

Astroturfing of public testimony on Zero Emission policy  
Port Committee resolution Aug. 30,2021

**Back Ground**

The governing boards of the ports of Los Angeles and Long Beach approved the 2017 Clean Air Action Plan Update, ushering in a new era of aggressive clean air strategies for moving cargo through the nation's busiest container port complex. The document provides high-level guidance for accelerating progress towards a near zero-emission future while protecting and strengthening the ports' competitive position in the global economy they say.

However, Diesel truck pollution from the busiest port complex in the United States has fouled the air in nearby neighborhoods in southern **California** for decades. when port officials asked for feedback on cleaning up that pollution, hundreds of people weighed in. Los Angeles and Long Beach officials hoped residents would help them decide whether to require zero-pollution electric trucks or instead promote vehicles powered by natural gas, a fossil fuel.

What officials didn't know was that some of the locals who urged support for natural gas trucks were being paid by a firm hired by the natural gas industry.

A joint investigation by the LA Times and the news outlet *Floodlight* in partnership with the *Guardian* found that in 2017, at least 20 local residents were organized by Method Campaign Services to push for "near-zero-emission" trucks at the ports. Their comments at public meetings and press conferences bolstered successful industry lobbying for trucks that run on natural gas, which is less polluting than diesel but still contributes to lung-damaging emissions and climate change.

**Whereas** the Ports of Los Angeles and Long Beach have based their decisions on "near -zero-emissions" on fraudulently obtained paid testimony and

**Whereas** the Coalition for a Safe Environment (CFASE)- Jesse N Marquez has repeatedly shown the ports that there are There are 18 Zero Emission Class VIII Drayage Trucks that can do a 200mile short-haul distance cargo delivery today. And that over 50% of all Port of Los Angeles and Port of Long Beach truck container and cargo shipments are less than 25 miles. ZE Trucks will meet long-haul distance requirements of 300-500 miles by 2022.

**Therefor** the Central San Pedro Neighborhood Council asks the Board of Harbor Commission to direct the Port of Los Angeles to reopen public hearings on this matter within the next 90 days to expose the clandestine use of paid community (astroturfed) testimony at their 2017 hearing, expose the actions Clean Energy Fuels Corp, Method Campaign Services and SoCalGas; And to reconsider its decision on zero emissions vehicles for the entire twin port industrial complex so as to meet their goal of reducing petroleum particulate matter generated by port activities to zero by 2035 if not sooner.

This resolution when passed shall be signed by our president and delivered to both port authorities by a representative of CeSPNC.

Vote count at committee

