

## **Long Beach Board of Harbor Commissioners Meeting**

Location: Long Beach Civic Chambers: 411 W Ocean Blvd, Long Beach, CA 90802

### **Talking Points**

#### **Overview**

The Long Beach Board of Harbor Commissioners (BOHC) have the authority to support and enforce policy at the Port of Long Beach which will provide our port adjacent communities with some much needed relief from port pollution. Despite the positive impact of initiatives, like the San Pedro Bay Ports' joint Clean Air Action Plan (CAAP), there is no binding commitment to meet these targets, and progress has been stagnant for close to a decade. The Ports have stated they lack the jurisdiction to regulate foreign flag ships – without strong, enforceable regulations like a Port ISR, the ports are unlikely to meet their climate goals or significantly reduce emissions, leaving vulnerable communities exposed to ongoing pollution. **This is why it's crucial for the Board of Harbor Commissioners to support South Coast AQMD's regulatory process by implementing a robust Port ISR. This will align utilities, terminal operators, and the Ports on a clear path to zero-emission operations and empower the ports to finally achieve their CAAP goals..**

#### **Instructions and Guidelines**

The LB BOHC meetings are usually the second and fourth Monday of each month at 1:30 p.m., but you can find the most up to [date calendar and agenda on their website](#). In order to enter the Civic Chambers, you will need to pass through a security check so please do not bring anything that would have to be left outside. Once inside, you will need to sign up to speak on non-agenda items by filling out a public comment card, checking that you will comment on “non-agenda items” at the very beginning of the meeting. Each speaker will be given 3 minutes (6 minutes if translation is needed) to speak. This time is subject to change, but we encourage everyone to take up the full time and share their stories!

#### **Talking Points**

- **If maritime shipping were its own country, it would be the world's 6th largest polluter of climate-warming greenhouse gas (GHG) emissions.**
  - Greenhouse gases (GHG) include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O).

- Industry efforts to **decarbonize shipping** in compliance with UN International Maritime Organization's (IMO) initial GHG strategy are **severely inadequate to keep global warming under 1.5 degrees Celsius**.
  - With **maritime shipping expected to triple today's volumes by 2050**, industry must achieve **100% zero GHG emissions by 2040** in order to align with a **1.5 degree celsius scenario**.
- **Ports have the power to trigger a chain reaction** that will push industry onto a path of **accelerated action**.
  - Ports are powerful economic engines, with substantial legal power.
  - All ports have legal power of **port state authority**.
    - UN Convention on the Law of the Sea (UNCLOS) reflects this position.
    - Ports can **establish rules and regulations** for all ships calling their port, set and negotiate fees, and **prioritize infrastructure projects that support electrification and zero-emission fuel bunkering capacity**.
- Ports must work **collaboratively** with **government agencies** and **private sector partners that regulate air quality and environmental protection** to maximize impact and effect, and ensure zero shipping GHG or air quality emissions by 2040.
  - Example: (1) working with South Coast AQMD in support of a **strong Ports Indirect Source Rule (Ports ISR)**, (2) working with CARB to achieve the goals outlined in their **At Berth Regulation** (which requires ocean-going vessels to plug into shore power while at berth).
    - CARB's regulation is estimated to: **save 237 lives**, yield **\$2.31 billion in public health benefits**, and reduce NOx and carbon dioxide emissions. Clean port policy at LB Ports can also reduce pollution, save money and lives!
- **Long Beach's Clean Air Action Plan (CAAP)** establishes goals to reduce their GHG emissions by **40%** (from 1990 levels) **by 2030**, but it is **non-binding** and the ports are **failing to meet their reduction goals**. No clear-cut plan to meet reduction targets.
  - The Ports' own data reveals that GHG emissions increased in 2022 from pre-pandemic levels.
    - Using 2019 as a baseline against 2022 levels, CO2 emissions increased 19.8% at POLB and 10.7% at POLA.
  - Vessel Speed Reduction Program, which provides incentives for OGVs who slow their speeds as they approach/depart the Port, is **voluntary**.
  - Proposed Green Shipping Corridors have goals to reduce emissions, but there are no binding commitments or goals to meet zero. We need regulation that will ensure zero emission infrastructure is built in a timely manner to meet the goals of the corridors, with requirements to meet them.
  - The Ports goals are not ambitious enough, nor do they align with a Paris-agreement aligned 1.5 C climate warming scenario that would respect planetary boundaries and avoid ecological collapse.
  - The CAAP previously stated marine vessels are the largest source of all emissions at San Pedro Bay Ports, **but has no goals for 100% zero-emission ships** like they do for cargo-handling equipment (2030) and drayage trucks (2035).

- In Mayor Rex Richardson’s State of the City speech, we were excited to hear him talk more about building the green port of the future—while also ensuring good paying union jobs.
  - as zero-emission shipping is expected to become available by 2024, it is expected to create over 316,000 jobs nationally over 10 years

### **Environment and Sustainability**

- Many ocean-going cargo ships burn heavy fuel oil, containing **asthma** and **cancer-causing air pollutants**,
  - The **disproportionate impacts** are felt by working class, Black and Brown portside community residents.
    - Our communities have to withstand the **highest percentile of diesel particulate pollution statewide**.
- **Air pollution from ships** contributes to **265,000 premature deaths & 6.4 million cases of childhood asthma each year**.
  - Even low levels of air pollutants damage the human body. Increased risk of respiratory illnesses like asthma and emphysema, heart disease, lung cancer, and other diseases. Studies have also shown that it exacerbates the effects of COVID-19, which also disproportionately affects frontline communities.
- Fossil-fueled ships remain the largest and **fastest growing, most unregulated** sector of fossil fuel pollution at the San Pedro Bay ports.
- The San Pedro Bay port complex emits around **100 tons of nitrogen oxides each day**—surpassing the amount emitted daily from the region’s 6 million cars—making it the largest source of smog and particulate-forming pollution statewide.
- In 2021, CARB conducted an emissions analysis that found fuel pollution from cargo ship congestion at San Pedro ports caused:
  - Increase in **NOx emissions**, equivalent to **5.8 million passenger cars**,
  - Increase in **PM emissions**, equivalent to **100,000 big rig trucks PER DAY**.
- In communities like West Long Beach that sit adjacent to the Port, **average life expectancy falls up to eight years shorter** than the Los Angeles County average.
  - Life expectancy is a quality measure of a population’s longevity and general health and wellbeing. Those living in Long Beach 90813 (74.2 years) have the lowest life expectancies.
- Port workers have direct exposure to exhaust pollution from fossil-fueled vessels.
  - We need equitable, green 21st century port jobs that protect workers—and future generations of workers—at the port.

### **Asks to the Board of Harbor Commissioners**

- **Work with the South Coast Air Quality Management District (SCAQMD) to establish rules and regulations** for all ships and port operations to be zero-emission
  - Reduce emissions and GHGs by 50% from 2019 levels by 2030 and achieve 100% zero-emission shipping by 2040 to align with the Paris Agreement’s 1.5°C target.
  - There are technologies available today that would reduce emissions from shipping:

- Electrification, Wind assist propulsion (reduce emissions by 30% per voyage), green hydrogen used in fuel cells (causes zero climate pollution and zero air pollution).
  - Transitioning to Tier III engines would reduce nitrogen oxide emissions at the Port by 58% from ships if they transitioned today, but only 2% as of all ships visiting POLA & POLB were Tier III vessels (2020).
- **Prioritize infrastructure projects that support electrification and no fossil fuel bunkering capacity.**
  - Require shore power charging infrastructure for **all categories of vessels**.
  - Zero emission shipping is expected to **create 316,700 jobs nationally over 10 years** (2024-2034) according to a 2021 UC Berkeley Goldman School of Public Policy report.
    - **Establishing shore power** in just one Long Beach terminal — Pier C — **created 60 union jobs**.
  - **Reject false green solutions**, like Liquefied Natural Gas (LNG).
    - LNG is a fossil fuel that consists of 85-95% methane. Methane accounts for roughly 30% of global warming since pre-industrial times, and is the primary contributor to the formation of ground-level ozone, which causes 1 million premature deaths every year.
- **Work air regulators and continue having conversations with community and environmental groups** to address concerns over port pollution.
  - **No more putting profit over people**, resist baseless narratives from industry that environmental protection laws are putting a cap on cargo throughput.