

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Workshop Comments Released November 17, 2015

The Port of Long Beach and Port of Los Angeles, collectively known as the San Pedro Bay Ports, are updating their groundbreaking Clean Air Action Plan (CAAP), which contains strategies for reducing ports-related air emissions from ships, trucks, trains, harbor craft, and cargo-handling equipment.

On October 14, the Ports held a workshop to solicit ideas on the next iteration of the CAAP. More than 100 people attended the workshop, participating in breakout tables with the following themes:

- How do we transform ourselves into a zero-emissions port complex?
- How do we prioritize our air strategies among local air quality concerns and health impacts, regional emission goals, and global greenhouse gas considerations?
- How do we balance the environment, efficiency, and economics? How do incentives and market-based mechanisms factor into the CAAP?

We received many comments and sorted them into 10 categories to assist us in identifying major themes for incorporation into the CAAP. We are providing the full list of comments below.

The Ports anticipate releasing a draft CAAP document in Summer 2016 with final adoption in Fall/Winter 2016. Stakeholders are encouraged to submit additional comments to:

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<b>CLEAN AIR ACTION PLAN WORKSHOP THEMES</b>
<b>Concepts and Potential Strategies</b>
Trucks must continue to be a major focus.
Is short-sea shipping a possibility?
The Ports should add new emission-reduction goals.
There should be requirements in lease agreements to purchase best available control technologies.
New equipment purchases should include best available control technologies.
Leases rather than purchases of new equipment should be encouraged to provide flexibility for owners/operators to upgrade to cleaner equipment as technologies improve.
There must be infrastructure developed for Liquefied Natural Gas (LNG) fueling of vessels.
Explore biodiesel for vessels.
Look at the South Coast Air Quality Management District control measures for concepts.
Parts of the Ports should be relocated to other regions.
The Ports should consider zero-emissions truck lanes.
Consider legislation to adjust the weight limits on moving cargo, possibly to reduce the number of trucks required to move cargo.
Consider fees for older, less clean ships.
The Ports could set up fleet emission average levels for terminals to meet.
The Ports should allow trading of equipment between terminals.
<b>New Technologies/Zero Emissions</b>
New emission-reduction technologies can often have operational and/or fueling issues that must be addressed, and these technologies must be vetted through a demonstration process.
It would help to develop a matrix of pollution-reduction technologies and the potential timeframes for implementation so the community understands how long it will take to deploy these cleaner technologies.
The community believes that many zero-emissions and near-zero emissions technologies already exist such as AMECS and ALECS.
Ultimately, the Ports need to move toward zero emissions.
The Ports need to promote zero-emissions equipment that is currently available.
The Ports need to invest in the development and deployment of emission control technologies for marine vessels.
Overhead catenary is a promising technology.
Increase amount of automated terminals or use of Automated Guided Vehicles (AGVs).
The CAAP should be technology agnostic.
Battery trucks should include an assessment of capacity/weight.
Partnerships with suppliers for parts must be encouraged.
There should be long-term commitments from technology partners.
The Ports should work with Air Resources Board to certify new technologies to provide faster investment opportunities.
Technologies must meet demands of trucking schedules/driving hours/ranges with some incentives. Factors to consider are: longevity of trucks, number of hours/drivers must remain the same, profitability, lower cost to purchase and operate.
New equipment acquisition should factor in sustainability/cost of maintenance of the equipment.

<b>Strategies with Co-Benefits</b>
Addressing local air quality impacts may help meet regional and global air quality goals.
Energy strategies could help reduce power plant emissions, which in turn could reduce criteria pollutants.
<b>Energy</b>
The Ports should explore LED lighting.
The Ports should maximize the deployment of solar panels in and around the ports (possibly on trains, tractor cabs, and containers).
The electrical grid must be upgraded, and there needs to be attention paid to energy planning and energy availability.
The Ports must include energy forecasting for petroleum versus electric and to assess future demand.
<b>Efficiencies and Economics</b>
The Ports should look at efficiency measures.
The industry needs to increase operational efficiencies.
The Ports must make a business case for their CAAP strategies.
To maximize vessel efficiency, there must be communication between vessel operators and owners.
The CAAP could measure efficiency on a per-vessel basis.
The Ports can stay economically competitive (i.e. remaining viable from a business perspective) by incorporating the three components of sustainability in operations; by setting goals, objectives and metrics that place an importance on economic competitiveness; and by encouraging transparency between the Ports and between the Ports and community.
<b>Enforcement</b>
Enforcement of clean truck rules and other regulations is important even outside the harbor district.
Trucks are idling in neighborhoods; the Ports need to get the trucks in more quickly to reduce idling.
There must be enforcement of maintenance for the existing fleet.
There must be enforcement of efficiency regulations for vessels.
<b>Funding: Incentives and Fees</b>
Existing leases should include monetary and non-monetary incentives to reduce emissions.
Government needs to provide more money through grants to reduce port-related emissions.
Incentives to reduce emissions, such as those that support the purchase of cleaner equipment, must be practical and must be available to the actual owners/operators of the equipment.
Are incentives to reduce emissions from vessels effective? Sufficient to change behavior?
The Ports should look at fees at other West Coast ports.
<b>Need to Address Local Air and Health Risks</b>
The Ports need to address local health risks impacting the community first, such as: asthma, allergies, cancer, nosebleeds, cardiovascular disease, low birth weight, autism, premature birth
Air quality affects many aspects of life, including exercising outdoors, and it affects children attending schools near freeways and pollution sources.
The Port complex has come a long way in reducing emissions but more needs to be done.
The railyards have a significant impact on residents living nearby.
The Ports have been so successful because of community support for the economic benefits and job-generating potential of the ports.
People who work at the Ports are impacted by poor air quality.

<b>Near-Term and Long-Term Approaches</b>
Something needs to be done now to reduce existing air quality impacts.
If there is a delay in implementing new technologies to reduce air pollution, there still needs to be a reduction in community exposure; the Ports must mitigate impacts now.
It doesn't need to be a choice between near-term technologies and zero emissions; there are ways to introduce technologies in a smart way that does not result in stranded assets.
<b>Non-Port-Related Impacts/Non-Air Impacts</b>
There are odors emanating from the harbor area, particularly in the afternoon, but it is unclear if they are from the ports, refineries or some other source.
Local traffic and other factors also have air quality impacts in and around the ports area, not just from the Ports themselves.
Education and training for the general population to reduce its environmental footprint is also important.
The Ports need to think about impacts on truck drivers - they have low wages, can't afford new trucks and work long hours.
The Ports also have noise impacts.
There should be a ban on fracking.