

Talking Points for LB City Council Meeting (Ports for People x T.H.E. Impact Project)

Background: A strong Indirect Source Rule (ISR) for Ports at the South Coast Air Quality Management District (SCAQMD) is needed to rectify historical environmental injustice in the LA County region. The federal Clean Air Act defines an indirect source as “a facility, building, structure, installation, real property, road, or highway which attracts or may attract, mobile sources of pollution.” Think of indirect sources as *magnets for fossil-fuel emissions*. The Ports ISR would require these facilities that attract sources of mobile pollution to *implement regulations that will reduce emissions facility wide*— regardless of the mobile source — and *push the associated industries to accelerate zero-emissions technology deployment*.

Problem: The San Pedro Bay Ports continue to prioritize their *profits over people* – they are doing everything they can to stall and undermine SCAQMD’s vital rulemaking efforts. Mayor Richardson has acknowledged that working-class families and communities of color in West, Central and North Long Beach have been burdened by the detrimental health impacts caused by port and rail pollution; yet, he has not vocalized his support of these rules.

Solution: The Air District must develop and pass strong and enforceable Ports Indirect Source Rules that require ports to reduce their toxic emissions starting in 2025.

Call to Action: We are calling on Long Beach Mayor Rex Richardson and members of the Long Beach City Council to publicly support the South Coast Air Quality Management District’s adoption of strong Ports and Rail Indirect Source Rules.

Instructions and Guidelines

The Long Beach City Council regularly meets at 5:00 pm every Tuesday, except the last Tuesday of each month, at the Long Beach Civic Chambers, located inside Long Beach City Hall. The public can sign up for general public comment on non-agenda items and comment on the need for a strong Ports ISR. **For in-person attendance**, a public comment card can be filled out with the city clerk 15 minutes before the meeting begins at 5:00PM. Up to 3 minutes is allotted per speaker. Written public comments can be submitted via email to the City Clerk at cityclerk@longbeach.gov. For more information on upcoming meetings and agendas, as well as a step-by-step guide to submitting online public comments, you can visit the [Long Beach city clerk website](#).

Note: There are 2 public comment sections, one at the beginning and one at the end of the meeting.

All public comments should include a call to action: “Mayor Rex Richardson and Long Beach City Council has the power to prioritize public health by publicly urging the South Coast AQMD to adopt and enforce strong Indirect Source Rules that will drastically improve the health of communities, wildlife, and the environment.”

-
1. **LONG BEACH MUST LEAD THE TRANSITION TO A SUSTAINABLE AND HEALTHY FUTURE FOR SOCAL RESIDENTS**
 - a. We are deeply grateful to LB City leaders who have listened to frontline residents and worked to advance justice, public health, and equity.

- b. We are concerned that recent industry attempts to block the South Coast AQMD's Ports ISR rulemaking process threaten to delay achieving clean air and environmental justice for our communities.
- c. The Long Beach City Council has an opportunity to publicly support the South Coast AQMD's Ports Indirect Source Rule and reverse decades of environmental racism, improving public health, and achieving climate justice.
- d. Regulations are the only enforceable measures. ISRs are the only pathway to concrete emission reductions that hold the logistics industry accountable and protect us from further harm. Only rules that mandate industry compliance will make the type of progress needed to reduce emissions in a way that will protect our health and help us meet attainment targets.

2. MAYOR RICHARDSON'S CLIMATE PROMISES FOR A SUSTAINABLE CITY

- a. Mayor Richardson campaigned on accelerating and implementing the City's Climate Action and Adaptation Plan. He promised to prepare Long Beach for a climate-resilient future that is not dependent on oil revenue, and where all neighborhoods have access to clean air to breathe, unpolluted water and toxic-free homes.
- b. As Mayor, he reassured that he would prioritize implementing policies that promote green technologies and combat environmental racism, moving us toward a future where zero-emission trucks are the norm and ships are required to use cleaner technologies.
- c. He acknowledged that working-class families and communities of color in West, Central and North Long Beach have been burdened by the detrimental health impacts caused by port and rail pollution, resulting in up to a 17-year difference in life expectancy simply due to which part of the city your constituents call home.
- d. As a former South Coast Air Quality Management District (SCAQMD) governing board member—who advocated for the implementation of a historic warehouse indirect source rule that will clean up the logistic industry—we know Mayor Richardson understands the importance of these rules for cleaning up goods movement pollution, and that he is committed to protecting air quality for all people living in the Southern California air basin.

3. THE SOUTH COAST AQMD MUST REACH ATTAINMENT OF FEDERAL AIR QUALITY STANDARDS AND PROTECT PUBLIC HEALTH IN THE SOUTH COAST AIR BASIN

- a. The South Coast is in extreme nonattainment, which means that it fails to meet safe air quality levels set by the federal government. This means that the Air District has a duty to adopt regulations, like Indirect Source Rules, to reduce pollution from ports. Letting these important rules languish or be weakened leaves emission reductions on the table—at a time when the region can least afford it.
- b. The Air District has full legal authority and moral obligation to adopt rules requiring the region's largest polluters to take concrete actions to reduce emissions and hold them accountable through mandatory rules.
- c. These rules are nothing new. They have been promised by the Air District since the 2016 Air Quality Management Plan.
- d. The Warehouse ISR, passed in 2021 in part thanks to Mayor Richardson's leadership on the SCAQMD, is already delivering significant changes by prompting warehouse owners and operators to deploy zero-emissions to shipping, including the building out of charging infrastructure, installation of solar panels and battery storage. However, these benefits are undermined by leaving the Port ISR unfinished.

- e. As the months and years slide without implementing strong Port ISR, Los Angeles and Long Beach residents continue to pay for this delay with their lives.

4. **REDUCE CUMULATIVE IMPACTS IN PORT COMMUNITIES**

- a. We have known for decades that the region's ports are gravely harming frontline communities. ***[If you live in an impacted community- describe your and your loved ones' experiences dealing with the impact of air pollution from ports.]***
- b. The diesel-powered equipment used for freight movement at ports is responsible for about half of the South Coast Air Basin air pollution.
- c. Meanwhile, fossil-fueled ships are the largest, fastest-growing, and most unregulated sector of fossil fuel pollution at the San Pedro Bay ports.
- d. Fossil-fueled shipping pollution in Long Beach has gotten worse following the pandemic, with the 2021 supply chain crisis causing, at its worst, over 100 fossil-fueled ships to idle in the San Pedro Bay awaiting entry into port. 2021 shipping congestion in the San Pedro Bay caused the equivalent in cancer-causing particulate matter emissions to the South Coast Air Basin as 100,000 big rig trucks per day.
- e. The particulate matter and ozone that these emissions sources contribute to are known to lead to more emergency room visits, more hospitalizations due to heart attacks, aggravated asthma, decreased lung function, restricted airways, and even premature death.
- f. Port-adjacent communities in Los Angeles County experience up to 8 years shorter life expectancy than the Los Angeles County average. In Long Beach, there is up to a 17-year difference in life expectancy simply due to which part of the city residents live in.
- g. The fossil-fueled San Pedro Bay port complex causes 1,200 premature deaths every year.
- h. According to the City of Long Beach's own data, Black Long Beach residents are hospitalized with asthma attacks at 8 times the rate as white Long Beach residents – and Latinx residents at twice the rate.

5. **DELIVER TIMELY CLIMATE JUSTICE**

- a. While focused on reducing and eliminating air pollution, SCAQMD's ISRs would have the co-benefit of reducing planet-heating greenhouse gas emissions from heavily polluting ports.
- b. We're experiencing extreme heat in Long Beach and across the United States this summer; the climate crisis is here, and it's only going to get worse unless we take bold, transformative action now.
- c. The 2020's are the most crucial time for climate action; it's now or never. According to the United Nations Intergovernmental Panel on Climate Change, to keep alive the hopes of the Paris Agreement's goal of no more than 1.5 degrees Celsius / 2.7 degrees Fahrenheit human-caused global temperature rise, global climate emissions must peak and start falling by the end of 2024 (this year), and be cut in half from 2019 levels by 2030. Otherwise, we will trespass planetary boundaries and make life on Earth increasingly uninhabitable.
- d. Mayor Richardson and the Long Beach City Council possess a moral responsibility to future generations of Long Beach residents to do everything in their power and influence to rapidly mitigate greenhouse gas emissions, including by championing the Ports ISR.

Potential Rebuttals and Associated Talking Points

- **“Indirect Source Rules will cost the City too much money.”**
 - The cost of inaction and delayed ISRs means shortened life expectancy for Long Beach residents, missed days of work, and impaired public health. If the City of LB truly cares about public health and the economy—these “public health costs” should outweigh any potential industry-paid costs associated with ISR compliance.
 - There is an unprecedented amount of federal funds available, and the time is now for ports to channel these federal funds to zero-emission projects and create a coordinated plan to reduce emissions and improve quality of life in environmental justice communities. The Port of Los Angeles received about \$1 billion this year for cleaner technologies.
- **“Indirect Source Rules will cut jobs and negatively impact LB’s economy.”**
 - People should not be forced to choose between jobs, financial stability, and health. We must advance an economy that prioritizes high quality jobs, sustainable energy production and consumption, and above all public health for all regardless of zip code.
 - Indirect Source Rules also introduce high quality job-creating opportunities associated with renewable energy projects and maintenance/operation of zero-emission vehicles/equipment that do not harm workers’ health.
 - Opening of the new Maintenance and Repair Training Center at the San Pedro Bay Ports will enable ILWU members to reskill and upskill their knowledge of the new technologies being developed to clean up our air – its first training classes are set to begin as early as this summer!
 - With the unprecedented amount of federal funding coming to support a clean energy transition at ports and the rapid development of new, green technologies, we can see there is great momentum towards carving out a more sustainable future for these polluting industries. We need to ensure that labor, with all of their expertise and knowledge, is at the forefront of these conversations as we transition.