

January 20, 2026

Steven Arita  
Chevron Products Company  
A subsidiary of Chevron U.S.A., Inc.  
P.O. Box 1272  
Richmond, California 94802  
[stevenarita@chevron.com](mailto:stevenarita@chevron.com)

Dear Steven Arita:

December 1, 2021, Chevron Products Company (Chevron) submitted an Innovative Concept (IC) Application (Application) as a potential compliance pathway for meeting the requirements of the California Air Resources Board's (CARB) 2020 Control Measure for Ocean-Going Vessels At Berth (2020 At Berth Regulation) pursuant to California Code of Regulations, title 17, section 93130.17.

Chevron received approval for the first portion of the application on May 3, 2024, via Executive Order (EO) G-23-295.

CARB acknowledges and confirms Chevron's request on June 10, 2024, to retract IC-4 Fluidized Catalytic Cracker (FCC) Ammonia Optimization from the Application.

CARB acknowledges and confirms Chevron's request on October 14, 2024, to retract IC-8 Solar Electricity Project - General, and IC-9 Solar Electricity Project - Shore Power from the Application.

CARB staff have evaluated Chevron's Taylor Katalytic de Nitrification (TKN) Heater Optimization Concept (IC-6) submitted as part of Chevron's Application, including emissions data and calculations provided by Chevron. As requested by Chevron via email on May 26, 2023, CARB prioritized the evaluation of IC-6 since it does not require California Environmental Quality Act (CEQA) review and has an earlier implementation date compared to other sub-concepts in Chevron's Application. The remaining sub-concepts in Chevron's Application will be evaluated separately, and CARB is continuing to prioritize evaluation of the sub-concepts that do not require CEQA review. We appreciate the time spent working together through regular meetings on the innovative concept applications. For IC-6, these meetings helped CARB to understand the project emissions and reductions, and to develop record templates to track this activity and to formalize the concept through the attached executive order.

Chevron has been granted EO G-25-057 under the 2020 At Berth Regulation, California Code of Regulations, title 17, section 93130.17(b)(4) which includes the provisions of EO G-23-295 and expands the approval to allows IC-6 to claim emissions reductions from optimization of the F-500 heaters at the TKN plant that improves efficiency thereby reducing fuel consumption. The early credits for activity before January 1, 2027, can be used for a

compliance period of five years, from January 1, 2027, to December 31, 2031. The credits generated after January 1, 2027, must be used for compliance in the calendar year the reduction was generated, or the following calendar year.

Additionally, the EO has been amended to allow for the possibility of extending IC-1. The requirements of the In-Use Locomotive Regulation are no longer in effect, and use of the LEAF locomotive beyond January 1, 2032, is currently in excess of regulation requirements.

Executive Order G-25-057 is an amendment to EO G-23-295, which is now superseded and is of no further force and effect.

In closing, we appreciate the opportunity to work with Chevron in its efforts to implement Innovative Concepts to meet the requirements of the 2020 At Berth Regulation. If you have any questions, please contact Angela Csondes, Manager, Marine Strategies Section at [angela.csondes@arb.ca.gov](mailto:angela.csondes@arb.ca.gov). In addition, please feel free to contact Jonathan Foster, Staff Air Pollution Specialist, Marine Strategies Section at [jonathan.foster@arb.ca.gov](mailto:jonathan.foster@arb.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Bonnie Soriano".

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

Attachment: Executive Order G-25-057

cc: Angela Csondes, Section Manager, Marine Strategies Section

Jonathan Foster, Staff Air Pollution Specialist, Marine Strategies Section