

# A New View On Air Quality At The Port

by [Nancy Pfeffer](#) | [Moving Green](#) | 11.19.09 |

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LBPOST.com managing editor Ryan ZumMallen recently let me know that he had received a detailed response to my last post on State Sen. Dean Florez's recent hearing on port air quality. It is presented below. When I originally agreed to write for the LBPOST.com, I had a vision for an online forum for discussion of critical issues related to goods movement and community effects, both good and bad. It is impossible for me to present all points of view on these complex issues, and I am always pleased when readers comment, briefly or extensively, on my posts. I hope that this piece will prompt the expression of additional views on the pace of air quality improvements or on related issues.

**The following was submitted to the LBPOST.com by T.L. Garrett, Vice President of the Pacific Merchant Shipping Association, and is published with consent.**

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Having attended the Senate Air Quality Informational Hearing on what the Ports are doing to reduce impacts on the local communities, I have to say that Nancy Pfeffer did a fine job in summarizing what occurred at the meeting in her article "Slow and Steady Progress on Port Air Quality." I would like to take the next step and make observations on what wasn't said, but should have. Since there was no representation from the industry it seems appropriate that some forum be provided.

Let's start with Senator Florez's opening statement where his intention was to determine what was in the tool box to address air quality issues. Nancy's basic observation was not enough was being done quickly enough. I disagree. In fact every technology available today is already in use. That includes advanced engine technology, cleaner fuels, after combustion treatment, and operational measures like slowing down vessels and deploying modern larger vessel for increased economies of scale. The technologies that were called for don't yet exist in the market place, they are future requirements mandated by the U.S. EPA and the International Maritime Organization (IMO) to force the development of the cleaner engines while allowing the necessary development time. This is the usual tried and true approach that has been responsible for automobiles being 99-percent cleaner and next years heavy duty diesel trucks being 95-percent cleaner than those sold only a few years ago.

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