



## **Detailed port pollution plan will be released**

**Environment: Report believed to set 5-year deadline to reduce pollution**

By Felix Sanchez, Staff writer  
Long Beach Press Telegram

LONG BEACH - A comprehensive bid to reduce air pollution from the ports of Long Beach and Los Angeles using financial incentives, tariffs, lease agreements and conversion of existing equipment to new technology and cleaner-burning fuels will be unveiled today.

Officials with the twin ports, one of the world's largest seaport complexes, worked with representatives of the U.S. Environmental Protection Agency, the California Air Resources Board and the South Coast Air Quality Management District to develop the plan, which is being called the most comprehensive in U.S. seaport history and a landmark effort.

The "San Pedro Bay Ports Clean Air Action Plan" proposes hundreds of millions in investments by the two ports, port-related industries, the state and air quality regulatory agencies to cut air pollution and reduce health risks caused by port-related operations such as ships, trucks, trains, terminal equipment and harbor craft, officials said.

The report is being released this afternoon for public review and comment at a press conference. Those expected to attend include leading elected officials from Los Angeles and Long Beach - including Mayors Beverly O'Neill and Antonio Villaraigosa - and executives with the two ports and various government agencies.

Environmental watchdog groups say they'll be scrutinizing the report closely to make sure it has teeth in its language, as well as specific timetables to meet its goals.

"We're cautiously optimistic that this report is not just a set of goals, but actually a map to implementing pollution controls," said Martin Schlageter, campaign and advocacy director for the Coalition for Clean Air.

Schlageter said he's encouraged that the report, which he hasn't seen yet, sets a five-year timeline for achieving pollution reductions.

"The idea that the ports of Long Beach and Los Angeles would be working together, that has great potential," he said.

But the programs must have specific checklists and measurable ways to show progress and to force private industries at the ports to abide by its measures and goals, he said.

The action plan won't be unveiled until today and officials have been keeping details safeguarded, but it's believed the report will call for using incentive programs, both financial and regulatory, to prompt changes in the way business is done at the ports, as well as provisions written into leases between companies doing business there.

Provisions could include retrofitting or replacing trucks that go into and out of the ports with cleaner-burning engines and drive mechanisms; installing all equipment with new technology to allow use of cleaner burning fuels; and having lease language that ships use "cold ironing" or shore-provided electrical power instead of idling their engines to generate power.

The provisions also could closely follow those endorsed earlier this spring by the California Air Resources Board, which approved a multi-pronged plan to tackle port pollution that included boosting shore-based electrical power sources for cargo ships; converting ships to cleaner new engines and fuels; creating incentives to replace and modernize cargo-hauling trucks and enforce truck idling limits in neighborhoods; upgrade diesel electric engines on rail yard locomotives and write up agreements for more Tier 3 locomotives that run more cleanly.

The goal of the plan being unveiled today is to place all anti-pollution efforts under one coordinated plan.

Federal and state loan and grant programs would be used to help pay for the programs.

More than 40 percent of the nation's containerized cargo flows through the ports of Long Beach and Los Angeles.

But diesel pollution and particulates from emissions at the port have created unhealthy air that, studies show, causes 2,400 premature deaths yearly in California and unhealthy air for nearby residents and schoolchildren.

Among public officials expected at today's report unveiling are Long Beach councilwoman Bonnie Lowenthal, Los Angeles Councilwoman Janice Hahn, Port of Los Angeles Harbor Commission President S. David Freeman, Port of Long Beach Harbor Commission President James Hankla, South Coast Air Quality Management District chairman Dr. William A. Burke, California Air Resources Board Deputy Executive Director Mike Scheible and EPA Deputy Director Matt Haber.

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