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**CALIFORNIA EARTH CORPS
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May 4, 2004

Mayor O'Neill and Long Beach Councilmembers

Re: Please Support AB 2041, AB 2042 and AB 2043

Dear Mayor and Council,

California Earth Corps urges the Long Beach City Council to Resolve to support all three of Assemblymember Alan Lowenthal's "California Ports, Community Partnership" bills. AB 2042 will require the Ports of Long Beach and Los Angeles to adhere to a no net increase in baseline emissions.

This is a good start toward the reduction and eventual elimination of the air emissions from the Twin Ports of Long Beach and Los Angeles, especially the NOx and Diesel particulates, that are the third largest cause of death in the South Coast Air Basin. Solutions are available RIGHT NOW:

1) Auxilliary Diesel Engines which power most ships while hotelling in our Ports can be switched to Ultra Low Sulfur Diesel. CDF-2 CARB Certified fuel averaging 8.7 ppm available throughout Los Angeles County at ~\$2.40 per gallon can be used without any engine modification at all and would cut particulates nearly in half with similar fuel efficiencies. The Twin Ports could mandate this fuel for use tomorrow. Because these engines operate continuously, they can be fitted with exhaust filters (DPFs) that reduce particulates even farther.

2) Stationary Port operated diesel engines, yard goats and other mobile off road sources could also use available CARB Certified ULS fuels such as CDF-2. The Twin Ports can also use specialty fuels, such as B20 BioDiesels consisting of at least 80% CARB Certified fuel, to reduce emissions even further.

3) The Twin Ports could provide truckers hauling Port loads hard hit with rising fuel costs and fixed rates with CDF-2 CARB Certified ULS diesel at prices fixed at some cost of diesel several years ago, and subsidized by a surcharge on TEUs shipped through the Ports. Even older trucks substantially reduce diesel fumes when powered with clean fuels.

4) Ships entering our Twin Ports could be required to either switch from filthy bunker oil with thousands of times more sulfur to clean low sulfur, but far higher cost clean burning ULS fuels, or install bag houses to trap out and remove particulates, or catalytic converters similar to those required on our cars. It is time to stop subsidizing foreign flag shippers with our skyrocketing health costs in large part caused by toxic ship exhausts. Stationary sources onshore have had these stack gas scrubbers mandated for years; environmental compliance onshore is the largest growth industry in California, providing more jobs than the Twin Ports combined. Why not nontaxpaying offshore corporations? The Ports had no difficulty mandating double hulls for tankers who wished to call at California Ports. We heard much whining then that the technology didn't exist; that it would be too expensive; that petro shippers could no longer compete and would no longer call on California ports, and that everyone would lose their jobs. Fortunately, it was felt that protecting our oceans from oil spills was more important, and guess what? All tankers now have double hulls; oil spills have been (nearly) nonexistent or quite small, not only did noone lose their job, but petroleum & petroproducts have risen to half of our port imports and petro exports have shown substantial growth while everything else declined.

Please Resolve to endorse these reasonable Bills. They are three steps toward healthy air, a healthy economy and fair play for Long Beach citizens.

Thank You.



Don May
California Earth Corps