



Maritime Clean Air Strategy Discussion Draft Comments

Comments received during the public review period:

March 23, 2021 – April 20, 2021

MCAS Discussion Draft Comments

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Maritime Clean Air Strategy Discussion Draft Comments

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March 23, 2021 – April 20, 2021

Comments from Agencies and Organizations

From: [Mark Steele](#)
To: [Maritime Clean Air Strategy](#)
Date: Sunday, March 28, 2021 11:18:08 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Sent from [Mail](#) for Windows 10

Dear Port,

Thank you very much for initiating this strategy for clean air. As chair of the Barrio Logan Community Planning Group I am aware of the day to day impacts of air pollution on the residents and businesses in our community. We appreciate the work of your Port team to address these concerns and find solutions to the air pollution of our community.

On behalf of the community of Barrio Logan I'm requesting a quarterly report to our planning group on progress being made via the list of sources identified and projects proposed by the Port Tenants. I realize this entails additional work by your staff, but it would advance the relationship between the Port, Port Tenants and the community. Your staff is very competent with these matters and surely will provide valuable information and insight for the community of Barrio Logan.

Again, thank you for initiating this study and the efforts of Port staff on behalf of Barrio Logan.

Mark Steele
Chair, Barrio Logan Planning Group



April 1, 2021

Sent via Electronic Mail to MCAS@portofsandiego.org

Michael LaFleur
Vice President, Maritime
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: Maritime Clean Air Strategy Discussion Draft March 2021 Feedback

Vice President LaFleur:

We write on behalf of the longshoremen, marine clerks, and foremen at the Port of San Diego regarding the release of the Port's Maritime Clean Air Strategy Discussion Draft March 2021 (Draft MCAS). After reviewing the Draft MCAS, we seek to provide feedback in a number of areas.

General Concerns

As a general principle, it must be made clear in the Draft MCAS that any new technologies invested in and deployed at the Port **do not in any way displace the workforce.**

We understand and appreciate the importance of improved air quality and reduced emissions; longshoremen, marine clerks, and foremen at the Port of San Diego feel the effects of emissions more than anyone as they work and live closest to the Port. Despite this, the Port must strongly consider the potential negative impacts to the workforce that regulating away their jobs would cause.

A second general consideration that should be addressed by the Draft MCAS is the potential negative impacts to the Port and surrounding communities that overregulation would create. If the Port invests and deploys technologies that are too onerous to comply with, cargo will be diverted to other Ports with less stringent requirements. Not only will this not reduce global emissions, but it will also take away from the region's economic engine that is the Port of San Diego.

A third general consideration should be the impact of the electrical grid of an increase of electric equipment. As last fall's rolling blackouts and Governor Newsom's Proclamation of a State of Emergency that lifted the requirement of the use of shore power have shown, the electrical grid is far from ready to be counted on for consistent operation.

Specific Concerns

More specifically, our concerns with the Draft MCAS include the following.

First, with respect to the Cargo Handling Equipment (CHE) goal of "[a]ttain[ing] substantial reductions for CHE related emissions by facilitating upgrades to ZE/NZE equipment alternatives" found on pages 2 and 36. It is imperative that this goal include that the equipment must be **human-operated**. As stated above, the consequences to the workforce, Port, and surrounding communities would be drastic without such a mandate.

Second, it is worth noting that in terms of funding, in past California State Budget allocations there has been a prohibition on any allocation of state funds being used for automated equipment. This could be reflected on pages 23 and 116.

Third, with respect to the Ocean Going Vessels (OGV) goal of "[r]educing OGV At-Berth emissions by expanding existing and/or developing new shore power systems and/or equivalent technologies at the Port's marine terminals" found on pages 5 and 105. As stated above, the Port must be cautious of requirements that are too onerous to comply with, such as requiring vessels to retrofit to be compatible with shore power or capture and control systems, or cargo will be diverted elsewhere. This is especially true for OGVs that do not regularly call at the Port of San Diego, and OGVs that carry discretionary cargo that is easily diverted. The need for vessels to be retrofitted for shore power use is conceded on page 101, but there is no discussion of a plan in place to avoid cargo diversion should vessel owners refuse to retrofit.

Fourth, with respect to the assumption "it is expected that ZE/NZE CHE pieces will be commercially available for purchase in the coming years" found on page 24. The Draft MCAS concedes "that several ZE/NZE CHE alternatives are not necessarily commercially available for purchase....are still being built...and are not yet mass produced." However, there is no mention of the impact the COVID-19 pandemic has had on the economy or production. It would seem unwise to operate under the assumption such technology will be available "in the coming years" without considering potential changes in the production timeline or demand caused by the pandemic.

We look forward to discussing the Draft MCAS with you further and in more detail. Should you have any questions, please feel free to contact us at the above.

Sincerely,



Anthony Soniga
President
ILWU Local 29



Daniel G. Miranda
President
ILWU Local 94

cc: Josefina Khalidy

From: [Danny Serrano](#)
To: [Maritime Clean Air Strategy](#)
Cc: [Diane Takvorian](#); [Larry Hofreiter](#); asotelosolis@nationalcityca.gov; mbush@nationalcityca.gov; monarios@nationalcityca.gov; rmorrison@nationalcityca.gov; jrodriguez@nationalcityca.gov; [Michael Zucchet](#); [Rafael Castellanos](#); [Sandy Naranjo](#); [Garry Bonelli](#); [Jennifer LeSar](#); [Dan Malcolm](#); [Ann Moore](#)
Subject: EHC Comments on the Port of San Diego's Draft MCAS
Date: Saturday, April 10, 2021 6:42:38 AM
Attachments: [April10_2021_EHC_MCAS_Comments.pdf](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Hofreiter:

Enclosed are EHC's comments on the Port's draft MCAS. We greatly appreciate your efforts to coordinate the draft MCAS and to advance environmental justice and air quality. While we appreciate the expressed intent of the MCAS, it does not reflect the Board's direction and is not nearly aggressive enough to result in significant emission reductions or public health benefits. Many of the goals/objectives are not S.M.A.R.T.I.E., the public health, ZEV, charging infrastructure, and funding goals EHC previously proposed for the Port's consideration are not included at all, and there is no information as to the specific legal tools needed to implement the MCAS.

Thank you for your consideration.

Sincerely,

DANNY SERRANO, AICP

CAMPAIGN DIRECTOR

[Environmental Health Coalition](#) | *Environmental Health & Justice Campaign*

2727 Hoover Avenue, Suite 202, National City, CA 91950

Cell (619) 850 1527

Email: dannys@environmentalhealth.org

[EHC WEB](#) | [EHC TWITTER](#) | [EHC FACEBOOK](#)

EMPOWERING PEOPLE · ORGANIZING COMMUNITIES · ACHIEVING JUSTICE



April 10, 2021

Larry Hofreiter, AICP
Program Manager, Planning
Port of San Diego
3165 Pacific Hwy
San Diego, CA 92101
Via: MCAS@portofsandiego.org

Re: Environmental Health Coalition's (EHC) Comments on the Draft Maritime Clean Air Strategy (MCAS)

Dear Mr. Hofreiter:

We greatly appreciate your efforts to coordinate the draft MCAS and to advance environmental justice and air quality. EHC has reviewed the Port's Draft MCAS and, while we appreciate the expressed intent of the MCAS, it is not sufficient as currently written to attract millions in grants and economic development, quickly transition towards a clean and modern port, and significantly improve the Portside communities' public health and air quality.

The MCAS must reflect the direction from the Board of Port Commissioners. Chairman Michael Zucchet said, "The Port is committed to being a leader in cleaner air for our communities. At the start of the year, I made it clear that air quality and climate change issues will be important drivers in any effort, project or major deal we pursue and support over the next decade...". Moreover, the Board, during its 2/11/2021 hearing, emphasized their expectation for the Port to lead in emission reduction efforts, to improve public health, to develop goals that are **Specific, Measurable, Achievable, Relevant and Time-bound** (S.M.A.R.T.), and to develop legal tools needed to implement the MCAS goals, as part of the strategy. During the AB 617 MCAS subcommittee meeting on 2/16/2021, Commissioner Naranjo recommended that the goals should also incorporate an "I" for Inclusive and an "E" for Equitable thereby requiring the goals to be S.M.A.R.T.I.E but this is not reflected in the draft MCAS either. Unfortunately, the draft MCAS fails to meet the Board's direction on each of these accounts.

In short, the draft MCAS is not nearly aggressive enough to result in significant emission reductions or public health benefits. Many of the goals/objectives are not S.M.A.R.T.I.E., the public health, ZEV, charging infrastructure, and funding goals EHC proposed for the Port's consideration are not included at all, and there is no information as to the specific legal tools needed to implement the MCAS. In an effort to summarize our primary recommendations, EHC is requesting that the draft MCAS be revised to incorporate the following:

1. **Vision Statement.** Incorporate the following vision statement into the MCAS: *Vision Statement: The MCAS is an ambitious plan with Specific, Measurable, Achievable, Relevant, Time-bound, Inclusive, and Equitable (S.M.A.R.T.I.E.) goals and strategies that go above and beyond local, state and/or federal requirements in an effort to reduce air*

pollution emissions, improve air quality and public health and transition the Port of San Diego towards a modern and green port.

2. **Public Health Goal.** Incorporate a S.M.A.R.T.I.E. MCAS goal and strategies that reduce diesel particulate matter and toxic air contaminants (TAC) to achieve significant reduction in cancer risk. Specifically, by 2026, the estimated cancer risk from maritime operations is no higher than the following at any offsite location: 15 cancers/million from Port maritime operations (diesel) and 10 cancers/million from each Port tenant (diesel & other TACs); by 2031, the cancer risk is no higher than the following at any offsite location: 10 cancers/million from Port maritime operations (diesel).
3. **ZEV Goal.** Establish a S.M.A.R.T.I.E. MCAS goal that requires drayage trucks servicing the Port to be 100% ZEV at least 5 years ahead of the California state requirements. Develop a **Clean Trucks Program** by the end of 2021 with a clear, phased plan and strategies to transition to 30% ZEV by 2023 and 100% ZEV by 2030.
4. **Charging Infrastructure Goal.** Incorporate a S.M.A.R.T.I.E. MCAS goal for ZEV medium duty/heavy duty truck charging infrastructure in Portside, by specified dates, with four sites operational by January 2024 as well as the following:
 - a. Have infrastructure planning complete by June 2022,
 - b. Have infrastructure in place by 2024 for the Port Shuttle Program,
 - c. Collaborate with SANDAG, stakeholders, and residents to locate regional sites that benefit the Portside Community by June 2022, and
 - d. Work with SANDAG, SDGE, and stakeholders to build the sites by 2024.
5. **Funding Goal and Legal Tools to Implement MCAS.** The MCAS program needs to include new fees and ordinances and other legal tools to implement the MCAS goals.

Thank you for your time and consideration. Please contact Diane Takvorian/Executive Director at Diane@environmentalhealth.org or Danny Serrano/Campaign Director at dannys@environmentalhealth.org for any additional information.

Sincerely,



Diane Takvorian
Executive Director



Danny Serrano
Campaign Director

CC:
Board of Port Commissioners
National City's City Council
Barrio Logan CPG



Local Union 569

San Diego and Imperial Counties



INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS

4545 Viewridge Avenue, Suite 100 San Diego, CA 92123-5615 (858) 569-8900
2420 Imperial Business Park Drive Imperial, CA 92251-4004 (760) 355-3000

April 15, 2020

Chair Zucchet and San Diego Port Commissioners
Via Email

Re: Public Comments - Maritime Clean Air Strategy Discussion Draft

Dear Chair Zucchet and Commissioners:

On behalf of over 3,500 members of the International Brotherhood of Electrical Workers (IBEW) Local 569, I submit the following recommendations for the Maritime Clean Air Strategy (MCAS) Discussion Draft. The MCAS represents a critical opportunity to advance equity, improve public health, create high-road jobs and reduce harmful climate pollution. Unfortunately, the current proposal is in need of improvement to meaningfully achieve progress in these key areas. For these reasons, we urge the Port to update the draft accordingly:

1. Commit to Moving Faster than Minimum Baseline Requirements

Now is the time for the Port to take bold action. This is vital to achieving better health outcomes in Portside communities who have suffered from toxic pollution for far too long. Moreover, a strong MCAS that delivers on equity, climate and quality jobs will benefit the community and local workforce and can help place our region in a strong position when competing for funding. In addition to potential state opportunities, the Biden Administration's *American Jobs Plan* is a \$2 trillion dollar proposal for infrastructure prioritizing environmental justice, quality jobs and climate action.

Recommendation 1: Clearly state MCAS activities must be accelerated to achieve goals sooner than local, state and federal mandates across all categories. Pertaining to Heavy Duty trucks: require heavy duty trucks servicing Portside Communities to be 100% ZEV by 2030. Incorporate a requirement to adopt a Clean Trucks Program by the end of 2021 with a clear phased plan to transition to 100% ZEV drayage trucks by 2030.

2. Electric Vehicle Charging Infrastructure Planning Needs to be Broader in Scope, Comprehensive and Needs to Support a Full Zero-Emission Transportation Transition, Including the Heavy Duty Trucks points outlined above.

Planning for 2030 starts today. A comprehensive approach that takes into account a full transition to zero-emission and identifies locations, permitting needs, electrical upgrades, how vehicle charging will integrate into operations and other key factors at the outset can help minimize the need to perform the same activities multiple times over many years. This will save valuable resources and support a smoother transition. Additionally, this approach can help facilitate coordination among multiple entities, for example identifying potential opportunities to share charging facilities and use resources more efficiently.

Recommendation 2: Designate key Port staff to lead EV Infrastructure planning and deployment in consultation with utility, environmental justice, labor, Port Tenants and other stakeholders. Adopt a ZEV Infrastructure plan by 2021 that supports achievement of a full zero-emission transportation transition, including the points outlined in Recommendation #1 above as well as key implementation milestones and related dates.

3. **Require all electricians who construct, install, and/or maintain electric vehicle (EV) charging infrastructure to hold a valid Electric Vehicle Infrastructure Training Program (EVITP) Certification.**

EVITP is an industry certification for EV charging infrastructure installation, construction and maintenance. EVITP is required by the San Diego Metropolitan Transit System, and by numerous cities, ports and utility EV infrastructure programs. Beginning 1/1/22, EVITP will be required for programs funded or authorized in whole or in part by several California state agencies under recent legislation. EVITP helps ensure EV charging infrastructure is installed, constructed and maintained safely and correctly by properly trained electrical personnel.

Recommendation 3: Require all electricians who construct, install, and/or maintain electric vehicle (EV) charging infrastructure to hold a valid Electric Vehicle Infrastructure Training Program (EVITP) Certification.

4. **Establish Measurable, Aggressive Truck Emission Reduction Requirements for post-2023.**

The MCAS Heavy Duty Truck Goal 1, Objective 1B states, "Reduce 10% of the 2016 Maritime Air Emissions Inventory's truck emissions (DPM and NOx) by 2023 by working with stakeholders to deploy: a) technologies; or b) fuels; or c) by modifying current business practices and operations." The stated purpose of the MCAS is to identify emission reduction strategies that can be achieved in the near-term through 2026 (1 to 5 years), as well as the mid-term through 2031 (5 to 10 years). Therefore, the document needs to identify the post-2023 requirement for this section of goals.

Recommendation 4: Identify the percentage reduction requirement and strategy for the 2016 Maritime Air Emissions Inventory's truck emissions (DPM and NOx) post-2023 through the use of zero-emission technologies that includes benchmark years.

5. Identify Legal Mechanisms and Enforceable Policies to Achieve Desired Outcomes

As noted in the MCAS draft, the Port has taken action in the past to update Port policy to advance priorities. New updates to existing policies and/or new policies may be required for MCAS implementation.

Recommendation 5: Include a new section in the draft that outlines existing Port policies related to MCAS implementation and how these policies relate to each of the goals. Identify new policies that may need to be developed.

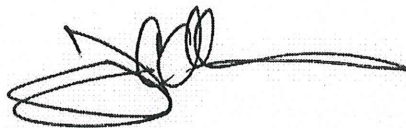
6. Set a Deadline for the Release of the Market Study/Feasibility Analysis on Fees and Include Additional Analysis Related to Leveraging Other Funds

Fees can play a critical role in providing a sustainable long-term funding source to support MCAS implementation. The current draft lacks a deadline for the Market Study/Feasibility Analysis and it is unclear if it will examine how fees can be leveraged.

Recommendation 6: Release the Market Study/Feasibility Analysis on Fees no later than January 2022 and include analysis of how fees can help leverage other funding opportunities, including local, state and Federal sources.

Thank you and we look forward to continuing to engage as stakeholders.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeremy Abrams', with a long horizontal flourish extending to the right.

Jeremy Abrams
Business Manager/Financial Secretary



April 19, 2021

Sent via Electronic Mail to MCAS@portofsandiego.org

Michael LaFleur
Vice President, Maritime
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

***Re: Maritime Clean Air Strategy Discussion Draft March 2021 Feedback –
Second Letter***

Vice President LaFleur:

We write on behalf of the longshoremen, marine clerks, and foremen at the Port of San Diego regarding the release of the Port's Maritime Clean Air Strategy Discussion Draft March 2021 (Draft MCAS). After a very productive Port staff briefing with labor groups regarding the Draft MCAS, we wish to provide additional written comments that were raised at that forum. For your convience, our initial written comments dated April 1, 2021 are also enclosed herein.

As was admitted several times by Port staff, much of the technology envisioned in the Draft MCAS cannot yet be feasibly implemented. Thus, at the April 19, 2021 Port staff briefing with labor groups, we raised the idea of including into the Draft MCAS a tiered compliance structure. Under such an approach, vessel owners who cannot achieve full compliance with all Draft MCAS requirements but have made a demonstratable good faith effort to comply should not be penalized. Rather they should be given additional time to comply, asked to pay into a fund, or some similar method of allowing them to continue to do business at the Port of San Diego. This would be of particular importance for vessels that do not regularly call at the Port of San Diego so as to not drive their business away. This would also aid in leveling the playing field for U.S. flag vessels and foreign vessels.

An additional concern raised at the Port staff briefing was the current limitations of electric battery life. The Draft MCAS should address the challenges that would be faced should the battery die on a piece of electric cargo handling equipment. Electric equipment with an insufficient battery life could cause dockworkers to stand idly by as the equipment is charged. Alternatively, to prevent a stoppage in cargo movement, stevedores would need to purchase multiple pieces of the same equipment to use while the other is charging. This would either

cripple productivity, or balloon stevedores' operating costs, both of which would negatively impact business at the Port of San Diego.

We look forward to discussing the Draft MCAS with you further and in more detail. Should you have any questions, please feel free to contact us at the above.

Sincerely,



Anthony Soniga
President
ILWU Local 29



Daniel G. Miranda
President
ILWU Local 94

cc: Josefina Khalidy

Enclosure



April 1, 2021

Sent via Electronic Mail to MCAS@portofsandiego.org

Michael LaFleur
Vice President, Maritime
Port of San Diego
3165 Pacific Highway
San Diego, CA 92101

Re: Maritime Clean Air Strategy Discussion Draft March 2021 Feedback

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A third general consideration should be the impact of the electrical grid of an increase of electric equipment. As last fall's rolling blackouts and Governor Newsom's Proclamation of a State of Emergency that lifted the requirement of the use of shore power have shown, the electrical grid is far from ready to be counted on for consistent operation.

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We look forward to discussing the Draft MCAS with you further and in more detail. Should you have any questions, please feel free to contact us at the above.

Sincerely,



Anthony Soniga
President
ILWU Local 29



Daniel G. Miranda
President
ILWU Local 94

cc: Josefina Khalidy



April 20, 2021

RE: Port of San Diego's Maritime Clean Air Strategy

To Whom it May Concern:

Thank you for the opportunity to comment on the Port of San Diego's (port) Maritime Clean Air Strategy. We appreciate the port's commitment to investing in and developing new technologies to improve overall air quality and reduce greenhouse gas emissions. As the state's trade association for biodiesel and renewable diesel, we applaud the inclusion of renewable diesel in your "Emission Reduction Technology Options" in Appendix B, but ask that you include biodiesel in your strategy as it too is a low-carbon, drop-in fuel replacement for petroleum diesel.

The California Advanced Biofuels Alliance (CABA) is a not-for-profit trade association promoting the increased use and production of advanced biofuels in California. CABA has represented biomass-based diesel (BMBD) feedstock suppliers, producers, distributors, retailers, and fleets on state and federal legislative and regulatory issues since 2006.

Biodiesel is made through a chemical process called transesterification in which resources such as recycled cooking oil, soybean oil and animal fats are converted into biodiesel. These feedstocks are diverted waste or byproducts from other industries, giving them new purpose in the form of a low-carbon fuel. Like renewable diesel, biodiesel can be used in existing internal combustion engines, without modification.

When compared to petroleum diesel, biodiesel reduces lifecycle greenhouse gases by 86%, particulate matter (PM) by 47% and total hydrocarbons (THC) by 67%.¹ The average carbon intensity (CI) score of biodiesel is 26, a 74% carbon reduction compared to petroleum diesel.² For every unit of fossil energy, it takes to produce biodiesel, 3.5 units of renewable energy are returned, the best of any U.S. fuel.³

In 2019, Californians consumed roughly 230 million gallons of biodiesel, which generated roughly 1.8 million credits in the LCFS program. Both of these figures consistently grow every year since the inception of the LCFS program.⁴ Because of the LCFS program and the credits generated by biodiesel, the cost is often far less than petroleum diesel, making it not only environmentally beneficial, but economically beneficial as well.

While biodiesel has many great benefits on its own, it can seamlessly be blended with renewable diesel. Combining biodiesel and renewable diesel produces a cost-effective full replacement option for petroleum diesel. As a paired fuel, biodiesel and renewable diesel optimize petroleum displacement and cost, as well as PM, carbon and nitrogen oxide (NOx) reductions.⁵

¹ <https://www.biodiesel.org/what-is-biodiesel/biodiesel-sustainability>

² <https://ww2.arb.ca.gov/resources/documents/lcfs-pathway-certified-carbon-intensities>

³ <https://www.biodiesel.org/what-is-biodiesel/biodiesel-sustainability>

⁴ <https://ww3.arb.ca.gov/fuels/lcfs/dashboard/dashboard.htm>

⁵ <https://www.caadvancedbiofuelsalliance.org/a-2030-roadmap>



We do not believe there is any one magical solution to help California and the San Diego Port achieve their ambitious goals. We think that biodiesel will continue to prove to be important and ask that you include all low-carbon alternatives in your Maritime Clean Air Strategy. We thank you for your continued work on this important matter and look forward to collaborating more with you. Please feel free to contact us if any questions should arise.

Sincerely,

A handwritten signature in black ink that reads "Rebecca Baskins". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Rebecca Baskins
Executive Director
California Advanced Biofuels Alliance

**CALIFORNIA STATE LANDS
COMMISSION***Established in 1938***EXECUTIVE OFFICE**100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202**JENNIFER LUCCHESI**, Executive Officer**916.574.1800**TTY CA Relay Service: **711** or Phone **800.735.2922**
from Voice Phone **800.735.2929**
or for Spanish **800.855.3000**

April 20, 2021

SENT VIA ELECTRONIC MAIL
mcas@portofsandiego.orgPort of San Diego
3165 Pacific Highway
San Diego, CA 92101RE: Port of San Diego Maritime Clean Air Strategy Discussion
Draft Comments

Dear Staff of the Port of San Diego:

The California State Lands Commission (Commission) is pleased to submit this letter in response to the Port of San Diego's call for public review and feedback on the Port's Maritime Clean Air Strategy Discussion Draft. The Commission is encouraged by the Port's extensive stakeholder and public engagement to develop this comprehensive guidance document and supports the Port's efforts to prioritize, implement, and advance clean air strategies.

The Commission recognizes that the Port's Maritime Clean Air Strategy Discussion Draft (MCAS) is part of a continued effort to identify projects and initiatives that will improve air quality and reduce greenhouse gas emissions in a holistic and comprehensive manner. Through innovative leadership and environmental stewardship, the Port seeks to support the collective thriving of the region's communities, environment, and economy. The Commission shares this mission and looks forward to supporting and collaborating on efforts to build thriving and balance sustainability and equity with economic growth.

As background, the Commission has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the natural beds of navigable lakes and waterways. The Commission also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6009, subd. (c); 6009.1; 6301;

6306). All tidelands and submerged lands granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the common law Public Trust Doctrine.

In addition to our shared public trust responsibilities, there is strong alignment between the goals of the Port's MCAS and the Commission's recent policy and planning initiatives. In 2018, the Commission adopted an Environmental Justice Policy that identifies key goals and strategies to promote equity and environmental justice through inclusive decision-making and other mechanisms. Poor air quality disproportionately impacts communities of color and low-income communities. The Commission's Environmental Justice Policy addresses this inequity and directs the Commission to support cleaner industry through emissions reduction strategies. This goal is also a core tenant of the MCAS, which outlines an objective to advance ambitious Port emissions reduction efforts to provide direct benefits to Portside Community, a community identified to be disproportionately impacted by poor air quality. The Commission is encouraged to see the Port work toward improving air quality in the surrounding communities and looks forward to opportunities to collaborate on ways the Commission can support these efforts.

Earlier this year, the Commission adopted its 2021-2025 Strategic Plan, an aspirational and forward-looking document that affirms the Commission's commitment to climate action, environmental justice, collaborative leadership, and responsible economic growth. The Strategic Plan recognizes that ports and harbor districts are essential partners in fulfilling these commitments and meeting tomorrow's challenges.

In the Preface of the MCAS Discussion Draft, the Port states that it "has been investing in and deploying new technologies to improve overall air quality and reduce greenhouse gas emissions in the region in support of collective thriving for our communities, environment, and regional economy." The idea of building thriving communities—communities that are equitable, sustainable, resilient, and healthy—is a core element in the Commission's Strategic Plan. Specifically, the Strategic Plan directs the Commission to support its grantees in their efforts to build thriving and balance sustainability and equity with economic growth.

The Commission is encouraged by the Port's efforts to reduce greenhouse gas emissions, improve air quality, and meaningfully engage communities. The Port's MCAS offers another opportunity for collaboration between the Port and Commission. An opportunity to work together toward a more equitable,

sustainable, and thriving tomorrow. The Commission looks forward to working with the Port on ways to contribute and collaborate on advancing emission reduction strategies and supporting a collective thriving. Thank you for the opportunity to comment on the MCAS. Please let us know if you have any questions.

Sincerely,



JENNIFER LUCCHESI
Executive Officer
California State Lands Commission
Jennifer.Lucchesi@slc.ca.gov

cc: Reid Boggiano
Granted Lands Program Manager
California State Lands Commission
Reid.Boggiano@slc.ca.gov

Katie Robinson-Filipp
Environmental Scientist
California State Lands Commission
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Air Pollution Control District Governing Board

Anne Marie Birkbeck-Garcia	Enrique Medina
Marcus Bush	Esther Sanchez
Sean Elo-Rivera	Jack Shu
Nathan Fletcher	Nora Vargas
Georgette Gomez	Stephen Whitburn
Consuelo Martinez	

April 19, 2021

Maggie Weber
Port of San Diego
Maritime Clean Air Strategy
3165 Pacific Highway
San Diego, CA 92101

Re: Maritime Clean Air Strategy (MCAS) Discussion Draft Public Comments

Dear Ms. Weber,

The San Diego Air Pollution Control District would like to commend the Port of San Diego for the time and effort invested in the creation of the comprehensive Maritime Clean Air Strategy (MCAS). Further, APCD appreciates the Port's participation in the Community Air Protection Program (AB 617) and its collaboration with the Portside Community Steering Committee in the development of the Community Emissions Reduction Plan (CERP) and its mission to reduce pollution exposure in the Portside Communities.

Thank you for the opportunity to provide feedback on the Maritime Clean Air Strategy Discussion Draft. APCD staff has reviewed the report and enclosed you will find our comments for your consideration.

Once again, we appreciate your partnership in ensuring that we all work collectively to improve the air quality in the region.

Respectfully,

A handwritten signature in blue ink, appearing to read "R. Reider".

Robert Reider, Interim Air Pollution Control Officer
San Diego County Air Pollution Control District

Cc: Domingo Vigil, APCD Deputy Director
Kathy Keehan, APCD Supervising air Resource Specialist

APCD COMMENTS ON MARITIME CLEAN AIR STRATEGY (MCAS)

- **The Port of San Diego (POSD) should consider the potential for utilizing or incentivizing the use of renewable diesel for commercial harbor craft and freight locomotives as a transitional emission reduction strategy prior to replacement with zero or near-zero emission equipment.**
 - The California Air Resources Board (CARB) is proposing to require that all commercial harbor craft switch to renewable diesel with upcoming regulation amendments. POSD could potentially make it available to vessels ahead of regulatory requirements.
 - The freight rail section of the MCAS primarily focuses on strategies to replace switcher locomotives operating in/around the POSD with different technologies but doesn't assess renewable diesel as a potential option to further reduce criteria and greenhouse gas GHG emissions as a transitional, low-cost emission reduction strategy prior to eventual replacement with zero or near-zero emission equipment.
- **POSD should consider providing more clarity for how the shipyards plan to reduce emissions in the future, both voluntarily and to comply with CARB/SDAPCD rules and regulations.**
 - The MCAS discusses what the shipyards have done to reduce emissions to date. However, more information may be necessary to describe what additional actions each shipyard is committing to doing in the future. Those commitments are currently limited to three measures that are well under way already as commitments made in Phase I of the CERP for AB617.
 - Additional information for how each shipyard is planning to comply with future (and possibly more stringent) CARB regulations could also be useful for inclusion, as it would give the surrounding communities a better sense for when cleaner and lower-emitting equipment might be purchased or required by regulation. Such information could also identify potential incentive funding opportunities in advance of regulatory requirements.
- **POSD should consider including elements of Santa Barbara's Vessel Speed Reduction (VSR) program into the VSR program at POSD for Ocean Going Vessels (OGV).**
 - The existing (and proposed future changes) to the VSR program at POSD encourage vessels to reduce speeds to 12 knots and additionally seek a higher compliance rate.
 - However, Santa Barbara's VSR program incentivizes OGV to reduce speeds to 10 knots. Substantial emission reductions occur the slower an OGV sails, and such a speed reduction could make speeds consistent around the state.

- **POSD should consider language to clarify the intent of “FND Goal 3 – Enter into a Memorandum of Understanding (MOU) with the San Diego Air Pollution Control District (SDAPCD) to administer CARB Funding to help fund ZE/NZE Trucks and/or Cargo Handling Equipment.” If the intent is to bring additional CARB funding to the region and partner with SDAPCD to administer additional projects, we encourage POSD to increase the target of TRK Objective 1B to more than 10% reduction in DPM and NOX emissions.**
- **POSD should consider identifying overall goals for the MCAS that tie with the overall goals of the CERP.**

EJ Recommendations

Janice Luna Reynoso
Mothers Out Front

April 20, 2021

Re: Public Comments - Maritime Clean Air Strategy Discussion Draft

- Land, water, and people acknowledgement of the Kumeyaay at key events and meetings. Engaging Kumeyaay leaders.
- Invest in and grow the capacity of a culturally responsive community stakeholder engagement specialist to be able to support and promote ongoing EJ initiatives and campaigns by partner organizations in the area and continue to build relationships with the community.
- Fund outdoor programs local to the port area that offer youth in the community opportunities to venture out into less polluted areas and natural parks such as camping and beach visits, field trips and excursions. We cannot swim in this bay.
- Purchase and develop existing lots in the port area to give back to the community for use as green spaces, community gardens, and carbon sequestration areas. Fund the management and operation of the green spaces, with the procurement of local grassroots facilitators and residents.
- Invest in yearly community events promoting Environmental Stewardship and Ancestral Relationship to Land and Water, such as a Pow Wow.
- Fund an Earth Day on the Bay to promote awareness and educational opportunities, career pathways in conservation and climate justice. The Port can report and share back to the community the Port's Strides in reducing emissions and pollutants and innovative solutions.



Southwest Wetlands Interpretive Association
700 Seacoast Drive, Suite 108
Imperial Beach, CA 91932

20 April 2021

San Diego Unified Port District, Planning and Green Port
3165 Pacific Hwy
San Diego, CA 92101

(submitted 20 April 2021 via email to MCAS@portofsandiego.org)

Subject: Maritime Clean Air Strategy

Dear Port of San Diego:

The Southwest Wetlands Interpretive Association (SWIA) is a non-profit organization dedicated to helping preserve and enhance wetlands throughout southern California – and particularly in the Tijuana River watershed and South San Diego Bay. Historical losses of Bay wetlands (particularly vegetated and shallow-subtidal types), increased emissions of greenhouse gasses, and impaired air quality have occurred from development that is contributing to climate change and sea level rise – which represent significant additional threats to natural resources and infrastructure/developments in and around San Diego Bay. SWIA supports planning that will implement a long-term sustainable vision - and reality - for the public trust tidelands (and water) managed by the Port of San Diego (Port). The Maritime Clean Air Strategy provides some, but inadequate measures – and no enforcement – to effectively address those concerns. Our comments follow.

General Observations, Comments and Recommendations

We have reviewed the Maritime Clean Air Strategy (MCAS) and submit the following comments and recommendations. Because our comments also reference and involve the Port's Climate Action Plan (CAP) and Port Master Plan Update (PMPU), I request that they be provided to Port staff who are working on those efforts.

The Port's MCAS must provide more information and analysis of how its implementation strategies are expected to affect the Port's Climate Action Plan. While the MCAS is foremost an air quality pollutant reduction strategy, it will also have effects on greenhouse gas (GHG) emissions. The Port's 2013 CAP established the 2006 baseline and projected emissions data to provide benchmarks for monitoring the Port's performance toward reaching its GHG reduction goals of 10% less than 2006 baseline levels by 2020 and 25% less than 2006 baseline levels by 2035. The 2035 goal is well-below the State 2030 GHG reduction goal that was subsequently established by Governor Brown's Executive Order B-30-15 for

a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030. Subsequently, SB 32 was passed, which codified that goal into statewide legislation.

The Port's CAP adopted a general list implementation actions (and projected reduction impacts of these measures) that was to be refined and developed, working together with stakeholders. And the CAPs (mitigation) measures were to be evaluated by the Board of Port Commissioners based on established Board policy, and further developed and approved by the Board of Port Commissioners prior to implementation. The CAP focused on the near term 2020 GHG reductions, and was expected to periodically revisit the 2035 goals and update the CAP. Because implementing the MCAS will reduce air pollutants, including GHGs, they serve, in part, as GHG mitigations and should be included in updates to the CAP. However, as is stated repeatedly in the MCAS document (pages 1, 2 and 7), the document is only guidance - and there is no required implementation: "The MCAS is an informational document that identifies potential options to improve air quality in and around the Working Waterfront. (Page 1)" and "The Port's Maritime Clean Air Strategy (or MCAS), is intended to serve as a guidance document that will assist the Board of Port Commissioners (Board) with identifying, prioritizing, and implementing emission reduction initiatives in a holistic and comprehensive manner. (Pages 2 and 7)." But if the MCAS is a "good faith" commitment by the Port to reduce air pollutants (including CO₂/GHGs), and at least some components are proposing specific pollutant reductions and timelines, then it seems those targeted reductions should also be included in updates to the CAP.

Given that the focus of the CAP was only near-term (to 2020), and we are well-into 2021, the Port must revise its CAP and describe how the MCAS measures will affect it - and the Port must also update/revise the CAP to demonstrate how its implementation will achieve the new statewide 2035 GHG reduction goal. This raises a significant concern because the Port has not initiated a major update to the CAP, and the MCAS does not provide a sufficient level of analysis or firm commitments to reduce GHGs. Further, it is unclear how the MCAS strategy and its anticipated air pollution actions will be incorporated into the PMPU - which is to be released in the summer of 2021.

It is incumbent on the Port to fully integrate these documents (and other relevant documents, such as its Sea Level Rise Adaptation document) to ensure that they are consistent and support/meet all applicable state/federal goals, laws and requirements. How the Port achieves that integration is up to the Port, but the current approach, which is to produce a series of documents that have relative "independence" from each other is insufficient (regardless that the Port may cross-reference them in each document).

To complement the Port's CAP, the MCAS should focus on reducing pollutants/GHG from the largest emitting sources - especially within the terminals/Bay (also please explain the geographic area implied by "Bay" and how that corresponds to the "Portside Communities geographic area). Because all three of the air pollutants of greatest interest (NO_x, DPM and CO₂e) contribute to climate change, reducing emissions of all three air pollutants is relevant to addressing the larger issue of climate change. In that regard, MCAS initiatives and actions that are undertaken to reduce those emissions by Commercial Harbor Craft and Ocean-going Vessels, both of which produce substantial emissions within the

terminals/Bay zone, will have the greatest contributions to the CAP and improve local air quality conditions. Because all of the emissions from Cargo Handling Equipment occur within the terminals/Bay, reducing/eliminating those emissions will benefit the local communities and should be a high priority (and one that is fully within the Port's authority and control).

Even though On-Road Trucks and Rail emit most of their pollutants outside the terminals/Bay zone, the Port - working with SANDAG through the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - should incorporate improvements in truck and rail movement and loading activities.

Specific Comments and Recommendations

CHC-Objective 1 is too vague to be effective or produce any level of commitment from the Port.

CHC Objective 2: What percentage of short run ferries and excursion vessels is this objective intended to apply to? At a minimum, the MCAS should provide a target for adding/converting to new ZE routes and new ZE harbor craft and projections of the air quality reduction contributions by ZE vessels to the overall fleet of commercial harbor craft on a timeline out to 2030/2035 or 2050 (PMP timeline).

TRK Objective 1B: What does a 10% reduction in NO_x and DPM mean in terms of the percentages of residual emissions within terminal/Bay zone and outside the zone? Is this an overall reduction that is then proportionately assigned to within and outside the terminal/Bay?

TRK Objective 2A: The truck routing improvements of this objective (efficient freeway access, avoiding neighborhoods, etc.) are laudable. Freight transport is one of the concerns in the region's RTP/SCS, and there should be more connection to its Freight Stakeholders Group, particularly its Goods Movement Strategy. As described later in the document, a significant share of the Port's goods movement is within San Diego County and much of the remainder uses the freeway system. The MCAS should describe and, to the extent feasible, identify how the MCAS will integrate with the RTP/SCS.

Port of San Diego Fleet (FLT): The Port's ownership of the fleet should provide it more certainty and ability to determine the rate of transitioning to ZE and other clean vehicles. While the MCAS proposes a date (2022) to develop a ZE transition plan, it seems that the Port should be able to identify, at a minimum, target dates for major fleet transitioning and the associated pollutant emission reductions. Shipyards: The shipyards' Objectives and the main text section provide only unspecified reductions of pollutants and emissions, but no targets or timelines for those reductions. The MCAS, working with the shipyards, should establish timelines and amounts of reductions - similar to how other contributing sectors (trucks, ocean-going vessels) have proposed theirs.

Rail: As with the heavy truck sector, the MCAS should be coordinated with the RTP/SCS, particularly its Goods Movement Strategy. The Port and rail operator should identify a timeline and targets for replacing diesel switcher locomotives with electric ones.

Port of San Diego
April 20, 2021
Page 4

Please contact Bill Tippetts (billtippetts@gmail.com) if you wish to discuss our comments and recommendations.

Sincerely,

Handwritten signature of Mike McCoy in blue ink.

Mike McCoy
President

Cc: SWIA Board

Handwritten signature of William E. Tippetts in blue ink.

Bill Tippetts
Board Member



April 20, 2021

Larry Hofreiter, AICP
Program Manager, Planning
Port of San Diego
3165 Pacific Hwy
San Diego, CA 92101

Via Electronic submittal

Re: Comments on Maritime Clean Air Strategy

Dear Mr. Hofreiter:

On behalf of Pacific Environment, thank you for the opportunity to comment on the Port of San Diego's Maritime Clean Air Strategy ("MCAS").

Pacific Environment is a 501(c)(3) public-benefit corporation, headquartered in San Francisco, with regional offices in Anchorage, Alaska, and Chongqing, China. Founded in 1987, Pacific Environment protects people, wildlife, and ecosystems by promoting grassroots activism, strengthening communities, leading strategic campaigns, and reforming international policies. We support community leaders to fight climate change, protect the oceans, build just societies, and move away from fossil fuels toward a green economy.

Pacific Environment is the only California non-governmental organization that has earned rare permanent consultative status at the International Maritime Organization (IMO), the United Nations' entity that sets international shipping law. At the IMO, Pacific Environment has played a lead role in advocating for a new international regulatory regime (called the "Polar Code") to regulate ship traffic, pollutant emissions, and waste dumping in Arctic waters. We are co-founders and leaders of a burgeoning new global coalition of environmental, environmental justice, and ocean organizations working to rapidly accelerate the shipping industry's zero-emission transition to align with 1.5C.

We appreciate the work that you and staff have done on the draft Maritime Clean Air Strategy (MCAS). In the face of interrelated climate and public health emergencies here in California and globally and with another disastrous climate change-fueled wildfire season on California's horizon, we urge the Port to make the MCAS as robust as possible. In addition, diesel particulate matter (PM) emissions, a known carcinogen and the greatest toxic air pollutant risk in the San Diego County is one of the challenges the community face. Full electrification at the ports is needed to achieve emission reductions and associated lifesaving health benefits.

We therefore urge the Port to make the following changes to the draft MCAS in order for the Port to lead in emission reduction efforts:

I. Title of Strategy

We urge the Port of San Diego to amend the strategy to be called the “Maritime Clean Air and Climate Strategy.” We have seen time and time again at the International Maritime Organization negative unintended consequence in regulating ships’ air pollutants without consideration for climate pollutants, and vice versa. Ports and port states must look at emissions reductions simultaneously from air and climate lens if we are to develop the best low/zero emission shipping and port policies possible.

II. Commercial Harbor Craft

Commercial Harbor Craft goal: We urge the Port of San Diego to include language that aligns its CHC goal with [California Executive Order N-79-20](#), affirming the Port’s intent to achieve zero-emissions from all commercial harbor craft by 2035 as part of the state of California’s economy-wide strategy to eliminate transportation emissions.

CHC Objective 1: Strengthen language in Objective 1 by committing to a time-bound phase out of diesel-powered tugboats and ferries and a time-bound phase in of 100% zero-emission tugboats and ferries. Further, commit to conducting pilots and finding opportunities for partnerships and funding with first-mover operators. As written, the Ports intents are vague: "as opportunities present themselves." The Port of San Diego is well positioned to lead the state in the transition to zero-emission harbor craft and should proactively pursue funding support for its operators.

CHC Objective 2: We recommend the Port of San Diego go further in this objective, affirming its intent to electrify all commercial harbor craft. We note for the Port that a broad coalition of environmental justice groups and nongovernmental organizations have asked the California Air Resources Board (CARB) to be much more ambitious in its pending commercial harbor craft rule, pushing the entire segment to align with [California Executive Order N-79-20](#) moving as many vessels to 100% zero-emission as possible.

II. Ocean Going Vessels

OGV In-Transit Goal 1: We urge the Port of San Diego to include language that aligns this OGV goal with [California Executive Order N-79-20](#), affirming the Port’s intent to pursue a zero-emissions pathway for the shipping industry, including OGVs, by 2035. OGVs must be included in the state of California’s economy-wide strategy to eliminate all emissions from transportation, and CARB is currently considering a number of policy measures to accelerate OGVs’ zero-emission transition.

OGV Objective 1A: Strengthen Objective 1A by adding after “compliance” “, and supporting the state’s efforts to impose mandatory carbon equivalent emissions reductions for OGVs and accelerate OGVs’ zero-emission transition in accordance with [California Executive Order N-79-20](#).” As mentioned above, CARB announced during its last OGV Working Group meeting that it is considering a number of policy tools to help accelerate the zero-emission OGV market globally and drive a transition to zero-emission OGV activity in the state of California.

OGV At-Berth Goal 2: Strengthen by amending: “Reduce...” to “Reduce, and work to eliminate,...”

III. Shipyards

AB 617 Draft CERP Action G5: We strongly urge that air compressors be 100% electric by 2030.

IV. Funding

FND Goal 1: We strongly support robust public engagement and support Goal 1. One step further would be to establish a Community Benefit Agreement, if frontline and fence line communities agree.

FND Goal 2: We are supportive of Goal 2.

FND Goal 3: As previously mentioned, CARB has a commercial harbor craft rule and ocean going vessel rule. It would make sense to strengthen Goal 3 by adding ZE commercial harbor craft (CHC) and ocean going vessel (OGV) technology uptake.

FND Goal 4: We fully support establishing an Emission Reductions Incentive Program. We note for the Port of San Diego that Port of Bergen in Norway has developed a landmark environmental approach for determining port fees for entering vessels, charging companies entry base on the amount and levels of criteria and GHG emissions they produce.

FND Goal 5: We fully support the market study/feasibility analysis and are attaching with our comments three relevant documents:

1. An overview of the [Norway NOx Fund](#), which imposed a fee on ships' NOx emissions to create a clean marine innovation fund to invest in low/zero emission vessel prototypes, port projects, etc.
2. An overview of a "Zero Port Pollution Tax" that Pacific Environment has proposed to the U.S. Congress and the Biden Administration (attachment).
3. [An article](#) discussing moves in the European Union to bring the shipping industry under its regional carbon cap & trade system.

In addition to our comments, we would like to share a new joint report by Pacific Environment and Ocean Conservancy, [All Aboard: How the Biden-Harris Administration Can Help Ships Kick Fossil Fuels](#), which calls on the U.S. to help eliminate fossil fuels from the shipping industry by 2035. The report includes an ambitious list of 20 policy recommendations that can put shipping on track for a rapid decarbonization in line with 1.5C, starting in the U.S. and building momentum for international action abroad, while boosting action to cut air pollution and marine pollution.

Thank you for your consideration. We would be pleased to answer any questions or provide further information.

Sincerely,

Madeline Rose

Madeline Rose
Climate Campaign Director
Pacific Environment

Attachment: Pacific Environment. "Establishing a Zero Port Pollution Tax To Advance Environmental Justice in American Ports and Catalyze Shipping's Zero Emission Transition."

Establishing a Zero Port Pollution Tax

To Advance Environmental Justice in American Ports and Catalyze Shipping's Zero Emission Transition

January 21, 2020
Pacific Environment

Summary

The United States Congress should impose a short term tax on conventional pollutants (NO_x, SO_x, and Black Carbon) and climate-warming greenhouse gas pollutants (notably CO₂, CH₄, and N₂O) emitted by large ships of any flag calling on U.S. ports. Modeled off of [Norway's successful NO_x Fund](#) (established in 2007/8) and adhering to the polluters pay principle, a Zero Port Pollution Tax could curb pollution and catalyze shipping's zero-emission transition.

To institute this tax, the U.S. would simply need to require ships to report their fuel consumption and emissions on voyages to, from, or between U.S. ports and then tax them based on the fuel consumption and emissions. To ensure compliance, the ship would need to have paid the U.S. for the previous years' emissions in order to continue to trade in the U.S. in subsequent years. Otherwise, the Coast Guard could detain the ship the next time it arrives in a U.S. port.

If constructed as suggested in this document, such a policy stands to generate between \$8 billion and \$40 billion per year in revenues and to reduce emissions from ships by 8% to 33%, equivalent to reducing between 16 and 66 million metric tons of carbon dioxide equivalents and 0.25 and 1 million metric tons of nitrogen and sulfur oxides combined.

Justification

Nearly 40% of Americans live within 3 miles of a port. For decades, fossil fueled ships have brought enormous amounts of conventional pollutants into largely low-income communities of color living in and near ports. Ship pollution contributes to over 400,000 premature deaths each year globally, and exacerbates structural health inequities and contributes to higher rates of childhood asthma, cancer, and other ailments in American port communities.

From a climate crisis perspective, the shipping industry emits as much carbon dioxide as all coal plants in the U.S. combined. At 1 billion tons of CO₂ per year currently, emissions from the sector have not peaked and could account for 17-18% of all global emissions by 2050. The shipping industry is a decade behind the auto or heavy duty truck industries in terms of developing zero-emission vessels and related infrastructure. Globally, it is estimated that \$1.3T is needed to transform the shipping industry into a climate-safe, zero/low-emission industry this century. New methods are needed to generate these funds.

While the U.S. and international community have put in place numerous pollution control measures for ships, they remain wildly insufficient. Large port cities like Los Angeles and Long Beach have routinely failed to reach NO_x "attainment" levels required by the Clean Air Act. This is largely because of fossil fueled ships. While U.S.-specific data is weak, globally, we know that ships are responsible for 15% of global NO_x emissions, 13% of annual SO_x emissions worldwide, and 3% of CO₂ emissions.

In the face of intersecting public health, racial justice, and climate emergencies, imposing a targeted, short term Zero Port Pollution Tax is both imperative and reasonable.

Structure

The U.S. should consider Norway's successful NO_x Fund and emerging European Union shipping carbon price as foundations, but given that the U.S. is significantly behind many other countries in terms of cleaning up its ports and transitioning its maritime industry for a zero-emission future, should expand the tax to apply to multiple criteria and climate pollutants beyond NO_x, specifically:

1. Nitrogen Oxide (NO_x)
2. Sulfur Oxide (SO_x)
3. Black Carbon (BC)
4. Carbon Dioxide (CO₂)
5. Methane (CH₄)
6. Nitrous Oxide (N₂O)

I. Taxable Enterprises

All vessels 5,000 gross tonnage (gt) and above that call on any U.S. port shall provide one annual payment to the U.S. Treasury, based on life-cycle emissions associated with the entire voyage to, from, or between U.S. ports, as well as emissions that occur at berth and at anchor. This includes emissions that occur outside of U.S. waters for international voyages that begin or end at a foreign port. Globally, 5,000 gt is the standard unit of volume to regulate "large ships" in the international system (International Maritime Organization). Taxing only vessels over 5,000 gt will protect against unintended harm against small businesses that own smaller ships (like tug boats, ferries, etc.), and will ensure taxes are levied on the largest, heaviest polluting enterprises in the international shipping industry. A life-cycle approach ensures that ships that use advanced biofuels that are made from non-food crops or wastes are not penalized since they do emit GHGs when burned, but a portion of which is offset upstream, e.g., carbon dioxide absorbed from the atmosphere while the crop is growing.

II. Calculation of fees

The fee shall be calculated on the basis of actual NO_x, SO_x, BC, CO₂, CH₄, and N₂O emissions associated with the entire voyage to, from, or between U.S. ports, as well as emissions that occur at berth and at anchor. This includes emissions that occur outside of U.S. waters for international voyages that begin or end at a foreign port. NO_x and SO_x should be fined per unit mass. BC, CO₂, CH₄, and N₂O should be converted to carbon-dioxide equivalents, using the 20-year Global Warming Potential (GWP20) for each pollutant that take into account climate-carbon feedbacks for all pollutants and additional warming associated with fossil sources of methane. In which case, GWP20 is 3200 for BC, 1 for CO₂, 87 for CH₄, and 268 for N₂O.

If actual emissions are not known, the tax is calculated on the basis of fuel consumption. Emissions of each pollutant can be estimated based on fuel consumption, engine type, and engine age using assumptions consistent with international ship emissions inventories such as those in the UN International Maritime Organization's Fourth Greenhouse Gas Study, which IMO approved in November 2020. This is particularly important for ships that use liquefied natural gas (LNG), where the engine in which the fuel is burned has a significant impact on CH₄ emissions. Methane emissions are therefore a function not only of fuel consumption but also engine technology.

Considerations for Setting the Fee

- Stringency: Overall aim of the tax is to reduce ship emissions in line with Clean Air Act Attainment and Paris Agreement 1.5°C temperature goals
- Pricing: We proposed two options, depending on the goal:

- (1) Account for the actual social costs of pollution:
 - Align CO₂e emissions (BC + CO₂ + CH₄ + N₂O based on GWP20) with updated [social costs of carbon](#) being developed by the Biden Administration, currently estimated to be **\$125 per metric ton of CO₂e**.
 - For NO_x and SO_x, these pollutants are associated with health effects and associated costs because they contribute to ambient particulate matter concentrations and ground level ozone. Globally, ships emitted approximately 30 million metric tons of NO_x and SO_x together in 2015 according to the [International Council on Clean Transportation](#) (ICCT). Ships were also responsible for at least 60,000 premature deaths worldwide in that year, with an associated health impact cost of [\\$160 billion per annum](#). That suggests that a price of at least **\$5,000 per metric ton (\$5/kg) of SO_x and NO_x**, about four-times the current price of NO_x in the Norwegian NO_x fund (\$1.24/kg).
- (2) Account for a portion of the social costs of pollution today, ramping up to cover the total costs by a future date (e.g., 2035)
 - The EU ETS price is currently around \$35/t CO₂, but the price changes depending on supply and demand for carbon credits in the EU ETS market. The U.S. could either align its prices with the EU ETS price or could charge **\$35/t CO₂e and schedule that price to increase over time** until the full social cost of carbon is accounted for.
 - The NO_x fund currently charges about \$1,250/t NO_x. The U.S could charge **\$1,250/t NO_x and SO_x and schedule that price to increase over time** until the full social cost of these pollutants are accounted for.
- Environmental Vulnerability Fee: We propose the taxes consider being doubled in U.S. Arctic waters, given the uniquely destructive power of ship emissions in Arctic ecosystems.

III. Reporting and Invoicing

Ship owners (companies) shall be required to report emissions to the U.S. quarterly. Ship owners (companies) will be invoiced based on the reported emissions. Failure to report or pay may result in the ship being detained until the ship reports and pays the tax, including any additional fees.

IV. Failure to report

If, after having received a reminder, the participant company fails to submit the required emission data within a period of 14 days, the Department of the Treasury will conduct an estimate of the enterprise's NO_x emissions, and its payment obligations to the NO_x Fund. In addition, an interest in accordance with the rate stipulated by the Secretary of Treasury may be charged.

V. Failure to pay – interest on overdue payments

If, after having received a reminder, the participant company fails to pay the amount due within a period of 14 days, an interest in accordance with the rate stipulated by the Secretary of Treasury can be charged.

Benefits Realized By Other Pollution Taxation Funds

The fiscal NO_x tax was introduced in 2007 at NOK 15 (USD 1.77) per kilo NO_x. Today, the NO_x tax is NOK 10.50 (USD 1.24) per kilo NO_x.

[According to the NO_x Fund managers](#), from 2008-2019, the Norway NO_x Fund:

- Generated over NOK 4,4 billion (~USD 516m) for NO_x-reducing measures
- Granted support for approx. 1330 projects
- Reduced over 39,000 metric tons of NO_x
- Reduced over 1 million metric tons of CO₂
- Contributed to Norway's fulfilment of emission obligations according to international agreements
- Contributed to significant development and dispersion of environmental technology

Expected Benefits of the Proposed Zero Port Pollution Tax

According to the Fourth IMO GHG Study, ships emitted approximately 1 billion metric tons of CO₂, 100 thousand metric tons of BC, 154 thousand metric tons of CH₄, and 59 thousand metric tons of N₂O in 2018. Based on methods used by the [ICCT](#), this is equivalent to roughly 1.35 billion metric tons of life-cycle CO_{2e} emissions using 20-year GWPs. Additionally, global shipping emitted 11.5 million metric tons of SO_x and 23 million metric tons of NO_x in 2018 according to the Fourth IMO GHG Study.

The U.S. accounts for about 13% of global trade by tonnage based on the amount of cargo loaded and unloaded in U.S. ports according to the [U.S. Bureau of Transportation Statistics](#) and global seaborne trade data from the [United Nations Conference on Trade and Development](#). Assuming that ships calling on U.S. ports are therefore approximately responsible for 13% of global shipping emissions, ships calling on U.S. ports are responsible for annual life-cycle emissions on the order of 200 million metric tons of CO_{2e} (using 20-year GWP) and 3 million metric tons of SO_x and NO_x combined in 2018.

I. Accounting for the full social costs of pollution

At \$125/t of CO_{2e} and \$5,000/t of SO_x and NO_x, the Zero Port Pollution Tax is expected to generate \$25 billion per year in revenue from taxing CO_{2e}, plus an additional \$15 billion per year from taxing SO_x and NO_x, for a combined total revenue of **\$40 billion per year**.

This would add about \$600/t of fuel consumed for most ships, effectively more than doubling the cost of using conventional marine fuels for ships trading with the U.S., given that the cost of marine fuels is approximately \$500/t. [Researchers](#) have assumed price elasticities of demand for marine fuels anywhere from -0.2 to -0.7; the [IMF](#) assumed a price elasticity of marine fuels at -0.45. If we assume a system-wide fuel price elasticity of -0.33, meaning that if the price doubles, fuel use falls by one-third, we should expect CO_{2e} emissions to decrease from 200 million metric tons per year to 134 million metric tons, a reduction of 66 million metric tons per year. NO_x+SO_x emissions would be reduced from 3 million metric tons to 2, a reduction of 1 million metric tons. If so, annual revenues would fall from \$40 billion per year to around \$27 billion per year.

II. Accounting for the partial social costs of pollution

At \$35/t of CO_{2e} and \$1,250/t of SO_x and NO_x, the Zero Port Pollution Tax is expected to generate \$5 billion per year in revenue from taxing CO_{2e}, plus an additional \$3.75 billion per year from taxing SO_x and NO_x, for a combined total revenue of **\$8.75 billion per year**.

This would add about \$130/t of fuel consumed for most ships, resulting in effectively increasing the cost of conventional marine fuels for ships trading with the U.S. by about 25%. If we assume a system-wide fuel price elasticity of -0.33, we should expect emissions to decrease 8% from 200 million metric tons CO_{2e} per year to 184 million metric tons, a reduction of 16 million metric tons per year. NO_x+SO_x emissions would be reduced from 3 million metric tons to 2.75, a reduction of 0.25 million metric tons. If so, annual revenues would fall from \$8.75 billion per year to around \$8 billion per year.

Lessons Learned from the NO_x Fund

Two lessons learned from the NO_x Fund stand out as the United States considers such a policy:

1. Taxing NO_x alone was insufficient to catalyze uptake in truly zero lifecycle emissions technologies. The early years of the fund had an unintended consequence of encouraging liquefied natural gas, which had lower NO_x emissions but higher lifecycle greenhouse gas emissions. This is why we recommend the U.S. impose a tax on conventional and greenhouse gas emissions at the same time.
2. A tax alone did not catalyze an immediate uptake in NO_x-reducing technologies, especially among industries with thin revenue margins. The Norwegian government re-worked the tax to turn it into a NO_x Fund so that revenues generated could be reinvested into zero-emission technologies. This is why we recommend the U.S. design the tax revenues to service the Green Ports Infrastructure Fund as described in the Climate Smart Ports Act of 2020 or other Funds expressly designed to catalyze shipping's zero emission transition, ensuring that revenues generated can be reinvested immediately in pollution reducing, zero-emission technologies.



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sandag.org

April 20, 2021

File Number 7300400

Port of San Diego
Attn: Maritime Clean Air Strategy Discussion Draft
3165 Pacific Highway
San Diego, CA 92101

Subject: SANDAG Comments on the Maritime Clean Air Strategy Discussion Draft

On behalf of the San Diego Association of Governments (SANDAG), thank you for the opportunity to comment on the San Diego Unified Port District's (Port's) Maritime Clean Air Strategy (MCAS) Discussion Draft.

The MCAS will identify projects that will improve air quality and reduce greenhouse gas emissions by transitioning to more efficient, modern, and sustainable maritime operations to improve the health of our communities, environment, and economy. The MCAS strategies embody the new transportation vision that will be implemented in the upcoming SANDAG 2021 Regional Plan, which will strategically position the San Diego region to embrace innovative changes and reimagine how people and goods will move. The MCAS also outlines Assembly Bill 617 (AB 617) efforts that the Port, SANDAG, state and regional public agencies, community members, and private companies have developed to reduce emissions in the Portside communities.

Goods Movement – Medium-Duty/Heavy-Duty (MD/HD) Zero Emission Vehicle (ZEV) Strategy

SANDAG appreciates the Port including the MD/HD ZEV Infrastructure Blueprint Grant application into TRK Objective 1D. Please update this reference to mention that the California Energy Commission released a notice of proposed award which included SANDAG as a proposed awardee. If formally awarded by the CEC, SANDAG looks forward to working with the Port on assessing existing MD/HD fleets and infrastructure, identifying barriers (e.g. workforce development, technology, communities of concern), and developing near and long term strategies that will help the San Diego region navigate the barriers and challenges we must overcome to transition to MD/HD ZEVs.

Resiliency Considerations

SANDAG encourages the Port to include resiliency aspects within the strategies identified in the MCAS. In addition, SANDAG encourages the Port to explore discretionary funding opportunities that focus on implementing resilience through adaptation and mitigation strategies.

Health Equity Study

SANDAG also encourages the Port to include a strategy supporting SANDAG in implementing the transportation and health equity study mentioned in the AB 617 Community Emission Reduction Plan.

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Cities of
Carlsbad
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Coronado
Del Mar
El Cajon
Encinitas
Escondido
Imperial Beach
La Mesa
Lemon Grove
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and
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of Transportation
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North County
Transit District
United States
Department of Defense
Port of San Diego
San Diego County
Water Authority
Southern California
Tribal Chairmen's Association
Mexico

Thank you for your consideration of these comments; we look forward to continuing to refine this document to ensure that prioritizing clean air strategies in some of our region's underserved communities is prioritized by regional stakeholders. If you have any questions, please reach out to Elisa Arias, Director of Integrated Transportation Planning at elisa.arias@sandag.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "Coleen", followed by a long horizontal flourish.

COLEEN CLEMENTSON
Director of Regional Planning



San Diego and Imperial Counties Labor Council

April 20, 2021

TO: MCAS Committee via MCAS@portofsandiego.org

Thank you for the opportunity to share our initial thoughts throughout the process of developing the Draft Maritime Clean Air Strategy (MCAS). The San Diego and Imperial Counties Labor Council represents the more than 200,000 working families and our members come from a broad array of sectors and professions. We are nurses, teachers, firefighters, retail workers, truck drivers, construction tradespeople, grocery employees, domestic workers, janitors, stagehands, college professors and we have many working families that are currently employed on the waterfront in various occupations.

Despite the diversity amongst our affiliates, we are all dedicated to advancing trade, commerce, the local-skilled workforce and tourism while protecting the environment and want to reach the highest standards of clean air and clean water. However, we want to ensure this process provides equity in maritime, honors competitive fairness amongst the US-flagged maritime vessels and foreign-flagged vessels as well as creates as many opportunities as possible for our local, skilled workforce on the working waterfront.

To that end, we are actively monitoring the MCAS discussion and will be planning to weigh-in throughout the process. Competitive fairness is critical to our working-families waterfront affiliates and our hope is that the Port considers financial incentives for our US-flagged vessels and onshore operations whom are implementing and adhering to the State and Port regulations, as the technology related to both are in the infancy and as a result, expensive.

In Solidarity,

Keith Maddox
Executive Secretary-Treasurer
San Diego & Imperial Counties Labor Council



April 20, 2021

Chair Michael Zucchet and Port Commissioners
Port of San Diego (Port)
Via email: MCAS@portofsandiego.org

Re: Maritime Clean Air Strategy (MCAS)

Dear Chair Zucchet,

On behalf of our 22 affiliated trades unions representing over 30,000 workers, we appreciate the direction of the Port in targeting emission reduction initiatives in a holistic and comprehensive manner. We appreciate the emphasis on environmental justice communities that have been disproportionately impacted by pollution.

The electrification of the Port will create opportunities for good quality union jobs, especially for impacted communities. We support the improvements recommended by IBEW 569 to ensure a skilled and trained, and certified workforce.

Sincerely,

Tom Lemmon
Business Manager
San Diego Building and Construction Trades Council



Maritime Clean Air Strategy Discussion Draft Comments

Comments received during the public review period:

March 23, 2021 – April 20, 2021

Comments from Businesses and Tenants



VIA EMAIL MCAS@portofsandiego.org

April 19, 2021

RE: Port of San Diego Draft MCAS

Dear Committee Members:

Thank you for the opportunity to share our thoughts and concerns regarding the draft Maritime Clean Air Strategy (MCAS).

San Diego Refrigerated Services, Inc., is a part of the commercial maritime import/export industry. As a company we provide third party logistics. We employ 40 high-paying working-class jobs to San Diegans.

As a community member we are dedicated to "advancing trade, commerce, and tourism while protecting the environment" and want to reach the highest standards of clean air and clean water.

Over the past 24 years, we have worked to demonstrate our commitment to the environment and neighboring communities. We eliminated the immediate need for on-terminal fumigation, we have an all-electric fleet of forklifts, and have been recognized by SDG&E for our energy conservation efforts. We are aggressively pursuing solar power for the cold storage facility.

Our concerns regarding the draft MCAS are focused on the aggressive timeline in which the goals outlined are expected to be implemented. To be clear, we support the goals and objectives, however, issues surrounding economic feasibility, availability of alternative fuel, evolving and available technology, logistics of implementing the requirements, requirements that overreach could be existential to those businesses and overall factors outside the control of the port and its tenants. In addition, port tenants are facing required upgrades to their facilities during the same time in which they are required to make upgrades to their equipment. This poses not only economic challenges for the tenants, but also logistical challenges as well.

Further, we have the following questions:

- How do we work to make the already existing grant funds more widely available?
- What scientific data was relied upon in determining benefits to the quality of air and water come from moving from tier 3 to tier 4?
- What consideration was given to factors impacting air quality outside of the control of those operating within the port tidelands?

To date the Port hasn't recognized individual tenants for their efforts and achievements, efforts that have come long before the Port's interest in MCAS, unless the Port was getting the CAP credits or perceived as a benefit to the Port's name, not the port as a whole.

Any ordinance or requirement of tenants beyond Federal (ICC), State and local regulatory levels should be investigated thoroughly prior to the imposition on tenants. The mixed bag of the Port being a state agency, then following County guidelines for some things, then creating their own regulation to exceed State and County is counter-productive and not commercially viable when we are all moving towards the same goal.

As a member of the port community, we are completely committed to doing our part to reach the highest standards of air and water quality we all want to achieve. We remain concerned requiring some of these measures may be existential threats to our businesses as well as to Port revenues. Obtaining these goals needs to be done thoughtfully while also working with stakeholders outside the port tidelands.

Sincerely,

Frank Plant
Secretary | Treasurer

Page 1:

Preface

The Port of San Diego (Port) **and current Tenants have has** been investing in and deploying new technologies to improve overall air quality and reduce greenhouse gas emissions in the region in support of collective thrivability for our communities, environment, and regional economy. The Port is positioned to be an innovative leader and good neighbor advancing the next level of clean air investments to benefit everyone who lives, works and plays on and around San Diego Bay.

See link to “sticky note” comment at bottom of page that contains the following...

Suggest a definitions section be added to this document:

First definition would be for the word "feasible" to include all measures and processes to be used in its determination.

Suggestions for measures/processes to consider when determining feasibility :

"technical" from pure science, product development and manufacturing perspectives.

"schedule" to include when a proven product will become available.

"financial" to include a formal cost/benefit analysis that also states when the product or effort will be cost neutral taking current funding opportunities into account.

"process" to include how subject matter experts will be determined, how will each measure be weighted, what public review will be engaged, and if the feasibility determination be appealable.

Page 2:

Background Context

The Port's Maritime Clean Air Strategy (or MCAS), is intended to serve as a guidance document that will assist the Board of Port Commissioners (Board) with identifying, prioritizing, and implementing emission reduction initiatives in a holistic and comprehensive manner. The MCAS supports emission reduction efforts that are being advanced as part of the Portside Environmental Justice Neighborhoods (Portside Community) Assembly Bill 617 Community Emission Reduction Plan (AB 617 CERP) by focusing on emissions that are associated with the maritime and the goods movement industry **within the Ports jurisdiction.**

Page 82:

Reduced Diesel Emissions

Electric equipment, like cranes on both the Pride of California (POCA) dry dock and Pier 4 were installed in 2017, and both propane and electric forklifts are replacing diesel-operated models. During ship movements, the lowest emission generators are utilized whenever possible. All diesel-powered equipment used on-site has a CARB permit, ensuring equipment is approved for operation in California, and subcontractors are required to use the highest Tier certified engines available to operate mobile and portable equipment. The floating barge Heavy Lift Crane and Pier 3 gantry crane were voluntarily upgraded to **a the** cleaner Tier 4 engines in 2013, and the Pride of San Diego drydock is targeted for electrification over the next five years. Further, BAE has operated electric trucks and ~~is currently~~ working with ~~TransPower USA Meritor~~ **to has** lease **d** another electric semi-tractor used for

Terry Buis comments to MCAS Discussion Draft

Also see mirrored corresponding markups in the accompanying pdf file.

transporting equipment between the Yard and nearby warehouses. A current sustainability goal is to add additional electric forklifts to the current fleet by the end of 2021. Over the past several years, the off-road diesel fleet maintained onsite (currently reduced to six vehicles) is being downsized as units are sold or scrapped.

Page 82 & 83

Reduced Emissions from Employee Transportation

BAE Systems employees utilize Global Electric Motorcars (GEM; “golf carts”) to transit between the yard and Naval Base San Diego and bicycles for transit through the yard, thereby reducing noise and air emissions associated with diesel-power vehicles. Employees are encouraged to participate in SANDAG’s iCommute program through vanpool offerings and use of MTS buses and trolleys. For those who drive a personal vehicle, BAE provides a free shuttle bus between the yard and the Hilton San Diego Bayfront Hotel downtown parking structure; shuttle busses are also available between the US-MX boarder and the Yard, **further reducing the number of vehicles in the local area.**



Thank you for the opportunity to share our thoughts and concerns regarding the draft Maritime Clean Air Strategy ("MCAS") developed by the Port of San Diego.

Dole Fresh Fruit has been an anchor tenant at Tenth Avenue Marine Terminal for more than 20 years. As a company, we believe we cannot be successful without ensuring that our people, resources, environment, and communities are treated as our most precious assets.

As a member of the community, we are dedicated to "advancing trade, commerce, and tourism while protecting the environment" and want to reach the highest standards of clean air and clean water. Dole is committed to being honest and transparent about our efforts and our impacts.

Over the past few years, we have worked to demonstrate our commitment to the environment and neighboring communities. We have upgraded our diesel UTR fleet to Tier 4 engines several years ahead of deadlines required by regulations and we were several years ahead of compliance deadlines for the cold-ironing of our vessels. We have participated in several demonstration grants by incorporating electric UTR's within our operation. We also continue to research and apply for grant funding to upgrade our fleet with electric models. We have had several grants that we have applied for and were denied.

We highlighted these examples to illustrate our ongoing commitment to clean air, clean water and the continual improvement of Dole's operations to further these goals. To be clear, we fully support and share the goals and objectives of the MCAS; however, we do have concerns surrounding the economic feasibility, evolving and available technology and logistics of implementing the requirements of the MCAS as currently drafted. Our primary concerns center on the aggressive timeline in which the goals outlined in the MCAS are expected to be implemented a full 9 years ahead of the deadlines set out in California's Executive Order N-79-20. This poses not only economic challenges for us and other businesses in the community, but also logistical challenges. For Dole alone it would be a multi-million dollar project to meet all of the goals outlined in the MCAS that relate to our business, a very significant economic challenge, particularly as business are attempting to recover from the drastic impacts of the pandemic. We have time sensitive operations and need to have the confidence in the equipment we use and unfortunately not all equipment is readily available or commercially viable for our operation.

Further, we would pose the following questions:

- How do we work to make the existing grant funds more widely available?
- What consideration was given to factors impacting air quality outside of the control of those operating within the port tidelands?

To balance the needs of driving environmental sustainability and maintaining economic viability for the community's businesses, we would propose aligning the requirements in the MCAS to the deadlines set out in Executive Order N-79-20, which has the requirements starting in 2035. This would provide the businesses impacted by the requirements adequate time to work on solving the issues surrounding economic feasibility, evolving and available technology, and logistics of implementing the



requirements, and complete the necessary assessments and research to take meaningful, sustainable action.

We are committed to being vigilant stewards of the environment and partners with our local community and believe we have demonstrated this in the steps we have already taken. If all stakeholders can come together to make this goal feasible for all parties, implementing a realistic timeline in line with the State's order that recognizes the business realities of addressing these ambitious objectives, we believe the goal of the MCAS can be achieved in a manner that benefits all community members.

Sincerely,

Nelson Montoya
President
Dole Fresh Fruit North America

From: Ly, Stephanie <Stephanie.Ly@meritor.com>
Sent: Friday, April 16, 2021 6:14 PM
To: Philip Gibbons <pgibbons@portofsandiego.org>
Cc: Thomas Maclean <tmaclean@portofsandiego.org>
Subject: RE: Maritime Clean Air Strategy

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Phil and Tom,

Thanks for sharing this and I truly commend the Port for their apparent effort in putting this detailed analysis and quantifiable goals in the MCAS document. I am also impressed with the inclusion of the Drayage Truck Registry, emissions analyses, HVIP, LCFS, and Advanced Clean Truck Regulation elements. Kudos to the hard work put into this and the MCAS will be an important document for the future.

From the TransPower team, I know we have an electric forklift operating with Terminalift and a drayage truck with BAE Systems, both funded under grants and using older technology but able to meet most commercial requirements. I liked seeing the 38 yard tractor ZANZEFF project that we have at the Ports of LB & Oakland but I'd like to note that TransPower & Kalmar have also sold over 50 EV yard tractors across the state & country with many operating in port or freight facility areas operating under intense conditions with success. Customers in other states & Mexico have also purchased these units without incentives.

My comments are my own and do not necessarily represent Meritor and are specific to trucks and yard tractors:

- More transparency on why port tenants do not pursue non-scrap incentives when they are available since they would have the ability to close the diesel-electric incremental cost, add to their fleet, and clean the air
 - HVIP for on-road, as mentioned in the document, and why port tenants have not been leveraging this funding – next round opens in May 2021 with \$120k+ in vouchers per unit. How many have placed contingent orders for ZE trucks?
 - CORE for off-road & cargo equipment offers \$200k+ in voucher funding and why this wasn't leveraged to add EV yard tractors to the existing fleets. How many planned orders would there be? How many were placed in the past?
 - Transparency for the community that tenants attempt to apply & did not receive funds to show the efforts made by tenants. Or whether they never applied despite the clear advantages and the reasoning behind foregoing non-scrap incentives.
- Commend the 100% ZE drayage trucks by 2031 but interim goals like 25% ZE by 20XX and 50% by 20XX would also be critical
 - There are multiple commercially available drayage trucks with incentives and LCFS revenue where today, the TCO should be near diesel
 - Consider implementing a 100% ZE requirement for any new drayage trucks purchased or used to replace a diesel unit as soon as possible since diesel trucks have long lifetimes if purchased new
 - The MCAS to consider aligning tenant fleet with the proposed draft Advanced Clean Fleet ruling, as mentioned in the document, with specific quantifiable targets at least meeting current proposed % (ie 10% tractor trucks in inventory by 2027)

ZEV Target Phase-In Schedule

- High priority fleets and federal fleets
- Meet ZEV targets as a percent of the total fleet
- Target number of ZEVs is based on vehicle body type category
- Target number can be met by any ZEV type within category

Percentage of Fleet that Must be ZEV	10%	25%	50%	75%	100%
Box trucks, vans, two-axle buses, yard trucks	2025	2028	2031	2033	2035
Work trucks, day cab tractors, three-axle buses	2027	2030	2033	2036	2039
Sleeper cab tractors and specialty vehicles	2030	2033	2036	2039	2042



"Work truck" means any single-unit truck that is not a box truck, van, or bus
NZEVS same as ZEVs until 2035 model year

50

- Commercially available cargo-handling equipment like forklifts and yard tractors should be replaced with 100% ZE
 - The TCO should be clear especially with lower idling costs of EV compared to diesel
 - Multiple incentives available
 - Public health benefits since yard tractors operate inside the port terminal areas, idle often, and release diesel

I hope some of these comments make sense or are helpful. Again, I'm thrilled to see this progress and look forward to the final document release!

Best,
Steph



Stephanie Ly
Senior Manager, Policy & Sustainability
Meritor Electric Vehicles
323.558.2877 cell

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DIRECTOR, MEMBERSHIP & EVENTS

April 20, 2021

TO: MCAS Committee via MCAS@portofsandiego.org

SUBJ: SDPTA's Comments on Discussion Draft for the MCAS

Thank you for the opportunity to share our thoughts and concerns throughout the process of developing the Draft Maritime Clean Air Strategy (MCAS).

SDPTA membership includes representatives of manufacturing; ship building and repair; shipping and trade; marinas; commercial and sports fishermen; energy; the cruise ship industry; yacht clubs, and the hospitality industry, including hotels, restaurants and retail merchants; as well as the U.S. Navy and U.S. Coast Guard. More than 44,000 jobs are on the Port's waterfront and include ship-and boat- building and repair, cargo handling, tourism, and hospitality jobs.

Our Working Waterfront Tenants have diverse businesses, and one size does not fit all - even the same forklift is used differently by a cold storage tenant than a shipyard tenant. But all are dedicated to "advancing trade, commerce, and tourism while protecting the environment" and want to reach the highest standards of clean air and clean water.

As an environmental steward, the SDPTA won a \$6 million grant in 2016 from the California Energy Commission to electrify cargo handling vehicles being operated by six working waterfront port tenants and develop an Intelligent Transportation System for trucks on terminal adjacent roads.

The San Diego Port Sustainable Freight Demonstration Project is underway and will enhance market acceptance and deployment of a range of advanced vehicle technologies that will reduce Green House Gas emissions, reduce petroleum use, and benefit disadvantaged communities. The deployment of these new alternative energy heavy duty vehicles is key to meeting the Port of San Diego's Climate Action Plan goals.

SDPTA also produces an event called "Operation Clean Sweep", the largest bay-wide cleanup and the only one featuring both military and civilian divers along with shoreside volunteers. This event, done in partnership with the Unified Port of San Diego, SDG&E draws over 1,000 volunteer participants each year, half of which are members of the military.

Our concerns regarding the draft MCAS are focused on the aggressive timeline in which the goals outlined are expected to be implemented. To be clear, we support the goals and objectives, however, we are concerned with issues including economic feasibility, availability of alternative fuel as well as, evolving and available technology, and logistics of implementing the requirements.

SDPTA's Comments on Discussion Draft for the MCAS
April 20, 2021
Page 2

We have the following questions:

- How do we work to make the already existing grant funds more widely available?
- What scientific data was relied upon in determining benefits to the quality of air and water come from moving from tier 3 to tier 4?
- What consideration was given to factors impacting air quality outside of the control of those operating within the port tidelands?

Requirements that overreach, along with factors well beyond the control of the port and its tenants, may pose existential threats to the viability of those businesses in the short- and long-term. In addition, port tenants are facing required upgrades to their facilities at the same time they are required to upgrade equipment, creating both economic and logistical challenges for tenants.

The port must rely upon its tenant partners in order to achieve the aspirational goals set forth. As partners, we suggest that each goal should satisfy the following criteria;

- Technical Availability – equipment must meet industry standards
 - Proven, tested and approved by relevant agencies for use in the specified circumstances with a verifiable track record of successful use for that purpose
- Commercial Feasibility – equipment needs to be generally available to the market, and operationally practical
 - For example, equipment needs to have a battery life that is equivalent to the former equipment. Today, some battery-operated machinery requires a 2:1 ratio, meaning two pieces of equipment are required to do the work of one older piece of equipment – meaning the new machinery is not commercially feasible yet.
- Economic Viability – allow a fiscally responsible timeframe for capital investment for replacement, phased conversion, modifications or absorbing additional operating costs for implementation within a reasonable amount of time for financing and amortization.
 - Tenants are partners with the port and must fit replacement equipment into their business plans to recoup their investments over the period of their port leases.

As stated earlier, our members are committed to “advancing trade, commerce, and tourism while protecting the environment” and want to reach the highest standards of clean air and clean water. We are completely committed to doing our part in reaching these goals. We remain concerned requiring some of these measures may be existential threats to their businesses as well as to Port revenues. The highest standards we all want to achieve needs to be done thoughtfully while also working with stakeholders outside the port tidelands.



John Laun
Chairman



Sharon Cloward
President



April 20, 2021

Thank you for the opportunity to share our thoughts and concerns regarding the draft Maritime Clean Air Strategy (MCAS).

Marine Group Boat Works is a part of the Maritime Industry. As a manufacturer, we specialize in refits, repairs, and new construction of superyachts and commercial vessels up to 220 feet (91 meters) long. We also provide highly specialized vessel services including environmental protection and preservation, custom metal fabrications and emergent work repairs for vessels ranging from military training crafts, research vessels, patrol boats, tallships, passenger vessels tugboats and barges. We employ nearly 200 San Diegans.

As a member of the community, we are dedicated to “advancing trade, commerce, and tourism while protecting the environment” and want to reach the highest standards of clean air and clean water. Over the past 15+ years, we have demonstrated our commitment to the environment and nearby communities. This includes installing a 500 kW solar panel system which also offers renewable energy for vessels to cold iron while in port at our boatyard, electrifying over 80% of our fleet of forklifts and manlifts, implementing a zero-emission fleet of vehicles, and capturing 100 percent of run-off water in 60,000-gallon storage tanks. We are donors to local charities, including the Living Coast Discovery Center and local schools and non-profits.

We support the MCAS goals and objectives, however, issues surrounding economic feasibility, availability of alternative fuel, lack of evolving and available technology concern us. In addition, we’re facing required upgrades to our facilities during a time in which we are required to make upgrades to our equipment. These are costly and logistical challenges of doing business.

Further, we have the following questions:

- How do we work to make the already existing grant funds more widely available?
- What scientific data was used to determine that there’d be benefits to the quality of air and water from moving from tier 3 to tier 4?
- What consideration was given to factors impacting air quality outside the control of those operating within the port tidelands?

As a member of the port community, we are committed to doing our part in to reach the highest standards of air and water quality. We remain concerned about the aggressive timeline and costs posing as existential threats to our businesses. Obtaining these goals needs to be done thoughtfully while also working with stakeholders outside the port tidelands.

Sincerely,

Todd Roberts
President

New Leaf Biofuel
2285 Newton Ave
San Diego CA 92113
P: 619-236-8500
F: 619-236-8585
www.newleafbiofuel.com



April 20, 2021

TO: Port of San Diego Port Commission Chair, Michael Zucchet
MCAS@portofsandiego.org

FR: Jennifer Case, CEO of New Leaf Biofuel

RE: Comments on Port of San Diego Maritime Clean Air Strategy

On behalf of New Leaf Biofuel, we are grateful for the opportunity to comment on the Port of San Diego's (the Port) Maritime Clean Air Strategy (MCAS). We understand that the Port is developing the MCAS as a part of continued efforts to identify projects that will improve air quality and reduce greenhouse gas emissions.

As a long time biodiesel producer and past Member of the National Biodiesel Board's leadership, I have had extensive experience working with engine manufacturers, military and marine operations, the petroleum industry, state and federal agencies, elected officials and others who were interested in understanding and determining the best use for this unique ultralow carbon fuel called biodiesel.

My primary comment on your draft report is that biodiesel and renewable diesel (RD) blends are available now and will be available in greater quantities in the next few years. A blend of 80% renewable diesel with 20% biodiesel can reduce carbon emissions by 79%, reduce particulate matter by 29%, reduce aromatic compounds by 39%, reduce carbon monoxide by 23% and reduce NOx by 9%. A higher blend of biodiesel would increase GHG emissions even more.

On page 156 of the draft report, concerns over "biodiesel not being readily available" and "not considered a drop-in fuel because it can effect engine performance in some diesel engines" should be reconsidered in the light that the majority of engine manufacturers have certified that biodiesel blends up to 20% are safe for diesel engines.

I ask that your report re-word the statements to clarify that up to 20% biodiesel blends are available and are considered a drop-in fuel that could be used to greatly reduce GHG's in the transition period before zero emission (ZE) heavy duty trucks are required in 2045.

I ask that you add a recommendation in the draft report to work with CA ultralow carbon fuel producers, including New Leaf Biofuel, and providers, including the CA Biofuels Association (CABA) and others, to assess the availability of ultralow carbon fuel blends and traditional biodiesel/diesel blends. These blends can serve as a transition fuel, starting now, until other measures you have identified can be implemented.

Some specific areas in the draft report where biodiesel blends can be of significant benefit are:

Cargo Handling Equipment (CHE) Goal – Attain substantial reductions for CHE related emissions by facilitating upgrades to ZE/NZE equipment alternatives.

CHE Objective 1: Reduce emissions from cargo handling equipment by approximately 90% for NOx, 80% DPM, and 50% for CO2e below 2019 levels by 2026.

TRK GOAL 1 – To improve the air quality of the Portside Community, accelerate the phase-out of diesel trucks that call to the Port's marine terminals, in alignment with the State's long-term goal to reach 100% ZE Drayage Trucks by 2035.

TRK Objective 1B: Reduce 10% of the 2016 Maritime Air Emissions Inventory's truck emissions (DPM and NOx) by 2023 by working with stakeholders to deploy: a) technologies; or **b) fuels**; or c) by modifying current business practices and operations.

Secondly, I ask that you add another recommendation in the draft report to investigate funding for and implementation of an ultralow carbon fueling station in the region of the San Diego ports. This station would supply biodiesel/renewable diesel blends, biodiesel, renewable diesel and encourage local residents, businesses and industry to use these fuels to protect the San Diego Community.

As a San Diego-based company, operating in Barrio Logan, less than one mile from Cesar Chavez Park, I offer these recommendations because I believe that the biodiesel we produce is the answer to the question we heard numerous times during the Port's virtual public meeting on the MCAS, held Wednesday, April 7, namely:

“What will the Port do between now and the Governor's 2035 electrification deadline to clean the air”?

As a local business owner and member of CABA, I volunteer to work with interested parties to obtain information needed to fully investigate the recommendations I have offered. As a member of the San Diego Chamber, I also offer to work with local business to promote voluntary use of ultralow carbon blends that reduce GHG's.

Because my business has been located in Barrio Logan for more than 10 years, I join the Port in a commitment to improved air quality and reduced greenhouse gas emissions in the region and having San Diego communities along the portside be able to thrive, right along with the economy.

I started New Leaf in 2006 in my garage and my commitment to the environment now is as strong as it was when I started the company. I know that New Leaf's investors, employees, and the greater than 2,000 San Diego restaurants from which we recycle used cooking oil support our fuel as a critical part of the solution to air quality problems in Barrio Logan and along the Portside.

Biodiesel is America's largest advanced biofuel by volume. Biodiesel has contributed to cleaner air and reduced greenhouse gas emissions for over 20 years. Biodiesel is similar to renewable diesel in that it is made from renewable feedstocks. Most biodiesel in California is made from second use materials like used cooking oil, distillers corn oil and animal fats.

Those feedstocks are refined into biodiesel through a chemical process called transesterification. Once processed, biodiesel can be used neat (100%) or can be blended with petroleum diesel and/or renewable diesel.

With a carbon intensity score of 15.86, biodiesel is one of the lowest carbon fuels for compliance obligations. Also, it is important to note that biodiesel reduces Greenhouse Gas (GHG) emissions by over 80% over petroleum diesel. GHG emissions are most closely associated with global warming and reducing these emissions now has an even greater impact on addressing global warming than waiting the decade (or more) it will take to fully decarbonize and electrify the transportation system, especially the heavy-duty sector responsible for goods movement.

The California Advanced Biofuels Alliance (CABA), in its 2019 report: “A Roadmap for Eliminating Petroleum Diesel in California by 2030” (<https://www.caadvancedbiofuelsalliance.org/a-2030-roadmap>) states:

Most recently, petroleum diesel displacement has been a huge and largely unnoticed success. Since 2010, the renewable portion of California’s diesel use has increased from less than 1% to approximately 15%.

California can realistically eliminate the use of petroleum diesel by 2030 through a combination of efficiency improvements, further electrification of vehicles currently using diesel, an increased use of renewable natural gas vehicles, and continued growth in the use of sustainable diesel fuels (renewable diesel and biodiesel.)

In addition to reducing GHG emissions and criteria pollutants, biodiesel has also demonstrated:

- 72% reduction in cancer risk when heavy-duty trucks (such as semis) use 100% renewable fuel
- Fewer or lessened asthma attacks based on vehicle use of biodiesel.
- Fewer sick days resulting from biodiesel use in heavy-duty trucks.

I will close with some specific information about New Leaf. Beginning in 2009, New Leaf partnered with the California Energy Commission and the California Air Resources Board to make improvements and expand the plant. Our plant has consistently increased capacity, growing from one million gallons produced annually in 2009 to 12 million gallons produced annually in 2020. The 12 million gallons of biodiesel produced annually at New Leaf displaces 130,000 lbs. of carbon dioxide annually, equivalent of removing approximately 27,300 cars from the road.

This partnership has resulted in *locally made and locally sourced*, ultralow carbon fuel, which is helping achieve the emission reduction goals of the San Diego Climate Action Plan and the State’s Low Carbon Fuel Standard Program. We started with two employees and have grown to more than 35 FTE jobs that have full benefits, retirement plans, on the job training, tuition reimbursement and development scholarships.

We are eager to work with the Port of San Diego, the Port Tenants’ Association, the San Diego Chamber of Commerce, the Navy, NASSCO and other stakeholders in this process. We

believe that there are many opportunities to clean the air in the 24 years between 2021 and 2045 and that biodiesel is an important solution to San Diego's challenges.

Respectfully,

A handwritten signature in black ink, appearing to read 'J. Case', with a long horizontal flourish extending to the right.

Jennifer Case
Chief Executive Officer
New Leaf Biofuel



PASHA AUTOMOTIVE SERVICES

1309 BAY MARINA DRIVE, NATIONAL CITY, CA 91950
TELEPHONE: (619) 419-1200 FACSIMILE: (619) 477-0179

WORLDWIDE
INTEGRATED
TRANSPORTATION
& LOGISTICS
SERVICES

April 20, 2021

Chairman Zucchet
Board of Port Commissioners
San Diego Unified Port District
3165 Pacific Hwy
San Diego, CA 92101

Dear Chairman Zucchet:

Thank you for the opportunity to provide input for the draft Maritime Clean Air Strategy (MCAS) the Board of Port Commissioners will be considering at the May 2021 meeting.

As your terminal operator of National City Marine Terminal for over 30 years, Pasha Automotive Services (PAS) has participated in nearly all MCAS outreach meetings to ensure we provide valuable feedback to the Port, community and fellow businesses on the proposed goals.

Efficient, safe operations and sustainability are the hallmark of our company and the foundation of our commitment to our environment. Over the past 5 years, PAS has increased our focus on demonstrating electric equipment in National City to benefit our employees and neighboring communities. Some examples of this include the use of electric drayage trucks (3), an electric yard tractor (1), electric forklifts for our parts warehouse (4) and an electric passenger shuttle (1). Additionally, our terminal is powered with 100% renewable sources via "Eco-Choice," a program through SDG&E, and we have over a dozen EV charging stations installed for the growing EV car market.

In the draft MCAS, we have concerns about the aggressive timeline in which the goals outlined are expected to be implemented by tenants. To be clear, we support the goals and objectives, however, we urge the board to implement parameters for adoption of the MCAS goals. For example, we must ensure overall factors outside the control of the port and its tenants:

- economic feasibility
- availability of alternative fuel
- evolving and available technologies
- compatibility of electric equipment to diesel equipment
- logistics of implementing the requirements (i.e. infrastructure)

Further, we have the following questions:

- How do we work to make the already existing grant funds more widely available?
- What consideration was given to factors impacting air quality outside of the control of those operating within the port tidelands?

As a member of the port community, we are completely committed to doing our part to reach the highest standards of air and water quality we all want to achieve. We remain concerned that requiring some of these measures may be existential threats to businesses as well as to Port revenues. Obtaining these goals needs to be done thoughtfully while also working with stakeholders outside the port tidelands.

Most Sincerely,

A handwritten signature in blue ink that reads "Ryan Molinaro". The signature is fluid and cursive, with the first name "Ryan" and last name "Molinaro" clearly distinguishable.

Ryan Molinaro, Vice President of Operations
Pasha Automotive Services

CC: Board of Port Commissioners
Joe Stuyvesant, President/CEO



April 20, 2021

Joe Stuyvesant, President & CEO
San Diego Unified Port District
3165 Pacific Coast Highway
San Diego, CA 92112

Dear Mr. Stuyvesant,

Thank you for the opportunity to share R.E. Staite Engineering's thoughts and concerns regarding the draft Maritime Clean Air Strategy (MCAS).

Employing 50 local San Diegans in the marine and heavy construction and dredging business, R.E. Staite specializes in piers, wharfs, marinas, deep pile foundations, bridge construction as well as maintenance and environmental restoration dredging. With total annual sales of \$30M per year, we support well over 300 local service providers. Most recently for the Port of San Diego, we completed the emergency shoreline stabilization adjoining the Imperial Beach Pier, as well as installing the COASTALOCK Tide Pool Armor on Harbor Island to promote the development of marine organisms and the restoration of local ecosystems.

As a member of the Port community, we are dedicated to "advancing trade, commerce, and tourism while protecting the environment" and support improving our clean air standards. A locally owned family small business, we were established on the Bay waterfront in 1938, and have worked hard to demonstrate our commitment to the environment and neighboring communities. In recent years, we have:

- Conducted the remediation of 12 environmentally contaminated sites within San Diego Bay to include the Teledyne and shipyard cleanups.
- Invested \$2.8M, augmented by \$.8M in grants, to repower 15 of our 33 maritime and land-based engines to exceed State emission requirements.
- Cold iron all our vessels, one of the largest ocean-going and harbor vessel fleets in California.
- Spent four years in the Gulf of Alaska remediating the environmental devastation caused by the Exxon Valdez oil spill.

To be clear, we support the intent of the MCAS, however, there are three general themes that cause us concern:

- The aggressive timeline in which the goals outlined are expected to be implemented. Given that in many cases to achieve the goal, the solution is not yet technically feasible or commercially available, and when available, is not economically viable at scale in the timeframe provided,
- The lack of specificity throughout the document as to how, as articulated in the Preface, efforts are determined to be feasible with their associated prioritization and phasing. Additionally, the Preface states the MCAS is "intended to help clarify the role the Port may play in supporting our tenants," but there is no detail within the document detailing such support.



R. E. STAITE ENGINEERING INC.

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- While the MCAS is rightly focused on the Port's environmental objectives, there is no context provided as to what percentage of the environmental challenge we are trying to solve in our Portside Communities. If the MCAS is fully implemented, will air pollution be reduced by 75%, 50%, 25%? Between the Port, the State (I-5 & Coronado Bridge), and each of the five Port cities, what percentage will the Port's efforts solve?

Specific recommendations we offer to improve the MCAS are as follows:

- Each goal listed be acknowledged as achievable or aspirational. To be achievable, the solution is known to be technically available, commercially feasible and economically viable. If aspirational, what must occur to become achievable.
- Define the environmental gain and benefit of moving from Tier 3 to Tier 4 engines? What is the ROI on the significant cost differential?
- Articulate how the Port can assist tenants through a very complicated and limited grant funding process. Are there ways the Port can work with CARB, EPA and other grant providers to simplify the process and help identify other potential funding sources? What other ways can the Port support its tenants?
- Define and quantify up front in the MCAS, how achieving its goals and objectives will contribute to improving the air quality within the Portside Community. Address how the largest by far contributors to Portside Community air pollution, I-5 and the Coronado Bridge, are being addressed, or state why they are not being included in the MCAS.

R.E. Staite Engineering is committed to continuing to do our part to reach the highest standards of air quality we all want to achieve for San Diego Bay and our surrounding communities. We fully support the intent of the MCAS. However, we ask that the processes to meet its goals and objectives are done thoughtfully and in such a way that small businesses like R.E. Staite can comply, while also being able to remain fiscally sound and in business, to be able to continue to be a part of the Port's mission. Thank you for your consideration.

Sincerely,

Ray A. Carpenter
President

Copy to: SDPTA



Terminalift LLC

9444 Mission Park Place
Santee, CA 92071

Thank you for the opportunity to share our thoughts and concerns regarding the draft Maritime Clean Air Strategy (MCAS).

Terminalift LLC is part of the port cargo loading industry. As a company we provide cargo loading and unloading at 10th Ave Marine Terminal. Terminalift also provides equipment rental to the Stevedoring companies. We employ 8 San Diegans.

As a member of the community, we are dedicated to “advancing trade, commerce, and tourism while protecting the environment” and want to reach the highest standards of clean air and clean water.

Over the past 16 years, we have worked to demonstrate our commitment to the environment and neighboring communities. We have committed to upgrading our fleet of (5) diesel forklifts and diesel semi-trucks to electric power to meet stringent APCD guidelines.

Our concerns regarding the draft MCAS are focused on the aggressive timeline in which the goals outlined are expected to be implemented. To be clear, we support the goals and objectives, however, issues surrounding economic feasibility, availability of alternative fuel, evolving and available technology, logistics of implementing the requirements, requirements that overreach could be existential to those businesses

and overall factors outside the control of the port and its tenants. In addition, port tenants are facing required upgrades to their facilities during the same time in which they are required to make upgrades to their equipment. This poses not only economic challenges for the tenants, but also logistical challenges as well.

Further, we have the following questions:

- How do we work to make the already existing grant funds more widely available?
- What scientific data was relied upon in determining benefits to the quality of air and water come from moving from tier 3 to tier 4?
- What consideration was given to factors impacting air quality outside of the control of those operating within the port tidelands?

Terminalift would suggest that APCD and other grant funding agencies allow funding to convert existing older forklifts from diesel to electric. At present they are mandating removal of older forklifts from the port and requiring replacement of them with new electric models, or tier 4 final diesel models. Older forklifts are a good candidate for these conversions. Larger forklifts can cost upwards of \$400,000. Whereas a good conversion to existing similar capacity older



Terminalift LLC

9444 Mission Park Place
Santee, CA 92071

machines is approximately \$150,000. It is difficult to stay in business if we are not met with acceptance of our good intentions to meet our clean air requirements.

As a member of the port community, we are completely committed to doing our part to reach the highest standards of air and water quality that we all want to achieve. We remain concerned requiring some of these measures may be existential threats to their businesses as well as to Port revenues. Obtaining these goals needs to be done thoughtfully while also working with stakeholders outside the port tidelands

Sincerely,

Larry Schmitz

President

Terminalift LLC



Maritime Clean Air Strategy Discussion Draft Comments

Comments received during the public review period:

March 23, 2021 – April 20, 2021

Comments from Individuals

From: [Angelica Estrada](#)
To: [Maritime Clean Air Strategy](#)
Subject: 2021 MCAS Public Comment: Support for Environmental Goals
Date: Wednesday, April 14, 2021 9:51:49 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear San Diego Board of Port Commissioners:

Our communities have suffered for too long because of the pollution generated by the Port of San Diego and its tenants. Communities neighboring the Port have the highest levels of diesel pollution in the San Diego region, which causes lung cancer, chronic heart and lung disease. The children in our neighborhoods have more than double the rate of asthma emergency rooms visit than the county average.

We deserve to breathe clean air.

I'm joining my neighbors and Environmental Health Coalition in calling on the Port of San Diego to stop polluting the air we breathe and be a good neighbor. We ask that the Port **put our health first** and commit to these goals in the Maritime Clean Air Strategy:

1. **Decrease the risk of cancer** by reducing the diesel particulate matter and toxic air contaminants generated by the Port and their tenants.
2. **Require 100% Zero Emission Trucks (ZEV) at the Port 5 years ahead of California rules or by 2030. Adopt a Clean Trucks Program** by the end of 2021 with a plan to transition to 30% ZEV by 2023 and 100% ZEV by 2030.
3. **Install ZEV Charging Stations** with four sites operational by January 2024.
4. **Ensure MCAS success** by including metrics, new funding, and trucker assistance

Please show your neighbors that you care by adopting a Maritime Clean Air Strategy that protects the health of our families and advances environmental justice.

Thank you!

Angelica Estrada

angelica.a.estrada05@gmail.com

Environmental Health Coalition Form Letter – List of individual submitters
As of April 21, 2021

#	Date	First Name	Last Name	Email	City
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As of April 21, 2021

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Environmental Health Coalition Form Letter – List of individual submitters
As of April 21, 2021

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Environmental Health Coalition Form Letter – List of individual submitters
As of April 21, 2021

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From: Bob Piskule <rjp527@yahoo.com>
Sent: Thursday, March 25, 2021 2:12 PM
To: Maritime Clean Air Strategy <mcas@portofsandiego.org>
Subject: CST TERMINAL

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name Robert Piskule and I am a downtown resident of San Diego. I have one item I wish to discuss. The Port needs to put in place a plan to install a second plug on CST. They need to work with SDGE to formulate a schedule to have this done in late 2021 when cruise ships return. You have all three CST docking platforms since 2010. It is stated it will cost \$5 M to install. CARB has stated it would like to help you obtain funding for this project. This additional plug will greatly reduce the pollution of the Downtown San Diego.

Robert Piskule
[Rjp527@yahoo.com](mailto:rjp527@yahoo.com)
Sent from [Mail](#) for Windows 10

From: [Dick Goldman](#)
To: [Maritime Clean Air Strategy](#)
Cc: [Supervisor Nathan Fletcher](#); [Chris Ward](#); [Toni Atkins](#); [Mayor's Office](#); [Scott Peters DC Office](#); [Senator Padilla](#); [Sarah Dawe](#); [Tera Lawson-Remer](#)
Subject: MCAS GOALS AND TIMELINES
Date: Friday, March 26, 2021 5:53:05 AM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

The Port is off to a good start with the draft plan and we hope the fine objectives are sincere and not intended to be whittled down by tenants and/or political considerations.

That said almost all target dates should be shortened by at least 20%-30% especially installation of plugs a terminals, use and switching to EV owned by the Port and by tenants and fuel switching for ocean going vessels and rail.

Ferries need target dates and dates for removal or retrofit for the existing fleet. Fleets can last decades, no dates is not acceptable.

The Port should strive to go beyond State requirements and objectives in every category. Push yourselves and the tenants in every category and be expansive not timid.

Now is certainly the time for action and the community and Washington looks to the Port of San Diego to show leadership and courage.

A strong start, let's see the MCAS concluded quickly and efficiently.

Dick Goldman
92101

From: [H. Bradley Bang](#)
To: [Maritime Clean Air Strategy](#)
Subject: Public comment regarding Community Air Protection Program
Date: Wednesday, April 7, 2021 12:14:33 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

My name is Bradley Bang and I am a concerned citizen who lives in National City. I am active in our local community, volunteering on several community programs, cleanups, projects etc. In addition, I am a board member on our city's Library Board. I have been attending most of the monthly meetings of the AB617 MCAS Subcommittee meetings in the last 6 months and am generally very pleased by the work and discussion. I am particularly proud of many of the local community activists I know who have taken the time to understand this endeavor and are committed to improving the air quality of our community.

My major concern has to do with the scope of the AB617 Portside Community as presented on the map I've seen at numerous meetings. I have expressed disapproval several times at how this cuts out several neighborhoods in National City which are also affected by high levels of air pollution. Specifically, I refer to all neighborhoods just East of National City Blvd from Division to 24th St. All of these neighborhoods should be included in the plan and the east border should extend down through National City on Highland. This would be consistent with the map which shows sections of South San Diego bordering National City and a section in South National City which are included in the Portside Community and include neighborhoods which are west of National City Blvd. This doesn't make sense to me and no one has explained why it is drawn this way. I also have been told that they can change this but no one has expressed any interest in making any changes. I feel that if you are going to draw a line that arbitrarily divides a city in half at least it should have some reason why it makes a 90 degree turn at specific intersections. I'm sure the air pollution which is being monitored in Portside Communities doesn't see any distinction.

Finally, I live in the neighborhood in NW National City near downtown. HWY 5 takes a jog to the East in this area of National City as it heads North beginning around Plaza Blvd.

Consequently, I live a little over 1 block from Hwy 5. A quick survey of the map would reveal that the eastern edge of the Portside Community doesn't include an equivalent buffer zone in this part of National City. Now, I'm responsible for choosing this residence, however, if the state deems that it is responsible to monitor air quality in special districts affected by higher air pollution I feel it is my right to at least ask at least for an explanation why some neighborhoods are included and others excluded. I am concerned and I bet my neighbors are concerned by the health effects of living close to a major freeway. There must be another 5000 residents who live in my neighborhood in NW National City. Many of them suffer from medical conditions such as asthma and other health issues like my own family does. I think there are more people who would be interested in this work and the health consequences of living in an area affected by high levels of air pollution. Thank you for taking the time to read my comment.

H. Bradley Bang

From: [Bill Tippetts](#)
To: [Maritime Clean Air Strategy](#)
Cc: [WILLIAM TIPPETS](#); [Mike McCoy](#); [Jim Peugh](#); [Diane Takvorian](#); [Jason Giffen](#); [Lesley Nishihira](#); [Eileen Maher](#)
Subject: Maritime Clean Air Strategy
Date: Sunday, April 11, 2021 4:01:40 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Port of San Diego:

I have reviewed the Maritime Clean Air Strategy (MCAS) and submit the following comments and recommendations. Because my comments also reference and involve the Port's Climate Action Plan (CAP) and Port Master Plan Update (PMPU), I request that my comments be provided to Port staff who are working on those efforts.

The Port's MCAS must provide more information and analysis of how its implementation strategies are expected to affect the Port's Climate Action Plan. While the MCAS is foremost an air quality pollutant reduction strategy, it will also have effects on greenhouse gas (GHG) emissions. The Port's 2013 CAP established the 2006 baseline and projected emissions data to provide benchmarks for monitoring the Port's performance toward reaching its GHG reduction goals of 10% less than 2006 baseline levels by 2020 and 25% less than 2006 baseline levels by 2035. The 2035 goal is well-below the State 2030 GHG reduction goal that was subsequently established by Governor Brown's Executive Order B-30-15 for a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030. Subsequently, SB 32 was passed, which codified that goal into statewide legislation.

The Port's CAP adopted a general list implementation actions (and projected reduction impacts of these measures) that was to be refined and developed, working together with stakeholders. And the CAPs (mitigation) measures were to be evaluated by the Board of Port Commissioners based on established Board policy, and further developed and approved by the Board of Port Commissioners prior to implementation. The CAP focused on the near term 2020 GHG reductions, and was expected to periodically revisit the 2035 goals and update the CAP. Because implementing the MCAS will reduce air pollutants, including GHGs, they serve, in part, as GHG mitigations and should be included in updates to the CAP. However, as is stated repeatedly in the MCAS document (pages 1, 2 and 7), the document is only guidance - and there is no required implementation: "The MCAS is an informational document that identifies potential options to improve air quality in and around the Working Waterfront. (Page 1)" and "The Port's Maritime Clean Air Strategy (or MCAS), is intended to serve as a guidance document that will assist the Board of Port Commissioners (Board) with identifying, prioritizing, and implementing emission reduction initiatives in a holistic and comprehensive manner. (Pages 2 and 7)." But if the MCAS is a "good faith" commitment by the Port to reduce air pollutants (including CO2/GHG), and at least some components are proposing specific pollutant reductions and timelines, then it seems those targeted reductions should also be included in updates to the CAP.

Given that the focus of the CAP was only near-term (to 2020), and we are well-into 2021, the Port must revise its CAP and describe how the MCAS measures will affect is - and the Port must also update/revise the CAP to demonstrate how its implementation will achieve the new

statewide 2035 GHG reduction goal. This raises a significant concern because the Port has not initiated a major update to the CAP, and the MCAS does not provide a sufficient level of analysis or firm commitments to reduce GHGs. Further, it is unclear how the MCAS strategy and its anticipated air pollution actions will be incorporated into the PMPU - which is to be released in the summer of 2021.

It is incumbent on the Port to fully integrate these documents (and other relevant documents, such as its Sea Level Rise Adaptation document) to ensure that they are consistent and support/meet all applicable state/federal goals, laws and requirements. How the Port achieves that integration is up to the Port, but the current approach, which is to produce a series of documents that have relative "independence" from each other is insufficient (regardless that the Port may cross-reference them in each document).

To complement the Port's CAP, the MCAS should focus on reducing pollutants/GHG's from the largest emitting sources - especially within the terminals/Bay (also please explain the geographic area implied by "Bay" and how that corresponds to the "Portside Communities geographic area). Because all three of the air pollutants of greatest interest (NO_x, DPM and CO₂e) contribute to climate change, reducing emissions of all three air pollutants is relevant to addressing the larger issue of climate change. In that regard, MCAS initiatives and actions that are undertaken to reduce those emissions by Commercial Harbor Craft and Ocean-going Vessels, both of which produce substantial emissions within the terminals/Bay zone, will have the greatest contributions to the CAP and improve local air quality conditions. Because all of the emissions from Cargo Handling Equipment occur within the terminals/Bay, reducing/eliminating those emissions will benefit the local communities and should be a high priority (and one that is fully within the Port's authority and control).

Even though On-Road Trucks and Rail emit most of their pollutants outside the terminals/Bay zone, the Port - working with SANDAG through the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) - should incorporate improvements in truck and rail movement and loading activities.

Specific Comments

CHC-Objective 1 is too vague to be effective or produce any level of commitment from the Port.

CHC Objective 2: What percentage of short run ferries and excursion vessels is this objective intended to apply to? At a minimum, the MCAS should provide a target for adding/converting to new ZE routes and new ZE harbor craft and projections of the air quality reduction contributions by ZE vessels to the overall fleet of commercial harbor craft on a timeline out to 2030/2035 or 2050 (the timeline for the PMPU).

TRK Objective 1B: What does a 10% reduction in NO_x and DPM mean in terms of the percentages of residual emissions within terminal/Bay zone and outside the zone? Is this an overall reduction that is then proportionately assigned to within and outside the terminal/Bay?

TRK Objective 2A: The truck routing improvements of this objective (efficient freeway access, avoiding neighborhoods, etc.) are laudable. Freight transport is one of the concerns in the region's RTP/SCS, and there should be more connection to its Freight Stakeholders Group, particularly its Goods Movement Strategy. As described later in the document, a significant share of the Port's goods movement is within San Diego County and much of the remainder uses the freeway system. The MCAS should describe and, to the extent feasible, identify how the MCAS will integrate with the RTP/SCS.

Port of San Diego Fleet (FLT): The Port's ownership of the fleet should provide it more certainty and ability to determine the rate of transitioning to ZE and other clean vehicles. While the MCAS proposes a date (2022) to develop a ZE transition plan, it seems that the Port should be able to identify, at a minimum, target dates for major fleet transitioning and the associated pollutant emission reductions.

Shipyards: The shipyards' Objectives and the main text section provide only unspecified reductions of pollutants and emissions, but no targets or timelines for those reductions. The MCAS, working with the shipyards, should establish timelines and amounts of reductions - similar to how other contributing sectors (trucks, ocean-going vessels) have proposed theirs.

Rail: As with the heavy truck sector, the MCAS should be coordinated with the RTP/SCS, particularly its Goods Movement Strategy. The Port and rail operator should identify a timeline and targets for replacing diesel switcher locomotives with electric ones.

Regards,

Bill Tippetts