



**Santa Barbara County
Air Pollution Control District**

November 28, 2007

The Honorable Barbara Boxer
United States Senate
Washington, DC 20510

Re: H.R. 802: The Marine Pollution Prevention Act

Dear Senator Boxer:

I am writing to request your support of H.R. 802, the Marine Pollution Prevention Act. This legislation was passed by the House and referred to the Senate Committee on Commerce, Science and Transportation on March 28, 2007. This legislation would authorize the EPA and Coast Guard to issue enforcement regulations for the MARPOL Treaty Annex VI, which was approved by the Senate in 2006. Implementation of the international treaty amendment is an important first step for the protection of the health of our citizens in coastal regions of the United States (U.S.) and the expansion of international global trade transported by vessels to and from the U.S. This treaty amendment has the broad support of regulators, environmental organizations, and the maritime industry.

Although Santa Barbara County does not have a port, the County has 130 miles of coastline that are heavily traveled (over 7,000 transits in 2005) by ocean-going vessels mostly heading to or from the ports of Long Beach, Los Angeles and Hueneme. Given the location of the Santa Barbara Channel Islands, large ships are often traveling and emitting pollutants just ten to fifteen miles off our coastline. These ships are significant emissions sources, growing due to increasing trade with Asia. Currently, ocean-going vessels emit over 45% of the emissions of oxides of nitrogen (NOx) in Santa Barbara County. If left uncontrolled, we project that marine vessels will contribute almost 75% of the County's NOx pollution by the year 2020. It's clear to me that action must be taken to reduce the emissions from this very large source of emissions that impacts our lives each and every day.

International Maritime Organization (IMO) negotiations to establish cleaner, global ship standards are at a critical juncture. The U.S. Government has proposed amendments to MARPOL Annex VI which have broad national support, including that of the Governors of California, Oregon, and Washington as stated in the West Coast Governors' Agreement on Ocean Health Draft Action Plan. However, the U.S. Government's ability to negotiate in the global arena is severely hampered because Congress has failed to pass legislation bringing the current treaty into force in the United States by defining how it will be enforced in U.S. waters. I believe the position of the United States would be significantly strengthened if we complete the ratification of the treaty by submitting the implementing legislation being considered to the President. It is imperative that the Senate act immediately so that the U.S. can take a strong position in the ongoing negotiations and at the March 2008 meeting of the IMO Marine Environmental Protection Committee where the U.S. position, as well as competing positions, will be considered for future action.

In conclusion, I strongly support your efforts in completing the crucial work necessary in approving MARPOL Annex VI implementing legislation. I hope you will seize this unique opportunity where industry, environmental organizations, and regulatory agencies are aligned in moving forward to reduce emissions from this very large source of air pollution.

Sincerely,

Terry Dressler
Air Pollution Control Officer

Terence E. Dressler • Air Pollution Control Officer



**Santa Barbara County
Air Pollution Control District**

November 28, 2007

The Honorable Dianne Feinstein
United States Senate
Washington, DC 20510

Re: H.R. 802: The Marine Pollution Prevention Act

Dear Senator Feinstein:

I am writing to request your support of H.R. 802, the Marine Pollution Prevention Act. This legislation was passed by the House and referred to the Senate Committee on Commerce, Science and Transportation on March 28, 2007. This legislation would authorize the EPA and Coast Guard to issue enforcement regulations for the MARPOL Treaty Annex VI, which was approved by the Senate in 2006. Implementation of the international treaty amendment is an important first step for the protection of the health of our citizens in coastal regions of the United States (U.S.) and the expansion of international global trade transported by vessels to and from the U.S. This treaty amendment has the broad support of regulators, environmental organizations, and the maritime industry.

Although Santa Barbara County does not have a port, the County has 130 miles of coastline that are heavily traveled (over 7,000 transits in 2005) by ocean-going vessels mostly heading to or from the ports of Long Beach, Los Angeles and Hueneme. Given the location of the Santa Barbara Channel Islands, large ships are often traveling and emitting pollutants just ten to fifteen miles off our coastline. These ships are significant emissions sources, growing due to increasing trade with Asia. Currently, ocean-going vessels emit over 45% of the emissions of oxides of nitrogen (NOx) in Santa Barbara County. If left uncontrolled, we project that marine vessels will contribute almost 75% of the County's NOx pollution by the year 2020. It's clear to me that action must be taken to reduce the emissions from this very large source of emissions that impacts our lives each and every day.

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In conclusion, I strongly support your efforts in completing the crucial work necessary in approving MARPOL Annex VI implementing legislation. I hope you will seize this unique opportunity where industry, environmental organizations, and regulatory agencies are aligned in moving forward to reduce emissions from this very large source of air pollution.

Sincerely,



Terry Dressler
Air Pollution Control Officer

**Santa Barbara County
Air Pollution Control District**

November 28, 2007

The Honorable Lois Capps
House of Representatives
Washington, DC 20515

Re: H.R. 802: The Marine Pollution Prevention Act

Dear Representative Capps:

I am writing to request your support of H.R. 802, the Marine Pollution Prevention Act. This legislation was passed by the House and referred to the Senate Committee on Commerce, Science and Transportation on March 28, 2007. This legislation would authorize the EPA and Coast Guard to issue enforcement regulations for the MARPOL Treaty Annex VI, which was approved by the Senate in 2006.

Implementation of the international treaty amendment is an important first step for the protection of the health of our citizens in coastal regions of the United States (U.S.) and the expansion of international global trade transported by vessels to and from the U.S. This treaty amendment has the broad support of regulators, environmental organizations, and the maritime industry.

Although Santa Barbara County does not have a port, the County has 130 miles of coastline that are heavily traveled (over 7,000 transits in 2005) by ocean-going vessels mostly heading to or from the ports of Long Beach, Los Angeles and Hueneme. Given the location of the Santa Barbara Channel Islands, large ships are often traveling and emitting pollutants just ten to fifteen miles off our coastline. These ships are significant emissions sources, growing due to increasing trade with Asia. Currently, ocean-going vessels emit over 45% of the emissions of oxides of nitrogen (NOx) in Santa Barbara County. If left uncontrolled, we project that marine vessels will contribute almost 75% of the County's NOx pollution by the year 2020. It's clear to me that action must be taken to reduce the emissions from this very large source of emissions that impacts our lives each and every day.

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In conclusion, I strongly support your efforts in completing the crucial work necessary in approving MARPOL Annex VI implementing legislation. I hope you will seize this unique opportunity where industry, environmental organizations, and regulatory agencies are aligned in moving forward to reduce emissions from this very large source of air pollution.

Sincerely,



Terry Dressler
Air Pollution Control Officer

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