

REGULATORY NOTICE

California Air Resources Board Staff to Develop Additional Requirements for Commercial Harbor Craft

September 2018

This notice is to inform you that the California Air Resources Board (CARB) staff plans to initiate a rulemaking process to develop additional requirements for Commercial Harbor Craft. Throughout this process, we will be collecting information and soliciting input on ways to further reduce emissions from Commercial Harbor Craft operated within Regulated California Waters, which includes the area within 24 nautical miles of the coast. The goal of CARB's rulemaking is to achieve greater emissions reductions and minimize community exposure to air pollution.

Why is CARB staff developing additional requirements for Commercial Harbor Craft?

The existing Commercial Harbor Craft Airborne Toxic Control Measure requires the majority of vessels with older engines (e.g., pre-Tier 1 or Tier 1) to be repowered with engines meeting newer standards (e.g., Tier 2 or Tier 3). Staff recently assessed the risk of a seaport facility that showed Commercial Harbor Craft will continue to contribute a significant amount of diesel particulate matter risk after full implementation of the current regulation in 2023. As a result, staff proposed at the March 2018 Board Hearing to develop regulations to further reduce emissions from commercial harbor craft and other freight sources including ocean-going vessels, cargo handling equipment, and drayage trucks. These measures will also achieve emission reductions needed to attain ambient air quality standards and combat climate change. We are also looking to increase regulatory compliance rates. Staff proposed taking new requirements for Commercial Harbor Craft to the Board in 2020.

To achieve the additional reductions, CARB staff will propose new requirements for Commercial Harbor Craft to include more stringent in-use and new vessel requirements for both freight-related and passenger vessels (e.g. ferry and excursion). In developing the additional requirements, we will re-evaluate the feasibility of installing Tier 4 engine technology on in-use vessels, the feasibility of installing and performance of advanced retrofit emission control devices in Commercial Harbor Craft applications, stricter emission standards for marine engines, hybrid vessels, alternative fuel technologies, and possibly other operational control strategies for reducing emissions.

CARB staff will continue to assess the availability and performance of zero and near-zero emission technologies for potential inclusion in future requirements. We will also consider opportunities to prioritize the earliest implementation near the communities most impacted by air pollution, and evaluate opportunities for incentivizing advanced technologies and/or early compliance.

What is CARB staff undertaking now to inform the additional requirements?

CARB staff will be conducting port visits, characterizing vessel and engine activity, source testing vessels, and evaluating the feasibility of implementing newer engine, hybrid, alternative fuel, and retrofit technology. Staff will also be conducting outreach to collect information and seek input from parties including: commercial harbor craft owner/operators,

ports, vessel/trade organizations, original equipment manufacturers and installers, verified diesel emission control strategy manufacturers and installers, developers of potential alternative technologies, other agencies (including air districts and the U.S. Environmental Protection Agency), researchers, and community/environmental advocates. Together, this work will allow staff to refine CARB's understanding of where Commercial Harbor Craft operate in Regulated California Waters, evaluate emissions, and identify and prioritize emission reduction strategies. CARB staff is currently evaluating the community health risk from harbor craft operations. We will also work with communities to identify impacted areas and suggested strategies for effective control of air pollution from this source.

What information is CARB staff seeking from stakeholders?

CARB staff is requesting information on any projects that demonstrate the use of successful technologies and approaches (including alternative fuels) to reduce emissions from Commercial Harbor Craft operations. Information and data on all of the following will be considered during the rulemaking process:

- Demonstrations of hybrid, near-zero, and zero-emission equipment;
- Charging/fueling infrastructure needs;
- Development and application of aftermarket emission control devices;
- Electronic engine records that can be used to update load factors in CARB's emission inventory;
- Vessel route(s) and location history data; and
- Industry operations and operational efficiencies to reduce emissions.

CARB staff plans to distribute surveys for owners, operators, and manufacturers later in the rulemaking process to collect cost, activity, and other information. We encourage and appreciate your participation in this process.

How can I be involved in the process?

The additional requirements for Commercial Harbor Craft will be developed in an open public process. CARB will hold public meetings, meetings with stakeholder groups, port communities and environmental advocates, and other interested parties to solicit input during the rulemaking process. We expect that public meetings will begin in November 2018. We value your input and invite you to participate in the process.

How can I get more information?

For information on the Commercial Harbor Craft Airborne Toxic Control Measure rulemaking process, please visit our website at:

<https://www.arb.ca.gov/ports/marinevess/harborcraft.htm>

To be notified of rulemaking activities, please sign up for the CARB list serve at:

https://public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=harborcraft

If you have any questions or to request a meeting, please contact Ms. Tracy Haynes, Staff Air Pollution Specialist, at (916) 324-0311, or by email at Tracy.Haynes@arb.ca.gov.