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**Statement of Mary Partridge  
Chair, Board of Directors  
American Lung Association**

**EPA's Proposal for the Control of Emissions  
from New Marine Compression Ignition Engines  
At or Above 30 Liters per Cylinder**

**August 4, 2009**

Hello, I am Mary Partridge, Chair of the Board of Directors of the American Lung Association. I live and work in Austin, Texas and I am honored to be here today to support the clean up of ocean-going vessels to help protect the public from the air pollution they emit.

My brother works in the ship-building industry in Alabama and Mississippi, so he is exposed to the brunt of this noxious pollution every day at work. But so is all of my family of origin—90-year-old mother, my sister and her family, and my my brother's family – who live in that port city. And my husband's family of origin lives in Port Arthur, Texas, another area affected by this issue.

I lived for years in Houston, where I saw the pollution from these ships up close. Houston has some of the dirtiest air in the county. People living there face that day after day. They have heard for years about the enormous health consequences of the ozone smog from notorious traffic, the petro-chemical industry and the vessels in the ship channel.

Pollution from these vessels can trigger heart attacks and strokes and can even shorten life. As a 30-year volunteer with the Lung Association, I have seen first-hand the impact of air pollution on people with lung disease. I know that pollution can make healthy people cough and wheeze and send people with asthma or chronic obstructive pulmonary disease to the hospital.

We Texans are all too familiar with the blowing wind—and with the air pollution that travels miles from its source, threatening people living and breathing down wind. But I was surprised to learn how far inland the pollution blows from these huge ships. I understand that EPA's analysis shows that the pollution from ocean going vessels travels hundreds of miles inland. My neighbors and I certainly had no idea that these ships in Houston—over 160 miles away from Austin—are probably polluting the air we breathe in our backyards.

Yesterday, I testified before an EPA public hearing on the national ambient air quality standard for nitrogen dioxide. I testified that we need greater protection because nitrogen dioxide is dangerous. Science tells us that this noxious gas makes people cough and wheeze and inflames the tissues of

the lungs. Nitrogen dioxide triggers asthma attacks and increases the likelihood asthma sufferers will have to rush to the emergency department or be admitted to the hospital.

I highlighted that millions of people face higher risk of health problems from having to breathe dangerous levels of nitrogen dioxide. EPA's own proposal noted that 36 million people live near highways, railroads or ports, where they breathe air that is consistently more polluted than in other parts of the county.

In the proposal before us today, I am focusing on one of the major sources of nitrogen dioxide and one that is expected to grow unless we take action. EPA estimated that, unless we require this clean up, nitrogen dioxide emissions from ships would more than double by 2030, growing to 2.1 million tons per year.

Yesterday, I urged EPA to set a tough standard to protect the people living on or working on or near highways. Today I am urging EPA to reduce the pollution from these ocean-going ships. Under this proposal we can cut 1.2 million tons of nitrogen oxides and 143,000 tons of particulate matter annually by 2030. That will help reduce pollution across the nation, with enormous benefits to the health of children and teens, older adults and people with chronic lung diseases like asthma.

EPA estimates that we may save 13,000 lives a year by 2030 if we adopt these provisions—13,000 lives each year. Behind every one of those is a vulnerable individual struggling to breathe.

The cost to save these lives is very affordable. EPA estimates that we'll have to pay one penny more for each pair of sneakers under these rules and similar pennies for other transported goods. That's a tiny price to pay to improve the air that we breathe. In fact, we can't afford not to clean up ocean-going vessels.

I strongly support EPA moving ahead to assert its authority to cut this pollution from ocean-going vessels. We know that this is a global issue and we commend the agency's work to address this through the International Maritime Organization. EPA must move forward to promulgate these regulations to ensure that the public health is protected.

I appreciate the opportunity to present these comments.

Thank you