



# Moving Forward

A Newsletter by THE Impact Project

Volume 1, Issue 1

## THE Impact Project:

*A collaboration of community and university partners*

Trade, Health & Environment Impact Project

## THE Impact Project Partners:

- [Coalition for a Safe Environment \(CFASE\)](#)
- [Center for Community Action and Environmental Justice \(CCA EJ\)](#)
- [East Yard Communities for Environmental Justice \(EYCEJ\)](#)
- [Long Beach Alliance for Children with Asthma \(LBACA\)](#)
- Outreach Program of the [Southern California Environmental Health Sciences Center \(USC/UCLA\)](#)
- [Urban and Environmental Health Policy Center \(UEPI\)](#) of Occidental College

## Inside this issue:

<i>Waiting to Inhale</i>	2
<i>Picacho Peak</i>	2
<i>Goods Movement Action Plan</i>	2
<i>Paying with Our Health</i>	3
<i>Ports in a Storm</i>	3
<i>Health Effects of Diesel Particulate Matter</i>	3
<i>Welcome to Our Newsletter</i>	4

## Impacts of Freight Transport and Port Pollution

Globalization is changing the landscape of Southern California. As the volume of imported products from Asia skyrockets, the Ports keep growing, as do roads, rail facilities, and warehouses to accommodate more and more goods-filled containers. THE Impact Project partner Andrea Hricko describes some of the health and community impacts resulting from these developments. Hricko finds there is an urgent need, and a challenge, for "health" to become a more central part of the policy discussion.

Hricko, Andrea. "[Ships, Trucks, and Trains: Effects of Goods Movement on Environmental Health.](#)" [Environmental Health Perspectives.](#) April 2006.



Cargo ship at the San Pedro Bay Ports, Alena Groopman.

· **SAVE THE DATE** ·

### Moving Forward:

*A conference on healthy solutions for communities impacted by trade, ports and goods movement.*

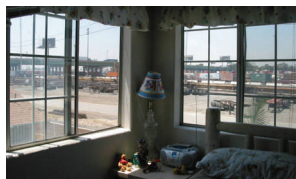
**November 30 - December 1, 2007**

Organized by **THE Impact Project**, a collaboration of community and university partners

Location: Carson Community Center in Carson, CA

## The View From Our Window

The expansion of global trade is having detrimental health and community impacts along goods movement corridors (rail lines, truck routes,) and near goods movement



facilities (ports, rail yards, intermodal facilities, truck yards and distribution centers). These include communities near the ports such as Wilmington, Long Beach and San Pedro and more distant communities in Riverside and San Bernardino Counties of California. More than one-third of all cargo imported into the U.S. by ship now enters through the Los Angeles and Long Beach Ports making them the #1 largest

Port complex in the U.S. The ports are also the single largest source of diesel air pollution in the Southern California. There are more than 47,000 truck trips per day in and out of the San Pedro Bay Ports today and the number is estimated to reach 100,000 trips per day by 2025.

"[The View From Our Window- Environmental Justice and the Goods Movement.](#)" Modesta Avila Coalition. July 2005.

## Waiting to Inhale

During the month of July 2006, THE Impact Project partner CCAEJ displayed a billboard that drivers could see while driving east from L.A. on Highway 60 just after entering Riverside County. The attention-grabbing billboard read, "Welcome to Riverside County: We're #1 Dirtiest Air in the Nation. Deadly Health Impacts. Ask before you buy." Penny Newman, director of the Center for Community Action and Environmental Justice, says she hoped that the billboard would get people talking and asking the right questions.

Bernstein writes, "Lung capacity permitting, I agree there's a lot to talk about, especially since Alan Sharp, one of the developers who suggested New-

man put up a sign, once said: 'The right to breathe clean air is not a right defined by statute. It's a luxury.'"

Bernstein, Dan. "Waiting to Inhale." Press Enterprise. 1 July 2006.



Photo courtesy of Press Enterprise Column

## Picacho Peak



The prominent landmark Picacho Peak is in an Arizona State Park, located in the Sonoran Desert about 35 miles west of Tucson, where hikers are often treated with a spectacle of blooming wildflowers. Now, the nation's largest railroad is hoping to purchase 1500 acres of state land currently zoned

*Picacho Peak: an untouched desert or a rail switching yard?*

"development-sensitive" near Picacho Peak and turn it into the nation's 6th-largest rail switching yard, according to nearby residents who wrote to THE Impact Project seeking information on diesel exhaust and its health effects. On November 29, 2006, the Pinal County (AZ) Board

of Supervisors voted in favor of pursuing the rail project. Next step: the AZ State Land Department will decide whether to sell the property to the railroad.

Lisaius, Som. "Picacho Peak Railroaded by Union Pacific?" KOLD News 13. Tuscan, AZ.

## Clean Air Action Plan



Photo of the San Pedro Bay Ports, Alena Groopman

On November 20, 2006, the Ports of Los Angeles and Long Beach joined forces to adopt the San Pedro Bay Ports Clean Air Action Plan, which aims at significantly reducing the health risks posed by air pollution from port-related ships, trains, trucks, terminal equipment and harbor craft. Under the Plan, the ports promise to eliminate "dirty" diesel

trucks from San Pedro Bay cargo terminals within five years by helping to finance a new generation of clean or retrofitted vehicles, among other measures. [View the Press Release.](#)

To view the [San Pedro Bay Ports Clean Air Action Plan](#), go to the Ports of Los Angeles and Long Beach's web-sites.

# Paying with Our Health: The Real Cost of Freight Transport in California



Freight transport of goods, Alena Groopman

California’s seaports, airports, truck routes, railways, and distribution centers would cost the polluting companies pennies, save California billions, and have a major impact on the health of millions of affected residents. “Paying With Our Health” concludes that putting state-recommended pollution controls into practice would cost freight import-

ers, exporters, and transporters less than a penny per dollar of their California-dependent revenue. For each dollar spent on pollution controls, the State would save \$3 to \$8 on public health costs in the next 15 years. The report was issued by the Ditching Dirty Diesel Collaborative and was authored by the Pacific Institute, based in Oakland, CA. Four of THE Impact Project community partners contributed to the report. [View the media release.](#)

“[Paying with Our Health: The Real Cost of Freight Transport in Southern California.](#)” The Pacific Institute. November 2006.

A new report shows that cleaning up ports, exporters, and transporters less

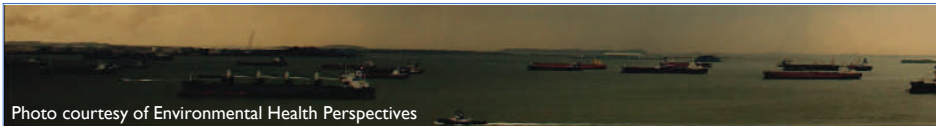


Photo courtesy of Environmental Health Perspectives

## Ports in a Storm

According to a lengthy article in the journal *Environmental Health Perspectives*, the Los Angeles and Long Beach ports of Southern California are responsible for more daily emissions than all six million cars in the region. While emissions from land-based sources are slowly decreasing, those from shipping are increasing. Officials are now quantifying health impacts of emissions—including poor lung development in

children, cancer risk, and infant mortality—as specifically linked to port-related activities. As these impacts increasingly provide evidence for stronger regulations, a projected tripling in trade at the Los Angeles/Long Beach ports in the next fifteen years is challenging both

regional and international law.

*The Ports of Los Angeles and Long Beach project a tripling in trade in the next fifteen years.*

“[Ports in a Storm.](#)” *Environmental Health Perspectives*. April 2006.

## Health Effects of Diesel Particulate Matter

According to a Health Effects of Diesel Exhaust Particulate Matter Fact Sheet developed by the California Air Resources Board, diesel exhaust in California is linked to premature deaths, lung cancer, decreased lung function in children, chronic bronchitis, increased respiratory and cardiovascular hospitalizations, aggravated asthma, increased respiratory symptoms, cancer, dam-

aged DNA, lost workdays, reduction in visibility and global warming. Because exhaust is emitted in urban areas, it causes high exposure; children and the elderly are the most vulnerable. In addition to health impacts, air pollution has a serious impact on the state’s economy.

“[Health Effects of Diesel Exhaust Particulate Matter.](#)” California Air Resources Board. March 2006.

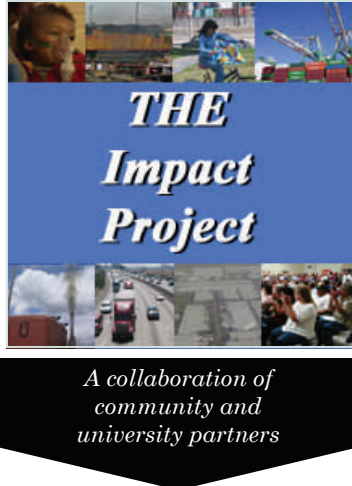


Trucks lining up, Andrea Hricko

FROM: THE IMPACT PROJECT

## THE Impact Project

Trade, Health & Environment Impact Project is funded by The California Endowment. THE Impact Project is a community-academic action research partnership focused on reducing the impacts of international trade's impacts on health and community life. The collaborative consists of four community-based organizations based near the ports or along key trade corridors in southern California and two southern California academic programs. One goal of THE Impact Project is to develop an information network to share knowledge on the health and community impacts of ports and "goods movement," as well as to share strategies for preventing and reducing those impacts.



To:

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## Welcome to Our Newsletter

This newsletter is part of a collaborative effort to increase awareness of the health and community impacts of international trade through our marine ports and along "goods movement" corridors. These corridors include truck-congested freeways and roads, rail yards and intermodal facilities, distribution centers, and other locations that facilitate the movement of cargo or cargo containers. We formed this collaborative to positively impact regional public health policies and improve environmental health in communities affected adversely by diesel-emitting ships, locomotives and trucks moving cargo containers throughout Los Angeles, Riverside and San Bernardino coun-

ties. As we embarked on writing the first issue, we realized that the newsletter could also serve to build a national network for information about health and community impacts of ports and goods movement. The newsletter will describe community concerns from around the U.S. (with an emphasis on California) and new research findings on air pollution, noise and other community impacts. It will also discuss new policy initiatives, government actions, and planned infrastructure (such as freeway or rail yard expansions). We encourage you to submit brief articles for consideration.

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Thank you.

Funded by  
The California Endowment