



# CENTRAL SAN PEDRO NEIGHBORHOOD COUNCIL

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January 11, 2017

Vilma Martinez, Board President  
Dave Arian, Board Vice President  
Patricia Castellanos, Commissioner  
Anthony Pirozzi, Jr., Commissioner  
Edward Renwick, Commissioner  
Gene Seroka, Executive Director  
Port of Los Angeles  
425 South Palos Verdes Street  
San Pedro, CA 90731

**Mona Sutton**  
President

**Donald Galaz**  
Vice President

**John Stammreich**  
Secretary

**Danielle Sandoval**  
Treasurer

**Joanne Rallo**  
Communications/Outreach

Dear Executive Director Seroka and Harbor Commissioners:

The Central San Pedro Neighborhood Council (CeSPNC) appreciates Mayor Eric Garcetti, Port of Los Angeles Executive Director Gene Seroka, Long Beach Mayor Robert Garcia and interim Port of Long Beach Chief Executive Duane L. Kenagy for acting quickly and working diligently on plans to fulfill Governor Jerry Brown's Executive Order B-32-15, which outlines a statewide Sustainable Freight Action Plan.

The CeSPNC applauds all parties for forming the Sustainable Freight Advisory Committee and developing the Clean Air Action Plan.

The CeSPNC also recognizes that the Port of Los Angeles and Port of Long Beach are the two largest ports in the nation, first and second respectively, and combined are the ninth largest port complex in the world.

Due to the Ports' activities, the Central San Pedro Neighborhood Council stakeholders are subject to some of the worst air quality in the nation. We deserve clean air.

The council supports several points that were addressed in the Port's Clean Air Action Plan. At the same time, we believe the goals included are far too distant since the ports air pollution results in a real cost to the lives of many in this community and others surrounding the ports.

We are specifically in favor of the following goals that will begin to provide our stakeholders with cleaner air, including:

- A transition to zero emission trucks. According to the South Coast AQMD, heavy-duty trucks are a major source of pollutants, so we urge you to reach zero emissions in ten years.
- Both ports working with local workforce development programs to assist with necessary training programs to support implementation of new technologies and retraining programs for drivers. The community needs to know when this will happen.
- A transition to zero emission terminal equipment. We urge you to reach zero emissions in ten years or sooner.

- Conversion to electric-powered rail-mounted gantry cranes in five years or sooner.
- Conversion to electric yard tractors in regular operations in five years or sooner.
- By 2020, reduce residential cancer risk from port-related DPM emissions by 85 percent.

The Central San Pedro Neighborhood Council urges you to add the following goals to your plan:

- Mitigate ship emissions more by expanding the use of bioremediation, such as planting trees, and an Advanced Maritime Emission Control System (AMECS), or similar technologies.
- Collaboration with labor unions in planning to adapt current (and future) port workers to automation and zero emission technologies, and corresponding maintenance, as such technologies are phased in.
- Achievement of zero emissions for trucks that travel shorter distances before 2035.
- More clearly specified deadlines to reach emission reduction targets for both trucks and port equipment.
- Specification of enforcement methods for failure to meet goals.
- Transition all lighting technologies to use Light Emitting Diodes.
- Prioritize transitioning harbor ships over container ships from older engines to newer engines.
- Acknowledgment by the Ports of Los Angeles and Long Beach of the negative health impacts from the port's pollution.
- Active community engagement with harbor area residents at least annually. This could be achieved by presenting at neighborhood council meetings.
- Improved communications and outreach to local communities when publicizing employment opportunities and job openings at the ports.
- Investment in local education programs for future port workers.
- Better maintenance of the ports' air quality monitoring systems, especially the accuracy of equipment.
- Incentives and rebates for independent truck drivers that will enable them to switch to zero emission trucks in a financially viable way. (In other words, truckers shouldn't go broke or get pushed out of the market.)

The Central San Pedro Neighborhood Council opposes new biofuel technologies to be developed for utilization at the Ports of Los Angeles and Long Beach. Even if these fuels are renewable, engines powered by biofuels still produce greenhouse gases and toxins. Also, as was made clear by the Aliso Canyon gas leak, storing these fuels is dangerous and can result in pollution to the environment.

The Central San Pedro Neighborhood Council does support both ports using existing biofuel technologies, such as biodiesel, as a short term solution to help phase out more current technologies. But all biofuels should be phased out by 2035.

The Central San Pedro Neighborhood Council understands that the current costs of zero emission technologies may not be perceived as attractive relative to fossil fuel technologies. However fossil fuel technologies have negative externalities, in the form of greenhouse and toxic emissions. Instead of fossil fuel industries paying these costs, governments, or the people, subsidize them in the form of health care costs and environmental remediation.

The fossil fuel industry industries should be responsible for those costs.

Both the Port of Los Angeles and the Port of Long Beach should accept responsibility and take an active role in making fossil fuel technologies reflect their true costs. The Clean Air Action Plan mentioned implementing a fee structure on polluting trucks; the highest fees will be on the most polluting trucks and there will be no fees for zero emission trucks. The majority of these fees need to be paid by the corporations and businesses that utilize these trucks to move their goods, not truck drivers.

That proposed strategy will be especially effective at incentivizing companies and individual drivers if it becomes standard with other ports. We encourage you to negotiate with other ports at the state, national, and international level to adopt similar policies.

Finally, we appreciate the initiatives of the Port of Los Angeles and the Port of Long Beach in addressing long-standing air quality issues impacting our communities, and we look forward to working with the Ports to make further progress however they can. Please let us know what the Central San Pedro Neighborhood Council, and its stakeholders, can do to help the Port of Los Angeles achieve these important goals.

We look forward to your response to our concerns. We also look forward to cleaner air for all the residents of the Harbor Area.

Sincerely,

A handwritten signature in black ink that reads "Mona Sutton". The signature is written in a cursive, flowing style.

Mona Sutton  
President  
On behalf of the Central San Pedro Neighborhood Council  
CC:  
Los Angeles Mayor Eric Garcetti  
200 N. Spring St. Room 303 Los Angeles, CA 90012  
Los Angeles Councilman Joe Buscaino  
200 N. Spring St. Room 410 Los Angeles, CA 90012  
Northwest San Pedro Neighborhood Council  
Coastal San Pedro Neighborhood Council