



Santa Barbara County Air Pollution Control District

May 8, 2007

Environmental Protection Agency
Air and Radiation Docket and Information Center (6102T)
1200 Pennsylvania Avenue NW
Washington, DC 20460

Docket ID No. EPA-HQ-OAR-2007-0120

Subject: Comments on EPA Change in Regulatory Deadline for Rulemaking to Address the Control of Emissions from New Marine Compression-Ignition Engines at or Above 30 Liters per Cylinder

The Santa Barbara County Air Pollution Control District (APCD) appreciates the opportunity to review and comment on the EPA's direct final rule, *Change in Deadline for Rulemaking to Address the Control of Emissions from New Marine Compression-Ignition Engines at or Above 30 Liters per Cylinder* signed by the EPA Administrator on April 23, 2007. The objective of this regulation offers an imperative opportunity to develop standards that will provide significant and long-term air quality benefits from marine emission sources. Given the current and growing magnitude of emissions from Category 3 marine engines and the weak existing regulations, we are very concerned about the delay of this essential rulemaking process.

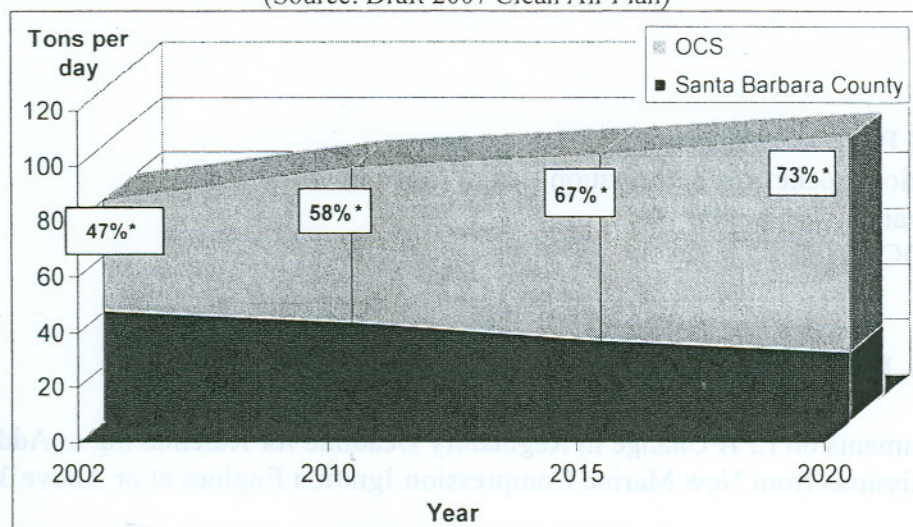
Although Santa Barbara County does not have a port, the county has 130 miles of coastline that are heavily traveled (over 7,000 transits in 2005) by ocean-going vessels mostly heading to or from the ports of Long Beach, Los Angeles and Hueneme. Given the location of the Santa Barbara Channel Islands, 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 (see Figure 1).

We deplore the EPA delay of the rulemaking process for Category 3 marine engine emission regulations. The federal action that set the April 27, 2007 rulemaking date for these engines was finalized in January of 2003 giving the EPA more than four years to develop the regulation. Then, EPA waited until four days before the scheduled deadline to notify the public of its inability to meet the deadline, with little, if any progress reports being disclosed since the establishment of the deadline in 2003.

Terence E. Dressler : Air Pollution Control Officer

260 North San Antonio Road, Suite A · Santa Barbara, CA · 93110 · www.sbapcd.org · 805.961.8800 · 805.961.8801 (fax)

Figure 1: Santa Barbara County and OCS NOx emissions forecast including marine vessels
(Source: Draft 2007 Clean Air Plan)



* Percentage of total NOx emissions from Foreign and US Ships-in transit.

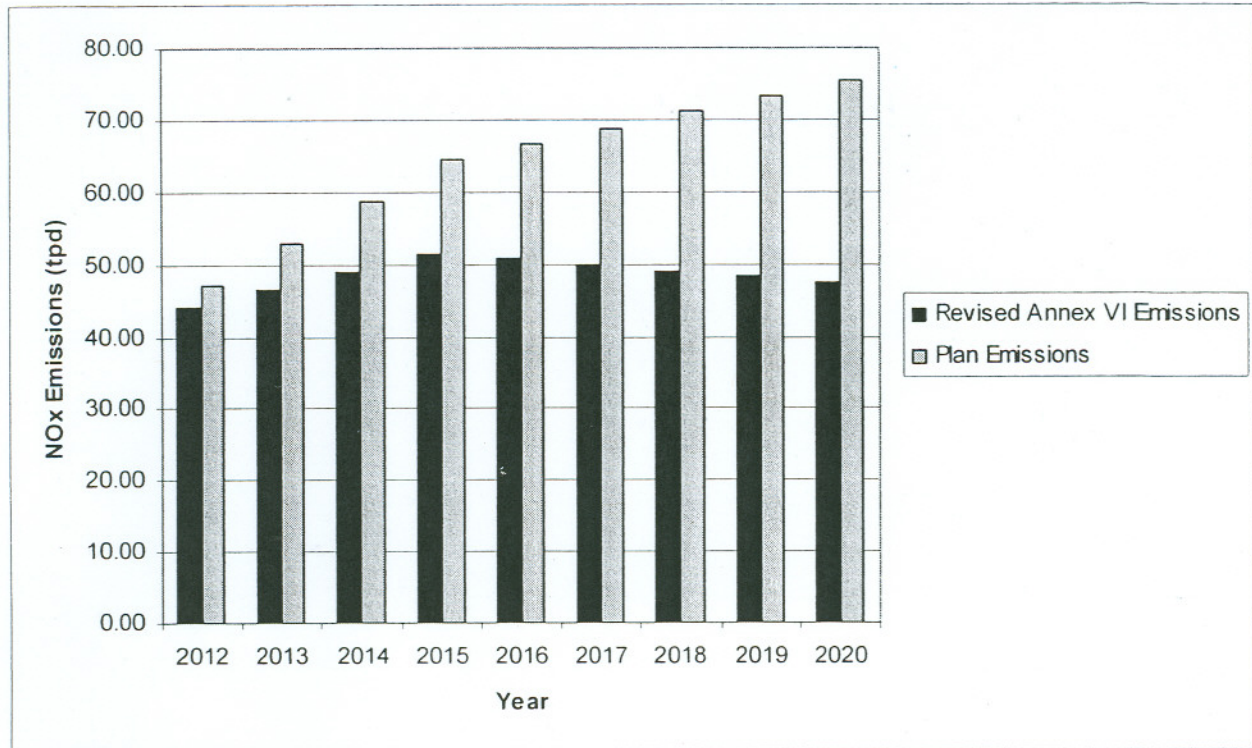
The reasons given for the delay of the rulemaking deadline were to provide EPA more time to obtain an understanding of technical issues and to allow the EPA to work through the IMO to develop universal international marine emission regulations. These reasons are consistent with those stated by EPA for not taking action in 2003 when challenged by Earthjustice and Bluewater Network. By further delaying this rulemaking process, EPA has missed out on an opportunity to demonstrate to the IMO that the United States is serious about reducing emissions from the large marine vessels and will act unilaterally if the IMO does not.

Internationally accepted emission standards for ocean-going vessels are the ideal approach to achieving emission reductions but they have proven to be very difficult to achieve. We recently learned that the IMO subcommittee on Bulk Liquids and Gases (BLG) has deferred action on recommending stricter standards until March 2008 (at the earliest) and that yet another group may be tasked with evaluating and recommending future controls. Due to this unfortunate turn of events, we request that at a minimum, EPA expeditiously propose and adopt the same standards that the United States proposed¹ to the BLG subcommittee as a backstop to take effect in case the IMO does not take aggressive action to obtain equivalent reductions starting in 2010. For Santa Barbara County, these United States-proposed standards could reduce NOx emissions by about 3 tons per day by 2012 and about 28 tons per day by 2020 (see Figure 2). EPA should also seriously consider standards that, at a minimum achieve the emission reductions proposed by CARB in the 2007 draft State Implementation Plan (SIP)², an approach which would provide even greater emission reductions than the standards proposed to the BLG subcommittee.

¹ "Revision of MARPOL Annex VI, the NOx technical code and related guidelines, development of Standards for NOx, PM, and SOx" Submitted to the IMO Bulk Liquids and Gases sub-committee by the United States.

² California Air Resources Board. "Air Resources Board's Proposed State Strategy for California's 2007 State Implementation Plan." Chapter 5 - Proposed new measures for ships. Revised draft: April 26, 2007.
<http://www.arb.ca.gov/planning/sip/2007sip/2007sip.htm>

Figure 2: Potential Marine Shipping NOx Emissions for Santa Barbara County Based on U.S. Proposed MARPOL Annex VI Revisions



It is imperative that EPA provide leadership and a clear vision of the urgency and magnitude of emission reductions that are essential from this significant source in order to help improve air quality and protect human health in Santa Barbara County and the United States.

Sincerely,

Terry Dressler
Air Pollution Control Officer
Santa Barbara County Air Pollution Control District

cc: the Honorable Barbara Boxer
the Honorable Dianne Feinstein
the Honorable Lois Capps