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Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

Dear Governor Schwarzenegger,

I am writing to you as a medical-scientist with a long time concern for minimizing the effects of air pollution on human health. The issue is the removing diesel trucks with older engines from access to Port of Los Angeles hauling by decision of the California Air Resources Board, January 1, 2010. It is the Drayage Truck Regulation.

Breathing diesel exhaust has adverse effects on the function of the human lung, produces asthma and lung cancer. Understanding has come by steps, that have removed diesel engines from underground mines, cleaned up diesel auto engines and mandated cleaner truck engines. Even school buses or their engines in Los Angeles County are being replaced to reduce the exposure of children to diesel exhaust which diminishes their ease of breathing and produces inflammation in their lungs.

I have published papers about airway obstruction shown by the reduced flow rates in Los Angeles County schoolchildren. Other scientists have showed that severity of impairment is proportional to nearness to interstate highways. Studies show that small particle concentrations, TM-10, less than 10 microns in diameter, are the component of air pollution that correlates best with airflow impairment that shows lung inflammation. Of the six schools we studied, the children's airflows were lowest at Fries School in Wilmington, California. This school is nearest the Port of Los Angeles, and its air pollution is heavily influenced by diesel ships.

There are three components to air pollution, fine particle TM-10, sulfur oxides and nitric oxides. Ocean-going vessels contribute 59% of fine particles and harbor crafts 11%, cargo-handling equipment 14%, rail locomotives 6%, leaving the heavy-duty trucks share as 10%. Ninety percent of sulfur oxide emissions come from ocean-going vessels, harbor crafts 6%, rail engines 2%, leaving only 1% attributed to heavy-duty trucks. Nitric oxide sources are split among ships and cargo-handling that comprise of 61%, trains are 13%, and trucks are 26%. The adoption of

liquefied natural gas vehicles, diesel filters and new engines seem equally valueless when this big picture is considered.

The facts made it clear that control of air pollution should be focused on ships, particularly ocean-going vessels, but also harbor craft. To focus on trucks is the wrong end of the scale, the trivial rather than the predominant source. Reduction of truck emission to zero would not have a measurable effect on air pollution. Instead, emphasis should be on ocean-going vessels by providing a hook-up to electric power for them in the harbor.

My second concern as a scientist and citizen is fairness, equitable treatment for independent truckers, driver/operators. This is a moral matter and an ethical issue. In this depressed economy, tons of shipping are reduced and independent truck drivers without sponsorship are sorely pressed to keep operating to avoid bankruptcy, unemployment, and loss of support to families. Installation of new diesel filters take time and up costs as much as \$21,000. The independents, not the large operators, like Swift need government help, funding to install filters or to replace dirty diesel engines with cleaner ones. While the details, trucker by trucker, are resolved, the deadline for compliance needs extended for a year or more. Or as implied above, should be set aside because it does not solve the problem.

The harbor air should be improved and a truck corridor considered to decrease emissions of air polluting particles and sulfur and nitrogen gases from trucks hauling goods being imported and exported. Therefore, the clean air program should focus on major polluters, which are ocean going ships, harbor craft and cargo handling equipment. The livelihood of independent truckers and their families should not be sacrificed to the god of clean air.

Cordially,

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