

Marine Board Spring Meeting

Underserved Community Impacts of Intermodal Freight Development

April 6, 2022

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Background

- Over the past decade, emissions in and around the Ports of Los Angeles and Long Beach (Ports) has decreased
- Emissions and health risks are still elevated impacting communities surrounding the Ports
 - Localized health risks in and around the Ports are the highest in the Basin
 - Ports remain one of the most significant sources of NOx and PM2.5 emissions in the Basin
 - Goods movement overall are about half of NOx in the air basin, resulting in worst regional air quality in the nation

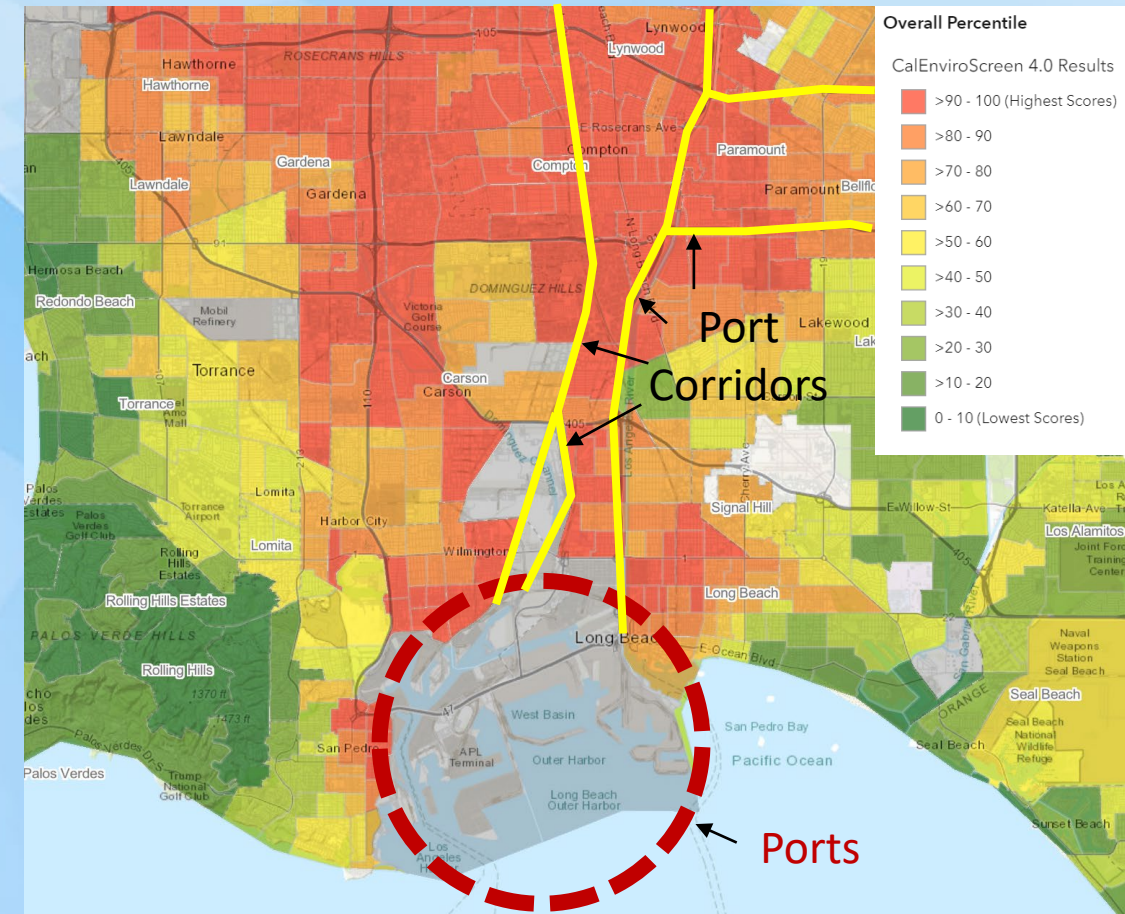
South Coast AQMD

defines Environmental Justice as:

"...equitable environmental policymaking and enforcement to protect the health of all residents, regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location, from the health effects of air pollution."

Communities Surrounding the Ports

- Communities surrounding the Ports have the highest pollution burdens and population traits associated with vulnerability to air pollution
- Pollution burdens include diesel emissions, ozone, and PM2.5
- Population traits include asthma, poverty, and cardiovascular disease



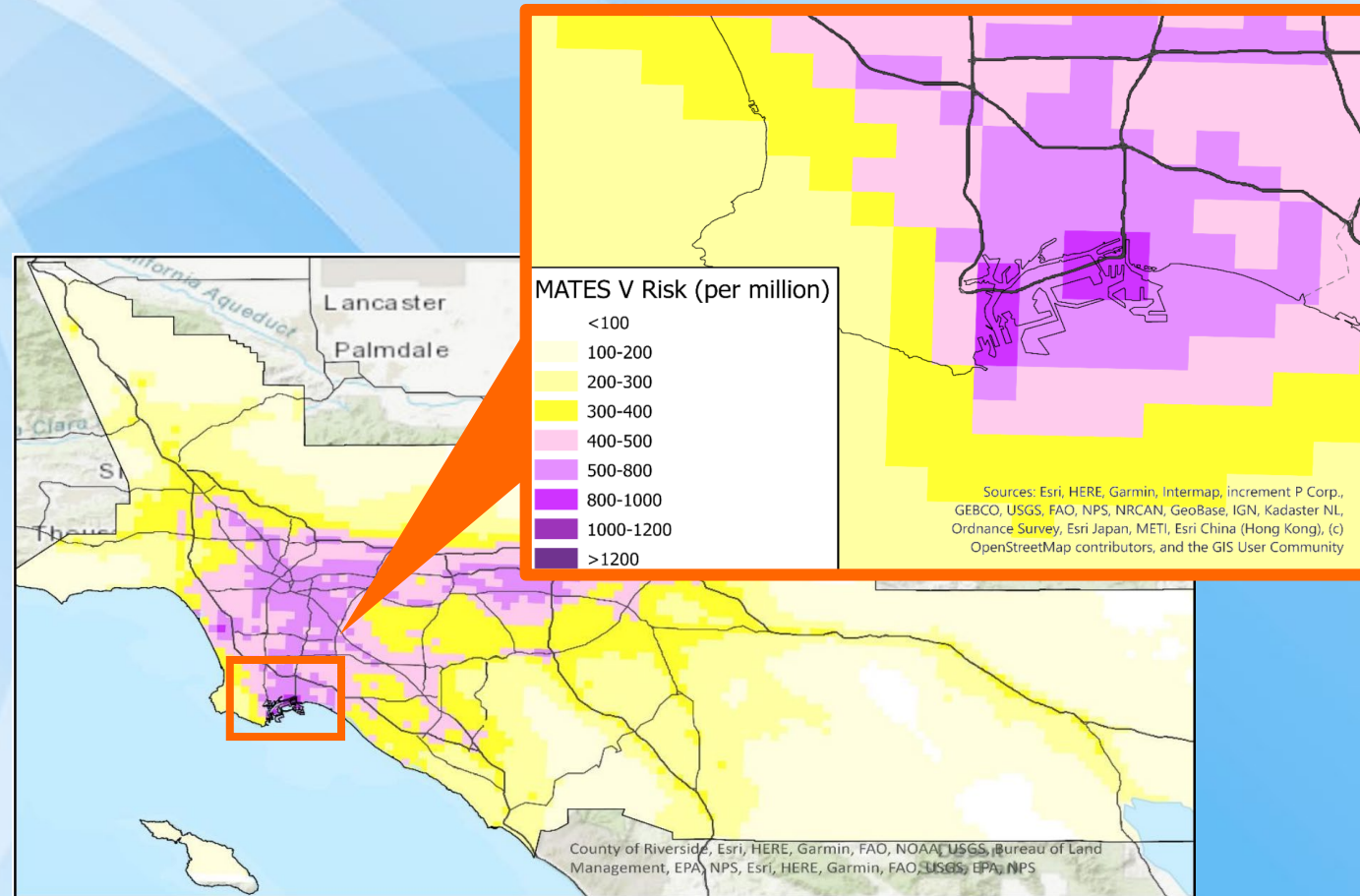
Source: OEHHA CalEnviroScreen 4.0

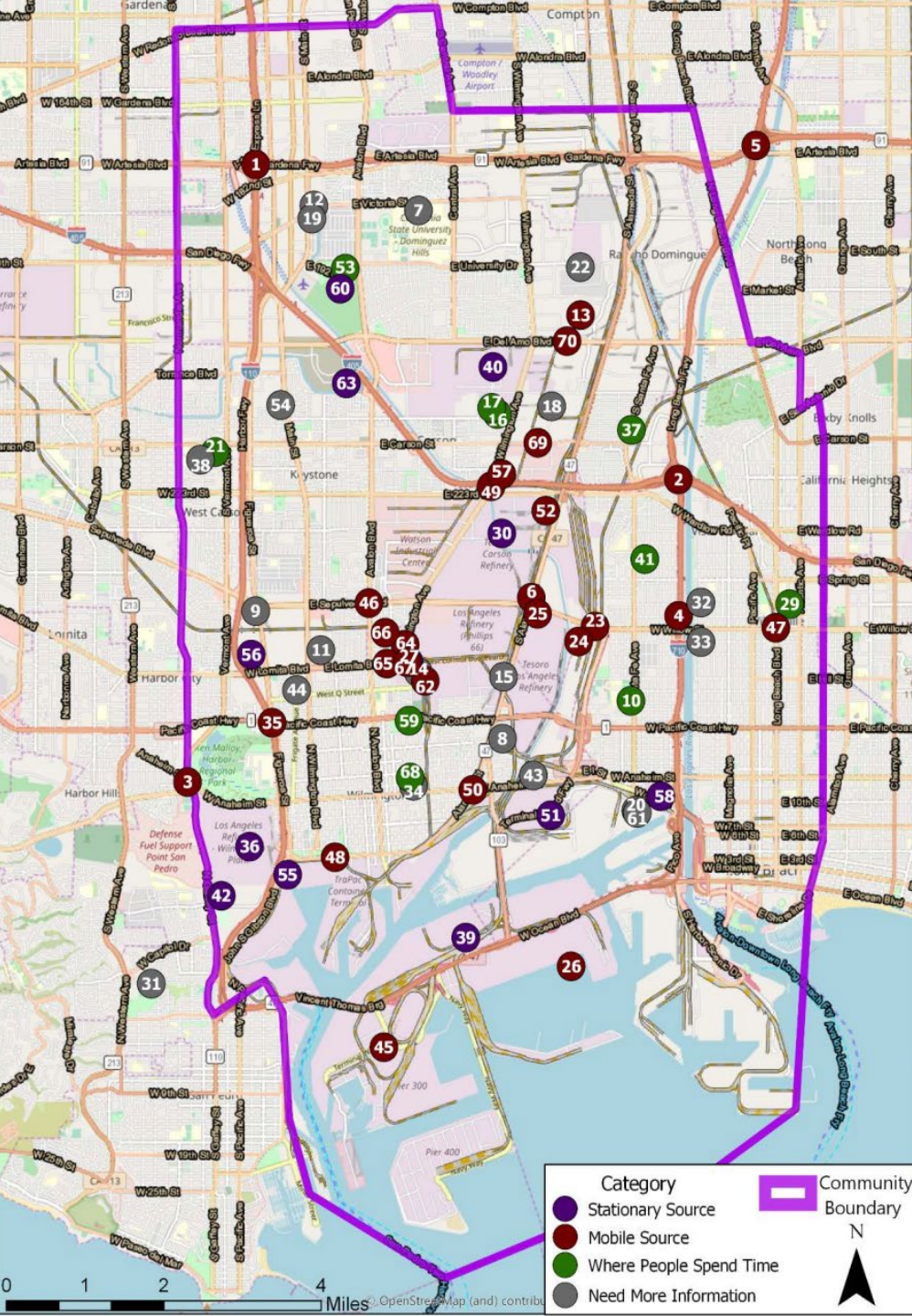


Many Sources at the Ports are Diesel Powered

Health Risks Around Port Areas

- Diesel particulate is the most significant contributor to the cancer risk around the Ports and freight corridors
- Based on the Multiple Air Toxic Exposure Study V (MATES V), cancer risks around the port are the highest in the Basin
- Communities adjacent to the ports have cancer risks in the 96th percentile





Assembly Bill 617 (AB 617)

Wilmington, Carson, West Long Beach

- AB 617 was approved in 2017 and is designed to address air pollution impacts in environmental justice communities
- Six communities have been designated in the South Coast AQMD
- AB 617 requires the development of Community Emission Reduction Plan (CERP) to identify actions to address air quality issues in that community
- Wilmington, Carson, and West Long Beach is an AB 617 community that includes the Ports of Los Angeles and Long Beach
- CERP for this community includes actions to address emissions from the Ports

CERP Actions to Address Port Emissions in Wilmington, Carson, West Long Beach



Ports (Chapter 5C)

- Reduce emissions from ships, harbor crafts, cargo handling equipment and drayage trucks



Neighborhood Trucks (Chapter 5D)

- Reduce idling
- Reduce emissions from heavy-duty trucks



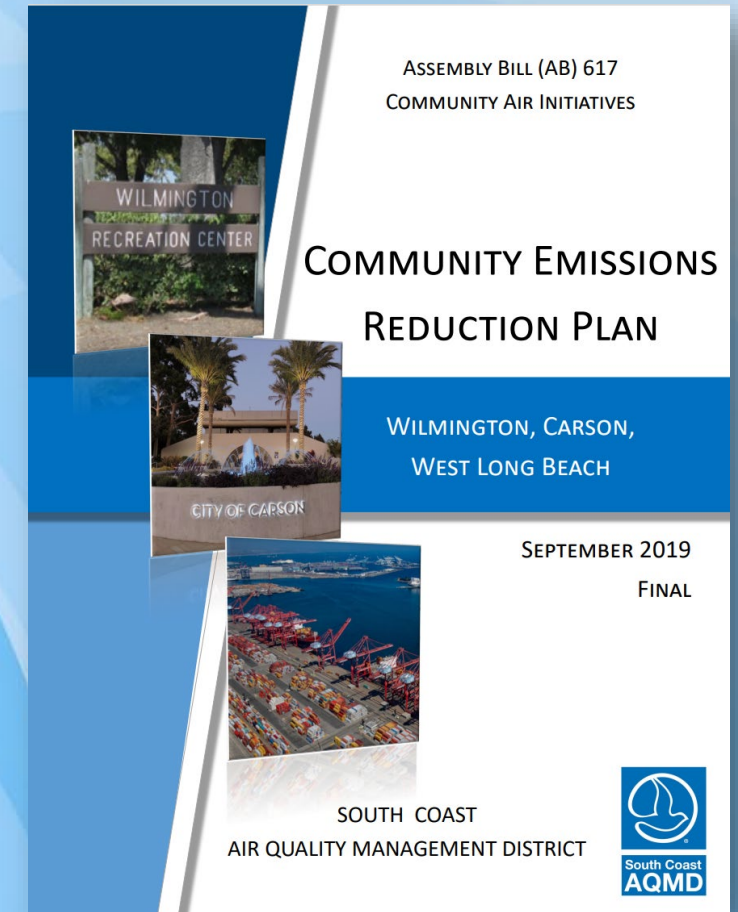
Railyards (Chapter 5F)

- Reduce emissions from railyards



Exposure Reduction (5G)

- Reduce exposure to harmful air pollutants at schools and homes



Additional Challenges and Considerations

- Congestion at the Ports – Recently over 100 ships loitering or slow steaming offshore
- Proposed new Southern California International Gateway (SCIG) railyard in West Long Beach
- Ports of Los Angeles and Long Beach delay in implementing technologies to meet current standards
- Regional needs for NOx reductions to achieve National Ambient Air Quality Standards

Ocean Going Vessels



~2%*

Vessels
Meet Tier III
Standard
Effective
2016

Locomotives



~5%*

Locomotives
Meet Tier 4
Standard
Effective
2015

Heavy Duty Trucks



~5%*

Trucks Meet
Optional
Low-NOx
Standard
Available
2018

* Percent of vehicle/equipment use at ports of LA/LB as reported in their emission inventories

General Approach to Addressing Port Pollution

Regulatory

South Coast AQMD
Indirect Source Rules

CARB Regulations for
Port Sources

Federal Regulations

Incentive Funding

Existing State and
Federal Incentive
Funding (AB 617 and
Carl Moyer)

Funding Partnerships
Such as Joint Electric
Truck Scaling
Initiative (JETSI)

Seek Additional
Incentive Funding
Sources

Outreach and Agency Coordination

Coordinated
Enforcement for
CARB Truck
Regulations

Outreach and
Education on New
Cleaner Technologies

Partnerships to
Implement Cleaner
Technologies

Exposure Reduction

Community Air
Protection Program
Incentive funds for
air filtration systems

Coordination with
Other Organizations
(i.e. Long Beach
Alliance for Children
with Asthma)

South Coast AQMD ISR Rulemaking



Warehouses

- Adopted May 2021
- Requires cleaner trucks/technology at ~3,000 warehouses
- Phases in over next 5 years



Marine Ports

- Early development
- Intended to reduce all emission sources at the ports
- 12 to 18 months for Board consideration



Railyards

- Two rules in development
- Will cover new and existing railyards
- New railyards rule tentatively scheduled for Board consideration in late 2022

Timeline for Marine Port MOU and Pivot to ISR Rulemaking

2007, 2012, 2016
AQMPs
Port Pollution
Control Measures



2018
Staff Initiated Work to
Develop
Port MOU



August 2021
Staff Directed to
Continue Port MOU
for 6 Months



February 2022
Staff Pivots to Marine Port
ISR - No MOU Agreement

Partnership with Local Communities



- Shapes Regulations (e.g., no market-based programs, local emission reductions, focus on zero emissions)
- Funding Priorities (e.g., schools, zero emissions trucks, etc.)

Next Steps

- Continue to work with the communities and Ports to implement actions in the Wilmington, Carson, West Long Beach CERP
- Continue to pursue rule development and incentive programs
- Partner with Ports on programs such as Joint Electric Truck Scaling Initiative (JETSII)
- Pursue state and federal funding for green infrastructure
- Pursue federal actions to lower emissions from federal sources such as ships and locomotives