

TESTIMONY

OF

JENNIFER J. MOUTON, ADMINISTRATOR  
LOUISIANA DEPARTMENT OF ENVIRONMENTAL  
QUALITY  
AIR QUALITY ASSESSMENT DIVISION

ON THE

MARINE VESSEL EMISSIONS REDUCTION ACT OF 2007

Senate Bill 1499

BEFORE THE  
SENATE

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

THE HONORABLE SENATOR BARBARA BOXER  
CHAIR

FEBRUARY 14, 2008

Good morning Senator Boxer, Senator Inhofe, Senator Vitter and distinguished committee members. My name is Jennifer Mouton. I am Administrator of the Air Quality Assessment Division at the Louisiana Department of Environmental Quality. Senator Boxer and members of the Environment and Public Works Committee, I would like to thank you for the opportunity to address the committee today and to provide these comments on Senate Bill 1499, the Marine Vessel Emissions Reduction Act of 2007.

Due to Louisiana's geographic situation and natural assets, Louisiana is home to some of the most diverse economic interests in the United States. These interests include pulp and paper, agriculture, synthetic chemical manufacturing, natural gas transportation, processing and storage, power generation, petrochemicals and refineries. Through our extensive port system, we serve as a major distribution center for many products that serve a significant portion of the United States. In fact, according to the US Army Corps of Engineers, Navigation Data Center,

Tonnage for Selected Ports in 2006 report, the Port of South Louisiana and Port of New Orleans are ranked No. 1 and No. 8 in the United States in total tonnage. Ports of Lake Charles, Greater Baton Rouge and Plaquemine are ranked 11<sup>th</sup>, 12<sup>th</sup> and 13<sup>th</sup>, respectively. Taken together, the ports along the lower Mississippi River represent one of the busiest areas of marine commerce in the country.

Louisiana is a recognized leader in the protection of the environment, natural resources, health and the quality of life. A spirit of cooperation and trust exists between state government, local government, business, universities, and private citizens in seeking solutions to environmental problems. The healthy, beautiful environment, complementary job opportunities, and unique culture of Louisiana all create an unmatched quality of life.

The state of Louisiana has made significant progress in improving and maintaining air quality. This significant and continued progress in reducing air pollutant levels has resulted in Louisiana achieving attainment for all criteria pollutants, including

the recently revised fine particulate standard, with the exception of a five-parish area in and around Baton Rouge which is out of attainment for ozone only. Last year we celebrated the success of a comprehensive and collaborative effort of DEQ, EPA, local industries, local governments and community leaders in bringing the five-parish Baton Rouge area into attainment with the previous 1-hour ozone standard. Although the 1-hour ozone standard has been recently replaced by the new 8-hour standard, attainment of the old standard underscores the commitment of air quality improvement in the Baton Rouge area.

Prevailing thought during earlier planning efforts was that attention for air quality improvements should be focused on major industrial sources and significant progress has been made in reducing industrial emissions. With stationary point sources well controlled, we must now look to additional areas such as mobile sources (cars, trucks, planes, trains, ships), and area sources (homes, consumer products, small businesses) for the needed reductions. Therefore, we believe that it is appropriate to look at

port activities, among others, and consider their impacts on air quality.

Senate Bill 1499 proposes to amend the Clean Air Act to direct the Administrator of the Environmental Protection Agency (EPA) to promulgate regulations that limit the sulfur content in fuels for specified marine vessels in their main and auxiliary engines. A reduction in diesel particulates and sulfur oxide emissions as envisioned in Senate Bill 1499 would obviously benefit the citizens of fine particulate and sulfur oxide nonattainment areas in this regard. And such reductions would provide for improved air quality for all of the coastal and river corridor communities.

However, Louisiana is in attainment with the fine particulate national ambient air quality standard and our efforts are currently aimed towards ozone attainment. Therefore, determining the port's contribution and impact of ozone precursors, NO<sub>x</sub> and volatile organic compounds (particularly highly reactive volatile organic compounds) is our priority. Our needs relate more specifically to

ozone precursors and, although this bill would provide some NOx reductions, it is not aimed at reducing ozone.

Lastly, in order to fully understand how sources affect air quality and thus, to compose and implement effective regulations, it is necessary to accurately identify and quantify air emissions. As more areas move forward with ozone attainment demonstration modeling, the need to gather air emissions inventories for marine traffic and port activities much like we do for stationary sources has become evident if our air quality planning efforts are to be successful. Emission inventories are critical in assessing air quality impacts and are the starting point for estimating needed emission reductions and possible control strategies. It should be noted that, as proposed, Senate Bill 1499 has no provisions for ports to prepare or submit air emission inventories or for funding for states to prepare such inventories. We would respectfully suggest that a requirement for ports to develop and update at specific intervals an air emissions inventory is necessary and

requisite in order to ensure that emissions reductions are quantifiable and verifiable.

In closing, we do believe that assessing air emission impacts from ports and marine vessels is important to further improve air quality and to assist the states in reaching federal and local air quality goals. We commend the Committee for raising this most important subject and look forward to working with our regulatory and industry partners in addressing this issue.