

Fact Sheet

Freight transport health costs are quantifiable, significant, and growing

- Diesel pollution is the worst toxic air contaminant in California, responsible for 70% of the state's air pollution-related cancer risk.
- Freight transport contributes 30% of the total statewide emissions of nitrogen oxide (smog-forming pollutants) and 75% of all diesel particulate matter pollution in the state.
- Airport pollution is unregulated and the impacts of diesel machinery, trucks, and jet fuel are not well understood.
- California's freight transport-related health costs will total \$200 billion over the next 15 years (from health impacts such as premature deaths, hospitalizations and sickness).
- Freight transport pollution's greatest impact is on low-income communities of color.
- Each year, freight transport causes:
 - 2,400 Californians to die prematurely (**more than 6 a day**);
 - 2,830 Californians to be admitted to the hospital (**more than 7 a day**);
 - 360,000 Californians to miss work (**more than 1,300 per work day**); and
 - 1,100,000 California children to miss a day of school (**more than 6,000 per school day**).
- The amount of goods transported through California is projected to nearly quadruple between 2000 and 2020.
- These figures do not include costs that are more difficult to quantify, such as illness and premature death from on-the-job exposure, noise and safety hazards, and depressed economic activity in the communities adjacent to freight transport facilities.

Cleaning up freight transport saves billions in health costs

- The California Air Resources Board (CARB) has recommended a package of 30 clean-up measures to reduce diesel particulate matter pollution 77% and smog-forming nitrogen oxide pollution 64%.
- Implementing CARB's clean-up measures will cost up to \$10 billion over 15 years (\$667 million per year). **It will save several times that amount in health and social costs.**
- Despite a savings of \$3 to \$8 for every dollar spent on cleaning up, there is no current funding stream for the CARB recommendations.

Polluters can easily afford cleaning up, protecting communities and preserving thriving industry

- More than 46% of all United States containerized imports come through California ports.
 - The value of these goods is approximately \$300 billion and growing.
 - Much of these goods do not stay in California, continuing on to other regions of the country (60% of imported goods consumed in Chicago come through California ports).
- Combined, the top freight transport-related industries earned \$1.2 trillion in revenue in 2005, approximately \$231 billion of which is California-dependent.
- Implementing CARB's recommendations would cost \$667 million per year, or **less than 0.29¢ of every dollar of California-dependent freight transport revenue**. This would cut pollution from freight transport in California by:
 - 77% of diesel particulate matter by 2020 and
 - 64% of smog-forming nitrogen oxides by 2020.
 - In fact, the cost of clean-up is under a penny per dollar of the California-dependent revenues of the country's largest importer, **Wal-Mart**
- The container fee vetoed by Governor Schwarzenegger would have covered more than half of the annual cost of the CARB recommendations, while only adding 4¢ to the cost of shipping a DVD player and less than a penny per pair of sneakers.

What Can Be Done?

- CARB's recommendations (see the enclosed executive summary) need to be funded and implemented.
- Magnet sources of pollution and pollution hubs need to be regulated like stationary sources
- The Goods Movement Integrating Workgroup and other freight transport facility decisions need to include input from public health experts
- Companies need to pay their fair share to clean up their dirty business practices

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