



## News Release

**FOR IMMEDIATE RELEASE**

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### **California Legislature Backs Port Air Quality Plan Joint Resolution Calls for Northern American Sulfur Emission Control Zone**

SACRAMENTO – The California Legislature, by overwhelming majority votes, has adopted a joint resolution calling for the creation of a North America Sulfur Emission Control Area to reduce air pollution at or near busy ports.

Assembly Joint Resolution 8, by Assemblymember Joseph Canciamilla (D-Pittsburg), was introduced at the request of the Pacific Merchant Shipping Association (PMSA) and cosponsored by Bluewater Network. PMSA represents ocean carriers and terminal operators on the West Coast responsible for handling more than 90 percent of the containerized cargo that moves through West Coast ports.

AJR8 calls for the United States Congress to ratify important treaty provisions known as Annex VI of MARPOL 73/78 that will establish worldwide emission standards for ocean-going vessels. Additionally, it requests the U.S. Environmental Protection Agency to pursue creation of a North America Sulfur Emission Control Area (SECA) that would require all large ships calling on North American ports to burn cleaner low-sulfur fuel while at or near ports.

AJR8 was approved by the Assembly Thursday on a 70-1 vote. The resolution does not require the governor's signature and will be transmitted to Congress and the U.S. EPA.

“Adoption of this important international treaty and the establishment of a North American SECA would promote cleaner air on a global basis and provide immediate benefits for communities near ports in California and throughout the United States,” said Assemblymember Canciamilla. “I’m pleased that the shipping industry recognizes the need to improve air quality near our state’s and nation’s ports.”

John McLaurin, president of PMSA, said the maritime industry is committed to addressing air quality concerns and believes international treaties like MARPOL are the fairest and most effective way of regulating a supply chain that operates on a global basis.

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In addition to reducing air pollution at ports throughout North America, creation of a North America SECA has the advantage of not putting any one port or region at a competitive disadvantage in terms of international trade. “The enormous volume of international trade that flows through California ports is a major source of jobs and economic activity for our state,” McLaurin said. “Our industry believes the creation of a North America SECA is a way to make significant improvements in air quality without jeopardizing our position as a leader in international trade.”

McLaurin said a major beneficiary of a North America SECA would be the port complex at Los Angeles and Long Beach. Because of significant increases in international trade with the Pacific Rim, the twin ports are grappling with air quality concerns.

By requiring ships calling on North American ports to burn low sulfur fuel, the SECA would result in major decreases in oxides of sulphate (SO<sub>x</sub>), nitrogen (NO<sub>x</sub>) and diesel particulate matter (PM), emissions that have been associated with adverse health impacts.

While the United States has ratified some portions of MARPOL, it has delayed ratification of Annex VI. Annex VI sets limits on nitrogen oxide emissions from ship exhausts, limits sulfur fuel content that will reduce sulfur oxide, particulate, and acid rain emissions, and prohibits deliberate emissions of ozone-depleting substances. It also allows signatories to create SECAs to further control emissions when ships are in ports and coastal waters. Currently, the Baltic Sea and the North Sea are proposed as SECAs under Annex VI.

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