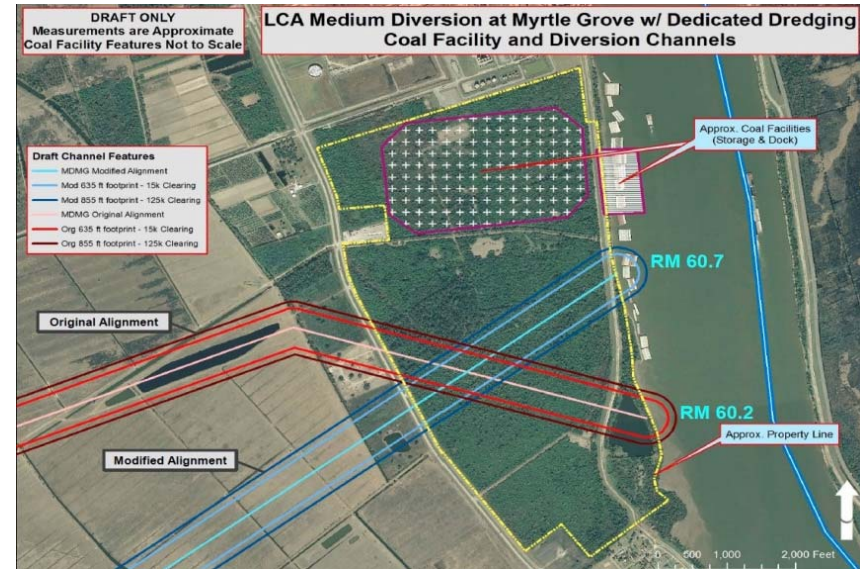




Pictured, clockwise from top left: Global Community Monitor's Denny Larson & Brian Ernst in Wood Park, LA; coal dust cloud near Myrtle Grove on Hwy 23; coal dust cloud over marsh Easter Sunday 2013 near Myrtle Grove, LA

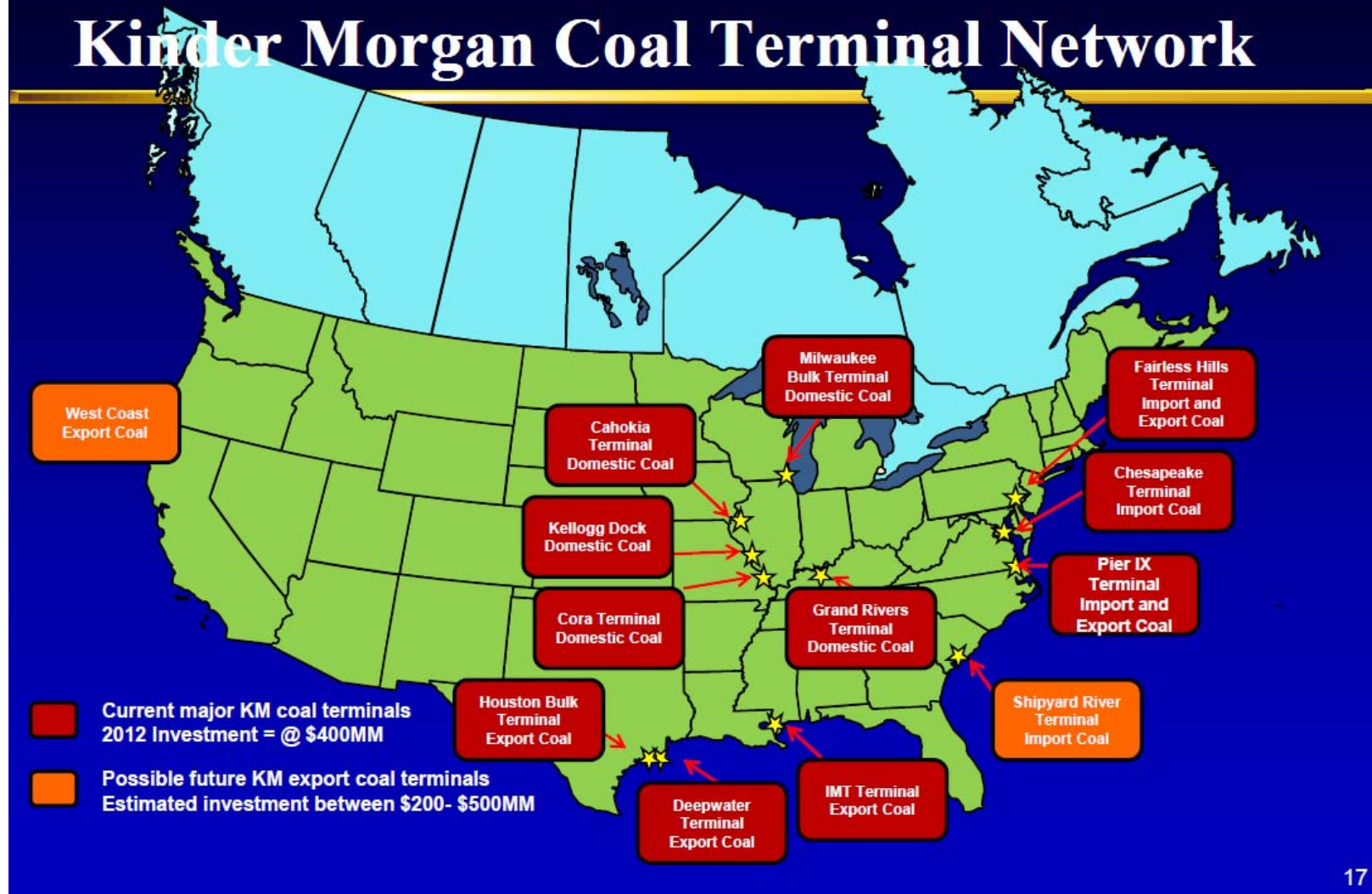


# Proposed RAM coal export terminal would impact Louisiana's coastal restoration plan



- Louisiana loses a football field of coastal wetlands every 45mins
- Coastal Protection and Restoration Authority (CPRA): state agency mandated to develop, implement and enforce LA's Coastal Master Plan

# Kindler Morgan Coal Terminal Network



# Houston Kinder Morgan and Jacintoport



Marwood

wetlands



Proposed export terminal



## Kinder Morgan Deepwater Terminal

- Served by Union Pacific and BNSF Railroads
  - 643k tons exported in 2012
  - Expansion underway for 10 mm tons ttl capacity
- KMs expansion is on track for completion and operation by April 1, 2014.

Jacintoport LLC has been planning a coal terminal south of Marwood for the past 20 years and is now breaking ground on the project.



# Point Comfort



- The Calhoun Port Authority plans on exporting 3.7 million tons of coal and petcoke annually.
- Efforts against this terminal have included attending Port Commission meetings, an article in the Victoria Advocate, and comments to TCEQ.



# Mumford Rail Terminal



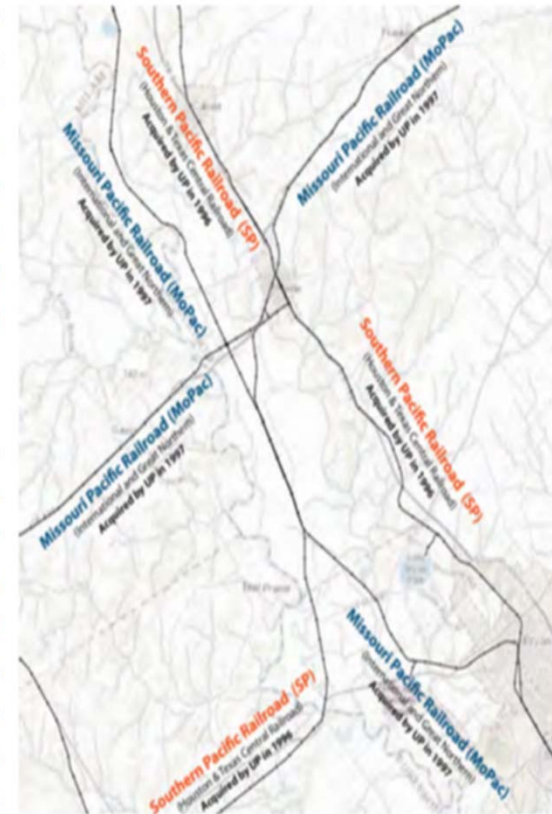
The proposed Mumford Yard would double Peabody Coal's export potential and allow export of low grade Mexican coals

Union Pacific plans on capitalizing on “near-shoring” to Mexico, coal exports, and the Eagle Ford and Bakken shale plays.

The likelihood of a train accident is double or triple that of a pipeline accident.

While the following sections, organized by subject matter, provide pertinent points and cited sources, RLBA also believes the history of rail line ownership, and subsequent mergers in the 1990's is important to acknowledge. As UP worked to grow its rail network following deregulation in 1980, it soon pursued the annexation of the Missouri Pacific (MoPac) and Southern Pacific Railroads (SP). [Note: though it initially attempted to acquire MoPac in the mid 1980's, it was held up in legal proceedings until 1997.]

This merger is important in that it allowed two formerly-competing railroads to come under one ownership. The map at left shows how the former competitors' lines crossed (center of map) - an area which is now owned by one company. The flow of commodities through this area has continued, but now that UP owns the entire system, it can create a classification yard to process those commodities. When owned by various railroads, this would not have been made less feasible from an economic perspective.

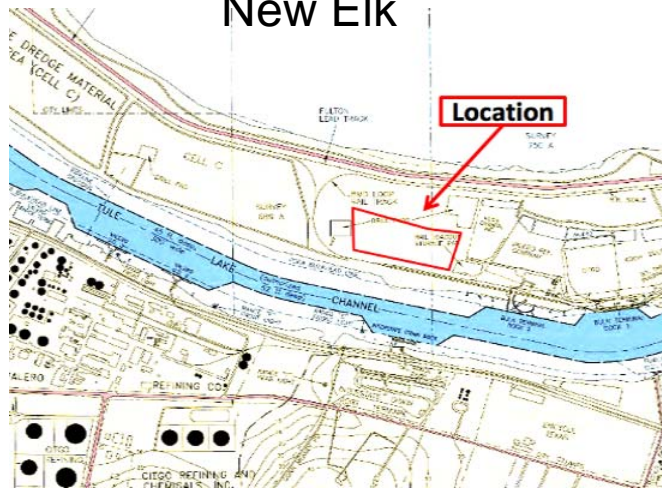




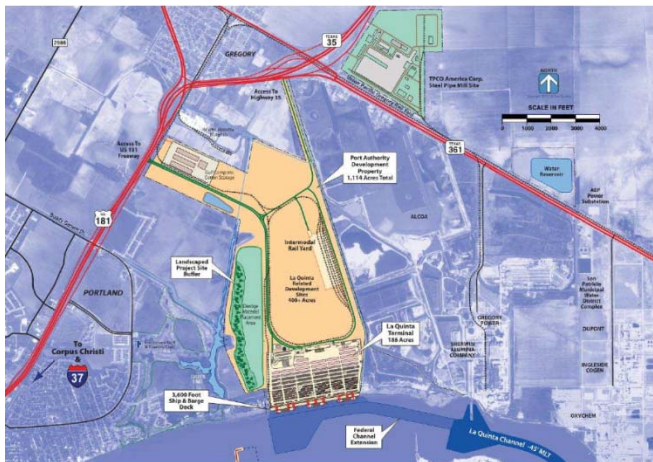
# 3 terminals withdrawn in Corpus Christi



New Elk



La Quinta



Ambre Energy



Three terminals were scrapped in Corpus Christi due to grassroots activism and economic factors.

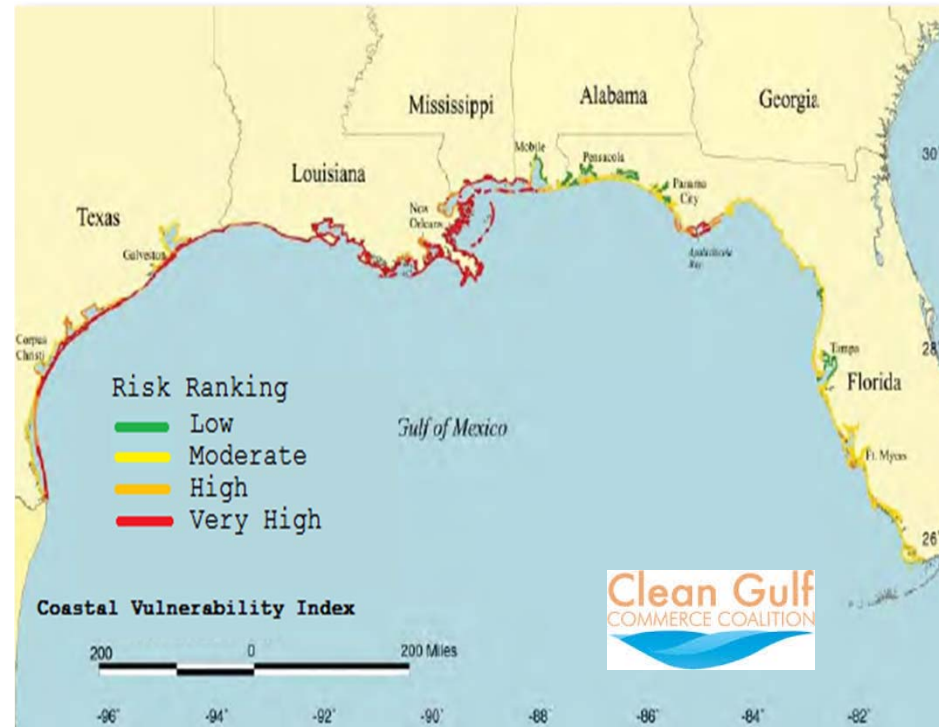
This eliminated 25 million tons of dirty coal that would be shipped, 60 million tons of CO<sub>2</sub> emitted, and over 2 tons of mercury contamination



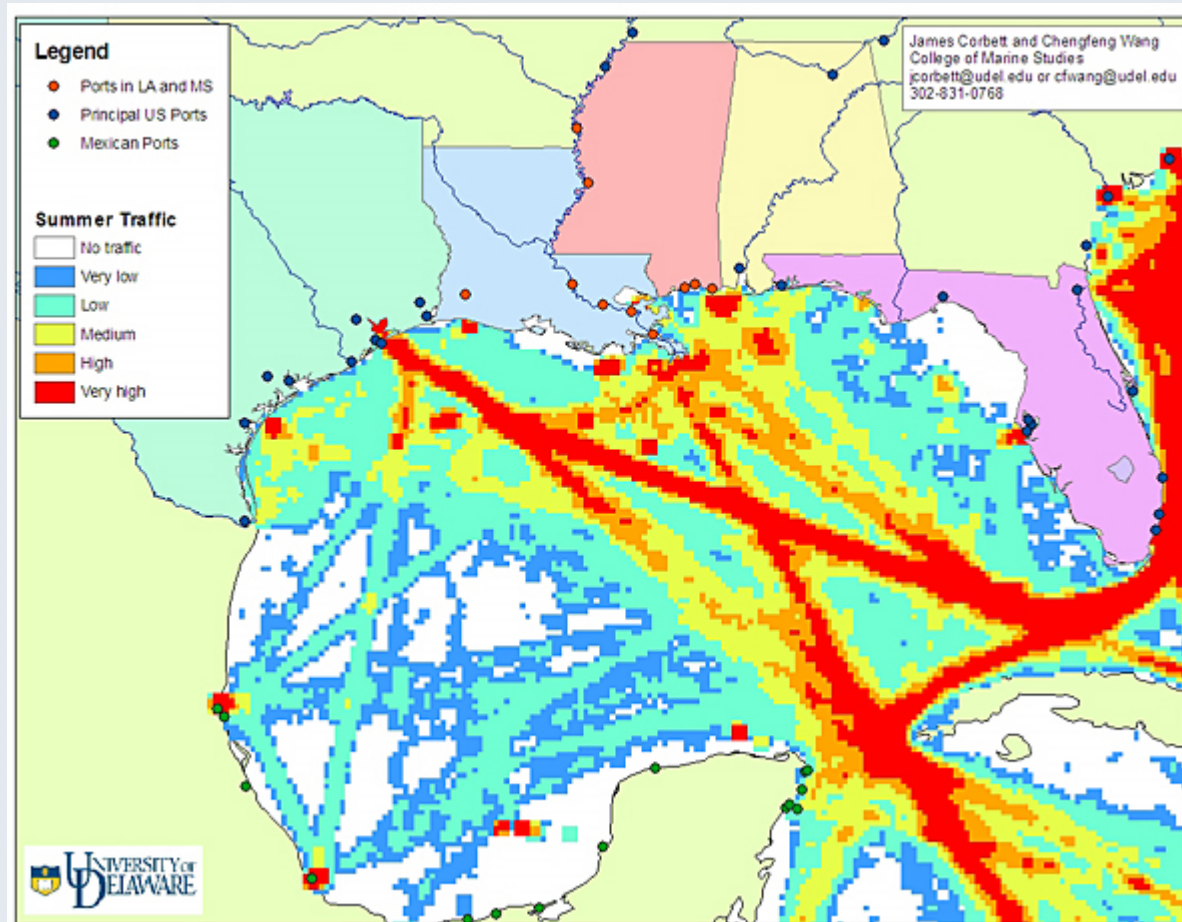
# Gulf coast ports are vulnerable to sea level rise



Scenarios of 61 cm and 122 cm (2 and 4 ft) of relative sea level rise are likely. With 4 feet of sea level rise, we found that about three-quarters of the freight facilities and non-freight facilities at ports would be inundated. Seawalls could cost as much as \$100 million per mile.



# Thermo graph show how intense shipping emissions are



## Tactics for Stopping Proposed Gulf Coast Coal Export Terminals



- research,
- organizing,
- media and public education,
- financial analysis,
- legal remedies





- Organize neighbors, churches, students,
- Fighting permits
- Water and air testing
- Organizing along rail lines
- Media
- Power map the membership of port commissions to determine who can influence these decision-makers



Rail lines





- Destroy job impact claims
- Challenging financial assumptions about exports
- Publicize coal port expansion public subsidies
- Show impact of increased carbon dioxide emissions on river and gulf communities
- Organize business who will face more shipping difficulties as a result of more coal
- Developing a vision of a clean Gulf economy

## **Financial and Economic Risks of the Burnside Terminal Coal Port Expansion Project**

*By Tom Sanzillo*



# We Are All Downstream



**COAL**  
IT'S WHAT'S FOR DINNER

Toxic coal dust gets in your water

Coal dust Poisons fish

You eat fish

**POWER PAST COAL**  
communities against coal export

**BEYOND COAL EXPORTS**

The infographic is set against a teal background. It features three circular icons connected by arrows. The first icon shows a red train car dumping black coal dust into a blue body of water with white skull-and-crossbones symbols. The second icon shows two red fish with skull-and-crossbones symbols in the water. The third icon shows a red fish with a skull-and-crossbones symbol on a white plate with a fork. At the bottom, there are two logos: "POWER PAST COAL communities against coal export" and "BEYOND COAL EXPORTS" with a double-headed arrow.