EXECUTIVE SUMMARY

The Port of Long Beach (the Port or POLB) is a major international gateway comprised of a significant regional and national economic engine for California and the United States (U.S.), through which nearly 20% of all U.S. containerized trade flows. Economic forecasts suggest that the demand for containerized cargo moving through the San Pedro Bay region will triple by the year 2023. The ports recognize that their ability to accommodate the projected growth in trade will depend upon their ability to address adverse environmental impacts (and, in particular, air quality impacts) that result from such trade. Therefore, in November 2006, the San Pedro Bay Ports adopted their landmark, joint Clean Air Action Plan (CAAP) designed to reduce health risks and emissions associated with port-related operations, while allowing port development to continue. In order to track CAAP progress, the Port has committed to develop annual inventories starting with the 2005 Inventory of Air Emissions.

The Port released its first activity-based emissions inventory in 2004. The 2002 Baseline Air Emissions Inventory (2002 BAEI) evaluated emissions from 3 port-related source categories: off-road cargo handling equipment, rail locomotives and on-road heavy-duty vehicles that operates within the Port’s boundary. An Addendum to the 2002 Inventory (2002 Addendum) was concurrently developed with the 2005 Inventory to evaluate emissions from ocean-going vessels, harbor craft, and the off-port emissions associated with rail locomotives and on-road heavy-duty vehicles. The 2006 Inventory was released in June, 2008.

This report represents the 2007 port-wide Inventory of Air Emissions which includes emissions estimates based on 2007 activity levels and annual comparisons for 2005 and 2007 emission estimates to track progress. The following five source categories are included:

- Ocean-going vessels
- Harbor craft
- Cargo handling equipment
- Railroad locomotives
- Heavy-duty vehicles