



CPKC merger Final Environmental Impact Statement (EIS): Pros & Cons

[Access full EIS here.](#)

Acronyms:

STB: Surface Transportation Board, federal government agency who authorizes the merger

CPKC: Canada Pacific/Kansas City Southern rail lines

GHG: greenhouse gases

FRA: Federal Railroad Administration

Pros:

- Commitment from CPKC in the merger to meet regularly with Houston community leaders in order to work cooperatively to solve merger related impacts in the community.
- CPKC will also provide Houston residents with a way to make their concerns known online.
- STB is mandating there be a Houston community liaison established by CPKC that will be available to make comments/meet with community leaders.
- CPKC is voluntarily striving to meet air quality reduction targets for "[well to wheels](#)" GHG emissions on their locomotives as deemed appropriate by the Science Based Targets initiative by 2030
- CPKC Will develop an anti-idling policy for trains and construction equipment on all lines to prevent excess emissions from idle trains
- STB Mandates that CPKC must have "proactive and targeted" outreach to minority and low-income communities that will experience adverse noise impacts about the establishment of Quiet Zones and the procedures for establishing them as mandated by the FRA.
- Final Environmental Impact Statement expanded its study on noise and vibration, grade crossing safety and freight rail safety to include parts of the greater Houston area such as Beaumont and Rosenberg.
- STB compels CPKC to respond promptly to community concerns about Quiet Zones with adequate information.

Cons:

- Emissions are not adequately addressed in this EIS. Emissions are expected to increase as a result of this project. The STB claims to lack the authority to enforce emissions reductions targets, and, as a result, has delegated the onus of reducing emissions to the State Implementation Plan (SIP). However, the Texas SIP has been repeatedly rejected in recent

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years because of its inefficacy. While CPKC has stated they will pursue voluntary emissions reductions, there is no mechanism to enforce emissions reductions.

- There is an increased risk for hazardous materials spillage due to the merger-related increased traffic of those materials. The only mitigation measures to be implemented are the development of specific onsite plans for spill prevention and control in train yards and simple compliance with local, federal, and state regulation. There should be more aggressive action to prevent hazardous spills along the line and at freight yards, especially considering recent train derailments.
- Lack of voluntary mitigation measures by CPKC, such as funding of improvements to local infrastructure to enhance mobility as well as funding for air filtration systems, air monitoring, emergency response training, and Quiet Zones in areas identified by communities and local entities, as we requested in [our comments on the Draft Environmental Impact Statement](#).
- CPKC and STB could have more robust community engagement in the Houston area. While we appreciate the work started, there should be more direct outreach to community members and leaders in terms of education on the merger and more concrete plans to address inevitable consequences of the merger and craft tailored solutions for the community. In addition, there are issues of accountability: how will the community know and trust that CPKC will actually listen to and address their concerns? There are no clear enforcement mechanisms for ensuring concerns are adequately responded to.

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