

# The Gateway Pacific Terminal Project

## Jobs and Exports.

The GPT is a \$600-\$700 million privately funded project that will create 3,500-4,400 jobs during construction

- Local union hires first

### Two-year construction full-time employment

	Half Capacity	Full Capacity
Direct jobs	1,715	2,115
Indirect/induced jobs	1,873	2,314
<b>Total jobs</b>	<b>3,587</b>	<b>4,429</b>

- Annual state and local tax impact: \$37-\$46 million
- Total annual direct, indirect, and induced payroll: \$141-\$174 million

### Ongoing operations full-time employment

	Half Capacity	Full Capacity
Direct jobs	294	430
Indirect/induced jobs	573	821
<b>Total jobs</b>	<b>867</b>	<b>1,251</b>

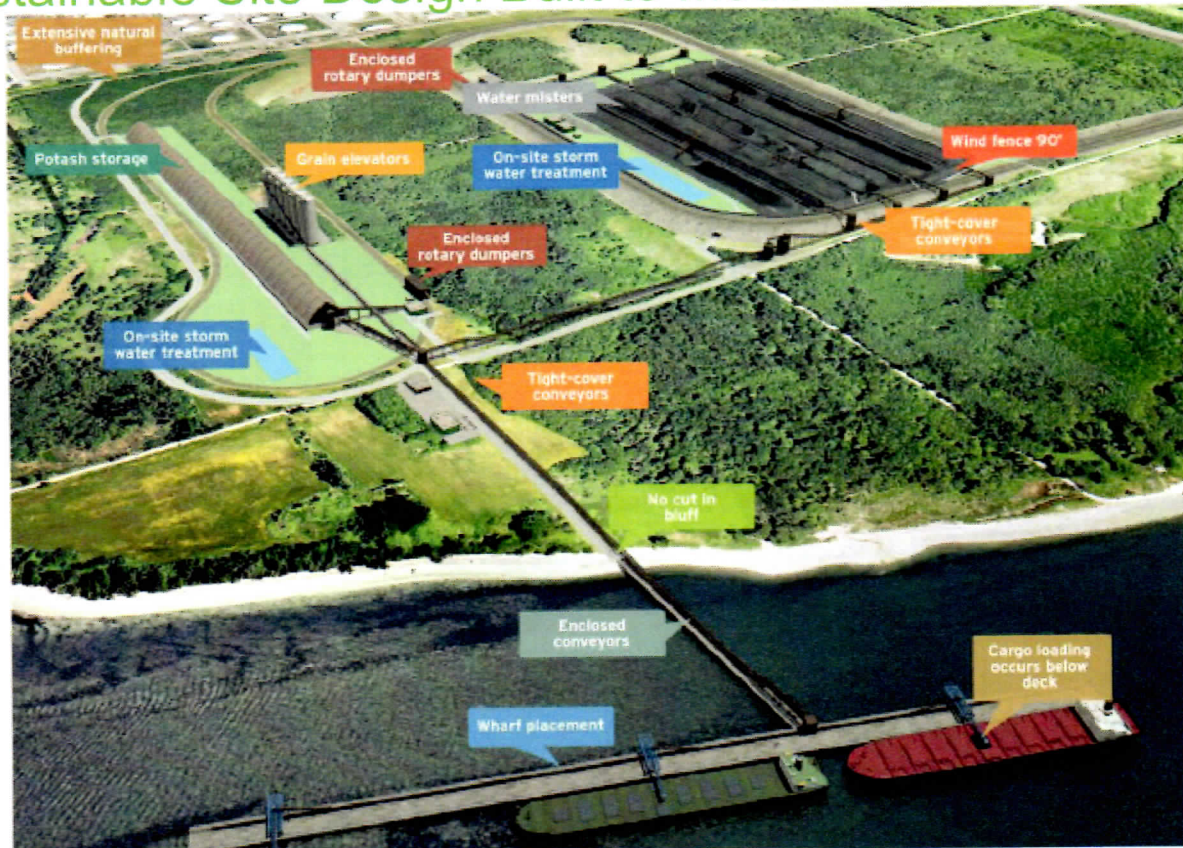
- Annual state and local tax impact: \$8-\$11 million
- Average annual salary of direct terminal employee: \$95,000-\$100,000

*\*Economic estimates by Martin Associates and reviewed by regional economists*

## Environmental Commitment.

- Located on a site zoned for water-dependent heavy industry
- Built to extremely high environmental standards around a naturally deep-water port (**no dredging**)
- Shoreline permit requires zero dust at the property line
- Project will be environmentally superior to terminals built decades ago
- Site design includes state-of-the-art storm water treatment facilities, and advanced emission control technologies, such as **covered and enclosed conveyors**, a 90 ft. high wind fence, fogging systems, sprinkling systems, and loading devices that keep cargo beneath ship's deck at all times.
- Two-thirds of the 1,100-acre site will remain undeveloped, with facilities built almost 1/2 a mile away from shore
- **Extensive environmental review** over the next two years to ensure it complies with at least 15 federal, state, and local environmental laws and regulations.

## Sustainable Site Design Built to Modern Standards.





# Exports Fuel American Economy

## GPT a vital link between U.S. products and the global market

### Export Market Decides Demand.

- GPT will create a critical link between rail and vessels, establishing an efficient transportation system for U.S. products to reach Pacific Rim markets
- Could reduce transportation costs by 15%-20% and shipping time to Asia by 1-2 days over southerly ports
- Transportation networks such as ports, highways, and railways don't create or decide market demand--they service it
- The terminal is designed to handle at least two commodities at a time such as coal, grains, potash, calcined coke, and wood bio-fuels; also adaptable to changing markets
- Currently, there's a high market demand for U.S. grains, corn, and Powder River Basin coal, which is low in sulfur, mercury, and ash, and mined under the highest environmental and labor standards
- Whatcom County already exports coal by train to British Columbia--an activity that's on the rise
- B.C. terminals in Vancouver, Tsawwassen, and Prince Rupert are all expanding capacity for coal exports and other commodities
- The U.S. is already a major exporter of coal and is likely to remain so for decades to come as affordable sources of alternative energy continue to be pursued

### U.S. Agricultural Opportunity.

- "A new grain terminal in Whatcom County will be a significant infrastructure investment that supports our future as a major agricultural export state."

--Dan Newhouse, Washington State Director of Agriculture

- "China and India alone are projected to move nearly 300 million people out of poverty to the middle class by 2020, and that means very significant new demand for grain."

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

- "Bottlenecks at ports are at the top of the list of issues for us."

--Lochiel Edwards, Montana Grain Growers Association

### An Energy Reality.

- "By importing U.S. coal, China is not changing the amount of coal it burns... if you actually understand the economics, and...how climate change works, it's a non-issue."

--Richard Morse, Director of research on coal and carbon markets at Stanford University, December 2010

- "Blocking construction of a port any place else in the Pacific Northwest won't reduce by even one lump the amount of coal burned in Chinese or Indian Power Plants."

--Daniel Chasan, attorney and environmentalist, Crosscut, July 2011

- According to the International Energy Association, "The importance of coal to electricity generation worldwide is set to continue with coal fueling 44% of global electricity in 2030."

- "...coal will likely remain an inescapable mainstay of [U.S. and China] economies for decades to come."

--Pew Center on Global Climate Change/Asia Society Center on U.S.-China Relations, 2009

**“Increasing the export of American products can help revive the fortunes of U.S. companies, spur future economic growth, and support jobs in the U.S”**

**-Gary Locke, U.S. Commerce Secretary, 2010**

#### Energy use from coal:

- China 79%
- U.S. 49%
- Bellingham 32%
- World 41%

For more information, visit [www.gatewaypacificterminal.com](http://www.gatewaypacificterminal.com), email [info@gatewaypacificterminal.com](mailto:info@gatewaypacificterminal.com), call (360) 738-7229, or become a fan of the Northwest Jobs Alliance Facebook page.

For questions regarding the railroad, call BNSF at (817) 867-6275

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