

NOTICE OF PUBLIC MEETING TO CONSIDER THE “EMISSION REDUCTION PLAN FOR PORTS AND GOODS MOVEMENT IN CALIFORNIA.”

The Air Resources Board (the Board or ARB) will conduct a public meeting at the time and place noted below to consider approval of the “Emission Reduction Plan for Ports and Goods Movement in California.” This notice summarizes the proposed plan and its contents.

DATE: April 20, 2006

TIME: 9:00 a.m.

PLACE: Long Beach Convention and Entertainment Center
300 East Ocean Blvd.
Long Beach, California

This item will be considered at a one-day meeting of the Board, which will start at 9:00 a.m., April 20, 2006. If you wish to testify, please plan to attend on April 20, 2006.

For individuals with sensory disabilities, this document is available in braille, large print, audiocassette or computer disk. Please contact ARB's Disability Coordinator at 916-323-4916 by voice or through the California Relay Services at 711, to place your request for disability services. If you are a person with limited English and would like to request interpreter services, please contact ARB's Bilingual Manager at 916-323-7053.

SUMMARY OF THE PROPOSED PLAN

Overview

Air pollution from international trade and goods movement in California is a major public health concern. Emissions from the ships, trucks, and locomotives involved in goods movement pose a health risk to nearby communities and are a substantial contributor to regional air quality problems. The ARB staff has developed a proposed plan to identify and initiate specific actions necessary to reduce these emissions and protect public health.

In the proposed plan, ARB staff quantifies the emissions from ports and goods movement-related activities (both international and domestic), estimates their health impacts, establishes goals for reducing emissions and health risk, and defines strategies to meet these goals. The plan would result in a net decrease in emissions, after including anticipated growth. The goals of this plan are linked to the air quality goals in the broader Goods Movement Action Plan (Phases I and II) developed jointly by the California Environmental Protection Agency (Cal/EPA) and the Business, Transportation, and Housing Agency.

- **Statewide Goal for 2010:** reduce projected 2010 statewide emissions from ports and goods movement to 2001 levels or below to mitigate the impacts of growth. The proposed plan would more than meet that goal by reducing emissions 20-40% below 2001 levels for the four pollutants targeted – diesel particulate matter (PM), oxides of nitrogen (NOx), reactive organic gases (ROG) and sulfur oxides (SOx).
- **Statewide Goal for 2020:** reduce the statewide health risk from diesel PM from ports and goods movement by 85% between 2000 and 2020. The proposed plan meets this goal with an 86% overall risk reduction.

The plan sets specific NOx emission reduction goals for international goods movement for the South Coast Air Basin to aid in attainment of federal air quality standards for particulate matter and ozone. These emission reduction targets of 30% by 2015 and 50% by 2020 would be met with the proposed plan.

The plan also explicitly recognizes the need for statewide application of the strategies in areas outside the South Coast -- especially the San Joaquin Valley, San Francisco Bay Area, Sacramento, and San Diego. The benefits of the plan are calculated for each of these regions as well as on a statewide basis. Specific emission reduction targets to address federal air quality standards will be developed later this year as part of State Implementation Plan (SIP) preparation. This will occur through a public process involving ARB, the U.S. Environmental Protection Agency, local air districts, metropolitan planning organizations and all other stakeholders. New SIPs for ozone and fine particles (PM2.5) are due in 2007 and 2008, respectively.

Health Impacts

The ARB staff assessment quantifies the following health effects, both statewide and for the five regions: premature death, hospital admissions (respiratory causes), hospital admissions (cardiovascular causes), asthma and other lower respiratory symptoms, acute bronchitis, work loss days, minor restricted activity days, and school absence days. The quantified effects are those associated with air pollution levels above State air quality standards. The ARB staff estimates that current emissions from goods movement activities result in approximately 2,400 premature deaths per year. Existing emission reduction programs will reduce that number to about 1,700 by 2020, after accounting for projected growth.

With implementation of this plan, an estimated 820 annual premature deaths would be avoided in 2020. The plan strategies would significantly reduce regional air quality impacts and health risk in communities adjacent to ports, rail yards, intermodal facilities, distribution centers, and highways. Since many communities in California exceed State standards by a large margin, the plan greatly reduces but does not eliminate the estimated premature deaths in 2020. But achieving the plan goals would reduce health risk substantially in the most impacted communities and provide large regional benefits.

The Proposed Strategy

Successful implementation of the ARB emission reduction plan relies on actions by all levels of government and partnerships with the private sector. Regulatory actions provide the framework for the plan -- incentive programs, lease agreements, careful land use decisions and other mechanisms will also play a role. The plan measures address all the key sources including ships, harbor craft, cargo handling equipment, trucks, and locomotives.

Ships. The plan proposes a mix of approaches that would steadily increase the supply of cleaner fuel and of lower-emitting vessels with clean engines, as well as the use of shore-based electrical power at dock. The strategies for ocean going ships would reduce projected emissions from this category 50% or more in 2015, and 70% or more in 2020.

Commercial Harbor Craft. Shore power for harbor craft is also under consideration. Emission reductions would be achieved primarily through an ARB rule to clean up the existing fleet, tighter U.S EPA or ARB emission standards for new engines and use of shore power at dock. The plan targets a 70% plus reduction in this category by 2020.

Cargo Handling Equipment. Most of the new reductions for this sector will come from a rule ARB adopted in December 2005 requiring new and existing cargo handling equipment to use available cleaner technologies beginning in 2007. The last element of the strategy would be to step up diesel PM control to the 85% level in the future as additional verified retrofit technologies become available and seek zero- or near-zero emission equipment. By 2020, emissions from this sector will be reduced by over 80%.

Trucks. The primary new strategies in this plan are to apply the best available control technology to the entire fleet of existing heavy diesel trucks in private ownership, with a targeted program to modernize the subset of trucks serving ports. The plan targets an 88% reduction in diesel PM, and about a 60% reduction for NOx and ROG, by 2020.

Locomotives. The plan proposes to reduce locomotive emissions primarily by upgrading switching locomotives to diesel-electric hybrid or equivalent technology in the near-term; relying on U.S. EPA adoption of cleaner new engine standards (Tier 3 at 90% control for diesel PM and NOx), more stringent rebuild requirements, and national idling limit devices; and implementing a comprehensive program to bring these cleaner locomotives to California (90% of the fleet at Tier 3 levels by 2020). The plan targets an 85% reduction or better for all pollutants by 2020.

Other Strategies. The plan includes two additional strategies that are conceptual in nature and would be implemented by other agencies and segments of the goods movement industry. These are improved land use decision-making and site specific mitigation at the project or community level.

Benefits/Costs

The cumulative cost to implement the plan strategies for both international and domestic goods movement is estimated at \$6-\$10 billion between 2006 and 2020. This estimate includes costs of reducing health risk to communities most impacted by goods movement as well as costs to reduce emissions that contribute to regional violations of State and federal air quality standards. For every dollar invested to implement the plan's strategies, there would be \$3 to \$8 dollars in economic benefits realized by avoided health effects, including premature death.

AVAILABILITY OF DOCUMENTS

The proposed Emission Reduction Plan for Ports and Goods Movement in California is available at: <http://www.arb.ca.gov/planning/gmerp/gmerp.htm>. Copies of the plan may also be obtained at ARB's Public Information Office, 1001 I Street, Visitors and Environmental Services Center, 1st Floor, Sacramento, California 95814, (916) 322-2990.

SUBMITTAL OF COMMENTS

The public may present comments relating to this matter orally or in writing at the meeting, and in writing or by email before the hearing. To be considered by the Board, all written submissions not physically submitted at the meeting must be received by the Board **no later than 12:00 noon (Pacific Standard Time) April 19, 2006**, and addressed to as follows:

- Postal mail sent to: Clerk of the Board, Air Resources Board, 1001 I Street, 23rd Floor, Sacramento, CA 95814.
- Electronic submittal: <http://www.arb.ca.gov/lispub/comm/bclist.php>
- Facsimile transmissions to: Clerk of the Board at (916) 322-3928.

The Board encourages members of the public to bring to the attention of staff in advance of the meeting any suggestions or comments. The Board requests, but does not require, that 30 copies of any written statement be submitted and that all written statements be filed at least ten days prior to the meeting.

CALIFORNIA AIR RESOURCES BOARD

Catherine Witherspoon
Executive Officer

Date: