

November 5, 2007

California Air Resources Board
Attn: Clerk of the Board
1001 I Street
Sacramento, California 95814

Clerk of the Board:

**SUBJECT: ADOPTION OF PROPOSED REGULATIONS TO
REDUCE EMISSIONS FROM DIESEL AUXILIARY
ENGINES ON OCEAN-GOING VESSELS WHILE AT
BERTH AT A CALIFORNIA PORT**

Our City Council considered this matter on November 5 and instructed the Mayor to execute this letter expressing the formal position of the Seal Beach City Council **TO SUPPORT THE PROPOSED REGULATIONS.**

The overall beneficial health-related impacts to the City of Seal Beach and other communities currently adversely impacted by port-related emission throughout the State of California should not be overlooked in the consideration of this matter by the Air Resources Board. As identified in the ARB Staff Report, Figure 4, "*Projected Numbers of Population Affected by Hotelling Emissions at POLA/POLB by 2014*" over 2 million persons are identified as being affected by emissions that can be controlled by the adoption of the proposed regulations. Impacts to populations adjacent to other port facilities within the State are not quantified.

I therefore urge the Air Resources Board to continue to take appropriate actions to strengthen the ability of the Air Resources Board ("ARB") to achieve the maximum feasible reductions from sources under state and federal jurisdiction that are discussed within the April 2006 ARB report titled "*Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach*" by adopting the proposed regulations, and to continue to work in concert with the Federal government to achieve the necessary regulatory controls to reduce these identified adverse health effects on 2 million persons to an acceptable level.

*City of Seal Beach Letter regarding
"Adoption of Proposed Regulations to Reduce
Emissions from Diesel Auxiliary Engines on
Ocean-Going Vessels while
at Berth at a California Port"
November 5, 2007*

On behalf of the City of Seal Beach, our Director of Development Services, Mr. Lee Whittenberg, has read the above referenced proposed regulations and feels that it is imperative that these proposed regulations be adopted and implemented by the ARB as expeditiously as possible. The potential impacts of the identified diesel particulate matter exposures to over 2 million persons in the Long Beach, southeast Los Angeles and northern Orange County areas of California cannot be allowed to remain unrecognized and unregulated. The proposed regulations will result in a substantial reduction in the adverse health impacts related to the current port operations of the Ports of Long Beach and Los Angeles that would be covered by these proposed regulations.

As identified on page 14 of the "*Staff Report: Initial Statement of Reasons for the Proposed Rulemaking*":

“. . . the proposed regulation would reduce hotelling diesel PM and NO_x emissions from container ships, passenger ships, and refrigerated cargo ships by 50 percent and 75 percent relative to levels expected to be emitted in 2014 and 2020, respectively. These emission reductions will occur in areas at and near ports where environmental justice concerns are especially prevalent.”

It is further noted on page 16 of the Staff Report that:

“. . . we expect a significant decline in the number of people exposed to elevated risk levels from hotelling emissions and the acres impacted as the auxiliary engine fuel regulation is implemented. In addition to this reduction, the proposed At-Berth Ocean-Going Vessel regulation will reduce the number of residential acres and population exposed to diesel PM concentrations greater than 10 per million by an additional 50 percent by 2014 and 70 percent by 2020. More importantly, all higher risk levels of greater than 100 in a million are eliminated due to implementation of the proposed regulation.”

The proposed regulation also supports the air quality goals defined in the "Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles" (approved by the Board on September 30, 2000), and the Governor's Goods Movement Action Plan.

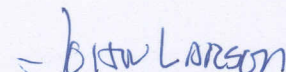
Seal Beach is clearly identified within the April 2006 ARB report titled "*Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach*" as being impacted adversely by the health risks identified within the study, and is almost totally located within the identified 100-200 isopleths for all emission sources

from the port facilities¹. In addition to the general exposure to citizens discussed in the document a large portion of Seal Beach is developed with a 7,700 person senior living community, Seal Beach Leisure World. This senior living community is completely located within the identified 100-200 isopleths for all emission sources from the port facilities. Leisure World comprises approximately 6,000 housing units, with a population of approximately 6,600 persons 65 or older, or approximately 86.5% of the total population of Leisure World.

The impacts of the port complex diesel particulate emissions upon our community, and particularly within the Leisure World retirement community are of extreme concern to our citizens. The April 2006 ARB report indicates on page 4 that *“The most vulnerable populations are those with preexisting respiratory or cardiovascular disease especially the elderly”*. The identified health effects on the young, elderly, and infirm are of particular concern to our residents.

Please contact Mr. Lee Whittenberg, Director of Development Services, at (562) 431-2527, extension 313, or by e-mail at lwhittenberg@ci.seal-beach.ca.us if you have any questions regarding this matter or require additional information from Mr. Whittenberg.

Sincerely,


John Larson, Mayor
City of Seal Beach

Distribution:

City Council
Planning Commission
Environmental Quality Control Board

City Manager
Director of Development Services

¹ Figure 1, “Estimated Diesel PM Cancer Risk from POLA and POLB”, page 8, “Diesel Particulate Matter Exposure Assessment Study for the Ports of Los Angeles and Long Beach – Final Report,” April 2006