

CN Intermodal Facility
Review of the CN Environmental Impact Statement re Human
Health Impact

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A. Introduction

I am a professor at the New York University School of Medicine, and a consultant in the field of human health effects of air pollution. I was retained by the Halton Municipalities (the Regional Municipality of Halton, the City of Burlington, the Town of Halton Hills, the Town of Milton, and the Town of Oakville) to consider the information needed to assess the health impacts of a proposed new CN Intermodal Facility in Milton, Ontario.

B. Qualifications

I am the Director of the Program in Exposure Assessment and Human Health Effects at the Department of Environmental Medicine, NYU School of Medicine, and a leading scholar on the human health effects of air pollution. I have significant experience relevant to the consideration of the CN Intermodal Facility and its potential air quality health implications.

I have led scientific investigations of the associations between air pollution exposures and health effects in the US and elsewhere in the world. This included a study of air pollution in the Toronto area, where I led a seminal investigation in the 1990's of the correlation between ozone and fine particulate matter (PM_{2.5}) air pollution exposures and increases in respiratory hospital admissions.

C. Results of Review

I have reviewed the MILTON LOGISTICS HUB - Technical Data Report Air Quality (Appendix E.1), and find that it is inadequate to properly assess the environmental health impacts of the proposed facility. The following information is required to determine the health impacts of the proposed facility.

Topic	Reference to CN EIS and Information Responses	Requested Information	Rationale
<p>Human Health Impact</p> <p>EIS Guideline 6.2.1</p> <p>Halton Brief, Table D.7</p> <p>Healthy Communities – Air Quality</p>	<p>App. E.1</p>	<p>RHH1. Traffic Induced Air Pollution Should be Modeled</p> <p>Added air pollution from the proposed facility should be modeled. The model should include all the added loading and unloading equipment, and on-site and off-site traffic induced by the new facility, incorporating not only that directly from the trucks and rail vehicles transferring and carrying goods, but also any added pollution from any other local secondary (indirect) development and traffic that would be induced by the operation of the proposed new intermodal facility.</p> <p>Pollution impact estimates should include population weighted means by Census subdivision, for input to a subsequent health impact analysis.</p>	<p>Appendix E.1 fails to directly and quantitatively assess the specific environmental and health impacts of diesel particulate matter (DPM) emissions that will be added by the train and truck traffic induced by the proposed facility. In order to properly assess the environmental health impacts of the proposed facility, this information is required.</p>

<p>Human Health Impact</p> <p>EIS Guideline 6.2.1</p> <p>Halton Brief, Table D.7 Healthy Communities – Air Quality</p>	<p>App. E1</p>	<p>RHH2. Impact on Municipalities</p> <p>The human health impacts of the air pollution from the direct and indirect air emissions induced by the operation of the proposed facility should be assessed on finer Census sub-districts for the persons living in the municipalities surrounding the facility.</p> <p>This can be conducted, for example, using the Canadian Air Quality Benefits Assessment Tool (AQBAT) (http://www.science.gc.ca/eic/site/063.nsf/eng/h_97170.html).</p>	<p>The potential human health impacts of the added air pollution upon persons living in municipalities surrounding the facility have not been assessed. This is a factor that should be considered in determining impacts on the surrounding community.</p>
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March 9, 2017



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