[Urging CA Air Resources Board]

**Resolution supporting adoption of the California Air Resources Board's (CARB) proposed regulation for auxiliary diesel engines and diesel-electric engines operated on ocean-going vessels within California waters and 24 nautical miles of the California Baseline for the purpose of reducing air pollution from ships that call on the Port of San Francisco, neighboring ports and all California ports.**

WHEREAS, San Francisco Bay and neighboring ports received 3,760 calls from ocean-going ships in 2004; and,

WHEREAS, The Port of San Francisco received 85 calls from cruise ships and 224 cargo vessel calls in 2004; and,

WHEREAS, When entering port and docked, these ships utilize auxiliary engines to provide on-board electrical power; and,

WHEREAS, The auxiliary engines from these ships operate without air pollution controls and fuel standards found on land-side mobile sources such as trucks and cars; and,

WHEREAS, The San Francisco Bay Area ranks second in the state for the volume of emissions from ship auxiliary engines, after the South Coast Air Basin; and,

WHEREAS, The California Air Resources Board is considering a new regulation that would require the use of cleaner marine distillate fuels in auxiliary engines operated by ships calling on California ports within 24 nautical miles of the California Coastline or achieve similar emissions reductions through plugging into shore-side power where available or with engine modifications; and,

WHEREAS, The regulation will benefit air quality in the Bay Area by significantly reducing diesel emissions generated by use of these engines by ocean-going vessels that call on the Port of San Francisco, the Port of Oakland, and neighboring ports; and,

WHEREAS, The regulation applies a statewide marine fuels and emissions standard to auxiliary engine to all ocean-going ships, including passenger cruise ships that visit California ports, thereby removing competitiveness issues between ports; and,

WHEREAS, The regulations will help protect the Bay Area residents from exposure to diesel emissions produced by ships as they enter port and when docked; and,

WHEREAS, The regulation will result in an estimated 75 percent reduction in diesel PM, 80 percent reduction in SOx and a 6 percent reduction in NOx from an auxiliary engine that previously used typical heavy fuel oil; and,

WHEREAS, based on the Bay Area emissions estimate for these engines, this will reduce daily emissions from ship auxiliary engines in the region as follows: PM ½ ton per day; SOx 4 tons per day; NOx ½ ton per day; and,

WHEREAS, This reduction translates to fewer premature deaths and reduced cancer risk from exposure to diesel exhaust as well as fewer asthma attacks, work loss days or restricted activity days due to poor air quality resulting from diesel exhaust exposure from ship auxiliary engines; and,

WHEREAS, The regulation is not expected to hinder the movement of goods or people by ship through California ports; and,

WHEREAS, The Port of San Francisco adopted a resolution to support this regulation as part of the unanimously approved recommendations from the Cruise Ship Terminal Environmental Advisory Committee; now, therefore, be it

RESOLVED, That the San Francisco Board of Supervisors supports and urges the Air Resources Board to adopt as proposed by CARB staff the Proposed Regulation for Auxiliary

Diesel Engines and Diesel-Electric Engines Operated on Ocean-Going Vessels Within California Waters and 24 Nautical Miles of the California Baseline for the purpose of reducing air pollution from ships that call on the Port of San Francisco, neighboring ports and all California ports; and be it

FURTHER RESOLVED, That the San Francisco Board of Supervisors specifically support the provisions requiring compliance out to 24 nautical miles and the inclusion of diesel-electric engines in the regulation as well as the implementation timeline in order to achieve the best, most cost-effective air emissions possible.