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Association

Wilmington Chamber of
Commerce

August 8, 2008

Mr. Richard D. Cameron
Director of Environmental Planning
Port of Long Beach
925 Harbor Plaza
Long Beach CA 90802

Re: Middle Harbor Redevelopment Project
Draft Environmental Impact Report/Statement Documents

Dear Mr. Cameron:

On behalf of FuturePorts and its members, we are pleased to support the Port of Long Beach's draft Environmental Impact Report and draft Environmental Impact Statement (DEIR/DEIS) for the Middle Harbor Redevelopment Project. We congratulate the Port of Long Beach (Port) on producing this document.

This project is very important to the future of the Port and its mandate under the Tidelands Trust to promote navigation and commerce for statewide benefit. The project takes great strides in meeting the green growth goals put forward in the Clean Air Action Plan. FuturePorts supports port growth, and the appropriate accommodation of that growth.

It is a fact that growing our ports in a clean, responsible manner is critical not only to growing the Southern California and national economies, but also to improving our air quality. As with any business it is imperative to have continuous improvement and operational enhancements and Port facilities are no different.

The Middle Harbor facilities are outdated and require upgrades to improve efficiencies and performance which will also allow for the incorporation of environmental measures to reduce air emissions. There are many positive aspects to the Middle Harbor project, and following is a list of a few of them that illustrate why we support approval of the project.

- Lower-emission switching locomotives
- Cleaner, alternative-fuel-powered cargo equipment
- Vessel Speed Reduction program requirements
- Use of low-sulfur fuels for ship' main and auxiliary engines
- Use of Shore to Ship power for vessels at berth.
- The construction of intermodal rail which will reduce truck trips up to 1,000 per day.
- Wider and deeper channel to service modern more fuel efficient vessels.

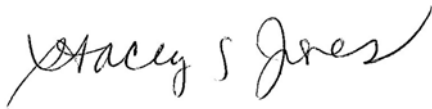
There is also the fact, which can not be stressed enough, that the Ports of Long Beach and Los Angeles are major economic drivers to this region, providing approximately 500,000 jobs in the greater five county region and more than 1 million jobs nationally. This project will create about 14,000 permanent jobs in Southern California and generate 1,000 temporary construction jobs during the next 10 years. As such, the EIS/EIR should carefully consider the possibility of diversion of cargo without the implementation of these needed improvements and the effects it might have on the economy and jobs.

This project must move forward. Conversely, the “no project” alternative clearly shows a greater degradation to air quality in the local community and the region as cargo volumes increase without any mitigation.

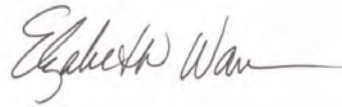
And lastly, it is important that this document serves to reinforce the Ports’ responsibility under the State Tidelands Trust to move forward with this project as it supports commerce and ensures the continued investment of its revenues to redevelop facilities such as the Middle Harbor. This document also assures operational efficiencies at the Port; the use of the latest “green” technology; and the economic vitality of the Port while maintaining the quality of life for those most impacted by its operations.

Sincerely,

FuturePorts



Stacey G. Jones, P.E.
President, Board of Directors



Elizabeth Warren
Executive Director

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