



DEPARTMENT OF THE NAVY
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IN REPLY REFER TO:
5090
Ser N01267
8 Jun 07

Karen Buckley
California Air Resources Board
1001 "T" Street
Sacramento, CA 95814

Subj: COMMENTS ON 2007 OZONE SIP

Dear Ms. Buckley,

On behalf of Admiral Hering, the Department of Defense ("DoD") Regional Environmental Coordinator for EPA Region IX, and the Military Services in California, I write to communicate DoD's policy concerns with certain aspects of the proposed 2007 Ozone State Implementation Plan (SIP). Areas of interest for the Military Services in California include military growth increments, the diesel retrofit program, plans for additional regulation of vessels within 24 NM of the California coastline, biofuels, and the automobile smog check program.

The military services understand the difficult environmental challenges facing California and are proud to be contributing to numerous initiatives to reduce our environmental impact on California. DoD in California also recognize and appreciate over a decade of hard work by the California Air Resources Board (ARB) in recognizing and addressing the unique needs of military services. The 300,000 military and civilian employees of California installations and their families are a cornerstone of our national security force that must always stand at the ready. California's installations and training ranges are absolutely vital to all the armed services, including the U.S. Coast Guard. We offer these comments in the spirit of continuing our excellent working relationship:

MILITARY GROWTH INCREMENT: We have worked successfully at the local, state and federal level over the past ten years to ensure the military meets their unique general conformity requirements under federal law. When ever the military engages in a major federal action which exceeds de minimis, the military is required to demonstrate that a project will not cause or contribute to exceedences of the local SIP. From a public policy perspective the best way to meet this requirement is to engage in proactive planning with the local air district and get written into the SIP base line inventory and or a growth increment to incorporate those new emissions. We seek your continued support for these initiatives.

DIESEL RETROFIT PROGRAMS: We have commented extensively on individual proposed regulations within the overall framework of diesel retrofit programs. We continue to appreciate your exemption of tactical support equipment within these programs. We also share concerns with many stakeholders that the timelines for implementation are too aggressive and should be better coordinated with the availability of technology, the implementation of Tier IV engines, and the normal replacement cycle for this equipment.

Aircraft ground support equipment (AGE): We continue to support the exemption of our AGE equipment given its tactical nature and need for world-wide deployability.

GOODS MOVEMENT: As you are aware, the Navy has supported the cold-ironing of our vessels for several decades and has hosted ARB staff and the Chairman for tours of our facilities. We recognize the significant positive air pollution benefits from cold-ironing. However, we have a specific concern with the proposals for increased regulation of the shipping industry that center on plans for additional regulation of ships within 24 nautical miles of the California coastline. At least one shipping company has approached the Navy to seek approval to minimize its travel in California coastal waters by leaving the established shipping lanes and traversing our training ranges in order to evade a substantial portion of ARB's regulation. We strongly oppose any such movement. Aside from an almost total disruption of our ability to train and conduct research, development, test and evaluation, the extra distance involved and the higher speeds that will be maintained will lead to greater emissions in South Coast. I call your attention to ARB's "Air Quality Impacts from NOx Emissions of Two Marine Vessel Control Strategies in the South Coast Air Basin Final Report" (September 2000) which after much modeling and review documented the increase in pollution. We believe the 2007 SIP must be revised to incorporate measures that will ensure that the shipping industry does not abandon the current shipping lanes.


BIOFUELS: The military and a number of local governments, state institutions, and private fleets continue to recognize the environmental benefits of biodiesel and take advantage of its use to comply with federal requirements such as EPACT. Biodiesel also has very positive attributes for reduction of greenhouse gases that effect climate change. The military is by far the largest user of biodiesel in the state. While we understand that ARB and others still have some concerns with NOx issues, and that ARB is conducting extensive testing, we believe that biodiesel has become such an important part of the national discussion of energy independence, climate change, and other policy concerns that the 2007 Ozone SIP must contain a discussion of the need to incorporate biodiesel into California's energy mix.

A recent Pentagon study also highlights the development of biofuels as a national security issue given the limits to available petroleum and the current dependence of the military on fossil fuels. DoD is funding a number of research projects including development of jet fuel from domestic biological sources. As the 2007 SIP is California's blueprint for the next 20 years of regulation we ask that this blueprint have a place for expanded use of biofuels. We believe this is also consistent with Governor Schwarzenegger's vision for California being a world-leader in environmental technology.

SMOG CHECK: DoD has unique federal requirements to enforce smog check programs on employee vehicles aboard our installations, including those registered out of state. As a result of this we believe DoD contributes substantively to air pollution reduction by ensuring that individuals employed on our bases, including contractors, do not operate vehicles that are gross polluters. In California, this program imposes a substantial burden on service members who must comply with the rigorous California smog check even if their cars already comply with their home state's program. We note that there is a proposal for an annual smog check for some older and high-use vehicles. We would like to be part of the discussion when this

regulation is visited to explore the unique compliance issues with military bases and how we implement this smog check requirement through our security decal program.

Once again, we thank you for all your cooperative efforts in making California's world-leading air quality program consistent with the continuing and future operations of the military services. My point of contact is Randal Friedman. He can be reached at (619) 572-5037.



RENE TREVINO
By direction

Copy to:

Dan Skopec, Undersecretary, California Environmental Protection Agency

Dr. Robert F. Sawyer, Chairman, Air Resources Board

Catherine Witherspoon, Executive Officer, Air Resources Board