

**Testimony of Senator Dianne Feinstein  
In Support of S.1499  
*The Marine Vessel Emissions Reduction Act Of  
2007***

**Presented to Senate Environment and Public  
Works Committee  
August 9, 2007  
San Pedro, California**

I am very pleased to join you, Madam Chairman, as an original cosponsor of S.1499, the *Marine Vessel Emissions Reduction Act of 2007*.

This bill will require oceangoing vessels, such as container ships, to switch to cleaner fuels and cleaner engine technologies, in order to reduce their pollution as they come to our ports.

The simple fact is this: The impact of air pollution in the South Coast Air Basin are staggering.

The California Air Resources Board estimates that each year there are:

- 9,000 premature deaths;
- 2,400 hospitalizations;
- 140,000 cases of asthma; and
- 980,000 lost days of work due to poor air quality in California.

Over half of the deaths and a substantial part of the hospitalizations, illnesses, and lost work days occur right here in the South Coast region.

The Greater Los Angeles area is exposed to more pollution from diesel engines than anywhere else in the nation.

In fact, the air that Southern Californians breathe contains more than half of all the diesel particulate emitted in the U.S. each year. That is primarily due to

the fact that 40 percent of all goods shipped to the U.S. enter through the ports of Los Angeles and Long Beach on diesel-powered ships and trains.

The single best way to begin to address this problem is through reducing emissions from marine vessels.

Mobile sources are responsible for more than 80 percent of total emissions in this air basin, and marine vessels are the largest unregulated source of this pollution. Together with locomotives, marine vessels emit more nitrogen oxides than all of the refineries, power plants and 350 other largest stationary sources in the South Coast Air Basin combined.

There is much at stake here.

The twin ports in California are not only the largest trade gateways of the nation, but an integral part of the world economy.

International economic growth and U.S. trade is dependent on the vitality of the Ports of Long Beach and Los Angeles. Economic forecasts call for almost 300 percent growth in the volume of cargo handled at the ports between now and 2030, with triple digit growth rates in rail and truck traffic.

I believe that such growth cannot be sustained unless we clean up the ports and associated marine traffic, so that their environmental footprint is minimized.

The cost of air pollution is most clearly seen in the health impacts on the local communities – and the public will not support or allow for such growth to

continue unless serious steps are taken to address the impacts of air pollution impacts.

So, it's urgent that steps be taken to reduce these diesel marine emissions.

Earlier this year, the EPA announced a draft rule for the emissions from ships and trains – but it does not go far enough, particularly for large ships. And it fails to address the problem of foreign flagged ships -- which are responsible for about 90 percent of all marine-based emissions in the region.

So, Senator Boxer and I have worked together with Representatives Solis and Waxman to craft a bill that would help resolve this problem.

## **The Bill**

Here's what the bill would do:

- **First, require EPA to reduce the sulfur content of fuel – a major contributor to smog – for large ships by 90 percent by 2010.** (From today's average of 27,000 parts per million to about 1,000 to 2,000 parts per million).

This would apply to 'transoceanic' ships with large displacement engines, having 2- or 4-stroke engines. And the standards would apply not only to U.S. ships, but also to foreign flagged ships.

- **Second, mandate that EPA issue a rule that would reduce other smog-forming emissions from new and in-use engines for large ships by the maximum extent achievable by 2012.**

This is why S.1499 is an important first step towards cleaning up our port operations -- so that both the California economy and the U.S. economy can grow and create more jobs.

Tremendous progress has been made by state and local authorities, particularly in California, in controlling pollution from refineries, power plants, chemical plants, factories and many smaller businesses such as dry cleaners and gas stations.

If we ask industry and business operators to clean up their operations, we should be asking the marine industry to do their fair share as well.

More importantly, I understand that it will simply be impossible to attain the federal health-based clean air standards unless marine vessel pollution is slashed.

Marine vessel operators need to incorporate environmental controls into the cost of doing business at our ports and harbors.

This just makes good business sense.

Therefore, this bill is not only timely, but a necessity for this region to attain the health-based clean air standards mandated by the Congress.

I thank my friend and colleague, Madam Chairman, for holding this hearing, and I am happy to assist in any way that I can to move this bill forward toward enactment.

Thank you.