

1 ENVIRONMENT, ENERGY AND LAND USE STEERING COMMITTEE

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3 PROPOSED RESOLUTION ON AIR QUALITY- OCEAN-GOING MARINE VESSEL EMISSIONS

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5 **Issue:** Emission concerns from ocean-going marine vessels

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7 **Proposed Policy:** NACo supports:

- 8 • Legislation to reduce emissions from ocean-going marine vessels through regulatory and/or economic
9 incentives;
- 10 • A federal government application to the International Maritime Organization to be designated as an
11 “Emission Control Area”; and,
- 12 • EPA’s adoption and enforcement of fair but tough standards under Section 213 of the Clean Air
13 • The efforts to develop policies and funding to implement ”shoreside power” to facilitate reduction of
14 idling related emissions from ships while in port.

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16 **Background:** Ocean-going marine vessels represent a major source of uncontrolled air pollution that
17 contribute to both local and worldwide emissions of nitrogen oxides, particulate matter, sulfur, air toxics, and
18 greenhouse gases. These emissions represent a serious threat to air quality and public health. For example in
19 the State of California the California Air Resources Board has determined that as many as 2000 premature
20 deaths a year result from diesel particulate air pollution. Marine vessels emit a significant percentage of the
21 toxic air borne pollution worldwide.

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23 As a local example, in 2005, ocean-going marine vessels made 7,086 transits along the 130 miles coastline of
24 Santa Barbara County producing 14,918 tons of NOx, or 45 percent of the total NOx emission that year.
25 Analysis of this activity reveals that ten percent of the vessels produced 50 percent of the emissions and 92
26 percent of the emissions came from foreign flagged ships.¹ The Santa Barbara County Air Pollution Control
27 District (District) has estimated that by 2020 ocean-going marine vessel traffic in the Santa Barbara Channel
28 will produce nearly 75 percent of the NOx emissions that impact the County. The increase in vessels transiting
29 the Southern California coast is a result of the State’s role as a major point of entry and departure for trade
30 between the US and Asia.

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32 Congress adopted Section 213 as part of the 1990 amendments to the Clean Air Act, thereby creating a
33 mandatory duty for the Environmental Protection Agency (EPA) to regulate large ocean going marine vessels,
34 also known as “Category 3” vessels. However the EPA has not fulfilled its duty under the Act, EPA and
35 adopted emission standards for new Category 3 engines in 1993.

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38 **Fiscal/Urban/Rural/Impact:** This is largely a regulatory function, although there are proposals to provide
39 financial incentives to vessel operators as a way to reduce emissions. There may be indirect costs to local
40 governments that are required to attain and maintain federal and state standards for air quality and greenhouse
41 gas reductions, despite having no local control over ocean-going marine vessel emissions.

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43 **Sponsor:** Salud Carbajal, Supervisor, Santa Barbara County, CA – Vice Chairman Air Quality Sub Committee
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