

February 2, 2006

The Honorable Stephen L. Johnson
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Ave, N.W.
Mail code 1101A
Washington D.C. 20460

Cc: Robert Brenner, Margo Oge, William Wehrum

Dear Administrator Johnson,

The undersigned groups respectfully request your leadership in taking swift action to clean up the harmful diesel exhaust from marine vessels and locomotives. Over a year ago, the U.S. Environmental Protection Agency (EPA) made a strong public commitment to propose protective emission standards for these engines by the middle of 2005 and to take final action by the middle of 2006. But EPA is not even close to advancing the regulatory action required to implement that commitment.

Your leadership is needed to get the agency back on track in addressing this pressing human health and environmental problem. In the Advanced Notice of Proposed Rulemaking, EPA clearly recognizes the many harmful effects of the pollutants from diesel-powered marine vessels and locomotives including “premature mortality, aggravation of respiratory and cardiovascular disease, aggravation of existing asthma, acute respiratory symptoms, chronic bronchitis, and decreased lung function.” 69 Fed. Reg. 39,276 (June 29, 2004).

Federal leadership in establishing rigorous emission standards for diesel marine and locomotive engines will help lower the cancer burden from airborne contaminants in neighborhoods and communities across America, reduce harmful particulate and smog pollution levels, aid states and local government in restoring healthy air for millions of Americans consistent with impending Clean Air Act deadlines, and harmonize protective emission standards across all sectors of diesel engines.

Marine diesel vessels and locomotives are crucial components of the national transit system and are especially important for freight transport. But they are also a significant – and growing – source of air pollution. EPA projects that without strong federal emission standards, marine diesel engines and locomotives will account for more than one-fourth of the national mobile source emissions inventory of smog-forming oxides of nitrogen and nearly one-half of the national mobile source emissions inventory of diesel particulate pollution by 2030.

Our organizations respectfully urge the Agency to promptly fulfill its commitment to issue strong proposed and final emission standards for commercial marine vessels and locomotives.

Sincerely,

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