

August 7, 2024

Giles Pettifor, Environmental Manager
Port of Hueneme
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gpettifor@portofh.org

Dear Giles Pettifor:

Thank you for submitting the revised Port/Terminal Plan (Plan) on behalf of Port of Hueneme to the California Air Resources Board (CARB) as required by the Control Measure for Ocean-Going Vessels At Berth ("Regulation").

Staff have noted that the list of potential exemption scenarios was removed from the Plan as requested by CARB but were referenced in the cover letter for this Plan submission dated June 5, 2024. As previously stated in CARB's earlier letter dated May 13, 2024, requesting revisions to the Plan, only CARB can evaluate requests on a case-by-case basis and make compliance determinations consistent with the Regulation. Staff have also noted that Kristin Decas (Port Director) signed the cover letter dated June 5, 2024, which confirms the submission of this revised version although page 3 of the Plan contains an old signature.

CARB staff has reviewed your updated Plan (submitted June 5, 2024) and has determined that the plan fulfills the requirements of the Regulation as set forth in sections 93130.14(a) and 93130.14(b). CARB considers the updated Plan complete, and no changes are necessary at this time.

Emission Reduction Requirements Begin January 1, 2025, for Ro-Ros and Tankers

There are upcoming compliance obligations that will become effective on January 1, 2025, for all ro-ro vessels visiting California and the ports and terminals at which they visit, and for those tanker vessels that visit the ports of Los Angeles or Long Beach and the ports and terminals at which they visit. We understand that implementing emission control strategies may encounter delays. **However, even when noted in an approved Plan, delays do not waive, exempt, or otherwise excuse compliance obligations;** regardless of delays, terminals must meet the Regulation requirements for reducing emissions at berth or utilize an alternative compliance option consistent with the compliance start dates set forth in the Regulation.

Physical and/or Operational Constraints Require a Technical Feasibility Study

The Plan identifies "numerous physical or operational constraints for using shore power" in Section 4.1.6 regarding the South Terminal, and a constraint of channel width is identified as impacting barge-based capture-and-control. No physical or operational constraints are identified for shore power in Section 5.1.7 regarding the North Terminal, but the same

constraint of channel width is identified for barge-based capture-and-control. Per section 93130.14(a)(3)(H), terminals claiming that a “physical and/or operational constraint” will delay its ability to implement its preferred CARB approved emission control strategy (CAECS) must also include with its terminal plan a technical feasibility study evaluating if there are any other emission control options that could be implemented more quickly at the terminal. Since no technical feasibility study has been provided, the terminals will not be eligible for remediation under the qualifying circumstance described in section 93130.15(b)(5), though a different qualifying circumstance could apply (i.e., terminal or port equipment repairs, delays with operation of existing control strategy).

If any significant changes occur to any elements of your Port/Terminal Plan, or to update the Plan with a feasibility study addressing the physical and operational constraints described above, resubmit an updated Plan to CARB (shorepower@arb.ca.gov) at any time. Additional information on Terminal Plans can be found under section 93130.14 of the At Berth Regulation or on CARB’s website at:

<https://ww2.arb.ca.gov/our-work/programs/ocean-going-vessels-berth-regulation/terminal-and-port-plan-submissions>.

Sincerely,



Bonnie Soriano, Chief, Freight Activity Branch, Transportation & Toxics Division



Justin Shields, Chief, Freight Hub Enforcement Branch, Enforcement Division

cc: Angela Csondes, Section Manager, Marine Strategies Section

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