



SAN PEDRO PENINSULA
HOMEOWNERS' COALITION



December 14, 2021

VIA EMAIL

Council Member Joe Buscaino, Co-Chair

Vice Mayor Rex Richardson, Co-Chair

Marine Ports Committee

South Coast Air Quality Management District

21865 Copley Drive

Diamond Bar, CA 91765

Email: For Co-Chair Buscaino: jenny.chavez@lacity.org; jacob.haik@lacity.org; For Co-Chair Richardson: r-richardson@aqmd.gov; mhamlett@aqmd.gov

Re: The South Coast Air Quality Management District Must Develop an Indirect Source Rule to Address the Problem of Air Pollution from the San Pedro Bay Ports

Dear Co-Chairs Buscaino and Richardson and members of the Marine Ports Committee:

The undersigned organizations write to express our extreme disappointment with the lack of progress made to address air pollution from the San Pedro Bay Ports (Ports). Despite the multiple opportunities given to the Ports to develop voluntary measures through a Memorandum of Understanding (MOU), the Ports have not offered much beyond half-measures that fail to meet the region's clean air needs. Your agency has tried to negotiate with these entities, and these negotiations have failed. The Ports appear to be treating negotiations with the South Coast Air Quality Management District (Air District) as a game rather than an opportunity to make meaningful strides to protect public health and improve air quality in our region. Playing this game has already delayed a lifesaving regulation that would reduce port pollution. The stalling must stop.

The Ports have now had close to four years to negotiate an MOU with the Air District in this latest attempt to pursue voluntary measures. But even with the eleventh-hour measures now being offered by both Ports, they fall short of meeting the 2017 Clean Air Action Plan (CAAP) and offer little hope of meeting the Air District’s attainment goals.¹ More troubling still, the Ports’ offers would **restrict the Air District from engaging in rulemaking** should contingency measures become necessary and **make the Air District solely responsible for any shortfall** in emissions reductions not met through the weak voluntary measures they propose. What they’re proposing is a raw deal for the public.

Meanwhile, Port emissions have increased due in part to the heightened container ship activity that Port of Long Beach Executive Director, Mario Cordero, has called the “new normal”. Congestion at the Ports has resulted in recent NOx emissions being at least 20 tpd higher—a level roughly the equivalent of emissions from 6 million passenger cars in the South Coast Air Basin.² An additional 5 tpd of NOx is expected to result from trucks, trains, and cargo handling equipment related to this volume of growth.³

Communities like Wilmington and West Long Beach, already suffering the highest cancer risks from air pollution, are likely to suffer even greater losses if these port-related emissions are not controlled. The Air District cannot afford to ignore the health impact these emissions are having.

It’s time to end fruitless negotiations on MOUs with the Ports. We need the Air District to have the courage to develop a strong Indirect Source Rule quickly— one that will finally make port operators do their part to clean up our air.

Sincerely,

Adrian Martinez
Fernando Gaytan
Earthjustice

Sylvia Betancourt
Long Beach Alliance for Children with Asthma

[Additional signatories listed on next page]

¹ See Staff Presentation to Marine Ports Committee, December 15, 2021, Slide 7.

² Emissions Impacts of Ships Anchored at Ports of Los Angeles and Long Beach, (November 9, 2021) California Air Resources Board. Available at: https://ww2.arb.ca.gov/sites/default/files/2021-11/SPBP_Congestion_Anchorage_Emissions_Final.pdf

³ SCAQMD Staff Presentation, Marine Ports Committee, December 15, 2021, Slide 5.

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