

ENVIRONMENT, ENERGY AND LAND USE STEERING COMMITTEE**RESOLUTION ON AIR QUALITY- OCEAN-GOING MARINE VESSEL EMISSIONS**

Issue: Emission concerns from ocean-going marine vessels

Proposed Policy: NACo urges Congress to support:

- Legislation to reduce emissions from ocean-going marine vessels through economic incentives, including funding for research and development on retrofit emissions controls and new technology to reduce emissions from marine vessels.

Background: Ocean-going marine vessels represent a major source of uncontrolled air pollution that contribute to both local and worldwide emissions of nitrogen oxides, particulate matter, sulfur, air toxics, and greenhouse gases. These emissions represent a serious threat to air quality and public health. High levels of fine particles can cause a higher incidence of heart attacks and lung cancer. More than 70 percent of the health risk from air toxics is caused by diesel exhaust particulate, considered the number one airborne carcinogen in California. The California Air Resources Board has determined ocean-going vessel emissions were responsible for 1100 premature deaths and 31000 cases of asthma-related or other lower respiratory symptoms in California in 2005. The United States Environmental Protection Agency (EPA) estimates that the imposition of stricter ocean-going vessel standards would save up to 8,300 American and Canadian lives every year by 2020.

In 2009, the EPA announced new standards for new engines (Category 3) on U.S.-flagged ships, and also, with Canada, proposed that the IMO designate up to 200 miles off the coast of North America an Emission Control Area. The IMO approved the proposal on March 26, 2010. These regulatory actions will apply strict new Tier 3 NOx standards starting in 2016 for new engines. Tier 2 standards require 20% NOx reductions for new engines in 2011 and Tier 1 standards require existing pre-2000 engines to reduce their NOx emissions by 15-20% if technically feasible. While Tier 1 standards require emission reductions from existing pre-2000 engines, there is a need for additional research and development on retrofit emissions controls for these ships to implement. In addition, economic incentive programs could accelerate the retrofit of these existing engines by providing financial incentives.

Fiscal/Urban/Rural/Impact: The fiscal impact of retrofitting existing marine vessels' engines would be offset by grants, funding for new technology and other incentives offered by the federal government. While NOx standards for new engines will help lessen emissions and improve air quality, without incentives to retrofit existing engines, counties located near active sites with activity from marine vessels will still be impacted by emissions from older engines not subject to the new EPA standards.

Sponsor: Salud Carbajal, Supervisor, Santa Barbara County, CA