

O's rally falls short
Matt Wieters' 2-run homer in 9th inning not enough as Red Sox win, 5-4 **SPORTS**

\$1,136
of savings in today's Sun
Year-to-date savings total: **\$18,939**

SUN INVESTIGATES

O'Malley lobbies EPA on fuel rule

Carnival Cruise Lines might pull ship from Baltimore over air-quality mandate

BY TIMOTHY B. WHEELER
The Baltimore Sun

Gov. Martin O'Malley has interceded with the Environmental Protection Agency on behalf of Carnival Cruise Lines after the company threatened to pull its business from Baltimore over a pending air-quality regulation that would require large, ocean-going ships to burn cleaner fuel.

O'Malley spoke twice with Bob Perciasepe, acting EPA administrator, since late May to support Carnival's request for what the governor's press secretary called a waiver from the agency's cleaner-fuel mandate.

The EPA says the requirement, which calls for the use of cleaner-burning fuel in coastal waters, could significantly reduce air pollution not just along the coast but far inland. The cruise industry has warned of potential cut-backs in cruises and jobs because of higher costs.

O'Malley "picked up the phone right away" after learning that Carnival had told state port officials it was considering ending its weekly cruises out of Baltimore as early as next year as a result of the regulation, said his press secretary, Takirra Winfield.

Carnival wanted O'Malley's help in getting the EPA to expedite a review of its plan, because the decision could affect whether it schedules cruises from Baltimore next year and beyond, said Maryland Port Administration spokesman Richard Scher.

"If jobs are at stake, the governor is going to go to bat for those jobs," Winfield said.

But Frank O'Donnell, president of Clean Air Watch, a Washington environmental group, said O'Malley let himself be used by the nation's largest cruise line in what he **See HELP, page 20**



Martin O'Malley

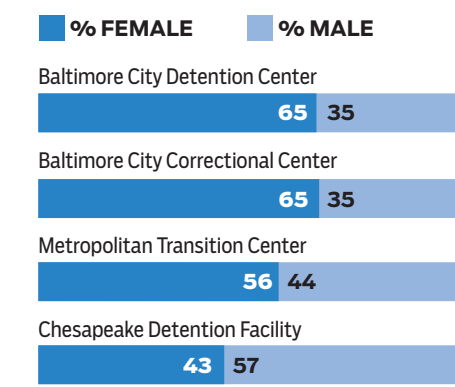
Female correctional officers say a scandal at the city jail doesn't reflect the strides they've made and the way they handle a dangerous job



WOMEN ON WATCH

Female correctional officers in Baltimore

Percentages of female and male officers at state correctional facilities located in the city:



NOTE: Percentages are rounded.
SOURCE: Maryland Department of Public Safety and Correctional Services

BY ALISON KNEZEVICH | The Baltimore Sun

The 19-year-old felt sick to her stomach when she stepped into the Baltimore prison once nicknamed "Supermax" for her first day of work as a corrections officer. The place was dark and dingy, and she had never been around so many men before.

When Ashley Riley finished her shift that day, she told her mother she'd never go back. But she did, and for nearly a decade the job has offered her a steady paycheck and good benefits.

Women like Riley account for almost two-thirds of the corrections officers at some Maryland institutions, a proportion that illustrates how heavily the system has come to depend on them. And they have been in the spotlight recently, after federal authorities charged 13 female officers in an alleged

corruption scheme at the Baltimore City Detention Center.

Tavon White, a leader with the Black Guerrilla Family gang, impregnated four correctional officers, according to federal indictments. Investigators say White — who has pleaded not guilty to the charges — and other gang members targeted female officers to aid in a smuggling scheme.

Riley and other women who have built careers in the field acknowledge the challenges in handling male inmates. But they say the problems outlined by federal prosecutors don't reflect the way they handle a dangerous job. It takes mental toughness and an armor of self-respect, they say. They work with men who are angry, mentally ill. Some can't read or write. Many **See CORRECTIONS, page 18**



Cpl. Ashley Riley

Faith, hard work help Davis realize his dream

Through high school stardom, struggles with the Rangers and now success with the Orioles, slugger is finding himself

BY CHILDS WALKER AND MIKE KLINGAMAN
The Baltimore Sun

The power? That blunt-force ability to lay wood to a baseball and propel it 400, 420, 450 feet? He had it even when he was a boy. Came from God, as far as he's concerned.

Harnessing it? Well, that's the work of Chris Davis' life.

There's a paradoxical quality to the Orioles' first baseman, who has emerged this season as one of baseball's most

fearsome sluggers and a likely All-Star starter as he leads the majors with 22 home runs.

Growing up in East Texas, Davis was like a puppy with big paws, bowling over everything. But even as he climbed the ranks of the game he loved, he had trouble finding the deeper fulfillment he coveted.

Before he could put all that strength to use, he had to stop trying to overpower everything in his life. He had to tone down the perfectionist streak he inherited from his dad, Lyn, who gave him his work ethic **See DAVIS, page 19**



GENE SWEENEY JR./BALTIMORE SUN PHOTO
First baseman Chris Davis has become a league-leading slugger during his time with the Orioles.

SUMMARY OF THE NEWS

MARYLAND

GAY PRIDE EVENT: In a generally toned-down celebration of unity, members of the lesbian, gay, bisexual and transgender community joined with heterosexual friends and family members, local residents, and city and state officials for a parade and celebration Saturday in Mount Vernon. The area has hosted the parade and block party for more than a decade. **NEWS PG 2**

TODAY'S WEATHER

PARTLY SUNNY
86 HIGH | **65** LOW
Storm possible Monday **SPORTS PG 10**

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opinion news 24 • puzzles auto 9, a&e 6, comics • federal workplace news 8 • medicine & science news 10-11



Today @ 1:00pm | mASNHD

AT

Tomorrow @ 6:30pm
Tuesday @ 6:30pm
Wednesday @ 12:30pm

mASNHD

NEXT SERIES

mASNHD

Iranians, hoping for change, elect moderate

Many frustrated by slumping economy, lack of jobs

BY RAMIN MOSTAGHIM AND PATRICK J. McDONNELL | Tribune Newspapers

TEHRAN, Iran — The stunning landslide election of Hasan Rowhani as Iran's next president highlighted a deep frustration among many Iranians about the direction of their country, especially an economy marred by skyrocketing prices, stagnant wages and dwindling job opportunities.

In explaining their vote for Rowhani, many spoke of "change." They alluded not to hot-button international issues such as Iran's contentious nuclear program or Tehran's unflinching support of Syrian President Bashar Assad, but to the slumping economy that has been especially unforgiving on the young, among whom unemployment reportedly tops 40 percent.

"People want a change in the economic situation," said Saman Hasani, 26, an engineering student.

As the only perceived moderate in the race, Rowhani had a natural appeal for those seeking a new

direction after eight years of President Mahmoud Ahmadinejad — widely seen as a divisive and bombastic figure who badly mismanaged the economy.

Rowhani's reputation has long been that of a slightly conservative but pragmatic cleric with deep roots in the 1979 Islamic Revolution. He has been a mainstay of post-revolutionary Iranian politics. He served in parliament and as the top nuclear negotiator for President Mohammad Khatami, a reformist often stymied by Iran's entrenched alliance of the clerical elite and the Revolutionary Guard and its massive economic tentacles.

A sign that Rowhani did not pose a threat to the system was the fact that the powerful Guardian Council, which vets candidates, allowed him on the presidential ballot while barring his mentor, former President Hashemi Rafsanjani.

But Rowhani enthusiastically and unexpectedly em-

braced the reformist cause, whether out of conviction or some measure of political expediency. He took on such incendiary issues as individual rights, gender equality, artistic freedom and censorship. Meanwhile, Rowhani's musings about freedoms and opening up society resonated with important constituencies: the young, women and members of the urban middle class. He hinted at releasing political prisoners, declaring at one point, "Why should people be in jail just for their ideas?"

His comments were measured and often nonspecific, clearly designed not to confront the leadership. Rowhani's economic prescriptions — create jobs by bolstering domestic industry and attracting foreign investment — weren't especially original. But he linked economic development with an ambitious, albeit somewhat inchoate, project for "reconciliation with the world," hinting at a global



ATTA KENARE/GETTY-AFP PHOTO

A woman holds a poster of winning presidential hopeful Hasan Rowhani as Iranians celebrate Saturday in Tehran's Vanak Square. In a field of eight, he won 50.7 percent of votes.

engagement for a nation that has become isolated and shut off from foreign markets.

His chief rivals in the conservative bloc hewed to a narrower, more limited and familiar vision.

Saeed Jalili, who has been handling the nation's sensitive nuclear portfolio, spoke of creating a society based on "pure Islam," a notion not especially attractive to a burdened middle class. Jalili, once deemed a presumptive front-runner because of his close association with

the clerical and security elite, garnered about 11 percent of the vote, compared with Rowhani's 50.7 percent and 16 percent for Tehran Mayor Mohammed Bagher Qalibaf.

In Washington, the White House press secretary's office said of Rowhani's victory: "The United States remains ready to engage the Iranian government directly in order to reach a diplomatic solution that will fully address the international community's concerns about Iran's nuclear pro-

gram."

But what progress Rowhani can make remains to be seen. Foreign policy and nuclear matters are the preserve of Supreme Leader Ayatollah Ali Khamenei, whom the West sees as an inflexible barrier to any deal. But Rowhani and Khamenei are old friends, and while the new president cannot challenge or confront the ultimate authority, observers say he may be in a position to persuade Khamenei to shift course for the good of the country.

FROM PAGE ONE

O'Malley lobbies EPA on fuel rule

HELP, From page 1

called "an attempt to squeeze the EPA and to try to intimidate them."

"What I find absolutely deplorable is that a big polluter like Carnival in effect is trying to use the people of Maryland as pawns in this battle to try to relax life-saving clean-air requirements," O'Donnell said. "What surprises me a little bit is that O'Malley fell for this so easily."

Carnival and Royal Caribbean cruise lines operate one vessel each from Baltimore, sailing to such places as Bermuda, the Bahamas and Canada. Their two ships support 220 direct jobs, state officials say, and spending by cruise passengers, the companies and their suppliers pumps \$90 million a year into the region's economy.

"This is a lot of jobs and this is a lot of revenue," Winfield said. "The governor took this seriously and wanted to do everything that he could here to try to get some assistance, keeping in mind that this is a huge deal for our economy."

Carnival did not respond to inquiries about the impact of the fuel requirement; neither would it discuss whether it was looking to pull the Carnival Pride from Baltimore.

Company spokesman Vance Gulliksen said in an email that Carnival and other cruise lines have been "exploring alternative compliance" with the EPA, including development and installation of a new type of pollution scrubbers on ships that he said would meet or exceed air-quality standards.

Gulliksen said Carnival plans to continue making voyages from Baltimore to the Bahamas and the Caribbean through April but is reviewing its plans after that for several cruise programs, including those from Baltimore. An announcement is expected by the end of this month, he said.

The cruise industry has been pressing the EPA since last year to soften requirements that all large cargo and passenger ships burn progressively cleaner fuel in an "emission control area" that extends up to 200 nautical miles out to sea. Alaska has filed a lawsuit challenging the fuel mandate.

The EPA adopted the rule to comply with pollution reductions called for by the International Maritime Organization, an agency of the United Nations. Last August, ships in U.S. coastal waters were required to start burning fuel containing a maximum of 1 percent sulfur. By 2015, the sulfur content will have to be reduced by 90 percent. Cruise ships are particularly affected by the mandate, because much — and sometimes all — of their time is spent in coastal waters.

The agency estimated that by 2020, the reduced emissions of particulate and smog-forming pollution from shipping would prevent 5,500 to 14,000 premature deaths, avoid nearly 4,000 emergency room visits and save more than \$100 billion in health care, lost work and other costs.

"The big diesel engines on cruise ships are a big source of particulate matter and sulfur emissions that make particulate matter," said Russell Dickerson, a professor in atmospheric and oceanic sciences at the University of Maryland, College Park. They also emit nitrogen oxides, which contribute to the formation of smog. Depending on which way the winds are blowing, ship emissions can be carried far up the heavily populated East Coast, he said.

Most cruise ships and other large ocean-going vessels burn huge quantities of "bunker," a relatively inexpensive grade of fuel with many impurities.

"It's the dirtiest stuff out there," said Pamela Campos of the Environmental Defense Fund, with many times higher levels of impurities than the diesel fuel used by buses and trucks. "It's basically what's left over after you refine everything else out."

Last summer, when the 1 percent sulfur



BALTIMORE SUN PHOTO 2009

Carnival Cruise Lines has threatened to pull its business from Baltimore over a pending air-quality regulation that would require ships such as the Carnival Pride to burn cleaner fuel. The EPA estimated that burning cleaner fuel would add \$7 per day, on average, to individual cruise fares.

limit took effect, several cruise and shipping lines complained of being unable to find enough fuel. They told officials they were paying 15 percent to 40 percent more. With a tighter standard looming in 2015, some industry officials have warned of sharply higher prices and cutbacks in U.S. cruises.

The EPA estimated that burning cleaner fuel would add \$7 per day, on average, to individual cruise fares. In a recent briefing to the Maryland Port Commission, state transportation officials estimated that using less-polluting fuel could raise the cost of six- to 10-day cruises from Baltimore by \$66 to \$140 per passenger, depending on destination. Rates now being advertised run from \$905 and up for two people in an interior cabin on a late-fall voyage to the Bahamas.

State officials also warned the commission that the cost increases were such that cruise routes could be changed and vessels might be relocated.

Carnival is "not ready to announce anything, but it's our understanding based on discussions we've had with them that they're inclined to leave," Winfield said. She added that "we're hoping they'll return in the future" should the EPA offer relief.

Environmentalists say they are skeptical of industry threats to abandon Baltimore, noting that the fuel regulation would apply to cruises departing from any other U.S. port.

Scher said Carnival has done good business out of Baltimore, from which it has been sailing since 2009. "Their ships have sailed full continuously," he said. "They recognize it's a strong market."

But he said Carnival has indicated its concern about the impact of the fuel mandate. Baltimore is at a disadvantage, port officials say, because its location near the head of the Chesapeake Bay adds hundreds of miles per voyage.

O'Malley's press secretary said the EPA chief had told him the agency was reviewing Carnival's request for relief and was leaning toward granting it. After speaking with Perciasepe by phone in late May, the governor also spoke with him briefly in

person at a meeting in Washington, said Alisha Johnson, Perciasepe's press secretary.

Johnson said Perciasepe told O'Malley that regulators have been talking with the shipping company but nothing has been decided.

Another EPA spokeswoman, Julia Valentine, said officials were unaware of any other governors, except Alaska's, who have expressed concerns to the federal agency about losing cruise business because of the fuel mandate. Spokesmen for government agencies overseeing cruise departures from Boston and New York said they had not heard similar warnings about ships being pulled or making less frequent voyages.

Asked how O'Malley's appeal on behalf of Carnival squared with his oft-stated advocacy for

clean air and water, Winfield said the governor had been told that there is alternate technology for reducing air pollution from cruise ships, obviating the need for the EPA requirement to burn more costly ultra-low-sulfur diesel fuel. She said she believed that information came from Carnival.

"The governor is a strong advocate for the environment and protecting the bay," Winfield said. "But as we are in this economic recovery, we're always fighting for jobs. So we have to strike that balance."

Neither EPA officials nor Carnival's spokesman would discuss what the company is asking of the agency.

International maritime rules do not allow a waiver from the fuel requirement but do permit consideration of alternatives that would provide the same overall pollution reductions. Rules also allow temporary exemptions to try out new emission-control technology.

The EPA, in consultation with the Coast Guard and a Canadian shipping authority, has approved a proposal by Royal Caribbean to meet the fuel sulfur limits by averaging emissions among some of its ships, according to an agency official, who was allowed to speak only on background.

Some of Royal Caribbean's ships are

powered by diesel turbines that burn a more-refined, less-polluting fuel. Their cleaner emissions, when paired with those of other ships operating in the same region, produce emissions that meet the air-quality standard on average, the EPA official said.

Royal Caribbean also has been granted a temporary exemption from the low-sulfur fuel mandate for some ships while they are being outfitted with scrubbers that remove pollution from engine exhaust. A Royal Caribbean spokeswoman said in an email that the line is seeking such permits for six ships, including Baltimore-based Grandeur of the Seas, but did not respond to further questions.

During the retrofit, the affected ships are allowed to burn fuel with up to 2½ times the sulfur content that all other vessels are now supposed to be using, according to EPA officials. The agency would not say how long the exemptions would last, saying it varies by ship and is up to Royal Caribbean to provide that information if it wants. But the EPA did say the scrubber installation could take from six months to four years or more, depending on whether the work was done in dry dock or while the vessel remained in service.

O'Donnell said the EPA appears to be softening a major pollution-control initiative under political pressure, including from cruise industry supporters in Congress.

"At least for the short run," he said, "breathers are going to get dirtier air and health damage."

He said that while the ships could clean up emissions if and when they are fitted with scrubbers, it is troubling that neither the EPA nor the industry can say how long that might take.

O'Donnell likened the industry's bid for temporary exemptions while installing pollution controls to a famous line from an old animated cartoon.

"They're saying, 'I'll gladly pay you Tuesday for the hamburger I eat today,'" he said. "But they're not saying 'Tuesday.' That's a reason for concern."

Even after the tighter fuel limit begins in 2015, cruise ships would be able to burn fuel with 60 times the sulfur allowed in diesel used by buses and trucks in the United States, according to the EPA.

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"The big diesel engines on cruise ships are a big source of particulate matter and sulfur emissions."

Russell Dickerson,
University of Maryland