Clean Ports Report Card

Port of San Diego

Prepared by Environmental Health Coalition

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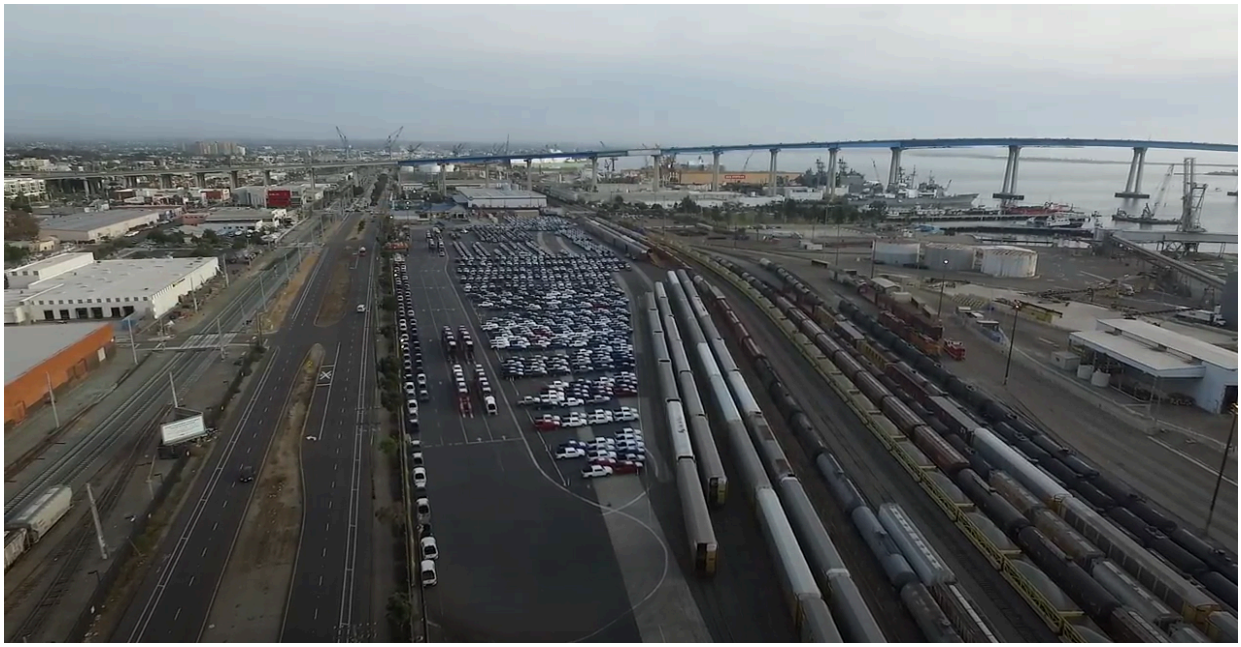
Photo 1. Perspective of the Port of San Diego's Tenth Avenue Marine Terminal looking south. The neighborhood of Barrio Logan is to the left across Harbor Drive, with the edge of Perkins Elementary School being visible.



THE PORT OF SAN DIEGO IS A

Rising Star.

The Port of San Diego is a Rising Star for Clean Ports. Since adopting a Maritime Clean Air Strategy in 2021, the Port has invested millions of dollars to transition polluting sources to zero-emission technologies. Examples of the Port's leadership include installation of shore power at multiple terminals, development of a cutting edge zero-emissions truck charging station accompanied with a "Trucking-As-A-Service" program to facilitate ZEV truck adoption for operators, and securing a federal EPA Clean Port Program grant to accelerate emissions reductions. While ZEV truck adoption remains low, the Port is moving as quickly as possible to comply with California's laws. San Diego has hosted the first all-electric cranes and the first electric tugboat in North America and in recent years, by embracing clean air goals, the Port has transformed a once adversarial relationship with environmental advocates into a collaborative partnership that works towards shared goals.

With a total score of 80.9% and a grade of "Rising Star," the Port of San Diego is an exemplary model to be followed in making communities healthier, while maintaining economic prosperity. The Port is well on its way to demonstrating that cleaner and more efficient operations make adjacent communities healthier, safer and more conducive to thriving businesses.

Table 1. Port of San Diego Clean Ports Report Card Results

Category	Score	Grade
Emissions Inventory	9 / 9 Points = 100%	**Gold Standard**
Clean Air Planning	6.83 / 8 Points = 85.4%	**Approaching Excellence**
Emissions Reduction Actions	12.7 / 18 Points = 70.4%	**Making Progress**
Community Engagement, and Collaboration	9.5 / 12 Points = 79.2%	**Making Progress**
TOTAL	38 / 47 Points = 80.9%	**Rising Star**

Introduction

A. History of the Port of San Diego and Port Advocacy

The Port of San Diego was created by the California State Legislature to manage San Diego Bay and surrounding land in 1962. It is the fourth largest of the 11 ports in California with two maritime cargo terminals, two cruise ship terminals, hundreds of tenants, hotels and parks distributed among five member cities: San Diego, National City, Chula Vista, Coronado and Imperial Beach.

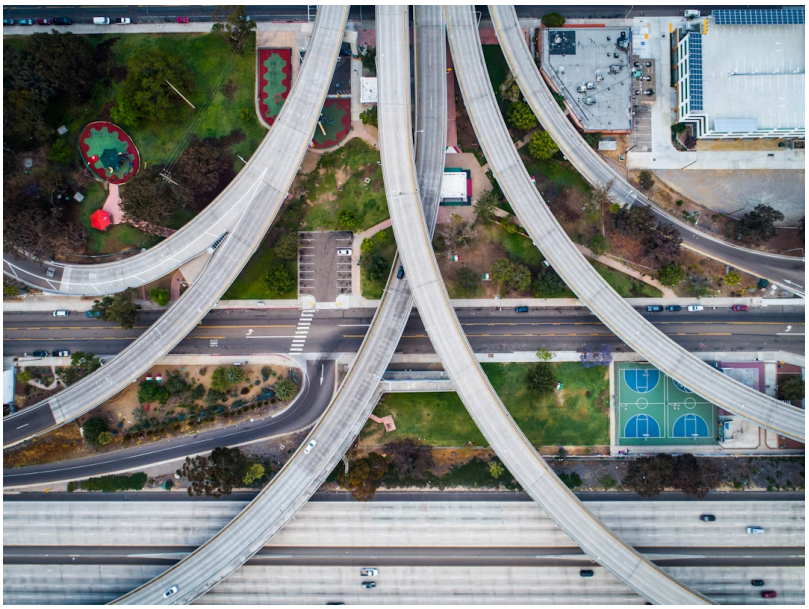
The presence of the Port's two major marine cargo terminals has invited other heavy industry including large shipyards, warehouses, container terminals, and U.S. Navy facilities, impacting neighboring communities. The Port's maritime cargo terminals contribute to a legacy of heavy industrial uses in the environmental justice neighborhoods of Barrio Logan, San Diego's historic Chicano community, and West National City. These Portside communities have long been communities of color; however, environmental and health impacts came as a consequence of a series of land use decisions and infrastructure developments designating them as sacrifice zones.

How did the Portside Communities Become What They Are Today?

Around the 1920s, long-term white residents left the neighborhood and Mexican-Americans and Black families moved in[1]. The City of San Diego followed John Nolen's 1926 plan which designated Barrio Logan as a major industrial and commercial center[2] and paved the way for the influx of industry, junkyards, metal and autobody shops and other toxic businesses incompatible with a residential community. In 1978, the City adopted a Community Plan and zoning ordinance which re-established and validated the existing mix of uses. The construction of Interstate 5 in the 1950s bisected both Barrio Logan and West National City and displaced many residents. Then the Coronado Bridge was completed in 1969, leaving a maze of concrete columns where many families had previously lived.[3]

[1] The Journal of San Diego History https://sandiegohistory.org/journal/1983/january/logan/
[2] Barrio Logan Historical Resources Survey, 2011 pg. 38, https://www.sandiego.gov/sites/default/files/legacy/planning/programs/historical/pdf/2013/201304blhistoricsurvey.pdf
[3] Chicano Park Steering Committee. *The Battle of Chicano Park* https://www.chicano-park.com/cpscbattleof.html

Photo 2. Aerial view of Chicano Park (top left) in Barrio Logan which demonstrates the interchange between Interstate 5 and the Coronado Bridge and how a residential community endures concrete, noise and air pollution from industrialization.



For over sixty years since its establishment, as the Port grew, shipbuilding, freight and other heavy-industrial uses continued to set up shop next to homes, businesses and schools. Asthma emergency room visit rates increased along with other health effects, such as respiratory illnesses and cancers. To combat the rise of toxic pollution concentrated in neighborhoods, Environmental Health Coalition (EHC) formed in 1980 and began to organize residents and advocate for healthier communities, which included monitoring the Port's many lease-hold tenants, and watchdogging harmful developments and activities.

Decades of fierce advocacy culminated in 2021, when the seven Port Commissioners representing the five member cities adopted a Maritime Clean Air Strategy (MCAS), which set targets for many pollution sources of Port operations to reduce emissions, such as the goal of 100% of trucks serving the Port to be electric by 2030. This landmark plan represented a watershed moment, where the Port of San Diego began to commit to undoing its legacy of pollution and harmful impacts on adjacent communities. Now, the Port is in the process of realizing the goals and implementing the strategies.

*While the Port of San Diego does participate in Green Marine[4], this Port Report Card was created by advocates for clean air and is distinct from these port certifications.

[4] Green Marine. (2023). *About Us.* https://green-marine.org/members/

B. About the Grading Team

This Clean Ports Report Card was developed by Bertha Rodriguez and Kyle Heiskala, staff advocates on the "Air Quality and Clean Ports" Campaign at Environmental Health Coalition, with support from Better World Group.

Photo 3. Kyle Heiskala and Bertha Rodriguez at a Port outreach event to truck drivers about zero-emission vehicles, programs and incentives.

Category 1: Emissions Inventory

GOLD STANDARD

***Category Description**: This category scores how the port measures emissions, the frequency of this reporting, and whether this reporting is made available to the public. An emissions inventory is a quantification of selected pollutants that are emitted within a designated area by mobile sources over a given time period. Emissions inventories help port operators identify and quantify the air emissions impacts across the port's operations.*

The Port of San Diego regularly publishes emissions inventories and is beginning another update in 2025. There are many sector-specific emissions data published as a part of the Maritime Clean Air Strategy Health Risk Assessment in 2022. The Port of San Diego was also one of the first ports to adopt a climate action plan. Much of the inventory data is now in need of updating. If the Port continues to publish regular inventory updates, it can maintain its gold standard score in this category.

Table 2. Emissions Inventory Scores

Metric	Points	Score Explanation
Emissions Inventory (EI)	2 / 2	Last emissions inventory was done in 2016, and the Port is in the process of completing a summary report for 2022. The next inventory is anticipated to take place between 2025-2027.
Inventory Is Published On Port's Website	1 / 1	Emissions inventory is published online but it needs to be updated.
Frequent Inventory Updates	1 / 1	Inventory was updated in 2006, 2012 and 2016. The most recent emission data is the Port MCAS HRA published in 2022.

Inventoried Pollutants	1 / 1	Inventory includes 9 criteria pollutant emission types: Particulate matter 10 microns or less in diameter (PM10) and 2.5 microns or less in diameter (PM2.5) Oxides of nitrogen (NOX) Sulfur dioxide (SO2) Reactive organic gases (ROG) Carbon monoxide (CO). Inventory also includes diesel particulate matter (DPM), Carbon dioxide (CO2) Methane (CH4), and Nitrous oxide (N2O).
Inventoried Sectors	1 / 1	Inventory includes: 1) Ocean-going vessels (OGVs) 2) Harbor craft, including commercial and sport fishing 3) Cargo handling equipment 4) Locomotives 5) Heavy-duty trucks and on-road vehicles 6) Recreational boating.
For ports with multiple terminals, do they include all terminals in the inventory?	1 / 1	Tenth Avenue Marine Terminal (TAMT), National City Marine Terminal (NCMT), cruise ship marine terminals are included in the inventory.
Extent To Which EI Methodology Aligns With EPA's EI Guidelines	2 / 2	The San Diego region is currently nonattainment for the O_3 NAAQS but is in attainment or maintenance for all other NAAQS, including PM10 and PM2.5. The goal of EPA's Ports Initiative is to reduce air pollution and GHGs at the nation's ports, to achieve environmental sustainability for ports, and improve air quality at near-port communities.
Total for Category 1: Emissions Inventory	**9 / 9 = 100%**	**Gold Standard**

Category 2:
Clean Air Planning

***Category Description**: This category evaluates the port's targets and milestones for overall emissions reduction and decarbonization of key infrastructure.*

The Port of San Diego has one of the strongest plans for clean air of any port, called the Maritime Clean Air Strategy (MCAS)[5]. It is a model that can be looked to as an example for other ports to emulate. The plan incorporated community advocacy, which helped strengthen goals beyond state requirements. The Port has strong goals to get to zero-emissions set for many sector specific sources, despite not having an overarching goal to reach net zero for all scope 1, 2 and 3 emissions. While the Port of San Diego was one of the first ports in the nation to have a climate action plan, the plan's targets have not been updated since 2013 and call for 25% less emissions than 2006 levels by 2035. The Port has additional very ambitious goals outlined in the MCAS that call for 100% ZE trucks at both marine cargo terminals by the year 2030, which results in high scores in this category. It is also noted that the Port does not have jurisdiction on freight rail operations that are managed by BNSF. If the Port were to set a stronger rail target and an overarching net zero emissions target, it would achieve a Gold Standard score for Clean Air Planning.

Table 3. Clean Air Planning Scores

Metric	Points	Score Explanation
Clean Air Planning	2 / 2	The Port Commissioners adopted the Maritime Clean Air Strategy (MCAS) on October 12, 2021. It identifies goals for 2030 with approximately 34 potential projects, partnerships, initiatives, and/or studies for seven sources of emissions.
Emissions Reduction Target	0.33 / 1	The Port's emission reduction goals are not in alignment with state net-zero or zero emission targets since their targets were set before recent legislation. The MCAS has sector specific targets for achieving zero emissions.

[5] https://www.portofsandiego.org/mcas#collection-4745-tab-4743

Drayage Truck Electrification Target: % By Date	1 / 1	A goal of 100% of cargo trucks calling on cargo maritime terminals being zero emissions (ZE) vehicles by 2030 and 40% being ZE by June 30, 2026.
Ocean-Going Vessels Target: Target for Shore Power	1 / 1	Ocean-Going Vessel At-Berth Goal: Reduce at-berth emissions by expanding existing and/or developing new shore power systems or equivalent technologies at the Port's marine terminals. There are other specific targets in the MCAS related to installation of shore power projects.
Rail Target	0.5 / 1	The Port does not have a rail emission target. Goals for rail and locomotives are focused on improving on-terminal rail efficiencies and promoting collaboration. It is noted that the Port does not have jurisdiction on freight rail operations.
Harbor Craft Target	1 / 1	Port's long-term goal for harbor craft is to reduce 2019 Tugboat-related Diesel Particulate Matter (DPM) emissions by half by transitioning to ZE/nearzero emission (NZE) technologies and identifying projects that support zero-emission harbor craft.
Cargo Handling Equipment Target	1 / 1	Long-term goal for Cargo Handling Equipment (CHE) to be 100% zero-emission by 2030.
Total for Category 2: Clean Air Planning	**6.83 / 8 Points = 85.4%**	**Approaching Excellence**

Category 3: Emissions Reduction Actions

***Category Description**: This category evaluates the port's emission reduction actions, such as emissions reduction programs or adoption of low or zero-emission technology for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.*

The Port of San Diego has made a lot of progress on actions that reduce emissions. In many areas, it is the first in the state or the U.S. to implement new zero-emissions technologies. It boasts the first all-electric cranes in North America and the first zero-emission tugboat in operation. Electrification of cargo handling equipment, at more than 30% ZEV, is much further along than the electrification of heavy-duty trucks which is at 1% ZEV. Many vessels have access to shore power and the federal EPA Clean Port grant awarded in 2024 will enable the Port to make even more progress. Despite having a low percentage of ZEV for some emissions sources, points were awarded to where progress and action is being made, such as the approval of an environmental review process to develop a 70 space ZEV truck charging station near the marine terminals. While the project is not yet in operation, it demonstrates that the Port is taking action to implement its goals.

- It is recognized that the Port does not have direct control over some areas of port infrastructure, such as rail. It is recommended that the Port engage in more collaboration with outside entities such as third-party freight trucking operations and BNSF Railway.
- This Report Card doesn't prescribe specific electrification technologies. We uplift the referenced principles[6] [7] that among hydrogen technologies, only green hydrogen should be considered emissions abatement; green hydrogen must be produced with surplus water and additional renewable electricity; and green hydrogen should only be applied in hard-to-abate sectors where it reduces human health and emissions impacts to local EJ communities when compared to alternatives.

[6] Communities for a Better Environment, et al. (October 10, 2023). *Equity Principles for Hydrogen* https://www.cbecal.org/wp-content/uploads/2023/10/Equity-Hydrogen-Initiative-Shared-Hyd rogen-Position-1.pdf
[7] Just Solutions Collective. (February 2024). *Hydrogen Energy: A Critical Review to Ensure Community and Climate Benefits.* https://justsolutionscollective.org/wp-content/uploads/2024/02/JS_EJframework_FNL2_Digital-1.pdf

With regard to reducing emissions from drayage trucks, the high cost of electric trucks and a lack of charging infrastructure have posed barriers to private fleets from procuring electric trucks consistent with the Port's goals. The Port recently selected a developer to build and operate a ZEV Truck Charging Station in National City, which could include 70 spaces to charge heavy-duty electric trucks. The truck stop developer, Skycharger, has proposed a Trucking-As-A-Service business model, which aims to lease electric trucks to truck drivers thereby removing the expensive upfront costs of procuring electric trucks and chargers.

Table 4a. Emissions Reduction Actions Scores: Drayage Trucks

Metric	Points	Score Explanation
Drayage Trucks		
Rate Progress Towards Truck Electrification Goal/ Interim Goal	0.67 / 2	While less than 1% of truck calls to the Port's cargo marine terminals were conducted by zero-emission trucks as of December 2023. The Port is scoring 0.67 points for this metric because of actions taken to develop a charging infrastructure project which could meet the Port's near-term goals.
Existence of Programs to Incentivize or Provide Subsidies to Facilitate the Adoption of ZE Trucks	1 / 1	The Port and the San Diego Air Pollution Control District (SDAPCD) have collaborated to develop a joint funding program to help truck owners offset the high-cost of zero-emission trucks. The Port has also secured funding for 25 zero-emission trucks within the Clean Cargo Project grant recently awarded through the EPA.
Existence of Programs Like Truck Replacement or Idle Reduction Programs	0.5 / 0.5	Recently approved ZE Truck Charging Station in National City will be offering a program to help replace diesel trucks. The Port restricts truck idling on the terminals to no more than 3 minutes.

The Port of San Diego has invested heavily in shore-power which has enabled approximately half of all ocean-going vessels at Tenth Avenue Marine Terminal near Barrio Logan to utilize plug-in shore power electricity and reduce emissions. There are more investments in progress for increased access to shore power at the National City Marine Terminal. The EPA grant will provide an additional berth for shore power for ocean-going vessels as well as two additional berths for commercial harbor craft. The percentage of shore power use will increase as future regulatory compliance dates approach, more infrastructure is installed, and vessel owners and operators retrofit their fleets to be shore power capable.

Table 4b. Emissions Reduction Actions Scores: Ocean-Going Vessels

Metric	Points	Score Explanation
Ocean-Going Vessels		
Is the Port Making Adequate Progress Towards Meeting Their At Berth Pollution Reduction Goal (Installing Shore Power Capacity)	2 / 2	The Port of San Diego has invested heavily in Shore Power capacity at the Cruise Terminals and its two Marine Cargo Terminals. NCMT is in the process of getting shore power. Nearly 50% of vessel calls in TAMT near Barrio Logan used shore power in 2024.
Percent of Vessels Visiting the Port That Plug Into Shore Power	0.33 / 1	In 2024, 119 out of 374 vessels plugged into shore power at marine cargo terminals representing 32% of vessel calls. This includes 50 of 100 vessels plugging into shore power at Tenth Avenue. Shore power infrastructure at National City is being constructed.
Percent of the Port's Berths That Have a Shore Power Connection	0.67 / 1	Approximately 25% of the Port's total berths have shore power. 3 out of 8 cruise ship berths, 1 out of 8 berths and 1 berth for commercial harbor craft at Tenth Avenue, and a shore power system under construction at National City.

The Port does not score highly in the rail category due to the Port not having direct jurisdiction over the railyards adjacent to the Port terminals. However, much like working with third party heavy-duty truck operators to electrify, the Port of San Diego can take more leadership within its sphere of influence and work with BNSF railway to electrify switchers and reduce emissions despite it being outside the Port's jurisdiction. This could include more grants and a more clearly defined partnership on reducing emissions.

Table 4c. Emissions Reduction Actions Scores: Rail

Metric	Points	Score Explanation
Rail		
Has The Port Invested In Battery Electric Switcher Locomotives?	0 / 1	The Port does not operate switcher locomotives. The Port could take actions to secure grant funding to facilitate the switch to electric locomotives including joint applications for local AB 617 incentive funding.
Has the Port Taken Action to Monitor and Reduce Idle Emissions from Locomotives and Switchers?	0.5 / 1	The Port is planning on-terminal rail improvements located at the Tenth Avenue Marine Terminal and has planned improvements at National City Marine Terminal to more efficiently transfer cargo from ocean-going vessels to rail applications.
What Percent of Older Locomotives Has The Port Upgraded?	N/A	The Port does not own or operate locomotives.
Has the Port Taken Action to Minimize Locomotive Activity Near At-Risk Populations?	0 / 0.5	BNSF Railway owns and manages the railroad and locomotives and is located outside of the Port boundary. The Port does not have regulatory authority over BNSF. The Port is conducting the planning, design, and permitting for on-rail improvements.

The Port has taken many actions to reduce emissions from harbor craft and has received full scores in this sub-section. For example, the Port has worked closely with Crowley Maritime to develop the first all-electric tugboat, the eWolf, in North America. The Port has also worked closely with Flagship Cruises to apply for and pilot zero-emission ferry vessels. A grant award to Flagship for zero-emission ferry vessels is forthcoming in 2026.

Table 4d. Emissions Reduction Actions Scores: Harbor Craft

Metric	Points	Score Explanation
Harbor Craft		
To What Degree Is Shore Power Connection Available for Harbor Craft?	1 / 1	Shore power is available for commercial harbor craft vessels. The next projects to be implemented are shore power for Commercial Harbor Craft at Tenth Avenue and shore power at fish harbor pier and Chesapeake wharf for commercial fishing vessels.
Does the Port Have A Program to Accelerate Harbor Craft Engine Upgrades?	1 / 1	The Port assists tenants and owners of harbor craft to pilot zero-emission vessels and has partnered on pilot projects to deliver zero-emission harbor craft.
Electrification of Harbor Craft	1 / 1	There is a zero-emission tugboat operated by Crowley Maritime and a zero-emission commercial ferry project is in process. BAE Systems Ship Repair recently procured zero-emission security vessels.

The Port of San Diego has made significant progress on electrification of cargo handling equipment. The Port also has strategic planning and infrastructure development in progress such as the Port's Tenth Avenue Redevelopment Plan, adopted in 2016, which reconfigures the terminal to increase the efficiency of transporting cargo. The Port also works closely with tenants on assisting with grant applications. As much as 70% of the equipment at marine cargo terminals could be electrified in the near-term with the implementation of awarded EPA funds. While the Port scores high in this sub-section, it is noted that heavy-duty trucks that do business at the Port drive through neighborhoods and due to the proximity of those emissions, cargo handling equipment is a much lower priority for electrification as compared to heavy-duty freight.

Table 4e. Emissions Reduction Actions Scores: Cargo Handling Equipment

Metric	Points	Score Explanation
Cargo Handling Equipment		
Port Progress on Electrifying Cargo Handling Equipment	1 / 1	As of the 2019 inventory, there are 81 total pieces of Cargo Handling Equipment (CHE) between the Port's two marine cargo terminals. To date, 27 pieces of electric CHE are in-service or on-order. EPA grant funding would increase zero-emissions CHE to 59 total; which represents 72% of the total pieces of equipment.
Existence of a Program to Optimize Loading/ Unloading Time	1 / 1	The MCAS goal is to reduce emissions from cargo handling equipment by approximately 90% for nitrogen oxides (NOX), 80% for diesel particulate matter (DPM), and 50% for carbon dioxide equivalent (CO2e) below 2019 levels by January 1, 2025.
Does the Port Have a Program to Update Cargo Handling Equipment to Be Cleaner?	1 / 1	Port staff actively work to support tenants with grant applications and purchasing zero-emission cargo handling equipment.

The Port of San Diego applied for and secured federal grant funding for shore power upgrades in National City and also secured $58 million from federal EPA for electrification, awarded in 2024. Port tenants also receive grants. Notably, Port tenants received a $5.9M grant from the California Energy Commission in 2016 to demonstrate a variety of zero-emission clean freight technologies including electric trucks and electric cargo handling equipment.

Table 4f. Emissions Reduction Actions Scores: General

Metric	Points	Score Explanation
General		
Extent to Which the Port is Applying for Federal And State Funding to Achieve Zero Emissions and/or Emissions Reductions	1 / 1	The Port of San Diego applied for and secured millions of dollars in state, local and federal grant funding for implementation of zero-emission and electrification technologies and infrastructure.
Total for Category 3: Emissions Reductions Actions	**12.7 / 18 = 70.4%**	**Making Progress**

Category 4: Community Engagement and Collaboration

***Category Description**: This category evaluates the port's engagement with portside environmental justice communities, including the existence of community programs, workforce development, board representation, partnerships, and commitments to procedural justice.*

The Port of San Diego has developed a previously adversarial relationship with adjacent communities and environmental advocates into a stronger relationship of collaboration towards shared goals. In 2023, a controversial port development project that was not in alignment with the Port's own clean air goals was ceremoniously rejected by community residents and the Board of Port Commissioners due to the substantial increase in diesel trucks it would have added to the community of Barrio Logan. Since then, a new approach of advanced communication paired with a realignment of projects that align with clean air goals has resulted in a more productive relationship between community based organizations and the Port.

The Port has funded 500 air filters and air monitors to people in the Portside communities through the Portside Air Quality Improvement and Relief (PAIR). The Port also launched a Portside Community Academy, which could have presentations by environmental justice organizations in the curriculum. Leadership staff meets monthly with local EJ organization EHC, which is one of the most critical ways that community members learn about what the Port is working on. The recent level of engagement is a significant transformation from years ago and deserves recognition and appreciation. Other ports can look to the Port of San Diego to improve relationships with communities. If a Port and environmental justice advocates share goals of cleaning the air, it paves the way for a mutually beneficial working relationship.

There are a few actions that could be taken to increase community engagement and meaningful participation which includes making a contact published on the Port's website, offering guidance and standards for public participation on Commissioner appointment processes, seeking more representation from residents, and making public meetings more accessible to community residents. With small changes, the score for this category would increase to an "Approaching Excellence" score.

Table 5. Community Engagement and Collaboration Scores

Metric	Points	Score Explanation
Community Engagement Program	2 / 2	The Port of San Diego has launched a Portside Community Academy. The Port has also taken recent steps to revamp their community engagement process prior to new projects being approved at the marine terminals.
Quality / Integrity Of Partnership With CBOs	2 / 2	Over decades, the Port has become more collaborative. In 2024, Environmental Health Coalition was selected as a community engagement partner for the Port's EPA Clean Ports grant implementation.
Forum for Public Comments	1 / 1	Forum for public comment exists at all times, public feedback is invited and the Port tracks how feedback is addressed.
Point of Contact for Community	0 / 1	The contact information for the Port's External Community Relations Partner in the Government and Civic Relations Department is not easily accessible on the Port's website.
Community Advisory Board Or Other Similar Body	1 / 1	The Port participates in the Portside AB 617 Community Steering Committee (CSC) and holds an quarterly Environmental Advisory Committee that could have more robust community resident involvement.
Workforce Development Program	1 / 1	The recently awarded EPA Clean Ports Grant program will provide the port with $500,000 for workforce development.
Is the Port Working With/ Supporting Communities to Reduce Air Pollution Exposure?	1 / 1	The Port is a part of the Community Emissions Reduction Plan (CERP) and recently adopted a Memorandum of Understanding with the San Diego County Air Pollution Control District.

Strong Process to Engage in Meetings	0.5 / 1	Board of Port Commissioner meetings often take place at 1pm during weekdays. Interpretation is provided, but childcare is not. Working people are not able to attend Port meetings. There is a voicemail option for public comments. Some public workshops are more accessible.
Existence of Process to Give Community Time and Information to Understand Potential Commissioners BeforeElection or Appointment	0 / 1	The Commissioners are appointed by member cities and the Port does not have a standard procedure for how the five Port member cities conduct their appointment processes. Many of these appointments have historically lacked transparency and community involvement.
Extent to Which the Port's Governing Board Leadership Represents the Community and/or Has Relationships with the Community	1 / 1	Multiple Port Commissioners have strong relationships with community members and with EHC as a major environmental Community Based Organization in the portside communities.
Total for Category 4: Community Engagement and Collaboration	**9.5 / 12 = 79.2%**	**Making Progress**

APPENDIX A:
ABOUT THE CLEAN PORTS REPORT CARD PROJECT

Ports are a major source of harmful air pollution at the local, national, and global level. Pollution from ports poses an especially significant threat to environmental justice communities due to historic and ongoing racist zoning practices that place ports adjacent to low-income communities and communities of color.

The Clean Ports Report Card Project

U.S. ports still have a long way to go despite decades of work by zero-emission advocates across the country to encourage ports to reduce their emissions and prioritize transparency and public engagement. The Port Report Card Project originated in 2025 as an accountability and advocacy tool to incentivize ports to reduce their climate and air pollution and engage port-adjacent communities most impacted by their operations.

The Clean Ports Report Card Template

This report card was created using a template developed by advocacy partners from cities across the United States with support from the consulting firm Better World Group. This report card was developed by advocacy partners for clean port advocates to use as a communications tool and to document resource gaps relevant to advocacy.

A "report card team" consisting of Environmental Health Council, Friends of the Earth, Pacific Environment, Sierra Club, Union of Concerned Scientists, Environmental Defense Fund, and Earthjustice provided guidance on initial scoring template development. Environmental Justice organizations across the U.S. were engaged to review and shape the final template, including Southward Environmental Alliance, Parents Engaging Parents, Rise St. James, Environmental Health Coalition, Environmental Community Advocates of Galena Park, Public Citizen, West Oakland Environmental Indicators Project, RiSE4EJ, Communities for a Healthy Bay, and Moving Forward Network.

For more information about the Clean Ports Report Card Project, and to develop your report card, visit cleanportsreportcard.org.

APPENDIX B:

TEMPLATE SCORING RUBRIC

A. Report Card Categories

The Report Card scoring methodology includes a grading scale for four metric categories, as well as a grading scale for all of the categories combined. Ports will be graded on each of the categories:

- **Category 1:** Emissions Inventory
- **Category 2:** Clean Air Planning
- **Category 3:** Emissions Reduction Actions, and
- **Category 4:** Community Engagement and Collaboration

B. Grading Scale for Category Scores

The tables below define the grading scale for each scoring category. Category scores are defined by grade ranges based on the minimum percent of the total applicable points received.

C. Grading Scale for Overall Score

The final table below defines the grading scale for the overall score. Overall scores are defined by grade ranges based on the minimum percent of the total cumulative points received in the four scoring categories.

Category 1 Grading Scale and Definitions: Emissions Inventory

Scores how the port measures emissions, the frequency of this reporting, and whether this reporting is made available to the public.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port does not have an emissions inventory, or it has a very limited inventory that does not cover a broad range of pollutants and/or sectors. The port mostly does not follow federal guidance on reporting.
Just Starting	**50%**	The port has an air quality inventory that measures some key pollutants and/or sectors, but not all. The port does not adequately follow federal guidance on reporting.
Making Progress	**70%**	The port has an air quality inventory that generally follows federal guidance for reporting, but it may not cover all pollutants or sectors, may not be updated frequently, or may not be available to the public.
Approaching Excellence	**80%**	The port has an air quality inventory that follows federal guidance for reporting, but it may not cover all pollutants or sectors, may not be updated frequently, or may not be available to the public.
Gold Standard	**90%**	The port has a complete emissions inventory, covering all relevant emissions sources and pollutants. This inventory is comprehensive, regularly updated, and available to the public.

Category 2 Grading Scale and Definitions: Clean Air Planning

Evaluates the port's targets and milestones for overall emissions reduction and decarbonization of key infrastructure.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port has no emission-reduction aims published or there is no indication of commitment to reducing emissions. Emission reduction is not on the port's agenda.
Just Starting	**50%**	The port has published emission-reduction aims but they are either very general, not measurable, or lack a clear time frame.
Making Progress	**70%**	The port has set emission-reduction aims, but they are either vague, not fully quantifiable, or lack a clear timeline. These goals are somewhat meaningful but could be more robust.
Approaching Excellence	**80%**	The port has set relatively strong emission-reduction goals, but some could be made stronger or more specific and time-bound.
Gold Standard	**90%**	The port has clearly published specific, forward-looking emission-reduction aims with quantifiable goals for significant pollutants. These goals are ambitious, science-based, and have a clear timeline for achievement.

Category 3 Definitions: Emissions Reductions Actions

Evaluates the port's emission reduction actions such as emissions reductions programs or adoption of low or zero-emission technology for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port has repeatedly failed to adequately address the health of surrounding communities, and adverse impacts on air quality are not effectively mitigated. Air pollution is high, and there is no clear strategy for improvement.
Just Starting	**50%**	The port has developed approaches to support the health and environmental impacts on surrounding communities but has not yet implemented key actions. Air pollution reduction efforts may be inconsistent or lack comprehensive planning.
Making Progress	**70%**	The port has implemented some programs to minimize its environmental impact, reduce air pollution, and improve quality of life for surrounding communities.
Approaching Excellence	**80%**	The port has made significant progress in the implementation of programs that minimize its environmental impact, reduce air pollution, and improve quality of life for surrounding communities.
Gold Standard	**90%**	The port protects surrounding communities from the health and environmental impacts of operations through comprehensive and proactive mitigation measures. The port has successfully implemented practices to minimize environmental pollution and demonstrates a clear commitment to net-zero emissions and climate resilience.

Category 4 Definitions: Community Engagement and Collaboration

Evaluates the port's emission reduction actions for drayage trucks, ocean-going vessels, rail, harbor craft, and cargo handling equipment.

Score	Min % of Points Received	Definition
Long Way to Go	**0%**	The port rarely engages with surrounding communities.
Just Starting	**50%**	The port occasionally engages with surrounding communities but does not typically consider community input in planning and decision-making processes.
Making Progress	**70%**	The port occasionally or peripherally engages with surrounding communities but could do a lot more to inclusively and meaningfully engage community members in planning and decision-making processes.
Approaching Excellence	**80%**	The port engages with surrounding communities but could do more to inclusively and meaningfully engage community members in planning and decision-making processes.
Gold Standard	**90%**	The port engages with local communities, particularly surrounding low-income and environmentally impacted communities, through meaningful and inclusive collaboration on planning and decision-making processes.

Overall Grading Scale

Evaluates the port's overall score based on percentage of cumulative points earned in all four scoring categories.

Score	Min % of Points Received
Preparing to Launch	0%
Wharf in Progress	50%
Healthier Harbor	70%
Rising Star	80%
Clean Port Champion	90%