



PORT OF LONG BEACH – 20 Years of the Green Port

SHARON L. WEISSMAN

HARBOR COMMISSIONER, PORT OF LONG BEACH
MARITIME RESILIENCE & INNOVATION SUMMIT

PORT AUTHORITY OF GUAM
OCTOBER 22, 2025

Long Beach Board of Harbor Commissioners



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Vice President



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PORT OF LONG BEACH

An aerial photograph of the Port of Long Beach, showing a large, complex harbor area with numerous piers, docks, and shipping lanes. The water is a deep blue-grey, and the surrounding land is a mix of industrial and developed areas. Several large ships are visible in the water, and the port infrastructure is extensive, with many cranes and storage areas.

\$300 Billion in Trade Annually
2nd Busiest U.S. Port
Voted Best West Coast Seaport/N. America
1 of 18 Commercial Strategic Seaports

20
YEARS
LEADING GREEN

 Port of **LONG BEACH**
THE GREEN PORT

Grocers, union reach

Details unclear, but
r wage system,
-care costs are part
ative agreement.

has Grudin

California's three largest gro-
cers representing 29,000
ached a tentative agreement

WS AT A
LANCE

mbine
ort out



video of the teen
who savaged
ine High School in
od, Colo., went on
Thursday along
dence from the
daughter that left 13
and the two killers
amilies were less
ased with the
o attorney gener-
ort.

Nation, A13

COMING
ATURDAY



age spotlighted
owns the Aquarium
acific's second
African Heritage
this weekend.

GUIDE TO INSIDE

C12 Lottery A19
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U46 TV/film U46
U1 U1
B1 Weather A22

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ion, who
nistered to
ients at St.
ry Medical
center for
nter 70

► Price cuts may lure back
customers /A20

Thursday night, setting the stage for a
weekend ratification vote to end the
nation's longest supermarket strike.
The strike and walkout that lasted 139
days has hit workers hard, with lost wages
estimated at \$300 million, and cost Albert-
sons, Ralphs and Vons an estimated \$2 bil-
lion in sales.

Details of the settlement were not

released, but company sources
estimated basic elements to
sought from the outset, in-
cluded wage system for new
employee contributions to in-
surance.

Union sources contended health benefits remained
protected promises.

"The best way to charac-

terize this whole
nobody won in this whole

PLEASE SEE

SPECIAL REF

PLAYING IN

Freeway near school spurs



Students participate in their physical education class at Hudson El
710 Freeway and the Port of Long Beach. Health concerns surround

TOXIC AIR: How local ports contribute to pollution in

By Kevin Dutler

Staff writer

Start in a series

LONG BEACH — Last year, Hudson El-
mentary School principal Wendy Claffin
noticed a strange smell during state test-
ing time.

"An ammonia-like smell, it was different
from the sulfur scent that sometimes drifts to the area. And
unlike sulfur, the new smell
wasn't coming from the school's
cafeteria," says Claffin, who kept kids indoors that day.
"And meanwhile, here they are, saying
'no' to the smell."

Claffin has never learned the source of the
smell. But she's concerned about what may be
in the air and where it might be coming from.
Hudson's blacktop playground sits at
the mouth of a long, narrow channel that
leads to the Port of Long Beach, a major

for railroad tracks carry
And, according to a
state's South Coast Air
District, the school lies
carrying pollution from the
An AQMD study last y-
ear's daily concentration
which stems from coke at
as from diesel emissions

PLEASE 1



The series at a glance

Day 1
SUNDAY
Port activity
to a major
polluter

Day 2
MONDAY
Why smog
is a major
with us

Day 3
TUESDAY
Pollution's
many
sources are
many

Day 4
WEDNESDAY
Air pollution
makes asthma
worse

Day 5
THURSDAY
Coping with
smog to day

LOOKING TOWARD THE
plant. The South Coast

By Eric Joh
Staff writer



Diesel fumes from trucks, like these coming from the Port of Long Beach, are one of the region's main sources of smog. Diesel big-rigs throughout the L.A. Basin account for 224 tons
of nitrogen oxides daily.

SMOG: Old engines a problem

CONTINUED FROM A1

amount is significant. Of the 1,066 tons
of NOx emitted daily throughout the
South Coast Basin, roughly 47 tons come
from diesel rigs driving on port property.

That doesn't include the pollutants
these highway trucks emit while travel-
ing up and down the freeways, making
35,000 daily, one-way truck trips in and
out of the ports. And it doesn't include
those trucks that stay on port property
and are used for shuttling containers
around in terminal yards.

Diesel big-rigs-throughout the basin
account for 224 tons of NOx daily, so the
ports' 47 on-site tons are more than a
fifth of the basin total.

Why do trucks pollute so much? Most-
ly because they're old. With new truck
cabs selling for \$100,000, owners have a
financial incentive to keep their old
trucks on the road as long as they can.

"There are million-mile trucks on the
road," says Carol Coy, engineering and
compliance officer for the South Coast
Air Quality Management District. "They
are falling apart, and they're in poor
repair, but they're still running."

Older trucks

Truckers' dilemma

Williams says the average truck driver
at the ports nets about \$24,000 a year
(after upkeep and fuel), earning \$50 for
each load and typically making three
trips a day. They are almost all inde-
pendent truckers, meaning they pay for
fuel, upkeep, and replacement.

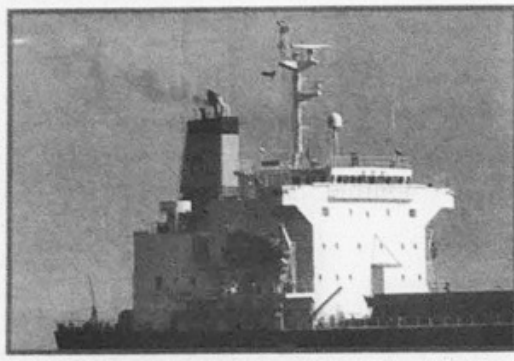
That's why, Williams says, it's unreal-
istic right now to expect truckers to
replace their older polluting trucks with
cleaner, but more expensive, versions.

"It would be like if they made you get
rid of your Toyota and required you to
buy a Ferrari," she says. "How could you
do it if they don't increase your salary?"

Paul Rubio, a 22-year trucker from
Lakewood, agrees. Rubio recently traded
in his 1979 cab for a 2000 model through
a local program that gives grants to
truckers with pre-1984 trucks.

"Financially, it would have been very
hard for me to get a truck this new," he
said. "I would have had to get another
loan off my house."

He said that his old truck was broken
down about a month out of every year
— time that he was losing money because
he couldn't pick up containers — but
that he had little option other than to
keep driving it.



The effects of pollution from large ships like this one at the Port of Long
Beach are being studied by environmental officials. Cargo ships made more
than 5,000 calls on the ports of Long Beach and Los Angeles last year, and
burned an average of seven tons of bunker fuel each day they were docked.

Car Hidalgo / For the Press-Telegram

trucks," Coy says. "This is new territory."
Diesel equipment produces an esti-
mated 181 tons of NOx in the basin each

"What it comes down to is cost. What
can we afford to do?" says Scott Dailey,
spokesman for AFL Limited, a San

heavily affected because the particles
aren't spread by wind patterns as ef-
ficiently as other pollutants are, so the
particles tend to stay closer to where
they were emitted.

"Ships at the port contribute about
5 percent to the total (pollution) inven-
tory, but no matter how you slice it, the
number is significant," says James Cor-
bett, an assistant professor of marine
studies at the University of Delaware.

He is studying shipping emissions and
their impact on ports, including those in
Long Beach and Los Angeles.

Corbett says there are often miscon-
ceptions about exactly what "diesel"
means. Diesel is not a fuel, but a type of
combustion that doesn't require a spark
for ignition. Rather, it uses compression.
Diesel fuel is a type of fuel that will
auto-ignite.

"Ships use the cheapest type of fuel
that will auto-ignite," Corbett says. "It
looks like tar, and it would destroy your
Mercedes."

"It's a wonderful way to use fuel that
would be thrown away as waste, but it's
dirty fuel. It's the cheapest fuel that's
compatible with their operations."

Sulfur, the primary cause of acid rain,
is another consequence of diesel fuel
combustion. Ship's fuel is a residual left

Court declined
Attorney
General Bill
Lockyer's
request on
Friday to halt
San
Francisco's gay
nuptials.

James Fletcher /
Associated Press

Third of a series

"I expect to get a lot of money
because I'm very persuasive," the
former action hero said.
Likening himself to "a tick that
hangs on and does not let go,"
Schwarzenegger said, "I get what I
want."

PLEASE SEE GOV / A8

ion

ohnson

a series

10 percent or more of
cal air pollution coming
on the ports, you might
a super agency to over-
nup.

a confusing tangle of
ital entities — local,
ral and international —
ble for regulating the

online

EXTRA

iegram.com/toxicair

special Web site created

his series for additional

audio and video.

ources of pollution at the

that the long list of pri-

orities that contribute to

and it's easy to see why

our mountains on a

9.

ries are incredibly com-

an air quality stand-

Carol Coy, engineer-

compliance officer for the

at Air Quality Manage-

ment District (AQMD), the local

agency charged with cleaning up

the air.

is not doing what I

do yet," Coy says. They are threatening

if we don't meet those

deadlines."

ctions include the

use of billions of dollars

highway funds.

much more challeng-

ing the sources of our

air quality problems.

to pollution in the L.A. Basin

That fuel

at mostly it's

absorbs blue light.

The nitrogen dioxides react in a smog-

forming process.

online

EXTRA

Bush's 2005 proposed budget
slashes important California
programs, including one that re-
imburses local governments for the
costs of incarcerating criminal il-
legal immigrants. Schwarzenegger
said, "I get what I want."

PLEASE SEE GOV / A8

SPECIAL REPORT

'ALTH WE BREATHE

cks, equipment contribute most

By Eric Johnson

Staff writer

Third of a series

The list of air pollution

sources in the Los Angeles

is too long to remember, even

though the murky haze that

hangs above our heads is hard

to forget.

There's exhaust from law-

mowers, bulldozers and spe-

cial boats, smoke from wood

burning, emissions from

factories and old

refineries, gasoline

vapors and paint

fumes, just to name a

few.

It all adds up.

But two sources

stand out from the

rest in the

air pollu-

tion penalty box. Motor vehi-

cles and diesel engines.

Together they account for

nearly 78 percent of all the

nitrogen oxides — a crucial

ingredient in smog — releas-

ed in the Los Angeles Basin

each day.

The 8.4 million passenger

vehicles driven daily in Sou-

thern California play a major

role, but pound-for-pound, the

pollutants are diesel engines.

And they are found in abun-

dance at the ports of Long

Beach and Los Angeles.

Air quality officials have

to determine what percent

of nitrogen oxides (NOx) come

from port sources, but the

PLEASE SEE SMOG

Port sources: 96.5 tons (9.1%)

in sources: 217.7 tons (20.6%)

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PORT OF LONG BEACH



Green Port
Long Beach

ENVIRONMENTAL ACHIEVEMENT 2005

GREEN PORT POLICY

ADOPTED IN **2005** BY THE LONG BEACH BOARD OF HARBOR COMMISSIONERS

- **PROTECT THE COMMUNITY**
- **DISTINGUISH THE PORT AS A GLOBAL LEADER**
- **PROMOTE SUSTAINABILITY**
- **EMPLOY BEST TECHNOLOGY**
- **ENGAGE AND EDUCATE THE COMMUNITY**

MEMBER SENTING
ALSO, THOSE PUBLIC OFFICIALS
IN ATTENDANCE TODAY WILL BE
GIVEN AN OPPORTUNITY

San Pedro Bay Ports Clean Air Action Plan

THE PORT OF
LONG BEACH



Douglas R. Krause

Kaylyn L. Kim

Joseph R. Radtchik

Jarlyn Lopez Mendez

S. David Freeman

James C. Haskia

Maria Corbiers

John W. Hancock

Dr. Mike Walter

Doris Tappin-Elveng

Richard E. Blum

James E. Blum

James E. Blum

James E. Blum

James E. Blum

James E. Blum

James E. Blum

PACIFIC HARBOR LINE



**PROGRESS RAIL BATTERY-ELECTRIC “JOULE”
ZERO-EMISSIONS LOCOMOTIVE**

A brown pelican stands on a concrete breakwater in the ocean. The breakwater is a series of concrete blocks connected by a metal chain, extending from the foreground into the distance. The water is dark blue with many bright, shimmering reflections of sunlight. The pelican is facing right, looking out over the water.

ABUNDANT HARBOR

60% MORE PLANTS AND ANIMALS



2013 ENERGY INITIATIVE GOALS

- **REDUCE RELIANCE ON LIMITED NATURAL RESOURCES**
- **OPTIMIZE ALTERNATIVE AND RENEWABLE ENERGY**
- **ENSURE A SAFE AND RELIABLE ENERGY SUPPLY TO SUPPORT PORT OPERATIONS.**





583 ZE TRUCKS

- 497 BATTERY ELECTRIC
- 86 HYDROGEN FUEL CELL





Port of
LONG BEACH
THE GREEN PORT



PIER WIND

Concept Rendering

PIER B ON-DOCK RAIL SUPPORT FACILITY

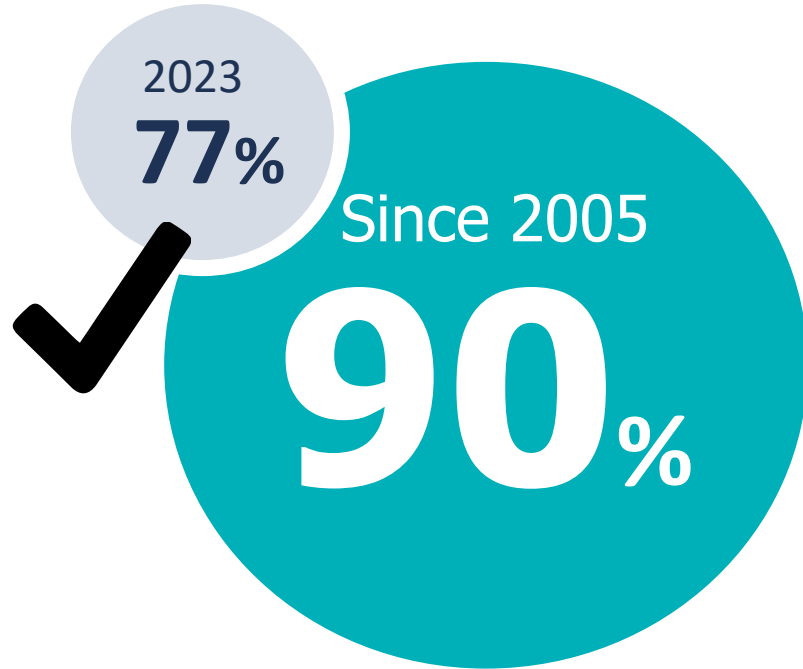


CLEANER SHIPS

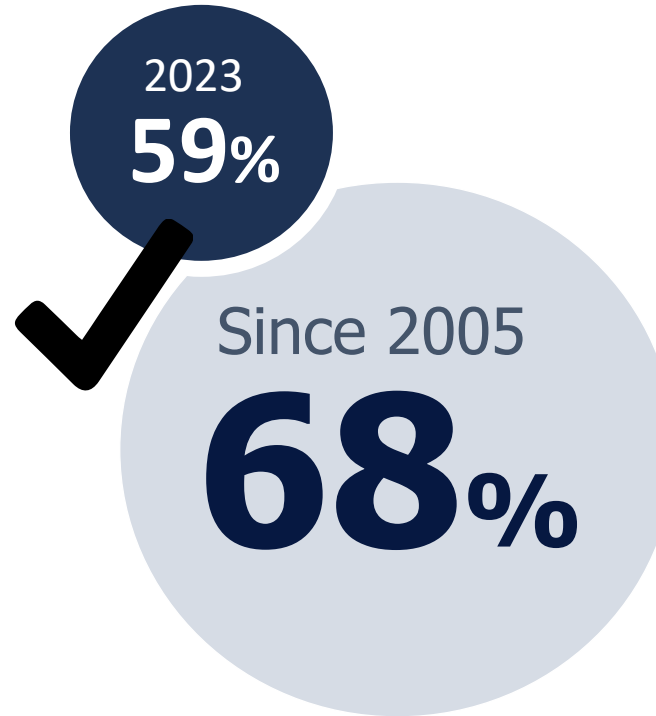
- GREEN SHIP INCENTIVE PROGRAM
- GREEN FLAG VESSEL SPEED REDUCTION PROGRAM
- GREEN SHIPPING CORRIDORS
 - LONG BEACH ↔ SHANGHAI
 - LONG BEACH ↔ SINGAPORE



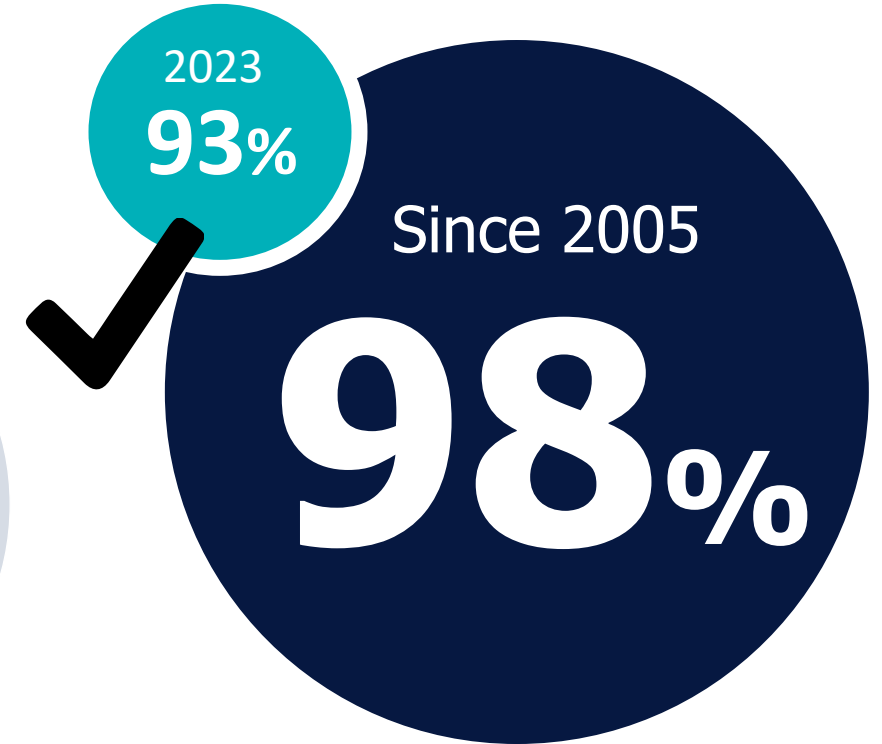
EXCEEDED CAAP CLEAN AIR 2023 GOALS



**Diesel
Particulate
Matter**



**Nitrogen
Oxides**



**Sulfur
Oxides**

POLB Community Grants Program: \$65 million







THANK YOU