



SUPPORT A STRONG ISR RULE FOR PORTS & RAIL

Clean up our air today!

What is an ISR?

An **Indirect Source Review (ISR)** regulation is a rule that requires reductions in air pollution from facilities that attract trucks, trains, ships, or cars.

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What are the benefits?



Healthy
Cities



Accountability!

ISR rules will help us clean up the worst polluters, the ports and rail yards, in the smoggiest air basin in the country. They will reduce asthma, heart disease, and other health impacts. They will ensure better air quality for those living near and working at the ports and will hold polluters accountable for reducing emissions, creating a better environment for all!



Contact South Coast AQMD Governing Board members today and ask them to support strong ISR rules for ports and rail yards.



Contact dori@ccair.org for more ways to get involved!

Indirect Source Review (ISR): FAQ Page

Q: What is the problem?

A: Our local air basin is the smoggiest in the country. We are still not meeting federally required Clean Air Act mandates. The largest polluters in the air basin are the trucks, ships, and locomotives that move in and out of our ports and rail yards. Polluted air causes lung ailments, cardiovascular disease, and premature death. It affects us all, especially community members who live close to ports, rail yards, warehouses, and freeways.

Q: What is an Indirect Source Review (ISR) rule?

A: An ISR regulation is used to reduce pollution caused by warehouses, rail yards, ports, and other facilities that attract mobile sources of air pollution. In the Los Angeles region, the transportation sector is responsible for producing 85% of the key contributor to smog.

Q: Why are we asking the South Coast Air Quality Management District (SCAQMD) to pass ISRs?

A: This district, the most populated air district in the State of California, home to 17 million people. South Coast AQMD is responsible for meeting state and federal air quality laws. Meeting federal air quality laws would prevent 1,500 premature deaths and save the region \$19.4 billion per year.

Q: Have we seen success with an ISR?

A: Yes, South Coast AQMD adopted a Warehouse ISR Rule in 2021 and the San Joaquin Air Pollution Control District adopted an ISR in 2005, which has cleaned up air pollution associated with warehouses and other sources.

Q: What powers do South Coast AQMD Governing Board Members have?

A: They can vote to pass Indirect Source Review rules for both rail yards and ports.

Q: Which ports are in our air basin?

A: The Port of Los Angeles and the Port of Long Beach.

Q: Which freight rail yards are in our basin?

A: Burlington Northern Santa Fe Railroad (BNSF) and Union Pacific Railroad (UP) operate 10 rail yards in the district.

Q: How can you get involved?

A: Join CCA to participate in one-on-one meetings with South Coast AQMD Governing board members to ask them to support port and rail yard ISRs.

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Indirect Source Review (ISR) Timeline

1970's

1970: Congress adopts the Clean Air Act (CAA). It directs the EPA to include "land use and transportation controls" in State Implementation Plans (SIPS). SIPS are emission control plans that describe how an area will reach its national ambient air quality standards.

1973: In response to lawsuits and congressional pressure, EPA suspends its Indirect Source Review (ISR) rules.

1977: Congress removes ISR authority from the EPA and gives states discretion to adopt ISR regulations. It also requires State Implementation Plans to include "all reasonably available control measures."

1990's

1990: Reviving its ISR requirements, Congress amends the Clean Air Act. As part of their transportation control measures, the CAA requires the most polluted regions to develop ISRs.

2000's

2005: California's San Joaquin Valley Air Pollution Control District adopts an ISR.

2006: San Pedro Bay Ports Clean Air Action Plan Adopted. This is an approach for the Ports of Los Angeles and Long Beach to quantify their emissions data and set emissions reduction targets. Plan updated in 2010 & 2017.

2010's

2010: A challenge is brought to the San Joaquin Valley Pollution Control District's ISR Rule 9510. The 9th Circuit Court of Appeals confirms the authority of air districts to adopt ISR rules. The U.S. Supreme Court refuses to take the case and lets the ruling stand.

2012: South Coast passes its Air Quality Management Plan. It includes a baseline inventory of emissions from San Pedro Bay Ports. It sets a program for the South Coast Air Basin to comply with the Federal 24-hour PM2.5 air quality standard, as required by the CAA. A backstop control measure is included to ensure emissions are reached. The measure includes "[i]ndirect sources of emissions from ports and port-related facilities." The backstop is triggered if emissions from port-connected sources exceed emissions targets set by the ports.

2013: Proposed Rule 4001 is drafted for commercial marine ports to implement the backstop control measure. It establishes actions to be taken if emission reductions from port-related sources are not on track to maintain emission goals. These goals are from the 2012 AQMP for meeting the federal 24-hour PM2.5 standard. This proposed rule has never been finalized.

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Indirect Source Review (ISR) Timeline

2010's continued:

2015: South Coast AQMD staff recognize that ISR rules are adopted by Oregon, Utah, Vermont, Philadelphia, and several California air districts.

2016: The South Coast Air Quality Monitoring Program submits a plan to the California Air Resource Board (CARB) to achieve federal Clean Air Act requirements. This is part of its obligations with the California State Implementation Plan. 15 Mobile Source Measures are proposed.

2016: Diesel particulate matter, sulfur oxides, and nitrogen oxide emissions decreased after the Ports Clean Air Action Plan and CARB regulations implemented. The port remains the largest contributor to NOx in the region and DPM heavily impacts local communities. The backstop measure for "Indirect Sources of Emission from Ports and Port-Related Facilities" (PR4001) rulemaking is proposed again. A measure to control emissions from Commercial Airports in the district (MOB-04) is also proposed. The measure applies to 5 airports in the region that have not met emissions goals as necessitated by their Air Quality Improvement Plans.

May 2018: South Coast AQMD decides to pursue a voluntary Memorandum of Understanding (MOU) approach for 5 nonattainment commercial airports. These are voluntary agreements between South Coast AQMD and commercial airports.

May 2018: South Coast AQMD pursues both indirect source rulemaking and voluntary measures to implement the 2016 AQMP Facility-Based Mobile Source Measure MOB-02: Emission Reduction at Rail Yards and Intermodal Facilities.

May 2018: South Coast AQMD pursues MOU with ports to implement specific Clean Air Action Plan measures including cleaner vessels.

March 2019: MOU conversation and negotiations with San Pedro Bay Ports begin.

December 2019: The South Coast AQMD Governing Board approved MOUs with five commercial airports.

2020's

May 2021: Rule 2305 and Rule 316 were adopted to address emissions from "facility-based mobile sources" associated with "vehicles and mobile equipment operating in and out of warehouse distribution centers." This is an ISR rule to address warehouse actions and its associated fee rule.

2021: SCAQMD begins the development of an Indirect Source Review (ISR) Rule for rail yards. This follows the intention of railroads to build two new intermodal rail yards within AQMD jurisdiction. ISR would address NOx and particulate matter emissions from new intermodal rail yards.

Indirect Source Review (ISR) Timeline

2020's continued:

2022: The South Coast Air Quality Management Plan is updated with two concurrent control measures to address emissions from new and existing rail yards.

February 2022: Initial process begins for Proposed Rule 2304, Indirect Source Rule for Commercial Marine Ports. This is because existing Low NOx and ZE Technologies “have not been widely implemented by Industry/Ports.”

July 2023: South Coast AQMD is approached by BNSF & UP railroads to negotiate a Memorandum of Understanding (MOU) agreement for rail yard emissions reductions.

November 2023: South Coast AQMD stops efforts to pursue an MOU with Class railroads and decides to proceed with an Indirect Source Review rule to address emissions from both new and existing rail yards.

January 2024: AQMD revisits Rule 2306 “Indirect Source Rule for Rail Yards.”

3rd Quarter 2024: South Coast AQMD is scheduled to hold a public hearing to consider the adoption of Proposed Rule 2306 Rail ISR.

4th Quarter 2024: South Coast AQMD is scheduled to hold a public hearing to consider the adoption of Proposed Rule 2304 Ports ISR.

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