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Executive Director

Port of Long Beach

Testimony

for

Boxer Legislation SB 1499

- Thank you for inviting me to speak today. The Port of Long Beach would like to commend Senators Boxer and Feinstein and Congresswoman Hilda Solis for their forward thinking legislative proposal that tackles Marine Vessel Emissions.

- As you may be aware, in 2006, the Ports of Long Beach, and Los Angeles, embarked on an aggressive program to tackle port-related air pollution. Through a cooperative effort with the U.S. Environmental Protection Agency, the California Air Resources Board, and the South Coast Air Quality Management District, we have developed -the Clean Air Action Plan- CLEAN AIR ACTION PLAN.... that will reduce Port related air pollution by over 45% within the

next five years. Significantly, it will be done during a time when port trade is expected to grow significantly. .

- To give you an idea of the magnitude of what that entails, the San Pedro Bay Port complex, is one of the largest port complexes in the world. We are the entry point for over 40% of the goods coming into the US. More than $275 billion worth of cargo passes through the ports every year. Last year, about 5,300 vessels called at the ports and we expect that figure to grow significantly in the future.
- As you know the ports are located in the South Coast Air Basin, an area that currently experiences some of the worst air quality in the nation. We must move forward aggressively to implement programs that will reduce the air pollutant burden in our communities and reduce health risks to our citizens.
- Although, our CLEAN AIR ACTION PLAN provides a roadmap for significant air quality improvements we are not a regulatory agency and our authority is limited. We have been working closely with the EPA, CALIFORNIA AIR RESOURCES BOARD and SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT to implement regulatory

programs at the local, state, and federal level that will assist us in meeting our CLEAN AIR ACTION PLAN goals.

- The language in S 1499 and H 2548 is in lock step with the control measures proposed for Ocean Going Vessels in the Clean Air Action Plan. The Port of Long Beach fully supports the Senate and House proposals.
- We have taken our own action, creating new standards for Ocean Going Vessels because the INTERNATIONAL MARITIME ORGANIZATION's MARPOL Annex process has not been fast enough or strong enough to meet our regional needs.
- That said however Ocean Going Vessel emissions are a global issue, and are best controlled at the federal or international level, as opposed to local regulation that could result in an undue economic burden on individual non-attainment areas or individual operations.
- The legislation, will compliment the Ocean Going Vessel measures included in the CLEAN AIR ACTION PLAN by requiring that OGVs use distillate or MGO fuels with a significantly reduced sulfur content in main and auxiliary engines.

- Several forward thinking vessel carriers, including Maersk and APL, have already proven that use of this fuel can be accomplished.
- The legislation also calls for EPA to set strong standards for new vessel engines and to utilize advanced control technologies to maximize emission reductions. This is also complimentary to our measure in the CLEAN AIR ACTION PLAN, which calls for maximizing emission reductions from vessel engines by using advanced control technologies.
- The ports are also aggressively implementing other CLEAN AIR ACTION PLAN measures in addition to those already discussed. For example, we are moving forward with the design and installation of cold-ironing infrastructure throughout the port so that vessels at berth can use shore side electricity rather than relying on their auxiliary engines. This will immediately result in ZERO emissions from vessels at berth. We also continue to see great success with our Green Flag vessel speed reduction program, where vessels reduce their speed to 12 knots within 20 nautical miles of Point Fermin. By going slower vessels use less fuel and therefore produce less air pollution. Building on our previous success with this

voluntary program the Port of Long Beach increased participation from approximately 80% last year to over 90% today using incentives and a "Green Flag" recognition program. Considering the vessels calling at both San Pedro Bay Ports the vessel speed reduction program results in greater than 800 tons/year of air pollution eliminated from transiting vessels.

- While we are continuing to move forward with many vessel related strategies, we feel that the Marine Vessel Emissions Reduction Act of 2007 provides the federal partnership needed to assist the South Coast Air Basin in attaining the National Ambient Air Quality Standards.
- This legislation will also level the playing field providing consistent standards nationwide.

The Port of Long Beach remains dedicated to implementing innovative programs like our Green Port Policy and the Clean Air Action Plan, designed to improve air quality. Therefore we support the Marine Vessel Emission Reduction Act of 2007 as proposed and look forward to working with you to ensure that we reduce air emissions and improve air quality in the region.