

CS FOR HOUSE JOINT RESOLUTION NO. 19(RES)
IN THE LEGISLATURE OF THE STATE OF ALASKA
TWENTY-THIRD LEGISLATURE - FIRST SESSION

BY THE HOUSE RESOURCES COMMITTEE

Offered: 4/16/03

Referred: Rules

Sponsor(s): REPRESENTATIVE SAMUELS

A RESOLUTION

1 **Relating to the ultra low sulfur diesel fuel requirements of the United States**
2 **Environmental Protection Agency and their application to Alaska.**

3 **BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:**

4 **WHEREAS** the United States Environmental Protection Agency has ruled that,
5 beginning September 2006, roadway-based large trucks and buses must use ultra low sulfur
6 diesel fuel having a sulfur content of not more than 15 parts per 1,000,000; and

7 **WHEREAS** the United States Environmental Protection Agency has taken this action
8 based upon well-documented health hazards associated with diesel exhaust inhalation; and

9 **WHEREAS** rural Alaska depends on diesel fuel for its electrical power generation;
10 and

11 **WHEREAS** ultra low sulfur diesel fuel costs more to produce and is less efficient,
12 resulting in an overall higher cost to produce the same output as the high sulfur fuel currently
13 in use; and

14 **WHEREAS** northern Alaska temperatures are colder than most areas of the United
15 States, and fuel additives that create an arctic-grade of ultra low sulfur diesel fuel are
16 necessary to avoid fuel failure; and

1 **WHEREAS** arctic-grade ultra low sulfur diesel fuel is currently manufactured only in
2 Alberta, Canada, and must be imported into the state, increasing fuel transportation costs; and

3 **WHEREAS** diesel fuel constitutes only a small part of the fuel refined in Alaska, and
4 to modify Alaska refineries to produce low sulfur diesel fuel would be prohibitively
5 expensive; and

6 **WHEREAS** ultra low sulfur diesel fuel may not be transported or stored in the same
7 tanks used for high sulfur diesel fuel unless the tanks have been cleaned; and

8 **WHEREAS** the necessary separation of fuel types will create financial and logistical
9 problems in rural Alaska and may make it prohibitively expensive for communities to import
10 more than one type of diesel fuel; and

11 **WHEREAS** electric utilities that serve rural communities estimate that electric costs
12 will increase 25 to 33 percent based on the lower efficiency and higher cost of producing,
13 transporting, storing, and using arctic-grade ultra low sulfur diesel fuel; and

14 **WHEREAS** manufacturer and market responses to the new federal fuel requirements
15 will eventually create demand for the ultra low sulfur diesel fuel in rural Alaska; and

16 **WHEREAS** rural Alaska communities do not have the same exposure to
17 transportation-related diesel fumes as large urban areas because there are very few diesel
18 trucks and buses in rural Alaska; and

19 **WHEREAS** rural Alaska citizens have a unique and uncharacterized exposure to
20 diesel fumes due to their proximity to diesel fired power plants; and

21 **WHEREAS** the lack of scientific information regarding the unique exposure to diesel
22 fumes in rural Alaska prevents the Department of Environmental Conservation from
23 determining if exposure to diesel exhaust in rural Alaska communities poses a health risk to
24 the citizens of Alaska; and

25 **WHEREAS** rural Alaska community members have expressed concern about the
26 unknown but potential health risks from diesel exhaust; and

27 **WHEREAS**, by June 2003, the Alaska Department of Environmental Conservation
28 must submit a plan for applying the United States Environmental Protection Agency standards
29 for the use of ultra low sulfur diesel fuel in rural Alaska communities;

30 **BE IT RESOLVED** that the Alaska State Legislature urges the state's delegation in
31 the United States Congress to request the United States Environmental Protection Agency to

1 provide funding to investigate and examine the fiscal and logistical effects of arctic-grade
2 ultra low sulfur diesel fuel on the current energy and transportation infrastructure in Alaska
3 and to evaluate the health effects of diesel fuel use in rural Alaska communities; and be it

4 **FURTHER RESOLVED** that the Alaska State Legislature urges the Governor to
5 direct the Department of Community and Economic Development to determine the fiscal and
6 logistical effects on the state of using arctic-grade ultra low sulfur diesel fuel in Alaska; and
7 be it

8 **FURTHER RESOLVED** that the Alaska State Legislature urges the Governor to
9 direct the Alaska Department of Environmental Conservation, the Department of Community
10 and Economic Development, and the Department of Health and Social Services to coordinate
11 with the United States Environmental Protection Agency to determine the health, fiscal, and
12 logistical effects on the state of using arctic-grade ultra low sulfur diesel fuel in Alaska; and
13 be it

14 **FURTHER RESOLVED** that the Alaska State Legislature urges the Governor to
15 direct the Alaska Department of Environmental Conservation to provide, in its plan for the
16 application of the United States Environmental Protection Agency standards, that rural Alaska
17 have as much flexibility as possible in the use of ultra low sulfur diesel fuel; and be it

18 **FURTHER RESOLVED** that the Alaska State Legislature urges the Governor to
19 direct the Alaska Department of Environmental Conservation to reexamine how the United
20 States Environmental Protection Agency standards for the use of ultra low sulfur diesel fuel
21 are applied to the state's plan for off-road communities.

22 **COPIES** of this resolution shall be sent to the Honorable Christine Todd Whitman,
23 Administrator, U.S. Environmental Protection Agency; and to the Honorable Ted Stevens and
24 the Honorable Lisa Murkowski, U.S. Senators, and the Honorable Don Young, U.S.
25 Representative, members of the Alaska delegation in Congress.