

23



**CALIFORNIA
EARTH CORPS**



**RESIDENTS OF
LONG BEACH**



PHYSICIANS FOR SOCIAL RESPONSIBILITY

**Long Beach
Citizens for
Utility Reform**



**Long Beach Alliance for
Children with Asthma
Miller Children's Hospital**

**SAN PEDRO
AND PENINSULA
HOMEOWNER'S
COALITION**

March 7, 2005

Mayor Beverly O'Neill
Honorable Members of the City Council
City of Long Beach California
333 West Ocean Blvd., 14th Floor
Long Beach, California 90802

Re: Proposed Environmental Policy for the Long Beach Harbor Department
(Items 14 and 23 on March 8, 2005 Agenda)

Dear Mayor O'Neill and Members of the City Council:

We are writing to *oppose* approval of the proposed resolution to establish a new "green port policy," unless this Council takes action simultaneously to appoint a task force to determine how best to achieve "no net increase" in emissions from the port as compared to 2001 baseline levels. We supported efforts last January by Council Members Baker and Lowenthal to establish such a task force, but those efforts were abandoned in favor of quarterly reports from the Harbor Department. Unfortunately, since that time all we

Mayor Beverly O'Neill
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March 8, 2005
Page 2 of 3

have seen from the Harbor Department is its proposed "Green Port Policy," which does not contain a single concrete recommendation for how the Port of Long Beach can reduce its emissions to achieve 2001 levels – or indeed, to reduce levels even below that in order to achieve clean air for all Long Beach residents.

We are particularly troubled by the proposal to approve a policy of mere generalities in light of the recent USC studies finding high risks for Long Beach residents, largely created by pollution from the port and the flow of containers on Long Beach freeways. One study found that children in Long Beach face some of the highest levels of lung function impairment in the region; another USC study that found a statistically significant number of cancer clusters in the Long Beach area. While levels of smog have been decreasing over the past three decades, unfortunately, levels of diesel particulate pollution are on the rise. It is this pollution that poses a significant risk of cancer and premature mortality to local residents, and must be address immediately.

In sharp contrast to the Long Beach Harbor Department's proposed "Green Port Policy," which fails to include a single green measure for the port, last week the No Net Increase Task Force established by Mayor James Hahn for Los Angeles *unanimously* voted to forward a draft plan with preliminary recommendations to the Mayor. This plan includes real measures to reduce port pollution, including measures to require on a phased in schedule between now and 2010 that: (1) 100% of all cruise vessels and 70% of all other vessels plug-in to electric power while at berth; (2) all marine vessels use low sulfur fuel with sulfur levels no higher than 2,000 parts per million (ppm); (3) all locomotives serving the port use low sulfur diesel fuel with sulfur levels no higher than 15 ppm; (4) all new yard tractors meet the cleanest emissions standards (currently those set by alternative fuels like natural gas and propane); and (5) replacement of aging on-road trucks through funding programs like the Gateway Cities program. In addition, the draft plan requires that marine vessels and locomotives over the next ten years use cleaner engines for those vessels and locomotives calling on the port.

Notably, the Los Angeles plan will achieve its goal of "no net increase" no later than 2010, and we expect it will meet this goal even earlier than that (the final calculations still need to be performed). Although the City of Los Angeles invited the Port of Long Beach to participate in its No Net Increase Task Force discussions, apparently Long Beach declined to do so. Unless Long Beach takes action now to initiate its own task force to implement a "no net increase" policy, the likely result will be that Long Beach will see an *increase* in pollution, as the dirtier ships, locomotives, trucks, and equipment choose to come to Long Beach, so that the cleaner ones can call on Los Angeles in compliance with its No Net Increase plan.

We therefore call on you to appoint a task force with representatives of all stakeholders, including the community, environmental organizations, the regulated industries, and the local, state, and federal air quality regulators, to determine how best to achieve "no net

Mayor Beverly O'Neill
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March 8, 2005
Page 3 of 3

increase" from the Port of Long Beach. Only with such a real plan will Long Beach achieve the goal adopted by the City Council on September 7, 2004 of "no net increase." Indeed, in order to protect the health of all residents of Long Beach and its neighbors, we need over the long term to insure that we go beyond this goal - and reduce pollution levels below 2001 levels to achieve clean and healthy air quality for all.

Sincerely,



For:

Gail Ruderman Feuer
Senior Attorney
Natural Resources Defense Council

Todd Campbell
Policy Director
Coalition For Clean Air

Don May
Executive Director
California Earth Corps

Martha Dina Arguello
Director Health and Environment Programs
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Regina Taylor
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Long Beach Residents

Maura Dwyer
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Long Beach Alliance for Children with Asthma
Miller Children's Hospital

cc: Senator Alan Lowenthal
Commissioner Mario Cordero, Long Beach Harbor Department
Geraldine Knatz, Managing Director Development Bureau, Port of Long Beach

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**Natural Resources
 Defense Council**

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FAX TRANSMISSION

This transmission is ___ pages including this cover sheet.
 If transmission problems occur, please notify Penny at (310) 434-2324.

DATE: March 8, 2005 **FAX NUMBER**
TO: Mayor Beverly O'Neill (562) 570-6538
CC: Members of the City Council
 City of Long Beach California
FROM: Gail Ruderman Feuer

MESSAGE:

Please promptly distribute the following letter to Mayor O'Neill and City Council Members.

Thank you.

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