

**American Lung Association - Clean Air Watch -
National Association of Clean Air Agencies -
Natural Resources Defense Council - Puget Sound Clean Air Agency**

October 7, 2009

The Honorable Dianne Feinstein
Chair, Subcommittee on Interior, Environment and Related Agencies
U.S. Senate
Washington, DC 20510

Dear Chairman Feinstein:

We are writing to express our strong opposition to any rider on the FY 2010 Interior and Environment Appropriations Bill that will weaken, delay or limit the ability of the U.S. Environmental Protection Agency to promulgate regulations that will reduce pollution from new marine compression-ignition engines at or above 30 liters per cylinder. Our organizations have long advocated for the cleanup of these vessels because of the enormous impact they have on air pollution.

EPA has conducted an extensive public process on marine compression-ignition engines. This process includes a November, 2007 Advanced Notice of Proposed Rulemaking and the 2009 Notice of Proposed Rulemaking that was announced on July 1, 2009 with public hearings in New York and Long Beach CA on August 4 and 6 respectively. The comment period closed on September 28, 2009. All stakeholders have had ample opportunity to participate in this rulemaking.

The need for these rules is urgent. EPA's analysis estimates that the cleanup of these vessels will prevent up to 33,000 premature deaths each year by 2030. Any delay will postpone the health benefits. The impact of pollution from these sources is not limited to communities surrounding the ports but EPA's analysis show that the impact is felt hundreds of miles inland. We commend EPA for working to address this problem through the pending regulations, but also through the International Convention on the Prevention of Pollution from Ships (MARPOL Annex VI).

Chairman Feinstein, please oppose any rider that will weaken, delay or limit the ability of the U.S. Environmental Protection Agency to promulgate regulations that will reduce pollution from new marine compression-ignition engines at or above 30 liters per cylinder.

Sincerely,

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cc. The Hon. Lamar Alexander