

A Healthy and Sustainable Vision



Spring 2011

Green L.A. Port Working Group

ICTF & SCIG Proposed Rail Yards

Two proposed rail yard projects threaten the health, safety, and quality of life of residents and workers. BNSF Railway is planning to construct a huge new yard, the Southern California International Gateway (SCIG). Union Pacific Railroad is planning to expand its existing yard, the Intermodal Container Transfer Facility (ICTF or UP ICTF).



There Can Be a Different Vision for our Community

The yards are 4–5 miles from the Ports and are very close to homes and schools. Together they will handle 3 million containers a year. Current plans are for each container to arrive at the rail yard on a truck traveling from the Ports through our local communities.

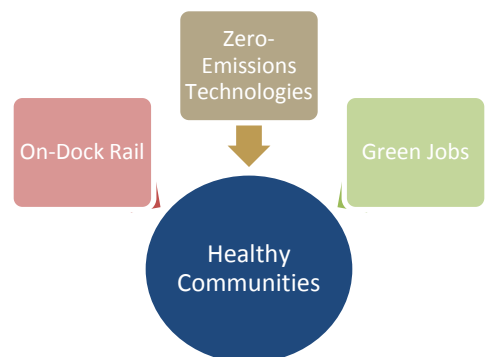
All of the containers that these yards would handle are heading to destinations more than 500 miles away from the ports.

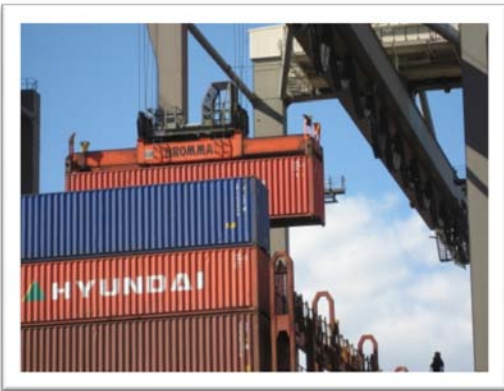
The railroad companies and the Ports try to claim that these new rail yards will be “green,” but the reality is that the yards will instead add significant air pollution, noise, industrial blight, traffic congestion, and health risks to our community.

There can be a different vision for

our community, with strategies to allow our economy to truly grow green. These approaches could render the proposed rail yards unnecessary and minimize the negative impacts to the immediate communities surrounding the yards.

Alternatives to the Proposed SCIG & ICTF Rail Yard Projects





GREENER ALTERNATIVES

Recommended Alternatives to the Proposed SCIG & ICTF Rail Yard Projects

On-Dock Rail

Identify port property that can serve as alternative locations for putting containers directly onto trains. If the Ports can keep adding new marine terminal projects, why is there no land to handle all of the containers at on-dock facilities, right at the Ports? If containers are handled right at the Ports, there would be no need for the SCIG and ICTF.

- **Start moving containers directly from ships to trains at dockside** – which is not currently done. Right now every container goes on a truck before it ever gets placed on a train, this is a totally inefficient system. An example of a more efficient system is portrayed in a video by CSX: http://www.youtube.com/user/HowTomorrowMoves#p/a/u/1/ViLjw7b_0_U Result? No need for the SCIG and ICTF.
- **Use rail yards outside of the L.A. Air Basin** –for cargo heading to Eastern destinations outside of California–utilize rail yards located outside of the L.A. Air Basin where non-polluting electric cranes can sort the containers and put them onto trains for different destinations. Result? No need for the SCIG and ICTF.

Zero-Emission Technologies

Zero-Emission Technologies are vital to the health of the community, environment, and local economy as well as an investment for a cleaner more beautiful city. Such technologies are also necessary for our region to meet federal and state clean air standards, as well as comply with the San Pedro Bay Ports' Clean Air Action Plan commitments. These technologies should be utilized to the fullest extent possible at the ports, in on-dock rail operations, and to move containers from the Ports to the existing rail yard.

- **Ground stacking for on-dock rail** – this efficient, non-polluting technology would require a skilled workforce and provide thousands of local jobs. One example of this technology is: Sky Storage Systems, Inc.'s automated container unloading rack & stack conveyor system.
- **Automated Fixed Guideway** – this system can be used to move containers within the Ports to On-Dock Rail and between the ports and the existing rail yard. Examples include the General Atomics' Electric Cargo Conveyor "ECCO" MagLev System or General Atomics' LSM Wheel Vehicle Technology on an Automated Fixed Guideway.
- **Zero emission trucks** – these trucks can move containers to On-Dock Rail and between the Ports and the existing rail yard. Examples include, Vision Motor Corp. Zero Emissions Hydrogen Gas Fuel Cell Drayage Trucks, the Tyrano Drayage Truck ZETT Terminal Tractor, Balqon Corporation's Nautilus XE3- Drayage Truck, and Nautilus XE 20 Yard Tractor.

Green Jobs

More efficient use of port property and advanced technologies will create opportunities for job creation for operations, construction and maintenance.

- **Clean technologies** are readily available to reduce green house gas (GHG) emissions. Some of the companies that have pioneered these technologies are located in California. They are contributing to the economy by providing jobs through the manufacturing and sales of these clean technology products.
- Each year Federal, state, regional and local governments make **billions of dollars** in grants available to help large and small companies implement cleaner technologies and programs. Funds are available now to invest in clean technologies at the Port of Long Beach and Los Angeles.



Cabrillo H.S., Long Beach, CA

The Proposed Rail Yard Projects' Negative Impacts to Neighboring Communities

Rail yards, also known as intermodal facilities, are large sources of diesel emissions and other pollution emitted by locomotives, heavy duty diesel trucks, cargo handling equipment, diesel-fueled heavy equipment and generators, and fuel storage tanks.

Close proximity of the proposed rail yard projects to **sensitive receptors**, such as children, pregnant women, the elderly, and people with health problems, and near homes, schools, parks, and senior centers, can result in negative impacts such as:

- Health problems & premature death
- Poor quality of life
- Local traffic congestion
- Noise
- Light pollution
- Industrial blight
- Ground vibration
- Property value depreciation

Diesel Pollution

Cities in the South Coast are one of the most concentrated sites of freight-related diesel pollution in the country. Local communities are already overburdened with air pollution and traffic from both Ports, the I-710, 405 and Terminal Island Freeways, trucking operations, the existing UP ICTF rail yard, container storage yards and oil refineries. These **environmental justice** communities are already disproportionately exposed to the **cumulative impacts** of air pollution from all of these sources and cannot bear the burden of any additional air pollution.

Diesel exhaust is considered a Toxic Air Contaminant under California law, based on studies that show that workers' exposure to diesel exhaust is linked to cancer.

- Cancer: A Health Risk Assessment conducted on 18 major California rail yards ranked UP ICTF/Dolores rail yard, located on Port of Los Angeles property, 4th highest in diesel PM emissions. The study estimated that approximately 597,500 people are exposed to an increased cancer risk of 10 in a million.
- Diesel exhaust also contributes to overall particulate pollution and smog.
- We know that *proximity matters* – that is how close you live to traffic-related pollution.
- Children living near traffic have higher rates of:
 - Stunted lung growth and more school absences
 - Asthma
 - Increased emergency room visits for asthma and use more asthma medication.
- Adults living near traffic are more likely to suffer:
 - Premature mortality – cardiovascular disease (that is, they die younger from heart disease)
 - Stroke and
 - Diabetes - these are new research findings, and this issue needs more study.
- Pregnant women living near traffic are more likely to have:
 - Babies born too early
 - Low birth weight babies
 - Babies with birth defects
- Noise pollution causes:
 - Hearing loss, stress and high blood pressure in workers exposed to high levels of noise
 - Cardiovascular illness, difficulty sleeping, and anxiety.
 - Learning problems in school.

Benefits of our Recommended Alternatives:

- Shows commitment towards a sustainable future.
- Provides public support for clean infrastructure.
- Reduces greenhouse gases and air pollution.
- Improves public health, well being, entrepreneurial and employment opportunities.
- Preserves resources and prepares for future environmental controls.
- Gets us closer to reaching attainment of national air quality standards required for federal law for the pollutants ozone and particulates matter.
- Utilizes public funding for the demonstration and application of zero-emission technologies.
- Provides an opportunity to shape the future of goods movement in Southern California since the proposed projects are on public property,
- As a community, gives us an opportunity to set a new vision for Long Beach.



References

- Brook RD. et al. AHA Scientific Statement, Particulate Matter Air Pollution and Cardiovascular Disease, An Update to the Scientific Statement from the American Heart Association. *Circulation*. 2010;121;2331-2378
- Cabrales at al. (2011) Port & Freight Transportation Sector: The Environmental & Economic Benefits of Greenhouse Gas Emissions Reductions. Coalition for Clean Air.
- California Air Resources Board. Health Risk Assessment for the UP Intermodal Container Transfer Facility (ICTF) and Dolores Rail Yards. April 22, 2008 (Available at http://www.arb.ca.gov/rail_yard/hra/up_ictf_hra.pdf)
- Gauderman WJ, Avol E, Gilliland F, et al. The effect of air pollution on lung development from 10 to 18 years of age. *New England Journal of Medicine*. 2004; 351:1057-67
- Kramer U, Herder C, Sugiri D, et al. Traffic-related air pollution and incident type 2 diabetes: result from the SALIA cohort study. *Environmental Health Perspectives*. 2010; 118 (9): 1273-9
- Matsuoka M, Hricko A, Gottlieb, R, and De Lara J. (2011) Global Trade Impacts: Addressing the Health, Social and Environmental Consequences of Moving International Freight through Our Communities. Occidental College and University of Southern California.
- McConnell R, Islam T, Shankardass K, et al. Childhood incident asthma and traffic-related air pollution at home and school. *Environmental Health Perspectives*. July 2010; 118(7): 1021-6
- Stansfeld S, Haines M, Brown B. Noise and health in the urban environment. *Reviews on Environmental Health*. 2000 Jan-Jun;15(1-2):43-82.
- For information on alternative technologies, see www.TheImpactProject.org

For more information, contact Green L.A.'s Port Working Group Members:

East Yard Communities for Environmental Justice
Coalition for Clean Air
Coalition For A Safe Environment
Communities for a Better Environment
End Oil/Communities for Clean Ports
Greater Long Beach Interfaith Council
Natural Resources Defense Council