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**Statement by David Beeman, Health Benefits Officer, Local 13, of the
International Longshore and Warehouse Union concerning the California Air
Resources Board's Emissions Reduction Plan**

The International Longshore and Warehouse Union (ILWU), which represents approximately 60,000 women and men in five states (California, Oregon, Washington, Alaska, Hawaii) and Canada, has recently announced its intentions to clean up the air in and around the ports of the American west coast through an initiative called "Saving Lives". I am here today to present these comments on behalf of the ILWU to the Air Resources Board (ARB) concerning the draft of the *Emissions Reduction Plan* for the State of California.

As the people who work closest to the ships, trucks, yard equipment and locomotives that move goods through California's ports, our unions' members are the "canaries in the coalmine" when it comes to exposure to diesel engine emissions at our ports. They are also, often, members of communities living near the ports and are exposed to the same pollutants (NO_x, SO_x and carcinogenic diesel particulate matter [PM]) as they are in their workplace. The Air Resources Board's recent research estimates that approximately 2,400 Californians die each year as a result of diesel particulate matter pollution.

Ship emissions represent the single, largest unregulated source of air pollution at our ports. The regulatory reach of ARB, unfortunately, does not extend to international oceangoing vessels like container ships. Because of enormous growth in global trade, the volume of container ships and other oceangoing vessels visiting our ports is expected to increase exponentially in the coming decade. Unfortunately, this means that pollution from these vessels' smokestacks will also increase. In fact, a growth forecast in the *Emissions Reduction Plan* shows that, despite a state regulation to reduce emissions from ships within a 24-mile radius of a port, oceangoing vessels will be the only port-based source whose emissions are expected to actually *increase* by 2020. As part of its Saving

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Lives campaign, the ILWU will be working directly with these global shipping companies to enlist their efforts to reduce their ships' engine emissions through various measures.

The ILWU recognizes the vital role that our ports play in the state and the national economy, but we also must acknowledge that the costs of growth must not include neglect of the public's health. The union believes that sustainable, "green" growth for our ports is the key to a safe workplace and to clean, livable communities.

Given these conditions and our concerns for our members and port community residents' health, we support the following measures, in addition to many other good ones put forth in this emissions reduction plan:

1. Conduct comprehensive health impact assessments (HIAs) at California ports for planned port expansions.
2. Establish Sulfur Emissions Control Areas (SECAs) at our ports in collaboration with the U.S. Environmental Protection Agency.
3. Regulate harbor craft propulsion and auxiliary engines emissions via replacement, rebuild, add-on controls and/or alternative fuels and shore power for harbor craft.
4. Reduce emissions from cargo handling equipment by *at least* the 80% by 2010, as proposed by ARB, as additional retrofit technologies become available in the future. The ILWU believes it is especially important for the health of its members operating cargo handling equipment that the 85% reduction in diesel PM be realized within this time frame.
5. Apply the best available control technologies to reduce emissions from port trucks and properly implement Carl Moyer grant funds so that they accurately account for the financial & professional pressures experienced by port truck drivers.
6. Reduce diesel emissions from locomotives by 95% by 2010 (and similar reductions in NO_x, and SO_x), as proposed by ARB, through the use of diesel-electric hybrids and multiple, off-road diesel engine applications. The ILWU supports other measures put forth in the emissions reduction plan with regards to reducing locomotive emissions, such as the installation of particulate filters for locomotive engines. The union also supports U.S. EPA adoption of cleaner new engine standards, more stringent rebuild requirements, and national idling limit devices.

The ILWU looks forward to working with the Air Resources Board, the regional air districts, elected officials, industry executives, port authorities and community groups to realize the goals and regulations proposed in this plan. By achieving these regulatory goals and growing green at our ports, we can achieve long-term economic stability and healthy workplaces and communities for all Californians.

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