

Rule out pollution: CARB's At-Berth Regulation

STOCKTON



Ships are among the worst polluters in California.

Ships are one of the worst polluters in the state, surpassing heavy duty trucks in their NOx emissions. Ship pollution contributes to an estimated 3,700 premature deaths each year in California, and port-adjacent communities, such as San Pedro, Wilmington, and West Long Beach experience up to 8 years lower life expectancy than the Los Angeles County average and the highest risk of cancer regionally.

In 2020, the California Air Resources Board (CARB) adopted an update to their regulation for ocean-going vessels (OGV) at berth to further address environmental and public health concerns from the air pollution these vessels emit while docked at ports. The new rule adds auto carriers and tankers to the list of vessels regulated, in addition to container ships, cruise ships, and refrigerated cargo ships, requiring them to plug into shore power while docked at a regulated port or terminal.

What you can do

The California Air Resources Board is hosting a [public workshop](#) on February 14th on this topic.

[Please sign on to our coalition letter here.](#) Deadline: February 13th.

Attend the CARB public workshop (virtually or in person at Riverside) in May to provide verbal comments.

We need your help!

Industry, especially the oil tankers operators, are trying to weaken or slow down the implementation of this life saving rule, which is **estimated to save 237 lives**.

Please Support California's Clean Shipping Policies

- » **Full implementation of the At Berth Regulation, without delay.** CARB staff recommends full implementation of the rule, without delay, and we seek support from the community for this recommendation.
- » **Adoption of a zero-emission shipping standard for OGVs by 2040.** While the Regulation will deliver important health and environmental benefits from OGVs at berth, in-transit pollution is the largest portion of emissions from OGV and are not addressed in the rule. CARB must adopt a zero-emission in-transit shipping standard for all vessels calling on ports in California, requiring ships to reach 100% GHG emission reductions by 2040 to help reduce pollution at the ports, save more lives, and create green jobs.
- » **Act now to set interim measures to immediately reduce toxic pollution and protect port communities.** Port communities cannot afford to wait until 2040 to get air pollution relief. We urge CARB to take immediate action to regulate ships by immediately phasing out the dirtiest ships and require ships visiting a California port to run on Tier III engines by 2028.

Health & Environmental Benefits

CARB estimates that the **updated at berth policy will save 237 lives and yield \$2.31 billion in public health benefits for Californians between 2021 and 2032.** And that's just with the current rule!

The regulation is projected to reduce emissions achieving the following approximate cumulative total reductions from 2021 to 2032:

- » 17,500 tons of NOx
- » 270 tons of diesel particulate matter (PM)
- » 370 tons of PM2.5
- » 356,000 metric tons of carbon dioxide equivalent (CO2e)
- » 870 tons of reactive organic gas (ROG)

Regulation Benefits for Stockton

OGVs are the biggest source of air pollution at the Port of Stockton, making up 63% of NOx emissions, 62% of PM emissions, and 49% of GHG emissions.¹ According to the Draft Port of Stockton Clean Air Plan, the port's ship-related emissions are expected to drop by 9% by 2031 from the at-berth regulation requirements alone.

¹ Port of Stockton, Draft Port of Stockton Clean Air Plan, October 2022, <https://www.portofstockton.com/wp-content/uploads/2022/12/DRAFT-Clean-Air-Plan.pdf>