



June 28, 2007

**Contact: TL Garrett (California)
(562) 377-5677
Mike Moore (Washington)
(206) 441-9700**

**Shipping Association Hails EPA Support
for International Emissions Standards
- *Fastest Path to Emissions Progress* -**

Statement by John McLaurin, President, Pacific Merchant Shipping Association

“The U.S. EPA initiative to set international emissions standards for ocean-going vessels is a welcome step for all who are working to reduce worldwide maritime emissions.

“International standards for ship emissions ensure consistent application of the rules and meaningful reductions throughout the world which cannot be accomplished through patchwork local or state regulations.

“The draft EPA proposal exceeds the emission standards and requirements that have been proposed by the State of California and the ports of Los Angeles and Long Beach. The proposal would implement the most rigorous sulfur fuel requirements two years sooner, and extend those requirements to all coastal areas of the world and to greater distances offshore. The proposal also would set limits on oxides of nitrogen emissions from existing and future marine engines.

“Under the existing MARPOL Treaty, PMSA members have already taken numerous steps to reduce emissions. Some of these steps have included: ensuring that ships constructed since 2000 comply with the Treaty’s reduced emissions goals; using fuels that exceed the sulfur fuel content requirements of MARPOL Annex VI; retrofitting ships to use cleaner technologies such as shore-side electricity or advanced electronic engines; and testing and implementing new, innovative emission reducing technologies in vessels operating throughout the world and in the Ports of the West Coast of the United States.”

Key Facts Regarding the U.S. EPA Proposal

Under this measure regulations under MARPOL Annex VI will be developed to set:

- 1) Geographically-based particulate matter and SO_x emission limits for all vessels within a certain distance from shore in some parts of the world, beginning in 2011. Those limits would be achieved through the use of low sulfur distillate fuel or exhaust gas cleaning technology.
- 2) Tier 2 NO_x limits at 15 to 20 percent below current IMO limits, beginning in 2011, for new-built engines on board vessels powered by large displacement engines, approximately 30 liters or more in cylinder size.
- 3) Geographically-based Tier 3 NO_x limits at 80 percent below the new Tier 2 NO_x limits, beginning in 2016 for all new-built vessels powered by large displacement engines.
- 4) NO_x limits for pre-2000 large displacement engines equal to a 20 percent reduction from the engine's current NO_x performance. This limit would apply to most two-stroke engines built since 1982, and most four-stroke engines built since 1992.

Pacific Merchant Shipping Association

PMSA is an independent trade association representing more than 60 operators of marine cargo terminals and owners/operators of U.S. and foreign-flagged cargo and passenger vessels. Its members are primarily engaged in trade between U.S. West Coast ports and ports in Alaska, Asia, Europe, Hawaii, and South America. The association has offices in Long Beach, San Francisco and Seattle.

###