



Coalition For A Safe Environment

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November 19, 2021

South Coast AQMD
Ports Marine Committee

Re: SCAQMD - Marine Ports Committee Meeting
Su: Submitted Public Comments In Support of Port ISR

Dear Committee Members:

We are happy to submit our public comments in support of an Indirect Source Rule (ISR) and do not support an MOU. We only support an ISR and never an MOU. The Public did not ask the Port to offer an MOU. The SCAQMD has full legal authority to approve an ISR.

The Ports time to negotiate has expired again. We do not support any time extension. Follow the Board Direction. The Ports alleged movement forward is baseless with no significant changes.

We would not need ISR or MOU if Ports complied 100% with CEQA and NEPA. CEQA and NEPA require that every negative impact be identified, assessed and mitigated.

Hundreds of public comment letters and public testimony have been submitted over the past 20+ years identifying deficiencies in Port EIR's, the CAAP and Programs and they have been ignored.

Hundreds of public comment letters and public testimony have been submitted over the past 15 years identifying alternative technologies that offer Zero Emissions and Emission Capture and Treatment Technologies to be included in Port EIR's, the CAAP and Programs and they have been ignored.

Today 90% of all truck, train, ship vehicles, cargo handling equipment, dredging equipment and construction equipment can be retrofitted or built to use Zero Emission Battery and Hydrogen Fuel Cell Technology.


Today 100% of Port power can be replaced or supplemented with alternative renewable energy sources such as solar, wind, wave, hydrogen fuel cell and battery technologies.

Yet every Port Board of Harbor Commissioners and City Councils have rubber stamped and approved projects and programs. Regulatory Agencies have given public comment little to know importance and could have easily required Ports do include public comment requests.

1. We sadly have now reached over 100 Ships arriving at the Ports, which is more than double normal and not being mitigated.

2. We have asked the Ports in our submitted Public Comments in Terminal Project EIRs, CAAP, and Special Programs to include Off-Port Tidelands Community Impacts and they have refused.
3. Ports have refused to:
 - a. Include additional Contingency Mitigation Plan if a project exceeds its approved EIR TEU/Cargo projections. They still refuse to do it.
 - b. Include a Truck Driver Hiring Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - c. Include a Freight Truck Purchase Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - d. Include a Freight Truck Chassis Purchase Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - e. Include a Freight Truck Storage Yards Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - f. Include a Container Storage Yard Need Assessment and Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - g. Include a Container Chassis Storage Yard Need Assessment and Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - h. Include a Container TRU-GENSET Storage Yard Need Assessment and Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - i. Include a Ship Shorepower Need Assessment and Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - j. Include a Ship Emissions Capture & Treatment Need Assessment and Plan Schedule to support project terminal growth projections. The Ports and Terminal have not purchased one Ship Emissions Capture & Treatment On-Dock System, At-Dock or At-Anchor Barge System. They still refuse to do it.
 - k. Include a Ship Shorepower Need Assessment, Terminal Layout Design to Support All Ship Sizes & Power Connection Areas and Plan Schedule to support project terminal growth projections. They still refuse to do it.
 - l. Include a Port Power Need Assessment, Renewable Energy Resources Availability Assessment and Plan Schedule to support future power need projections. They still refuse to do it.
 - m. The Ports adopted \$ 10 Truck Tariff is inadequate to meet the need to replace fossil fuel trucks with Zero Emission Trucks ASAP. Studies that were conducted identified that the fee should be \$ 200 per container or more.
 - n. The Ports insult to the public to adopt a \$ 100 Truck Fee for delays in removing cargo and contribute nothing for Public Mitigation is unacceptable.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Jesse N. Marquez". The signature is written in a dark ink and is positioned below the typed name.

Jesse N Marquez
Executive Director