



# News Release

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## **COUNCILWOMAN JANICE HAHN'S REMARKS AT 2006 FASTER FREIGHT CLEANER AIR CONFERENCE**

"Good morning. Thank you all for being here so early. I hope you have enjoyed the conference thus far.

Today, I stand before you not as a transportation expert and not as an environmental expert. Today, I am the Councilwoman who represents the hundreds of thousands of people that live in San Pedro and Wilmington and the thousands of men and women that work on the docks every day. I represent the people, the faces, of goods movement. And, I am sorry to say that these people are suffering. These people are dying. Port pollution is dramatically impacting the quality of life for those that live and work near our ports, and we must do something about it now.

You heard yesterday that a recent California Air Resources Board report blames 2005 cargo-related pollution for a number of problems. Just this past year, cargo-related pollution was responsible for 750 premature deaths; 290 hospital admissions; 18,000 asthma attacks; 160,000 lost days of work; 1.1 million days of restricted activities—this means our kids can't go and play; and 350,000 school absences—which means that our kids are not learning because of port pollution. How can we tolerate this?

Many people argue that implementing laws to require clean operations at our ports will drive business away—that it will cost too much and we can't afford it. I say, how can we afford not to?

Healthcare costs in 2005 alone linked to transportation emissions were estimated at \$6.3 billion and could total \$70 billion by 2020. And how much money are we losing when port pollution is causing 160,000 days of lost work? And 350,000 school absences? Billions of dollars. And what about the lives? What about those 750 premature deaths? How can we even begin to quantify that?

Let me be clear—this does not just affect Wilmington and San Pedro. This does not just affect Long Beach. This affects us all. Diesel fumes generated within the boundaries of the Ports of Los Angeles and Long Beach are elevating the risk of cancer as far as 15 miles inland.

Port related pollution is responsible for majority of the air pollution in the Los Angeles basin—and ships are responsible for about 20%. It is time for all of us to be paying attention.

Which is why I am greatly encouraged that all of you, the experts, have gathered together to find solutions, not only to goods movement, but, more importantly, to cleaning up our air.

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I want to hear everything that you have to say. I want all of your suggestions. We have made some significant strides in Los Angeles over the past few years. But, we have so much further to come.

We have plugged the first ship in the world into electricity. And that makes a difference. Each ship we plug in prevents the amount of emissions generated by 16,000 trucks from entering our air. But, we need to be plugging in every ship that enters our harbor. And Long Beach needs to do the same. If we could do just that one thing, we could remove 20% of the air pollution in the LA basin. What an accomplishment that would be.

The Port of Los Angeles recently awarded its first RFP for a Green Terminal to P&O Nedlloyd. And it includes some great terms. Ships calling at the terminal must switch over to low-sulfur fuel in their engines when they are within 40 nautical miles of the port.

They are also required to use AMP at the berth 30% of time—and it must increase to 70% by year 3 of the lease.

But, this only a 5 year lease. If we are serious about cleaning up our air, that lease should be 30 years—just like the others. And every lease negotiated by the Port of Los Angeles—and the Port of Long Beach for that matter—should be green. As should every lease renewal.

Later this week, I will be urging my City Council colleagues to join me in adopting a resolution to urge our US Senate to ratify a treaty that will greatly reduce ship emissions at our port. Many of you know this treaty as MARPOL. In short, it provides international limits on emissions from ship exhaust. And it also allows member states to become Sulfur Emission Control Areas—limiting the sulfur content in fuel used by ships. I introduced a resolution in the City Council early last year, and we will finally be hearing it on Friday.

If embraced by the world, MARPOL could make a huge difference in worldwide air emissions—but only if every maritime nation in the world adopts it. And while I am not sure we will ever get to that point, I am doing what I can, as Councilwoman Janice Hahn, to urge our country to adopt it.

We have also started moving goods into and out of the port during the nights and weekends. When everyone told me that it could never be done, I told them that not only could it be done—it had to be done. Once I got everyone in the same room, and everyone agreed that it was time, the industry stepped up and put our PierPass program in place. Now, not only is it being done—it is doing better than anyone imagined. In just a few short months, Pierpass has met its 2 year goal. We only expected to move 15-20% of the cargo at night during the first year. But, we are currently moving 30% and 35% off-peak. Since mid-October, northbound truck traffic on Interstate 710 during peak hours has been reduced by an estimated 24%. And as of December, 1 million trucks had been removed from the roads during the day. And that means less trucks idling in traffic during the busy daytime hours to get into terminals and it means less emissions in our air.

We made that happen because public opinion told us that the time had come. And I believe that public opinion is now telling us that it is time to clean up our air. People are tired. People are tired of looking out their windows and seeing a layer of smog hanging overhead.

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People are tired of telling their children that they cannot go out and play because air quality is bad and they might have an asthma attack. People in San Pedro and Wilmington are tired of having to wipe black dust off their windowsills when they clean house. People are tired. And they are looking to me, as an elected official, and they are looking at you, as the experts, for relief.

We have a daunting task in front of us. And make no mistake, it is a vital task. But, together, we can make a difference. Lives depend on it.

Again, thank you all for taking the time to be here this morning. And thank you for all that you do.”

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