



January 31, 2014

Gina McCarthy, Administrator
U.S. Environmental Protection Agency
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1301 Constitution Ave. N.W., Washington, DC 20460

Connecticut

Delaware

District of Columbia

Maine

Maryland

Massachusetts

New Hampshire

New Jersey

New York

Pennsylvania

Rhode Island

Vermont

Virginia

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Interim Executive
Director

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Re: Retaining Deadline of 2016 for NO_x Standards in the North American Emission Control Area

Dear Administrator McCarthy:

I am writing to you to express concern with the potential delay in the implementation of the nitrogen oxides (NO_x) emission standards for large ocean going vessels. It is our understanding that a member of the International Maritime Organization (IMO) is calling for a five year delay in the standards that are set to begin in 2016. This delay would result in the need for the businesses and industries in the states of the Ozone Transport Region (OTR) to make up for this loss of emission reduction benefits in attaining the National Ambient Air Quality Standard (NAAQS) for ozone. The OTR has over 53 million people living where there continues to be a pervasive challenge attaining the ozone standard. We ask that you take every effort to retain the emission reductions from the NO_x standard and its associated air quality benefits within the original timeframe.

Background

On March 26, 2010, the IMO designated waters off of North America as an Emission Control Area (ECA) in which international NO_x standards will apply. EPA modeling shows that nonattainment areas in the Mid-Atlantic/Northeast states could see up to a 2 parts per billion (ppb) reduction in ozone levels in 2020 from implementation of the NO_x standard.

At the March 2013 IMO Meeting, one IMO member nation called for a delay in the implementation of the NO_x standard asserting that NO_x controls are not available to install on the maritime vessel. However, the Environmental Working Group of MARPOL, representing 14 nations including the US, determined that the technology is available. See "Final Report of the Correspondence Group on Assessment of Technological Developments to Implement the Tier III NO_x Emission Standards" prepared by the MARPOL Annex VI Correspondence Group.

The materials prepared by the MARPOL Annex VI Correspondence Group indicate that Selective Catalytic Reduction (SCR) technology is ready to be

deployed on many types of ocean going vessels. The technology is similar to the SCR technology that has been used on power plants for decades.

There are few opportunities available to reduce NOx emissions in our states, and states know of no emission control strategy that would provide this level of emission reductions in our region.

The OTC supports implementation of the ECA in North America on its current schedule. If implementation of the NOx standard is delayed, alternative actions to maintain the emission benefits from the program must be evaluated.

The Ozone Transport Commission

The Ozone Transport Commission (OTC) is a multi-state organization created under the Clean Air Act Amendments of 1990 whose members include: Connecticut, Delaware, the District of Columbia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, and Virginia. As created, the Ozone Transport Region represents an area where over 53 million people reside and where attaining the NAAQS for ozone continues to be a challenge. Consequently, the OTC is responsible for advising EPA on pollution transport issues and for developing and implementing regional solutions to the ground-level ozone problem for the above listed states.

The OTC would like to make itself available for any further support of the North American ECA. If you or your staff have any questions regarding the issues raised in this letter, please feel free to contact me at 202-508-3840.

Sincerely,



J. Wick Havens
Interim Executive Director

Cc: OTC Air Directors
Chris Grundler, U.S. EPA
Dr. Kerri-Ann Jones, U.S. Department of State
Admiral Ronald J Papp, Jr., U.S. Coast Guard