



AB 2042 - Opposed

The undersigned organizations join PMSA in **opposition** to Assemblyman Lowenthal's AB 2042, which requires the Ports of Long Beach and Los Angeles to ensure a zero net air pollution increase for all future growth.

- **The bill would lead to jurisdictional confusion on regulation of port emission sources.** At worst, this measure could severely limit future growth at these ports. While we recognize the need to reduce emissions from port-related operations, such reductions should be managed in a manner that allows for future growth.
- **Recent amendments offered by the author do little to address our concerns over this bill.** Placing oversight authority on the South Coast AQMD still leaves ports and the city of Long Beach governments with responsibility and de-facto regulatory authority over emission sources statutorily designated to US EPA and CARB. It is not at all clear how these entities would enforce the proposed requirements on ships, locomotives and trucks that move in and out of the ports under the regulatory scheme outlined in the Clean Air Act.
- **Limiting the port growth in the face of increasing population and consumer demand could have the effect of diverting trade to outlying ports.** Ironically, this outcome could exacerbate Southern California's air quality problems, since these goods would have to be shipped into the South Coast basin in trucks and rail cars. The result could be a net emission increase in the basin.

Without further clarification in these areas and provision for alternatives beyond traditional technology-forcing regulatory approaches, the only conceivable means to achieve the no-net emission requirement in the bill is to impose restrictions on port expansion.

Such an outcome would be at odds with programs established at the state and federal level to promote aggressive investment in California's ports to respond to the demands of a rapidly growing population. **The prospect of future port expansions holds the promise of more jobs and a growing source of tax revenue for the city of Long Beach and for the state.**

For these reasons, we join together to oppose the current version of AB 2042.

Associated General Contractors of California
California Association of Port Authorities
California Business Properties Association
California Chamber of Commerce
California Chapters of the National Association of Industrial and Office Parks
California Cotton Ginners Association
California Cotton Growers Association
California Independent Oil Marketers Association
California League of Food Processors
California Manufacturers and Technology Association
California Railroad Industry
Chemical Industry Council of California
International Council of Cruise Lines
International Council of Shopping Centers
Los Angeles Chamber of Commerce
Long Beach Chamber of Commerce
Pacific Merchant Shipping Association
Port of Long Beach
Retail Industry Leaders Association
Western States Petroleum Association



Pacific Merchant Shipping Association Membership 2004 Roster

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Chemoil Corporation
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Evergreen America Corporation
Foss Maritime
General Steamship Corp.
Hamburg Sud
Hanjin Shipping Company
Hapag-Lloyd (America) Inc.
Horizon Lines
Hyundai American Shipping Company
K-Line America, Inc.
Long Beach Container Terminal
M.O.L. America Inc.
Maersk Lines
Marine Terminals Corp.
NYK Lines
Overseas Orient Container Lines
P & O Nedlloyd
Pasha Stevedoring & Terminals
Polynesia Lines
Princess Cruises
Seaboard International Shipping
Shinwa Lines
Star Shipping Inc.
Stevedoring Services of America
Toko Lines
Trans-Tec Bunkering Services
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