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## Board of Directors

January 16, 2003

Senator Richard G. Lugar  
Chairman  
Senate Foreign Relations Committee  
446 Dirksen Senate Office Building  
Washington, D.C. 20510

**Subject:** Support of the Ratification of Protocol of 1997  
to Amend the International Convention for the  
Prevention of Pollution from Ships with  
MARPOL Annex VI

Dear Senator Lugar:

The Santa Barbara County Air Pollution Control District Board of Directors has taken an active interest in mitigating air pollution created off of our shores from ocean-going vessels. We understand that the Senate Foreign Relations Committee will be considering the ratification of Annex VI, Regulations for the Prevention of Air Pollution from Ships. We support the ratification of Annex VI as a first step toward negotiating tighter air pollution emission standards on large ocean-going vessels.

Today, the emissions from marine shipping engines are largely uncontrolled. These emissions represent a sizeable portion of the nation's and California's coastal emission inventories and are expected to grow dramatically as commerce along our coastline increases. These emissions along our coastline and in our ports contribute to some of the worst air pollution in the nation.

**Clerk of the APCD Board:**

Douglas W. Allard  
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The attached graphic uses Santa Barbara County as an example of the impact these ocean-vessels have on the emission inventory off coastal California. This source of pollution accounts for about one-third of all Santa Barbara County's existing oxides of nitrogen (NOx) emissions and is projected to grow to two-thirds of our NOx emissions. This is due to the projected growth in international trade over the next fifteen years. It is imperative that the growth of international trade not occur at the expense of public health.

The vast majority of ocean-going vessels are flagged in countries other than the United States. While we believe that the United States Environmental Protection Agency has full authority to impose regulation on emission sources that cause or contribute to air pollution problems in the United States regardless of a vessel's flag-state, we also believe that the International Maritime Organization is ideally positioned to set international standards for these ships.

By ratifying Annex VI, the U.S. will be confirming its commitment to work with other nations to develop international standards for controlling air pollution from ocean-going vessels. While Annex VI emission standards are already achievable and engine manufacturers acknowledge that they can make cleaner engines, we still believe that the U.S. Senate should ratify the Annex for a variety of reasons.

First, since most of the ships that transit our coastline are foreign flagged, the International Maritime Organization is ideally suited to set standards that must be implemented internationally. Second, having the Annex VI added to the treaty will position the United States to argue for stronger air emission standards, particularly for NOx. Third, the treaty includes provisions that allow nations to require that all ships using their ports or transiting their coasts be fueled with lower-sulfur diesel. We are interested in this provision because the use of lower-sulfur fuel allows for the possibility to apply additional control technologies on existing vessels.

We respectfully request that your committee give ratification of MARPOL Annex VI favorable consideration.

Sincerely,

Chair, Board of Directors  
Santa Barbara County Air Pollution Control District

Cc: Senator Barbara Boxer  
Senator Diane Feinstein

# NOx Emissions Forecast Santa Barbara County

The dramatic increase in marine shipping emissions essentially negates all the NOx emission reductions expected to occur onshore from local, state and federal air programs

