



San Pedro Bay Ports Clean Air Action Plan 2010 Update

Background

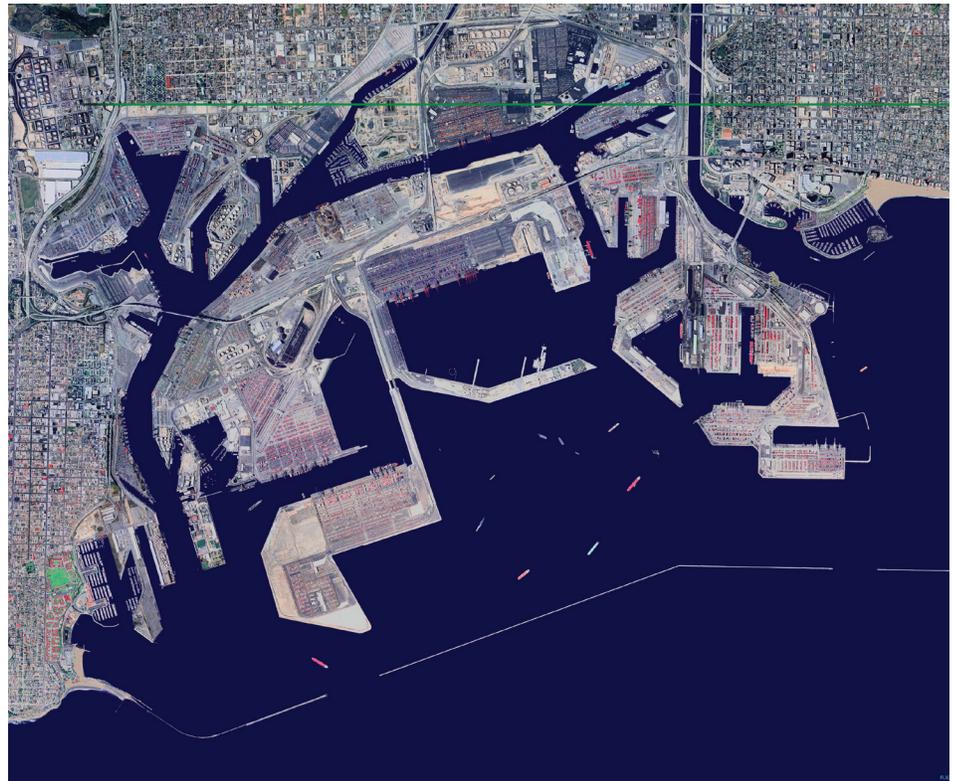
In 2006, the ports of Long Beach and Los Angeles created and approved the San Pedro Bay Ports Clean Air Action Plan. The CAAP, as it is known, provides the overall strategy for dramatically reducing air pollution emissions from port-related cargo movement. The far-reaching and unprecedented plan was developed with the cooperation and assistance of the U.S. Environmental Protection Agency, California Air Resources Board and the South Coast Air Quality Management District.

The CAAP's primary goal was to dramatically reduce emissions and associated health risk for the Southern California region while allowing port development to continue.

The original CAAP was focused on the near-term, five-year planning window between fiscal years 2006 and 2011.

Creation of the CAAP was a proactive commitment by the two ports to reduce port-related air pollution. The ports agreed that the CAAP would be a "living" document that would undergo periodic reviews and updates.

As the first in these planned updates, the ports of Los Angeles and Long Beach have proposed to update existing CAAP measures to reflect the most recent implementation status, incorporate new and revised measures, identify changes that have resulted from recent regulatory activities, and include long-term targets for reduction of cancer risk and air pollution from cargo movement at the ports. The CAAP Update is proposed as a new, improved version of the CAAP.



Purpose

The ports of Long Beach and Los Angeles, working cooperatively, in consultation with the air quality regulatory agencies, have been developing this CAAP Update for the past two years. With this Update, the ports have proposed longer-term goals for the CAAP, consistent with the commitment they made in the original CAAP. These goals, also known as the San Pedro Bay Standards, establish more aggressive targets for the two-port complex to reduce health risks and further improve air quality. While the CAAP Update is a five-year planning document that will

be reviewed and updated periodically, the staffs of the ports propose that the plan aim to meet goals beyond the next five-year window.

Environment

In the CAAP, the ports voluntarily committed to a course of action that would come to represent a massive investment in environmental programs. The ports have affirmed that without the air pollution reduction measures of the CAAP, needed redevelopment and modernization of cargo terminals and other port facilities cannot proceed.

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The CAAP as approved in 2006 targeted significant reductions in diesel particulate matter (DPM), nitrogen oxides (NOx) and sulfur oxides (SOx) by the end of 2011. DPM is of particular concern as it has been linked to cancer and other serious health issues. NOx and SOx are contributors to the region's ozone smog and fine particulate matter levels, which are also important health concerns.

Since the CAAP was adopted in November 2006, significant achievements have been made by the ports, consistent with the goals of the original plan. The CAAP Update identifies planning goals through the end of 2013, health risk reduction goals through 2020, and emissions reduction goals for the years 2014 and 2023. These goals are based upon the clean air target dates set by state and federal regulatory agencies. The ports have adopted these goals as a means of reducing their "fair share" of air pollution in the local region.

The ports have developed the following San Pedro Bay Standards for reducing air pollutant emissions and health risk, relative to the 2005 base year:

- By 2014, reduce port-related emissions by 22 percent for NOx, 93 percent for SOx, and 72 percent for DPM.
- By 2023, reduce port-related emissions by 59 percent for NOx, 92 percent for SOx and 77 percent for DPM.
- In addition, the ports have developed

Meetings

- **April 21, 7 p.m.** (doors open at 6:30 p.m.) at the Crowne Plaza Hotel – Los Angeles Harbor, 601 S. Palos Verdes St., San Pedro, 90731.
- **April 27, 7 p.m.** (doors open at 6:30 p.m.) at Long Beach City Hall, City Council Chambers, 333 W. Ocean Blvd., Long Beach, 90802.

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a "health-risk reduction standard," that will aim by 2020 to lower the potential cancer risk due to diesel particulate pollution by 85 percent in the port region and in the communities adjacent the ports.

The ports will continue to track their progress in achieving CAAP standards with annual emissions inventories. These inventories, which are made public, already have shown measurable progress from 2005 to 2008 in reducing air pollution from port-related sources.

Air pollution from port-related sources is targeted by a combination of requiring or incentivizing the goods movement industry to use cleaner technology and operational systems that reduce air pollution from the trucks, trains, ships, harbor craft, terminal equipment. Even if cargo increases as expected, air pollution will be reduced.

Outlook

The San Pedro Bay Standards in the proposed update to the CAAP set "stretch" goals beyond what the ports can demonstrate with current technologies and strategies. But the ports feel it is necessary to establish aggressive objectives to try to meet clean air and health needs of the local community and region.

The ports expect new technology to be developed in coming years that will be useful in this effort. In support of development and demonstration of these new technologies, as part of the original CAAP, the ports started a "Technology Advancement Program," which has made more than \$9 million in port funding available since 2007 for the creation of clean-air technology for ports.

Process

The ports have released the proposed CAAP Update for public comment. Two public meetings will be held, to allow people to comment on the CAAP.

Written comments, mailed or e-mailed, will also be accepted.

To submit comments in writing:

E-mail: 2010caap@cleanairactionplan.org

Or Mail:

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