

MOTION

The Port of Los Angeles (POLA) has long been recognized for its environmental stewardship and industry-leading sustainability initiatives, which have focused on cutting harmful emissions from ships, trucks, cargo-handling equipment and harbor craft. The efforts are the result of a comprehensive slate of clean air measures, requirements and incentives implemented by POLA in collaboration with a multitude of stakeholders over the last decade. It is well known that POLA has been a leader in this area, but it must continuously strive to achieve higher standards.

China Shipping operates a 130-acre terminal near the Vincent Thomas Bridge under a lease approved in 1999 by the Board of Harbor Commissioners. The agreement expires in 2030. The operations at the China Shipping terminal account for approximately 20 percent of POLA's container volume. In 2001, the Natural Resources Defense Council, et al. filed a lawsuit on behalf of residents and community groups challenging the original Environmental Impact Report ("EIR") for the China Shipping project. The parties settled the litigation in 2004. As part of the settlement, POLA did a new EIR for the terminal. The EIR was completed in 2008.

The Port has recently disclosed that, although the emission levels are at or below those studied in the 2008 China Shipping North America EIR, there remain issues regarding compliance with mitigation measures. POLA is in full compliance with 41 of the 52 mitigation measures contained in the EIR, but it has delayed or incomplete compliance with 11 of the 52 mitigation measures in the 2008 China Shipping EIR.

On September 28, 2015, POLA began a new California Environmental Quality Act ("CEQA") process and has released a Notice of Preparation ("NOP") for the Supplemental EIR to address the issues concerning compliance. The NOP disclosed 11 of 52 mitigation measures adopted in the 2008 EIR for reevaluation in this CEQA process. The measures fall within three categories: Air Quality, Noise and Transportation. The NOP is the beginning of the public CEQA process. The measures are: Alternative Marine Power (AMP), 100% compliance with 40 nautical mile Vessel Speed Reduction Program, yard tractors, yard equipment at Berths 121-131 rail yard, yard equipment at Berths 97-109 terminal, LNG-powered drayage trucks (705 through 2017 and 100% thereafter, throughput tracking, noise wall for noise mitigation, and two transportation projects.

In the NOP, POLA cites technological, economic and operational challenges that contributed to the inability to fully implement the mitigation measures. These issues will be fully evaluated in the Supplemental EIR.

Not only is POLA extremely important to the City of Los Angeles as an economic engine for good jobs, it is also a key component of efforts to reduce harmful emissions in the region. This commitment to a sustainable operation must remain an integral part of POLA's environmental stewardship going forward. In light of POLA's recent disclosures, City Council requests a report on the issues at the China Shipping terminal and the measures POLA is taking to address them.

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I THEREFORE MOVE that the Port of Los Angeles report to the City Council regarding the delayed or incomplete compliance of 11 of the 52 mitigation measures contained in the 2008 China Shipping EIR.

I FURTHER MOVE that the Port of Los Angeles report on all the steps it is undertaking to remedy the situation.

PRESENTED BY:



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