

Fact Sheet

Port Backstop Rules

Background

- Port activities major emissions source
 - ▶ Criteria pollutants
 - ▶ Health risk
- CAAP and AQMP establish future reductions from port-related sources
- Emission reductions needed from ports to achieve air quality standards and health risk reductions

Applicability

- Applies to the Port of Los Angeles and Long Beach either separately or jointly

Approach

- Port Backstop rules separated into two rules
- Proposed Rule 4010
 - ▶ Administrative rule
 - ▶ Requires emission inventories, health risk assessment, and forecasts of future inventories and health risks
- Proposed Rule 4020
 - ▶ Specifies criteria pollutant emission targets for 2014 and 2023
 - ▶ Specifies health risk reduction targets for 2014 (73%) and 2020 (85%)
 - ▶ Targets in terms of percent reductions from a 2005 baseline
 - ▶ Backstops triggered if targets are expected to be missed (based on forecasts)
 - ▶ Criteria Pollutant Backstops
 - ✚ Require equivalent reductions to make up shortfall by target date from either port-related or other sources
 - ✚ Off-Ramps
 - cost-effectiveness exceeds threshold
 - no legal mechanism for ports to implement additional control strategies
 - additional reductions are not needed to meet SIP commitment
 - ▶ Health Risk Backstop
 - ✚ Require sufficient risk reduction measures to eliminate risk reduction shortfall by target date
 - ✚ Extensions are allowed for reasons where the Ports can demonstrate that there are no known risk reduction measures available, or no legal mechanism for ports to implement additional control measures
 - ✚ No permanent off-ramps for risk reduction backstop
 - ▶ Schedule
 - ✚ April 2010: workshop process begins
 - ✚ Public Hearing: late 2010