

Attachment D:

Letter from San Pedro Peninsula Homeowners United, Inc. to CARB, South Coast AQMD, and the Ports of Los Angeles and Long Beach

SAN PEDRO PENINSULA HOMEOWNERS UNITED, INC.

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To: California Air Resources Board Executives, CAQMD Executives, Port of LA Director Gene Seroka, and Port of LB Director Mario Cordero,

Our homeowners and all citizens living in and around these two ports have endured (for the past few years) an onslaught of ships (several times exceeding 100) anchoring in our local waters spewing their toxins as they have waited, sometimes weeks, to unload their cargo. The many complaints by citizens and environmentalists resulted in action taken to move the “container ships” several miles off our coastline to prevent any further addition to the already unhealthful air quality in the region. We do appreciate that.

However, it has become painfully obvious over the past few months that “tanker ships” were beginning to saturate our coastline and local harbor waters. These ships emit the same grave amounts of pollution as the container ships. In some cases, due to additional auxiliary engines necessary to keep fuels and chemicals at certain temperatures, these ships can *exceed* a container ship’s volume of emissions.

We discovered that due to the aggressive lobbying of the oil industry, tanker ships had been exempted from the emission regulations currently applied to container vessels. Tanker regulatory controls will not officially kick in until 2025! It appears that this curious loophole may well have been the genesis for the *exception* of these vessels to the distance policy initiated by the ports to prevent the concentration of pollutants stemming from the ports logjam. This makes zero sense whatsoever “if” the “intent” is, in fact, to *minimize health impacts to the local communities*.

Last week, this issue came up in a zoom call with the POLA environmental staff that was set up by Professor Andrea Hricko. When it did, Exec. Staffer, Mike DiBernardo, referenced the fact that Long Beach was doing this as well. Of course, that was obvious as the many tankers could be seen in, around, and west of the POLA, and also in, around, and to the south of the POLB. Dozens of them! Mr. DiBernardo said that he would bring this point up with the Board and Port Director. Since that time, to the POLA’s credit, our homeowners have witnessed a serious decline in the number of tankers in LA Harbor waters. But, many tankers are still clearly visible in and around the Port of Long Beach.

We urge this policy of distancing these “tanker ships” to be included at the Port of Long Beach, and installed as a long term policy by both of these ports. We wish to press CARB and the AQMD to embrace and adopt the mandatory practice of anchoring ALL large industrial ocean going vessels as far away from port communities as feasible in order to prevent a greater health crisis than what currently exists. The emissions of tanker ships are certainly *no less lethal* than those of container ships.

Any rationale to justify the adjacent anchoring of these polluting tankers would be nonsensical and diametrically opposed to any *political will* aimed at reducing deadly air emissions.

Thank you for your time.

Sincerely,

Janet Gunter
SPPHU Communications Administrator