



**Office of the Mayor
City of Los Angeles**

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**Remarks of Mayor Antonio Villaraigosa
Faster Freight – Cleaner Air 2006
Goods Movement Summit
Tuesday, January 31, 2006**

Good morning. And thank you all for having me today.

I'd like to thank Mayor Beverly O'Neill. You know, since I took office last July, Bev has been like a big sister to me...

Let me rephrase that. Bev has been like a wiser younger sister to me!

And I can't say how much I appreciate her support... her friendship... and her leadership as President of the US Conference of Mayors.

I also want to thank the mayor and all the people here in Long Beach for hosting today's conference. And a special thanks to the sponsors and the staff who worked so hard to make this day possible. Thank you all.

We are here today not just as neighbors, but as partners.

And we're here to affirm the obvious fact... that our cities are joined in more places... and our people are interdependent in more ways... than we can possibly count... most of all, we are

linked by undeniably common economic--and environmental--future.

And, friends, our two cities represent a powerful partnership!

According to one report, if the metropolitan area encompassing Los Angeles and Long Beach were to raise its own army, plant a flag, and declare national independence, we'd represent the 16th largest economy in the world!

Now, I'm not suggesting that we have a tea party at the ports of San Pedro and Long Beach, but we need to stay focused on the economic and environmental revolutions that are taking place there.

More than any other industry, our cities are connected by our ports. And we know that this is a critical moment.

We know that the Port of Los Angeles is now our major economic engine, generating two times more annual revenue than the motion picture industry in the City of LA.

We know that a mind-boggling 40% of all goods imported into the United States passes through the Ports of L.A. and Long Beach.

We know that our ports have expanded markedly over the past 20 years on the rising tide of global trade.

We know that Port operations and activities significantly contribute to the air emissions in the region.

And as we survey the global context and the local landscape, it is clear that the ports and the cities of LA and Long Beach face major challenges, from homeland security to goods movement to public health to the environment.

Goods movement is not just the topic of this summit... it is the order of the day. And how we deal with these issues will

significantly shape the lives of people in both of our cities tomorrow.

We are here today to discuss the complex question of how we can simultaneously deliver faster freight and cleaner air.

And I know that there are some who say that you have to choose. That there is no such thing as an economic or environmental free lunch. That you can't expand capacity without creating negative externalities.

Those who know me understand that I don't operate that way. I never have.

I want both. Our cities need both.

And, working together, we can have both.

We are at a very unique moment—a moment in which we have the ability to define the boundaries of what is possible in this discussion.

And here in LA and Long Beach, we have an opportunity to show the world that faster freight can be and should be synonymous with cleaner air.

Changing dynamics are opening possibilities for new partnerships that did not exist before.

Parties are coming together from all sides--from labor, industry and government--offering solutions, and expressing a newfound willingness to innovate and change, in the common effort to keep us moving efficiently, safely, and in an environmentally sustainable manner.

And friends...in the coming months, it will be critical that we maintain this spirit... that we work together and stand together to make sure that the goods movement issue is addressed in the

infrastructure bond proposal being considered by the governor and legislative leaders.

Goods movement has far-reaching impacts on the lives of all Californians. Not only does it shape our markets, it also impacts the air we breathe, the jobs we create, and the economic climate we foster.

Our communities need to confront these challenges together—and together we need to articulate a basic set of principles that will guide our work in coming months and years.

First, we need to recognize the centrality of this industry to our economic futures.

We need to be mindful that there are communities near and around the Port that have borne the negative impacts of Port activities.

We have a duty to the people and the businesses that rely on the Ports.

And we have an overarching responsibility to protect the environment and public health of those impacted by our operations and decisions.

That's why... I have pushed the Port of LA to be the greenest port in the Country – a Port of the 21st Century.

I have asked the Harbor Commission and the Port's new General Manager to develop an environmental plan that is aggressive in seeking opportunities to improve the environmental quality of all port operations. A Plan grounded in public health standards.

Not only can we lead an aggressive campaign to reduce diesel emissions so that our region's air quality will improve, we should also forge long-term partnerships with our neighboring Port – the Port of Long Beach.

Just this month, the presidents of both Los Angeles and Long Beach Commission met for the first time since 1929 to talk about opportunities for partnerships on a variety of issues, including security, the environment and growth.

Ladies and gentlemen, we can no longer operate as if we were not neighbors and partners.

The challenges we face are immense. And they will not be remedied with simple solutions or quick fixes. Nor can they be addressed by one community alone.

I stood yesterday with leaders International Longshoreman Workers Union when they announced their green port initiative. This was truly a watershed moment both for the union and the environmental community.

But we should do more than commend the ILWU for courageously confronting the need to change.

We should join them.

We can't meet the needs of a state whose population will exceed 50 million in the next fifteen years without a vision of faster freight and cleaner air.

We need to make sure that today's decisions meet tomorrow's needs.

As we move forward on goods movement, we need to do it in a manner that prepares us to compete, grow, and prosper – together- in the increasingly global market place.

We move forward... by nurturing an economic climate that generates new jobs and greater opportunities.

We move forward... by maintaining the environmental gains that our communities worked so hard to achieve.

We move forward... by not relaxing public health standards for the sake of growth.

We move forward by... respecting the traditions of neighborhoods and communities.

And most of all, we move forward knowing that public-private partnerships will be key in realizing the objectives at hand.

It won't be easy. This is a complex challenge. But my requirements for goods movement infrastructure projects at the Port of LA are simple.

The infrastructure has to be:

- GREEN;
- FAST; and
- SAFE

GREEN...in that we demand that our decisions and investments maintain the environmental integrity and public health of our communities.

FAST...in that we secure the most efficient means to achieve uninterrupted flow of goods.

SAFE...in that we strengthen the security at the Port in our post 9/11 climate.

Our ports are among our most critical assets. How we manage these assets tells us how we see our future as a region.

I see the opportunity to grow a sector of new local businesses and new jobs based on innovation and making Los Angeles a national center for "green" industries.

I see LA's Port and Harbor Commission leadership building bridges connecting communities to the decision-makers.

I see our ports moving more goods more efficiently more cleanly and creating more quality jobs for our people.

LA and Long Beach have an opportunity to lead the way. We can demonstrate to the world ...what is possible.

And friends, in the final analysis...it will take compromise and commitment from all sides.

Consider this a call...to all stakeholders, including shippers, industry, labor, community leaders, environmental groups, and others...to immediately sit down with me to find common solutions to our common purpose.

I ask that you join me. Let's get to work!

Thank you.