

Ernesto Nevarez
52041 Panorama Dr.
Morongo Valley, CA 92256
portofaztlan@yahoo.com

To: Long Beach City Council

Re: File #11-1205
Proposed SCIG Project and Draft Environmental Impact Report
Before the City Council Dec. 6, 2011

I oppose the recommended action.

Background:

The facility already has a major rail spur and the operation already is related to cargo movement.

The current operation, CalCartage et al. is the largest trucking operation on the west coast and is opened 24/7 364 days a year.

CalCartage and subsidiaries have over a thousand trucks in their operation each capable of completing 2.5 trips to the port a shift with two shift potential amounting to 5 thousand trips a day and between 1.5 million to 2 million drayage trips a year. These are only trips from the port to the yard. What goes in must come out. The cargo not put on the rail spur then must be transloaded and put into trailers for regional distribution by over-the-road truckers thereby doubling the number of trips!

The memorandum claims that many employees would lose their jobs! A review of their Business Tax Registration with the City of Los Angeles will show that CalCartage et al. has very few employees at all. For tax and labor rights purposes it claims that the drivers are independent contractors but for pandering to the public sentiment in this case is including the drivers as their employees.

Memorandum R-21 further suggest that only 250 to 400 persons would be employed by SCIG. Wish the two councilpersons would enlighten us all how such a few number of workers will move by truck

the 2,000,000 containers a year the memorandum suggests let alone operate the facility. It would be an operational miracle!

Faulty Assumptions:

“All of the drayage trucks currently in operation at the existing (sic) uses of the project site meet the 2007 EPA standards.”

The report fails to identify how many intermodal containers are currently transferred by the rail spur. CalCartage is the largest transloading operation in the port, especial the cross-dock loading from ocean container to rail car. Any cargo not transferred to rail car either remains in the container for an additional trucking modal or is transloaded into a 53 foot trailer for regional transfer to distribution centers. Most loads drayed by CalCartage with clean trucks bring the containers to the yard on behalf of brokers and major clients. CalCartage supplies a service to dray at least a million containers a year from the port to the first point of landing outside the port which is their yard. The clients then send their trucker to terminate the movement of the container and these trucks do not necessarily meet the 2007 standards!!! The same is true for the out-of-state trucks that pull the 53 foot trailers that the cargo from the ocean containers is put into.

Conclusion:

I will spare my testimony on the merits of SCIG for the proper venue which is the Los Angeles Harbor Commission. However, after reviewing Memorandum R-21 I felt compelled to clarify obvious errors, portrayals, and unsubstantiated allegations involving operational facts. Hopefully, this information might assist you in making a responsible decision based on facts and not on desperate hype or innuendos.

Back in 1984-1986 I was a member of the Wilmington/Long Beach based Harbor Coalition Against Toxic Waste and still support a clean environment. Since then I have been an activist in the local drayage industry and have been an expert witness in civil litigation, been quoted in various studies and journals, and have participated in numerous public hearings at all levels of government. My support for a clean environment cannot be doubted but I believe that decisions regarding the environment should take into consideration the truth and not be swayed by emotion as to do so allows special interest such as CalCartage to manipulate the facts with mis-truths.

Sincerely,

Ernesto Jesus Nevarez
December 6, 2011