

ORDINANCE NO. _____

An ordinance adding Sections **xxxxx** of the Long Beach Municipal Code in order to establish provisions and procedures to immediately reduce and eliminate air quality pollutants and greenhouse gas (GHG) emissions from cargo ships calling the Port of Long Beach, and to achieve 100% zero-emission cargo shipping at the Port no later than 2040.

WHEREAS, the South Coast Air Basin is in extreme non-attainment with the Federal Clean Air Act for ozone and particulate matter pollution, with the South Coast Air Quality Management District (AQMD) reporting in 2016 that these pollutants correlate with breathing problems, exacerbation of asthma and other respiratory symptoms, and, in the case of particulate matter, increased mortality due to cardiovascular or respiratory disease¹;

WHEREAS, maritime shipping is the largest source of pollution that is preventing the South Coast Air Basin from reaching Clean Air Act attainment;

WHEREAS, the San Pedro Bay Port Complex emits around 100 tons of nitrogen oxides each day – surpassing the amount emitted daily from the region’s six million cars – making it the largest source of smog- and particulate-forming pollution statewide;

WHEREAS, according to the 2017 San Pedro Bay Ports Clean Air Action Plan (CAAP), marine vessels (ships) are the largest source of all emissions at the San Pedro Bay Ports²;

WHEREAS, in communities near the Port of Long Beach, including the Westside, Downtown Long Beach, and North Long Beach, as well as the thousands of port employees, people are forced to endure some of the nation’s most dangerous air quality, due primarily to fossil-fueled ship pollution;

WHEREAS, San Pedro Bay port-adjacent communities, disproportionately comprised of working-class Black and Brown people, experience up to eight years shorter life expectancy than the Los Angeles County average³;

WHEREAS, in 2020, fossil-fueled ship pollution led to an estimated 265,000 premature deaths globally⁴;

¹ Final 2016 Air Quality Management Plan. South Coast Air Quality Management District. March 2017. <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>

² Clean Air Action Plan. <https://cleanairactionplan.org/strategies/ships/>

³ 2019 Community Health Assessment. City of Long Beach Department of Health and Human Services. <https://www.longbeach.gov/globalassets/health/media-library/documents/healthy-living/community/community-health-assesment>

⁴ Mueller, N., Westerby, M., & Nieuwenhuijsen, M. (2023). Health impact assessments of shipping and port-sourced air pollution on a global scale: A scoping literature review. *Environmental Research*, 216, 1-24. <https://doi.org/10.1016/j.envres.2022.114460>

WHEREAS, in 2021, due to record backlogs, the California Air Resources Board (CARB) found that ships at the San Pedro Bay Ports of Long Beach and Los Angeles emitted as much diesel particulate matter pollution as 100,000 big rig trucks per day⁵;

WHEREAS, in 2021 ship pollution, the Port of Long Beach saw a staggering 77% jump in cancer-causing diesel particulate matter and a 87% increase in greenhouse gas emissions over the previous year, making ships the fastest-growing source of air and climate pollution at the Port of Long Beach⁶;

WHEREAS, the City of Long Beach Climate Action Plan aims for a 40% reduction of citywide greenhouse gas emissions from 1990 levels by 2030, and to achieve net zero emissions by 2045⁷;

WHEREAS, the Port of Long Beach has the market power and unique goods-movement expertise and infrastructure to accelerate the transition to clean ships and make Long Beach one of the most advanced and competitive ports in the world;

WHEREAS, on November 10, 2021, the United States signed on to the Clydebank Declaration for Green Shipping Corridors with 24 other countries to create the first ever framework to zero-emission ocean shipping corridors, committing to creating at least six zero-emission shipping corridors globally by 2025⁸;

WHEREAS, on April 18, 2023, Long Beach City Council passed Resolution 23-0055, calling on major maritime importers to Long Beach—to (1) immediately adopt existing emissions-reducing technologies and (2) take steps toward making port calls to the San Pedro Port Complex on zero-carbon ships by 2030⁹;

WHEREAS, on June 9, 2022, the Port of Long Beach announced that it would join the Shanghai-Los Angeles green shipping corridor, committing to work with the shipping industry to reduce greenhouse gas emissions from the movement of cargo throughout the 2020s, with a goal to begin transitioning to zero-emission ships by 2030 and to cut emissions from one of the world's busiest cargo routes – the Shanghai to San Pedro Bay ports corridor¹⁰;

⁵ Emissions Impact of Ships Anchored at Ports of Los Angeles and Long Beach. CARB. 09 Nov 2021. https://ww2.arb.ca.gov/sites/default/files/2021-11/SPBP_Congestion_Anchorage_Emissions_Final.pdf

⁶ Air Emissions Inventory – 2021. The Port of Long Beach. Aug 2022. <https://polb.com/environment/air/#emissions-inventory>

⁷ Long Beach Climate Action Plan. City of Long Beach. August 2022. https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/lb-cap/adopted-lb-cap_executive-summary_aug-2022

⁸ Clydebank Declaration for Green Shipping Corridors. <https://ukcop26.org/cop-26-clydebank-declaration-for-green-shipping-corridors/>

⁹ Resolution No. RES-23-0055. City of Long Beach. <https://longbeach.legistar.com/View.ashx?M=F&ID=11911023&GUID=90A40558-8B63-470B-9A63-4DF105E7EBA7>

¹⁰ Port of Long Beach Joins the Green Shipping Corridor. Port of Long Beach. 9 Jun 2022. <https://polb.com/port-info/news-and-press/port-of-long-beach-joins-the-green-shipping-corridor-06-09-2022/>

WHEREAS, on November 7, 2022, the Port of Long Beach, Port of Los Angeles, Maritime and Port Authority of Singapore (MPA) and C40 Cities announced collaborative efforts to establish a green and digital shipping corridor between Singapore and the San Pedro Bay Port Complex. The corridor will focus on low- and zero-carbon fuels for bunkering, as well as digital tools to support deployment of low- and zero-carbon ships¹¹;

WHEREAS, in August 2022, the United States Federal Government passed the Inflation Reduction Act (IRA), allocating \$3 billion for Grants to Reduce Air Pollution at Ports, plus an additional \$1 billion to replace heavy-duty vehicles with zero-emission alternatives, including those that service ports;

WHEREAS, in July 2023, the United Nations International Maritime Organization (IMO) adopted the 2023 IMO Strategy on Reduction of Greenhouse Gas Emissions from Ships, including an enhanced common ambition to reach net-zero greenhouse gas emissions from international shipping by 2050, as well as to reduce international shipping emissions by 30% from 2008 levels by 2030, and by 80% from 2008 by 2040¹²;

WHEREAS, in March 2023, the United Nations Intergovernmental Panel on Climate Change (IPCC) issued AR6 Synthesis Report: Climate Change 2023, the last IPCC report with instructions on how to keep global warming below 1.5 degrees Celsius (2.7 degrees Fahrenheit) and respect planetary boundaries, warning that global climate emissions must peak before 2025 and be cut 43% from 2019 levels by 2030¹³;

WHEREAS, a June 2023 study by the consultancy CE Delft found that CO₂ from shipping could be cut by between a third and a half this decade from 2008 levels by using already available techniques including wind-assist propulsion and slower speeds and embarking on innovative technology such as green hydrogen¹⁴;

WHEREAS, the City must ensure an equitable and just transition for all neighborhoods as the shipping industry begins to decarbonize by prioritizing improved public health and safety, environmental justice and a sustainable economic future for all Long Beach residents.¹⁵

NOW, THEREFORE,

¹¹Maritime and Port Authority of Singapore, Port of Los Angeles, Port of Long Beach and C40 Cities to establish a Green and Digital Shipping Corridor. C40 Cities. November 7, 2022. <https://www.c40.org/news/maritime-and-port-authority-of-singapore-port-of-los-angeles-port-of-long-beach-and-c40-cities-to-establish-a-green-and-digital-shipping-corridor/>

¹² Revised GHG reduction strategy for global shipping adopted. International Maritime Organization. July 7, 2023. <https://www.imo.org/en/MediaCentre/PressBriefings/pages/Revised-GHG-reduction-strategy-for-global-shipping-adopted-.aspx>

¹³ AR6 Synthesis Report: Climate Change 2023. United Nations Intergovernmental Panel on Climate Change. March 2023. <https://www.ipcc.ch/report/sixth-assessment-report-cycle/>

¹⁴ Faber, Jasper, Daan van Seters, and Peter Scholten. "Shipping GHG emissions 2030 Analysis of the maximum technical abatement potential" CE Delft. June 26, 2023. <https://cleanshipping.org/download/CE-Delft-pathways-2030.pdf>

**THE PEOPLE OF THE CITY OF LONG BEACH
DO ORDAIN AS FOLLOWS**

Section 1. That the Long Beach Harbor Department and the Long Beach Board of Harbor Commissioners be required to immediately reduce ship pollution at the Port of Long Beach by developing a program of incentives to protect port communities and workers, including:

- (a) Phasing out Tier I-II cargo ships from the port by January 1, 2025 as well as ships running on methane-emitting fuels, including Liquefied Natural Gas (LNG);
- (b) Mandating zero-emission At-Berth standards for all vessel categories by January 1, 2025, including 100% At-Berth electrification, the repeal of Port exemptions from onshore power requirements, and public, quarterly reporting to the City on At-Berth compliance;
- (c) Expanding the Port's sustainability incentive programs by January 1, 2024 to prioritize electrification and to incentivize wind-assist propulsion, battery retrofits, and other zero-emission technologies from all ships that call the Port.

Section 2. That the Long Beach Harbor Department and the Long Beach Board of Harbor Commissioners require that all new fuel bunkering facilities on port property bunker only zero-emission fuels.

- (a) In order to qualify as a zero-emission fuel, the fuel must have zero lifecycle (well-to-wake) climate and air emissions, including, but not limited to, carbon dioxide, methane, nitrogen oxide, sulfur oxide, particulate matter, and ground-level ozone.
- (b) Liquefied Natural Gas (LNG) does not qualify as a zero-emission fuel, as it emits methane, a greenhouse gas over 80 times more potent than carbon dioxide, and is the primary contributor to ground-level ozone, an air pollutant associated with 1 million premature deaths annually globally¹⁶.

Section 3. That the Long Beach Harbor Department and the Long Beach Board of Harbor Commissioners be required to reduce air quality pollutants and greenhouse gas emissions from cargo ships by 50% from 2019 levels by 2030 and achieve 100% zero-emission shipping at the Port by no later than 2040, including by exploring clean air incentives, including:

- (a) Developing and implementing a plan to permit only zero-emission cargo ships to call the Port by 2040;
- (b) Developing and implementing a plan to achieve reductions in air quality pollutants and carbon dioxide-equivalent greenhouse gas emissions by 30% by January 1, 2027; 50% by January 1, 2030; and 80% by January 1, 2035 (using 2019 levels as a baseline).

¹⁶ UNEP. (n.d.). *Methane emissions are driving climate change. Here's how to reduce them.*
<https://www.unep.org/news-and-stories/story/methane-emissions-are-driving-climate-change-heres-how-reduce-them>

- (c) Funding the zero-emission maritime transition at the Port through a Clean Ships Fee. This fee should have a firm sunset date to align with zero-emission shipping by 2040;
- (d) Reporting to City Council within 60 days on demonstrable steps the Port is taking to accelerate port electrification and zero-emission fueling infrastructure to service zero-emission ocean shipping corridors, including the potential for development of renewable electric microgrids at the Port to provide ships with guaranteed access to renewable electricity for onshore power.

Section 4. That, in order to protect and improve public health, the Long Beach Harbor Department and the Long Beach Board of Harbor Commissioners be required to evaluate any and all fueling infrastructure projects for potential community, environmental and climate impacts, including the risks associated with fuel transmission and distribution, storage, bunkering, and use in vessels, irrespective of the project's exemption from the requirements of the California Environmental Quality Act (CEQA) and the Long Beach City CEQA Guidelines.

Section 5. That, in order to advance an equitable and just transition, and to remedy environmental injustice in communities throughout the South Coast Air Basin and along the Pacific West Coast, and to not simply move pollution to other port and coastal communities, the Long Beach Board of Harbor Commissioners shall take action to align with ports along the Pacific West Coast to bring these policies to as many ports as possible throughout the Pacific Rim and beyond. This regional collaboration shall advance the commitments made by the Pacific Coast Collaborative in the October 6, 2022 Statement of Cooperation on Leading the Transition to an Equitable and Prosperous Low-Carbon, Climate-Resilient Future, to support the region's maritime ports in their work to decarbonize and modernize equipment and operations.¹⁷

Section 6. That the Chief Legislative Analyst be instructed to report back within 60 days with a cost and air quality benefit analysis of immediately phasing out Tier I-II and LNG cargo ships from the port as well as a list of potential economic incentives the Port of Long Beach and City of Long Beach can implement to both dramatically reduce ship emissions in the short term and accelerate the transition to zero-emission cargo ships who dock at the Port of Long Beach. This report shall include recommendations on how to ensure an equitable and just transition, for equitable distribution of the costs and benefits of this transition.

¹⁷ Pacific Coast Collaborative, Statement of Cooperation on Leading the Transition to an Equitable and Prosperous Low-Carbon, Climate-Resilient Future, 6 Oct 2023, <https://www.gov.ca.gov/wp-content/uploads/2022/10/10.6.22-PCC-Statement-of-Cooperation.pdf?emrc=7eeae>.