

John Svensson

I am opposed to the proposed Methanol Project on the Columbia River, I know it will produce terrific amounts of greenhouse gases. Since I have worked on the water most of my life I will comment on problems from that viewpoint.

I was a commercial fisherman in the Gulf of Alaska for some 20 years, dealing with oil ship navigation problems. I know they are hard to steer and require approximately 5 miles to stop. I am very familiar with how much power it takes to run a diesel powered vessel in different conditions.

Here are my comments:

1. The Panamax ships that will be used have very limited steerage and will require several tug boats to accompany them in the river. The tugs will be required to use close to full power to turn the vessel.. Example - The tugs burn 8 to 20 gallons an hour at idle and at cruising speed- however when they will be trying to position the large vessel it could go as high as 100+ gallons per hour . So in calculating the amount of pollution one needs to consider the amount of fuel burned when docking, positioning, and changing course; not just the 8 to 20 gallons per hour.
2. The possibility of a Panamax vessel running aground and the amount of fuel burned to get them back afloat also needs to be considered. Back in 2017 a 557-foot Panamanian-flagged tanker vessel ran aground on the Columbia River near Skamokawa. There are many other examples, but the point is, it happens. Tying up River traffic is an added problem.
3. I have worked on Fletcher's Ice Island 600 miles north of Point Barrow, Alaska and on the Columbia River, up to Rooster Rock. I was Senior Scientist aboard the USCG Staten Island in the Bering Straits, measuring water quality, temperatures, and current speeds. For some 15 years, I saw good science and some very bad science. The SSEIS has a lot of pertinent facts. The bad science comes in when someone tries to predict what people from a different cultural and political system are going to do half a world away from here, especially when they come to questionable conclusions that seem to meet their objectives.

I thank you for your time involved on this project. I think it's time to stop this massive greenhouse gas emitter.

Sincerely,

Captain John A. Svensson

Kalama resident