



**THE PORT  
OF LOS ANGELES**  
Executive Director's  
Report to the  
Board of Harbor Commissioners

**DATE: NOVEMBER 2, 2017**

**DIVISION: ENVIRONMENTAL MANAGEMENT**

**SUBJECT: RESOLUTION NO. \_\_\_\_\_ - FINAL 2017 SAN PEDRO BAY  
PORTS CLEAN AIR ACTION PLAN UPDATE**

**SUMMARY:**

On November 20, 2006, the Boards of Harbor Commissioners (Boards) for the City of Los Angeles Harbor Department (Harbor Department) and City of Long Beach Harbor Department took an unprecedented joint action to improve air quality in the South Coast Air Basin by adopting the San Pedro Bay Ports Clean Air Action Plan (CAAP). The CAAP is a sweeping plan aimed at significantly reducing the health risks posed by air pollution generated by the ocean-going vessels, trains, trucks, cargo handling equipment and harbor craft that move cargo in and out of the Ports of Los Angeles and Long Beach (Ports). Building on the across-the-board success of the 2006 CAAP, on November 22, 2010, the Boards once again took a joint action to approve the 2010 San Pedro Bay Ports Clean Air Action Plan Update (2010 CAAP) adopting long-term goals for emission reductions, and reductions in health risk from port-related diesel pollution compared to 2005 levels.

Much has changed since the adoption of the original and 2010 CAAP documents. The strategies outlined in the first two CAAPs have been fully implemented or are well underway. Technologies that use much cleaner engines and zero-emission technologies that once existed only in concept are becoming a reality. The Ports have engaged in Supply Chain Optimization efforts with a goal to improve efficiency in the freight system. Cleaner and more reliable sources of energy through energy planning activities by the Ports are also being pursued. The air pollution strategies contained in the 2017 CAAP have been shaped by more than two years of extensive outreach and engagement with our stakeholders, including customers and operators, industry trade associations, the broader business community, environmental groups, technology developers, equipment and fuel vendors, regulatory agencies, elected officials, and the local communities.

In order to continue our success in reducing emissions and the health risk, the Ports are now proposing the third iteration of the CAAP, the 2017 San Pedro Bay Ports Clean Air Action Plan Update (2017 CAAP).

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**RECOMMENDATION:**

It is recommended that the Board of Harbor Commissioners (Board):

1. Find that the proposed action is statutorily and categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Sections 15262 and 15306 of the State CEQA Guidelines as determined by the Director of Environmental Management; and
2. Adopt Resolution No. \_\_\_\_\_ adopting the 2017 San Pedro Bay Ports Clean Air Action Plan Update.

**DISCUSSION:**

1. 2006 San Pedro Bay Ports Clean Air Action Plan (CAAP) - At the Joint Special Meeting of the Boards held on November 20, 2006, the Boards adopted the San Pedro Bay Ports Clean Air Action Plan. The original CAAP, a five-year plan, described the steps the Ports would take to reduce emissions by 50 percent from Port-related operations, specifically, from ocean-going vessels (OGV), trains, trucks, cargo handling equipment and harbor craft. Some of the notable successful strategies contained in the original CAAP include the Clean Truck Program, the Alternative Maritime Power Program, and the Vessel Speed Reduction Program.
2. 2010 San Pedro Bay Ports Clean Air Action Plan Update (2010 CAAP) - The 2010 CAAP was adopted at a Joint Special Meeting of the Boards held on November 22, 2010. In the 2010 CAAP, the Ports proposed long-term goals for the CAAP consistent with the commitment that was made in the original CAAP. These goals, also known as the San Pedro Bay Standards (Standards), established more aggressive targets for the two-port complex to reduce health risks and further improve air quality. The Standards set the following emission reduction targets relative to 2005 emissions:
  - By 2014, reduce Ports-related emissions by 22 percent for nitrogen oxides (NO<sub>x</sub>), 93 percent for sulfur oxides (SO<sub>x</sub>), and 72 percent for diesel particulate matter (DPM)
  - By 2023, reduce Ports-related emissions by 59 percent for NO<sub>x</sub>, 93 percent for SO<sub>x</sub> and 77 percent for DPM
  - By 2020, reduce residential cancer risk due to DPM pollution by 85 percent in the Ports' region and in the communities adjacent the Ports

In order to track our progress in complying with the Standards, both Ports publish annual emission inventory reports, including report cards. The Port of Los Angeles' 2016 Emissions Inventory shows that since 2005, DPM has dropped 87 percent, NO<sub>x</sub> is down 57 percent, and SO<sub>x</sub> is down 98 percent. The 2014 emission reduction goals

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for DPM, NO<sub>x</sub> and SO<sub>x</sub> have been met and the 2023 goals, with the exception of NO<sub>x</sub>, have also been met, and will need to be maintained as the Ports continue to grow.

3. 2017 San Pedro Bay Ports Clean Air Action Plan Update (2017 CAAP) - The proposed 2017 CAAP (Transmittal 2) is the result of extensive public outreach that has taken place over the past two years combined with recent regulatory and statutory changes.

a. 2017 CAAP Strategies – 2017 CAAP strategies have evolved from the concepts proposed in the 2017 CAAP Update Discussion Document (Transmittal 3) and the Draft CAAP 2017 Update (Transmittal 4), to the final 2017 CAAP. The strategies support our aggressive effort to clean the air for the community, plan for zero-emissions infrastructure, encourage freight efficiency, and address energy resources. There are 14 strategies to reduce emissions from sources in and around the Ports. These strategies include the following:

- Advancing the Clean Trucks Program to phase out older trucks and transition to the goal of zero-emission trucks by 2035
- Accelerating state-led efforts to transition terminal equipment to the goal of zero emissions by 2030
- Further reducing emissions from ships at-berth, and transitioning the oldest, most polluting ships out of the San Pedro Bay fleet
- Accelerating the deployment of cleaner harbor craft engines and operational strategies to reduce harbor craft emissions
- Expanding use of on-dock rail

b. 2017 CAAP Emission Reduction Targets – The 2017 CAAP contains the 2020 and 2023 standards included in the CAAP. In addition, the Ports have added greenhouse gas (GHG) targets to line up with the State of California and the Mayor of Los Angeles' goals (see below):

- Reduce population-weighted residential cancer risk of Ports-related DPM emissions by 85% by 2020
- Reduce Ports-related emissions by 59% for NO<sub>x</sub>, 93% for SO<sub>x</sub>, and 77% for DPM by 2023
- Reduce GHGs from Ports-related sources to 40% below 1990 levels by 2030 and 80% below 1990 levels by 2050

The CAAP was initially developed, and has been updated, with an aim to reduce air pollution and health risks as needed to meet the needs of the region and the local communities, build upon existing efforts to reduce air quality impacts from the Ports operations, set consistent requirements and provide clear expectations for the port industry, and allow the Ports' growth to continue.

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4. 2017 CAAP Public Notification Process - The Ports prepared two comprehensive documents for public review and comment. First, the CAAP 2017 Update Discussion Document was released in November 2016 for a 90-Day public review period. Second, the Draft Clean Air Action Plan Update was released in July 2017 for a 60-Day public review period. Additionally, the Ports held three Public Workshops at Banning's Landing Community Center located in Wilmington, California on October 14, 2015, January 24, 2017, and, August 30, 2017. These workshops were held to inform the stakeholder on the 2017 CAAP and to receive public comment. Finally, to date, the Ports have received over 455 comment letters. The comment letters, the 2017 CAAP, and its supporting documentation can be reviewed at [www.cleanairactionplan.org](http://www.cleanairactionplan.org).

**ENVIRONMENTAL ASSESSMENT:**

The Director of Environmental Management has made the following determinations regarding the 2017 CAAP: 2017 CAAP is an information collection and analysis activity as described in 14 California Code of Regulations, Section 15306, and is categorically exempt from the California Environmental Quality Act (CEQA). The 2017 CAAP is a feasibility and planning study as described in 14 California Code of Regulations, Section 15262, and is statutory exempt from CEQA. The 2017 CAAP is a general policy and procedure-making document, as described in 14 California Code of Regulations, Section 15378(b)(2), and is not a project for CEQA purposes. It can be seen with certainty that there is no possibility that the preparation and approval of the 2017 CAAP may have significant adverse effect on the environment as described in 14 California Code of Regulations, Section 15061(b)(3), and the plan is therefore exempt from CEQA. Future projects involving implementation of specific measures contained in the 2017 CAAP would be subject to CEQA review before being approved by the Board.

**FINANCIAL IMPACT:**

The potential financial investment from the Harbor Department and other local, state and federal entities in supporting the program are outlined in the 2017 CAAP supporting document, "Preliminary Cost Estimates for Select 2017 Clean Air Action Plan (CAAP) Strategies." The adoption of the 2017 CAAP does not financially commit the Harbor Department to the measures described in the document. Implementation and funding of the measures contained in the document will be taken for consideration by the Board individually in future, separate actions. No funds are being requested through this Board action.

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**CITY ATTORNEY:**

The Office of the City Attorney has reviewed and approved the Resolution as to form and legality.

**TRANSMITTALS:**

1. Resolution to adopt the 2017 San Pedro Bay Ports Clean Air Action Plan
2. 2017 Clean Air Action Plan Update (Nov. 2017)
3. 2017 CAAP Update Discussion Document (Nov. 2016)
4. Draft CAAP 2017 Update (July 2017)

FIS Approval:   
CA Approval: 

  
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Director of Environmental Management

  
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APPROVED:

  
FOR EUGENE D. SEROKA  
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