



CALIFORNIA OCEAN PROTECTION COUNCIL

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April 23, 2013

Mary Nichols, Chair
California Air Resources Board
1001 I Street, P.O. Box 2851
Sacramento, CA 95812

Dear Chair Nichols and CARB members:

Urged by the Environmental Defense Center, and the Channel Islands National Marine Sanctuary, I write this letter in support for the inclusion of vessel speed reduction in the final *Cap-and-Trade Auction Proceeds Investment Plan: Fiscal Years 2013-14 through 2015-16* as a priority for funding and request that the Vessel Speed Reduction Initiative is funded with Cap-and-Trade funds.

The goal of the Vessel Speed Reduction Initiative is to reduce Green House Gas (GHG) emissions and other air pollutants, with the added benefits of improving air quality in coastal communities reducing lethal ship strikes of endangered whale species along the California coast. The initiative would use California Cap-and-Trade auction funds to expand the existing vessel speed reduction incentive programs at the Ports of Los Angeles and Long Beach. The Ports of Los Angeles and Long Beach speed reduction incentive programs have been successfully implemented with participation rates over 90%, and have achieved significant air pollutant reductions by limiting vessel speeds to 12 knots or less.

Participation in an expanded program using Cap-and-Trade funds would be contingent on participation in the existing Ports programs, so the initiative would support the Ports' current clean-air goals while extending the benefits through the Santa Barbara Channel and possibly along the California coast.

Reducing vessel speed to 12 knots will (1) reduce shipping GHG emissions by 50%, which in California can be up to 1,435,318 tons/year¹ and (2) reduce NO_x by 56%, which in California can be up to 23,782 tons/year¹. Added benefits of the proposed Initiative include: improving air quality for human health by reducing particulate matter reductions beyond CARB marine vessel

¹ "Santa Barbara County Air Pollution Control District calculations." Vessel Speed Reduction Initiative Fact Sheet, see Appendix.


fuel regulations² and improving whale protection because ships traveling 12 knots or less could help reduce the chance of a lethal ship strike of a whale³.

Inclusion of the Vessel Speed Reduction Initiative in the final *Cap-and-Trade Auction Proceeds Investment Plan* would address the purposes of AB32 (Global Warming Solutions Act of 2006), specifically addressing the following goals of the statute:

- Maximize economic, environmental, and public health benefits to the state.
- Complement efforts to improve air quality.
- Provide opportunities for businesses, public agencies, nonprofits, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.
- Lessen the impacts and effects of climate change on the state's communities, economy and environment.

I urge you to consider the Vessel Speed Reduction Initiative as a potential approach to reduce GHG emissions, complement efforts to improve air quality, advance California's clean-transportation goals and sustainable freight strategy, and potentially protecting endangered whale species along the California coast.

Sincerely,



Sarah C. Flores
Project Manager
California Ocean Protection Council

² Yusuf Khan et al. 2012. Greenhouse Gas and Criteria Emission Benefits through Reduction of Vessel Speed at Sea. *Environmental Science & Technology*. 46 (22) pp 12600-12607.

³ Vanderlaan, A.S.M. and Taggart, C.T. 2007. Vessel Collisions with Whales: The probability of lethal injury based on vessel speed. *Marine Mammal Science* 23(1): 144-156.