



## THE LOS ANGELES CUSTOMS BROKERS & FREIGHT FORWARDERS ASSOCIATION, INC.

August 13, 2007

Dr. Spencer D. MacNeil,  
U.S. Army Corps of Engineers, Los Angeles District  
P.O. Box 532711  
Los Angeles, CA 90053-2325

Dr. Ralph G. Appy  
Port of Los Angeles  
425 S. Palos Verdes St  
San Pedro, CA 90731

RECEIVED  
AUG 16 2007  
Env. Mgmt. Div.  
Harbor Dept.  
City of L.A.

Dear Dr. MacNeil & Dr. Appy:

On behalf of Los Angeles Customs Brokers & Freight Forwarders Association (LACBFFA), I am writing to support the EIS/EIR process for the TraPac Container Terminal Project, which represents an important step to ensure green growth at the Port of Los Angeles. LACBFFA congratulates the Port of Los Angeles, commissioners and staff for producing the draft EIS/EIR – the first step in ensuring that our ports can efficiently manage expected growth while mitigating environmental impacts.

We all know the Ports of Los Angeles and Long Beach are major economic drivers, providing approximately 500,000 jobs in the greater five county region and more than 3 million jobs nationally. Our 200 plus members derive their livelihood from international commerce coming through our two ports. The projected growth of the ports is staggering.


We firmly believe that port growth, and the appropriate accommodation of that growth, is critical not only to the Southern California and national economy, but also to our air quality.

Re-development of the TraPac terminal is an important step towards efficiently managing the expected growth in container volume and mitigating environmental impacts. Terminal efficiency will nearly double, while minimizing truck idling and increasing use of rail. As a result, the EIR shows that the proposed project will reduce emissions of green house gasses and criteria pollutants below baseline levels. The proposed project also meets the green growth goals of the CAAP and significantly reduces health risk to local communities through numerous environmental features. In addition, a 30-acre landscaped buffer zone separating the community from port operations would provide much needed green space and recreational facilities to community members.

Conversely, the “no project” alternative clearly shows that a failure to complete this project is detrimental to local and regional air quality in the local community and the region. In fact, even if no changes are made to the existing facility, the container cargo volume at the TraPac terminal is expected to nearly double without any of the environmental benefits of redeveloping the site. Moreover, it’s clear that certain improvements can only be provided with the site redesign outlined in the EIR.

We believe that this project represents an important “green growth” initiative to provide more efficient goods movement through the Port of Los Angeles. We therefore support the project in concept, and encourage the Port of Los Angeles to continue moving the environmental review process forward to completion.

Sincerely,

  
Roger M. Clarke  
President