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BOARD OF DIRECTORS

October 26, 2017

Joanna D. Underwood
Board Chair

To:

Cynthia Adler

The Mayor of Los Angeles
The Mayor of Long Beach
Commissioners of the Port of Los Angeles
Harbor Commissioners at the Port of Long Beach

Bipasha Chatterjee

Dear Mayors and Commissioners,

Johannes D. Escudero

We are writing on behalf of the national environmental organization, Energy Vision, to urge the Ports of L.A. and Long Beach in their vote under the Clean Air Action Plan to move swiftly to clean up the 12,000 diesel trucks servicing the ports beginning in 2018. There are two key reasons to do so: first, because they have a fuel option – commercially viable today – that will bear the most significant environmental, health and climate change benefits in moving the ports toward meeting the goals of the CAAP; and second, because the generous State incentives provided under the California Clean Air Initiative will facilitate progress. The fuel option we are referring to is organic waste-based renewable natural gas.

Michael S. Gruen

John J. Magovern

Joan C. Pearlman

Energy Vision, a national environmental organization, recognized as a leading independent expert in the alternative vehicle fuels arena, has compared technologies for heavy-duty bus and truck fleets over the last decade. Our research has found, through study of projects across the US, that this new fuel has many benefits:

Brendan Sexton

Norman Steisel

Simon Sylvester-Chaudhuri

1) This fuel is made from the biogases emitted by **a renewable resource** – the organic wastes coming from communities, farms and factories and wastewater facilities day after day. It eliminates any reliance on petroleum and converts what has been a costly waste burden into a valuable energy source.

Eric Verkerke

Dr. Bailus Walker, Jr.

2) RNG is **the cleanest burning fuel**: it can best protect the health of millions of Californians TODAY. Used in heavy-duty vehicles, RNG results in virtually none of the health-threatening NOx and particulates that are emitted with the use of diesel fuel (and which are emitted in greater and greater quantities as diesel vehicles age). This fuel, used in the new “Near Zero” natural gas engine certified by US EPA and CARB, reduces lung-damaging nitrogen oxide emissions 90% below the EPA standard. A new UC Riverside study concluded that this engine/fuel combination is equal as a zero emission vehicle to electric trucks powered by California-grid energy.

3) RNG is **a clear climate-change winner as a fuel for heavy-duty fleets**. It cuts greenhouse gases by 70% to 300%, as verified by thorough CARB analyses. When food waste or animal manure are the main feedstock, the fuel is actually net-carbon-negative. More greenhouse gases (GHGs) are captured in producing the fuel than are emitted by

the vehicles burning it. The Port fleets converted from diesel to RNG fuel will meet or exceed the international GHG reduction goal (80% by 2050), not decades from now but right away.

4) Today's natural gas **engines are 50 to 80% quieter than diesel** engines, so vehicle operations at night do not disrupt communities and do not damage the hearing of vehicle operators.

5) RNG is a **fully commercial choice**. Santa Monica's transit bus fleet is using RNG fuel in Near Zero engines, and LA Metro will soon be using 295 of these buses. In the last decade, more than 40 plants have been built that are producing RNG fuel and more than 20,000 heavy-duty trucks are using it nationwide. And the pace of growth of this industry is accelerating.

6) RNG is a **secure, moderately priced fuel for the long haul**. Organic feedstocks, just within the state of California, if dedicated to production of this fuel, could displace not just the diesel in the port fleets but 90% of the diesel used in transportation in the State. In the case of floods, power outages, or the cutoff of petroleum-based fuels in the future, RNG fuel would be accessible.

We have seen this year not only the hurricanes in Houston, Florida, the US Virgin Islands and Puerto Rico, but also the worsening forest fires raging in the Northwest and in Northern California, bringing with them vast wreckage and loss of life. The costs to the federal government of such events over the past decade alone have totaled \$350 billion, according to a recent GAO report. Given the urgency of the existential threat our country and our world faces with a warming planet, and having frightening new evidence every year of the impacts, it is imperative that the Ports of L.A. and Long Beach begin aggressively deploying ultra-low-carbon and near-zero tailpipe emission technologies today.

Despite great strides, California — and especially the L.A. basin — still suffers from the worst ozone and particle pollution in the country, much of which is attributed to diesel exhaust. Taking the RNG path at the Ports of L.A. and Long Beach would address this challenge most effectively. It would sustain California's leadership in moving toward the most ambitious greenhouse gas reduction, air quality, waste, energy and transportation goals in the country. It would, also importantly, have ripple effects across the country. If we can provide further information we would be happy to do so.



Matthew P. Tomich, President



Joanna D. Underwood, Board Chair