



Agenda Date: July 19, 2001  
Agenda Placement: Regular  
Estimated Time: 15 Minutes  
Continued Item: No

## Board Agenda Item

TO: Air Pollution Control District Board

FROM: Douglas W. Allard, Air Pollution Control Officer

CONTACT: Tom Murphy, 961-8857

SUBJECT: International Marine Vessel Resolution

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### RECOMMENDATION:

Adopt the attached resolution recognizing the magnitude of and the projected growth in international marine vessel emissions and direct staff to take aggressive actions to influence the United States Environmental Protection Agency to reduce the impacts of emissions from this federal source.

Consider the appointment of a Board Member to work with staff and our congressional representatives on this federal issue.

### DISCUSSION:

Santa Barbara County is currently classified as a “serious” nonattainment area under the federal Clean Air Act Amendments of 1990. From 1997 through 2000, however, monitoring data collected throughout the county show that we have complied with the federal 1-hour ozone standard during this period. Achieving this milestone has two important results: 1) The residents of Santa Barbara County are breathing cleaner air, and 2) We are now able to submit a Maintenance Plan and redesignation request to the United States Environmental Protection Agency (USEPA) to become an attainment area for the federal 1-hour ozone standard. Staff are currently in the process of developing a draft plan and working with the Community Advisory Council (CAC) on many important air quality issues. We anticipate releasing a draft plan later this month.

At the April 2001, CAC meeting, several members voiced their concerns regarding the magnitude and projected growth in international marine vessel emissions estimated for the Outer Continental Shelf. In fact, the emissions of oxides of nitrogen (NO<sub>x</sub>) from these vessels are estimated to be greater than the NO<sub>x</sub> emissions generated onshore from all on-road mobile (cars, trucks, buses, etc.) sources. Further, the emission projections for these marine vessels result in such large increases in NO<sub>x</sub> emissions through 2015 that all the decreases experienced onshore due to pollution control programs will be nearly negated. The CAC passed a motion for staff to develop a resolution on this issue and bring it before your Board. The CAC reviewed and approved the attached resolution at the June 13, 2001, meeting.

This issue has been before the APCD Board of Directors on January 26, 1995, and on October 21, 1999. In each case, letters summarizing our concerns regarding the magnitude of these emissions were sent to the USEPA. APCD staff have also participated in the USEPA Consultative Process on control measure M-13 (pertains primarily to the Los Angeles area) and the California Air Resources Board's Vessel Technical Working Group. To date, however, there are no federal emission controls available for us to identify in our 2001 Clean Air Plan to reduce the emissions associated with these vessels.

On September 26, 1997, the International Maritime Organization adopted the MARPOL Annex VI to achieve a 30 percent reduction in NO<sub>x</sub> emissions and a 50 percent reduction in SO<sub>x</sub> emissions. However, the Annex will not go into effect until fifteen nations whose combined fleets equal 50 percent of the world's gross shipping tonnage have ratified it – this has not happened to date. In addition to the MARPOL Annex VI, the USEPA has adopted various marine regulations for smaller engines, but none for the Category 3 Marine Vessels deferring to the MARPOL Annex VI emission controls. The USEPA was challenged on their approach by the Earth Island Institute resulting in a settlement agreement that the USPEA adopt NO<sub>x</sub> standards for these larger vessels by January 2003.

At this point, staff believe that the best approach for influencing the process is to work with an appointed Board member and meet with local congressional representatives to discuss how to get emission controls on these vessels. Since the USEPA is in the process of developing a regulation for Category 3 marine vessels, we suggest that we focus on ensuring that the regulation applies to both domestic and foreign flagged vessels, that the regulation goes beyond the NO<sub>x</sub> control requirements currently in the MARPOL Annex VI, and that retrofit requirements be considered.

**RESOLUTION NO. 01-\_\_ OF THE  
SANTA BARBARA COUNTY  
AIR POLLUTION CONTROL DISTRICT**

**WHEREAS**, air quality data monitored in Santa Barbara County shows that the county complied with the federal 1-hour ozone standard from 1997 through 2000;

**WHEREAS**, achieving this milestone allows the Air Pollution Control District to develop a Maintenance Plan (hereinafter the "2001 Clean Air Plan") to submit to the United States Environmental Protection Agency in order to have the county designated as an attainment area for the federal 1-hour ozone standard;

**WHEREAS**, the expected growth of international marine vessel transits offshore of Santa Barbara County will result in a significant increase in the emissions of nitrogen oxides (NOx) in the Outer Continental Shelf;

**WHEREAS**, a review of the preliminary emission inventories for the 2001 Clean Air Plan show that the emissions from international marine vessels are the single largest category of emissions represented in the inventory;

**WHEREAS**, the combination of the magnitude of these emissions with the expected increase in international marine vessel activity results in NOx emission increases that are roughly equivalent to the NOx emission decreases from control measures implemented onshore in Santa Barbara County;

**WHEREAS**, the Community Advisory Council has reviewed the emission inventories developed for the 2001 Clean Air Plan and are alarmed by the magnitude of and the growth in the emissions related to international marine vessels and implore the Air Pollution Control District to take aggressive action to reduce the impacts of emissions from this significant federal source;

**NOW, THEREFORE, BE IT RESOLVED** that the Air Pollution Control District Board of Directors recognize the magnitude of and the projected growth in international marine vessel emissions and direct staff to take aggressive actions to influence the United States Environmental Protection Agency to reduce the impacts of emissions from this significant federal source.

**PASSED AND ADOPTED** by the Air Pollution Control District Board of Directors of the County of Santa Barbara, State of California, this 19th day of July, 2001.

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Chair

ATTEST:

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Deputy Clerk