

San Pedro Bay Ports Clean Air Action Plan

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Action Plan Development

- Clean Port Summit – March 2006
 - Outcome: work together towards solutions
- SPBP Clean Air Action Plan Working Group formed
 - Both Ports
 - South Coast Air Quality Management District (AQMD)
 - California Air Resources Board (CARB)
 - Environmental Protection Agency (EPA)



Action Plan Drivers

- Minimize health risk from port operations
- Accelerate existing emissions reduction efforts
- Set consistent project-specific & source-specific standards
- Enable port development



Action Plan Foundations

- Work cooperatively to minimize adverse environmental impacts of operations
- Build upon ports & tenants existing programs
- Reduce “Fair Share” of port-related operational emissions
- Ensure that all new projects meet health risk criteria
- Action Plan is a “Living Document” which will be updated & improved annually

Sources and Challenges



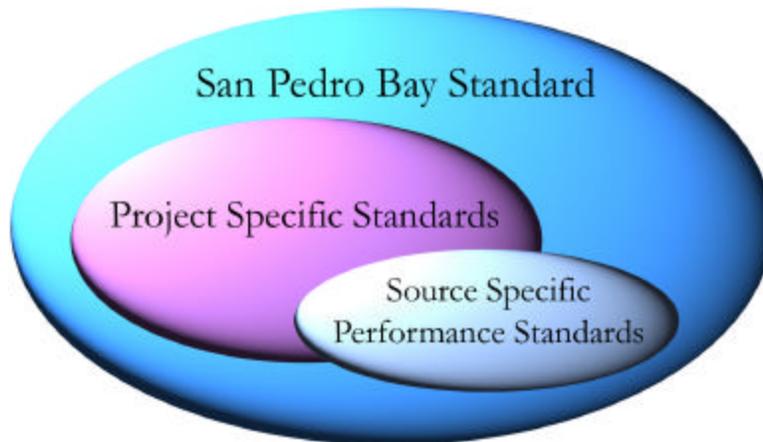
Target Pollutants: DPM, NO_x, SO_x

- DPM - Diesel Particulate Matter: Microscopic particles that includes soot from diesel exhaust; toxic air contaminant
- NO_x - Nitrogen Oxides: An ozone precursor that significantly contributes to smog
- SO_x - Sulfur Oxides: A precursor to particulates
- The South Coast Air Basin exceeds federal air quality standards for both ozone and particulate matter

Control Measures

Measure #	Control Measure/Initiative
SPBP-HDV1	Performance Standards for On-Road HDV
SPBP-HDV2	Alt Fuel Infrastructure for On-Road HDV
SPBP-OGV1	OGV Vessel Speed Reduction
SPBP-OGV2	OGV Reduction of At-Berth Emissions
SPBP-OGV3	OGV Auxiliary Eng Fuel Improvement Standards
SPBP-OGV4	OGV Main Eng Fuel Improvement Standards
SPBP-OGV5	OGV Main & Aux Eng Emission Improvement
SPBP-CHE1	Performance Standard for CHE
SPBP-HC1	Performance Standards for HC
SPBP-RL1	Rail Switch Engine Modernization
SPBP-RL2	Operational Controls for Line-Haul RR
SPBP-RL3	Clean Rail Yard Standards
	Technology Advancement Program
	Infrastructure & Operation Efficiency Improvement
	Construction Standards

Three Levels of Standards



Standards – Three Levels

- San Pedro Bay Standards
 - Reduce public health risk from port-related toxics
 - Prevent port-related violations of National Ambient Air Quality Standards (NAAQS)
 - Reduce port “Fair Share” pollutant emissions
- Project Specific Standards
 - Meet 10 in 1,000,000 excess cancer threshold
 - Implement maximum feasible controls for projects exceeding CEQA thresholds for criteria pollutants
- Source Specific Standards

Ports' Five-Year Commitments

- Heavy-Duty Vehicles (Trucks)
 - Replacement/Retrofit of frequent & semi-frequent callers
 - LNG Fueling Infrastructure
 - Two Ports & AQMD \$206,000,000
- Ocean-Going Vessels
 - 100% compliance w/VSR to 20 nautical miles; extend to 40 nautical miles
 - Port of Los Angeles – 15 berths will be AMP'd
 - Port of Long Beach – 7 to 13 berths will be shore-powered
 - =0.2% sulfur fuels for main & auxiliary engines
 - NOx and PM controls on new and existing vessels
 - Two Ports \$144,000,000



Ports' Five-Year Commitments

- Railroad Locomotives
 - Standards for switcher and line-haul locomotives
 - Standards for new or modified rail yards
 - Two Ports \$10,000,000
- Cargo Handling Equipment
 - Standards for equipment
- Harbor Craft
 - Standards for harbor craft
- Infrastructure and Efficiency Improvements
 - Two Ports \$5,000,000
- Technology Advancement & Source Testing
 - Two Ports \$15,000,000



Evaluation of Technologies/Concepts

- Technology Advancement Program
 - Combine expertise & resources
 - Source category emission reductions
 - Evaluate "Green Container Transport" concepts
 - Emission inventory improvements
 - Ports' funding commitment: \$15 million over 5 years

Implementation Strategies

- Lease requirements
 - Tariff changes
 - CEQA mitigations
 - Incentives
 - Voluntary measures
 - Capital lease backs
 - Credit trading
 - Government-backed loan guarantees
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Estimated Emission Reductions

Trucks	782 tons/yr DPM
	6,417 tons/yr NOx
	3 tons/yr SOx
Ships	393 tons/yr DPM
	5,355 tons/yr NOx
	2,430 tons/yr SOx
Cargo Handling Equipment	11 tons/yr DPM
	376 tons/yr NOx
PHL Switchers	3 tons/yr DPM
	163 tons/yr NOx
Total Reductions - 5 th Year	1,186 tons/yr DPM (>3,400 tons)
	12,148 tons/yr NOx (>37,500 tons)
	2,433 tons/yr SOx (>7,900 tons)

Funding

Proposed Minimum Commitments Over Next Five Years:

- Port of Los Angeles \$177,400,000
- Port of Long Beach \$181,000,000
- SCAQMD Initial Commitment \$36,000,000

Other Commitments Needed:

- Bond & Other Funding?? "Our Fair Share"
 - Tenants/Shipping Industry??
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Tracking, Monitoring, and Reporting

- Expanding Port-Area Air Monitoring Network
 - Two Ports and AQMD
 - Cooperation on Methods/Evaluation
 - Emissions Inventory
 - Regular Updates
 - Monitor Progress on Clean Air Action Plan
 - Track implementation of each measure
 - Report Progress on Clean Air Action Plan
 - At least annually
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Next Steps

- June 28th – Release Draft begin public review
 - Brief tenants and customers – June 29/30
 - Public Workshops:
 - July 10th – 6 pm – Banning’s Landing
 - July 12th – 7pm – Long Beach Council Chambers
 - July 19th – 7pm – Cesar Chavez Park
 - July 25th – 6pm – Peck Park
 - Public Comment Period Ended – August 28th
 - Plan Revisions as Appropriate – September/October
 - Board Approval – November
 - Implement Action Plan!
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