



Terry Tamminen
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.

Chairman

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Arnold Schwarzenegger
Governor

May 21, 2004

Barry Wallerstein, D. Env.
Executive Officer
South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, California 91765

Dear Dr. Wallerstein:

I am writing to invite you to work with us in crafting a regulation to achieve emission reductions from the cargo handling equipment used at ports and other intermodal facilities. In October 2000, the Air Resources Board (ARB or Board) approved the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (Diesel Risk Reduction Plan). Since then, our Board has adopted several regulations in order to fulfill the requirements of the Diesel Risk Reduction Plan including measures for refuse haulers, stationary internal combustion engines, truck refrigeration units, and portable engines. Many more regulations are under development that will continue our progress toward fulfilling the goals of the Diesel Risk Reduction Plan and improve public health for all Californians. One of the regulations currently under development is aimed at reducing diesel particulate matter (diesel PM) emissions from diesel-fueled cargo handling equipment at intermodal facilities in California. I know you and I both share concerns about the emissions from the equipment responsible for goods movement at these facilities.

We are aware that the South Coast Air Quality Management District (SCAQMD) is in the initial stages of exploring the development of a proposed rule for intermodal equipment, which would control emissions from yard tractor operations at the ports of Los Angeles and Long Beach. We have reviewed the SCAQMD's *Feasibility Study for Controlling Emissions from Yard Tractors Draft White Paper (April 2004)*, and while we are supportive of SCAQMD's goals, we believe there are a number of reasons to approach control of this equipment statewide. A statewide regulation would provide benefits for all regions, including the South Coast Air Basin, that experience air pollution from intermodal facilities, provide a level playing field for California businesses, and be less subject to litigation. We also believe, at this time of severe budget restraints, it would be beneficial to pool our resources and work together to achieve your goals at the ports in the South Coast Air Basin while also achieving diesel PM emission reductions from cargo handling equipment at the other intermodal facilities in California.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

California Environmental Protection Agency

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We hope that SCAQMD staff will join us in this endeavor. We have scheduled a public workshop for the proposed cargo handling equipment regulation on June 29, 2004, in Wilmington. A copy of the workshop notice is enclosed. If you have any questions regarding our proposed regulation, please feel free to call me at (916) 445-4383 or Peter Venturini, Chief, Stationary Source Division at (916) 445-0650.

Sincerely,

/s/

Catherine Witherspoon
Executive Officer

Enclosure

cc: Peter Venturini, Chief
Stationary Source Division