



South Coast Air Quality Management District

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NEWS

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SCAQMD Board Directs Further Development of Indirect Source Measures

The South Coast Air Quality Management District's Governing Board today directed its staff to continue developing proposed voluntary and regulatory measures to reduce emissions from the ports, warehouses, airports, rail yards and new development.

"When it comes to meeting clean air standards, we have to take an 'all of the above' approach," said Wayne Nastri, SCAQMD's executive officer. "These measures have the potential to further reduce emissions in some of the communities hardest hit by air pollution."

The Board decided today that:

- For warehouses, staff will develop a proposed indirect source rule, and report back to the Board every three to six months with a detailed analysis of emission reductions, costs, the potential for diversion of cargo to warehouses out of the region, and the impact on jobs of such diversion. Staff will conduct an economic impact study, with review by a third party that examines the proposed rule's impact on the competitiveness of the region's logistics industry. Staff will also examine the potential impact on industrial real estate in the Southland;
- For new development and redevelopment projects, staff will report back to the Board by September, and subsequently on a regular basis, with a more detailed analysis of proposed measures, costs and timelines that could be included in an indirect source rule;
- For the ports of Los Angeles and Long Beach, staff will continue to work on the implementation of specific emission reduction measures in the ports' Clean Air Action Plan;
- For rail yards, staff will develop a proposed indirect source rule, as well as consider other potential agreements to reduce emissions from equipment operating at railyards; and

- For the region's five major commercial airports, staff will develop voluntary agreements with each airport to develop its own Clean Air Action Plan. The CAAPs will aim to reduce emissions from non-aircraft sources such as vehicles and ground-service equipment.

In March 2017, SCAQMD's Board adopted its 2016 Air Quality Management Plan, which included five Facility-Based Mobile Source Measures, also known as indirect source measures. Since then, staff has been developing both voluntary and regulatory measures in a process that has included extensive public input.

Indirect source measures are distinct from traditional air pollution control regulations in that they focus on reducing emissions from the vehicles associated with a facility rather than emissions from a facility itself.

For example, indirect source measures for warehouses could focus on reducing emissions from trucks servicing the facility. Measures for ports will concentrate on emissions from ships, trucks, locomotives and cargo handling equipment at the ports. Measures covering new development and redevelopment projects could aim to reduce emissions from construction equipment, particularly heavy-duty diesel earth-moving vehicles.

The primary authority to regulate mobile sources lies with the U.S. Environmental Protection Agency and with the California Air Resources Board. SCAQMD is pursuing the use of its own indirect source authority because current and proposed federal and state regulations will not reduce emissions enough to meet federally mandated air quality standards.

In order to meet the federal government's clean-air standard for ground-level ozone by a 2023 deadline, smog-forming emissions will need to be reduced an additional 45 percent above and beyond emission reductions resulting from current regulations. In order to meet a more health-protective standard by 2031, emissions will need to be reduced by an additional 55 percent.

So-called mobile sources, including everything from cars to big-rig trucks to planes, trains and construction equipment, account for over 80 percent of smog-forming nitrogen oxide emissions in the region.

The goal of these measures, through a combination of incentives, regulation, market and technology development, is to speed up the deployment of zero- and near-zero emission vehicles in all sectors, from trucks to trains to cargo-handling equipment.

"Every sector and industry must do its fair share to clean up the air we breathe," Nastri said. "At the same time, we are committed to a transparent process that is sensitive to the impacts of any new requirements on the region's businesses, jobs and overall economy."

The SCAQMD is the air pollution control agency for Orange County and major portions of Los Angeles, San Bernardino and Riverside counties.