

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

**CONTACT INFORMATION**

Contact Person:	Company Name:
Telephone Number:	Email:
NAICS Code (If Known):	

CARB is conducting this survey of owners/operators of all commercial harbor craft vessels. CARB staff is currently considering amendments to the CHC regulation. CARB staff is evaluating the feasibility of Tier 4 engine technology and the performance of advanced retrofit emission control devices in CHC applications, and exploring other operational control strategies for reducing emissions. Public meetings began in Fall 2018 and additional meetings will be held in 2019, with final Board consideration planned during the 2020 calendar year. The purpose of this survey is to obtain information from regulated owners/operators to allow CARB to evaluate the potential costs to the regulated industry that may be incurred by future amendments to the CHC Regulation. CARB staff also seek to understand the fate of engines and vessels upon replacement (such as sale out of state or disposal) to inform its assessment of environmental impacts for future amendments.

Your survey responses will inform CARB staff's thorough evaluation of the potential economic, health and environmental impacts of future regulatory amendments. To the greatest extent possible, complete this form to provide staff with the requested information. Where information is used in our public rulemaking documents, staff plans to show the data we receive in aggregated form without individual vessel or company identification. We would welcome the information provided in formats other than this form, such as Excel, Word Document, etc. If you are unable to provide all information requested, provide what you can. Read the "Confidentiality Disclaimer" on the last page of this survey before providing any response to this survey.

Submit your survey to CARB by February 28, 2019. Email your electronic files to Help Line ([harborcraft@arb.ca.gov](mailto:harborcraft@arb.ca.gov)). Questions may be submitted to Help Line via email or phone at 888-442-7238.

**A. FLEET INFORMATION**

1. Primarily operating in California:
2. Primarily operating in other states:
3. Total:

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

**B. VESSEL INFORMATION**

We request information for all vessel(s) in your fleet that operate in California. Add additional columns or pages as needed. If exact measurements are not available, approximate where possible. Include available information for vessels that are no longer in your fleet if you repowered, replaced or retired them to comply with the CHC Regulation.

Question	Example	Vessel 1	Vessel 2	Vessel 3
1. Vessel Name	Name			
2. Still in fleet as of survey response date?	Yes			
3. If vessel is not still in fleet, year sold or disposed	N/A			
4. If vessel was sold, was it sold to minimize costs to comply with the CHC Regulation?	N/A			
5. If sold, was the sold vessel replaced?	N/A			
6. Vessel Category	Truck Tug			
7. Vessel Size (Gross Register Tonnage)	150			
8. Year Vessel Built	2000			
9. Expected Life of Vessel - from time built until scrapped (years)	20			
10. Height of Exhaust Stack Exit Above Water (feet) <sup>2</sup>	20			
11. Does Vessel Exhaust Exit Underwater? <sup>2</sup>	No			
12. Diameter of Exhaust Pipe (inches) <sup>2</sup>	8			
13. Exhaust Angle (Vertical, Horizontal, Downward or Angle) <sup>2</sup>	Angle			
14. Is there a rain cap on the exhaust stack(s) ? <sup>2</sup>	No			
15. Can engine(s) be disengaged from propeller(s) (i.e. can you rev engine while in neutral or park) ? <sup>3</sup>	Yes			

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

[1] Identifying information will not be displayed in public rulemaking documents.

[2] Exhaust stack information is requested to help CARB refine air dispersion modeling parameters that are used to model diesel particulate matter cancer risk.

[3] This information is requested to help CARB develop appropriate opacity testing requirements.

**C. VESSAL REPOWER INFORMATION**

Question	Example	Vessel 1	Vessel 2	Vessel 3
1. Have engines been replaced or repowered since 2008 for any reason? (If you answered "yes" to question 1, provide the following information below)	Yes			
2. Was the repower done for the sole purpose of compliance with the CHC Regulation?	Yes			
3. Did you receive any incentive funding?	No			
4. If you answered "yes" to question 3, what was the source of the funding? (e.g. Carl Moyer Program)	2014			
5. Year(s) of engine(s) replacement or repower	2018			
6. Based on your best approximation, when would the engine(s) have been replaced or repowered if not for the CHC regulation?	2			
7. Number of main engines replaced	1000, 1000			
8. Year Vessel Built	\$325,000, \$355,000			
9. Capital cost per main engine (\$)	2			
10. Number of auxiliary engines replaced	200, 250			
11. Power rating of auxiliary engine(s) (horsepower)	No			
12. Capital cost per auxiliary engine (\$)	\$75,000, \$53,850			
13. Installation Costs (excluding capital cost) (\$)	\$20,000			
14. Number of working days vessel was out of service during engine replacement	10			
15. Other costs (add additional rows if there are multiple other costs)	\$10,000			

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

16. Description of "other" costs	Stability analysis by naval architect			
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[4] All questions in this section are asked for the purpose of developing cost estimates and to understand the timing of potential cost impacts of the amended Regulation, which will be included in the economic analysis.

**D. ACTIVITY INFORMATION**

Provide the following information, which CARB will use to refine the existing statewide CHC emission inventory<sup>5</sup>

Question	Example	Vessel 1	Vessel 2	Vessel 3
1. Average daily vessel fuel usage (gallons), when vessel is operational	1,200			
2. Average monthly vessel fuel usage (gallons)	22,000			
3. Does vessel use shore power when docked?	Yes			
4. How long would a vessel typically idle without being plugged in? (minutes)	30			
5. Frequency vessel is dry docked for maintenance	Once Annually			
6. Average Duration of Dry Dock (days)?	14			

For each engine on the vessel, provide two hour-meter readings for each engine, at least one year apart. Add more rows if needed:

**a. FIRST ENGINE:**

i. Is the engine a main or auxiliary engine?	Main			
ii. Engine rating (horsepower)	1,000			
iii. Date of hour meter reading 1	7/1/2017			
iv. Hour meter reading 1 (hours)	500			
v. Date of hour meter reading 2	7/23/2018			
vi. Hour meter reading 2 (hours)	1,150			

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

**b. SECOND ENGINE:**

i. Is the engine a main or auxiliary engine?	Main			
ii. Engine rating (horsepower)	1,000			
iii. Date of hour meter reading 1	7/1/2017			
iv. Hour meter reading 1 (hours)	500			
v. Date of hour meter reading 2	7/23/2018			
vi. Hour meter reading 2 (hours)	1,175			

**c. THIRD ENGINE:**

i. Is the engine a main or auxiliary engine?	Auxiliary			
ii. Engine rating (horsepower)	200			
iii. Date of hour meter reading 1	7/1/2017			
iv. Hour meter reading 1 (hours)	878			
v. Date of hour meter reading 2	7/23/2018			
vi. Hour meter reading 2 (hours)	1,210			

**d. FOURTH ENGINE:**

i. Is the engine a main or auxiliary engine?	Auxiliary			
ii. Engine rating (horsepower)	250			
iii. Date of hour meter reading 1	7/1/2017			
iv. Hour meter reading 1 (hours)	905			
v. Date of hour meter reading 2	7/23/2018			
vi. Hour meter reading 2 (hours)	1,215			

**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

[5] This information is requested to help CARB staff refine emission inventory parameters including engine fuel consumption and load factors, and to refine air dispersion modeling parameters to differentiate operating time between time spent idling and time in transit.

**E. BUSINESS INFORMATION**

1. What is the average gross monthly business revenue of your vessel? (\$) <sup>6</sup>	Auxiliary			
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Type "Yes" in the following box if you consider your response(s) to question E.1. to be "Confidential Business Information"	
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[6] This information is requested to assist CARB staff in characterizing the potential cost impacts of future proposed regulatory amendments on California businesses.

**F. ENGINE AND VESSEL DISPOSAL PRACTICES AND COST<sup>[7]</sup>**

1. Have you ever disposed of a VESSEL? (Yes/No)	2. How many vessels have you disposed of in the last 10 years?
3. Describe method of disposal (i.e. sold in-state, sold out-of-state, scrapped, etc.)	4. What were the disposal costs? (\$)
5. How much income did you receive from sale/scrapping the vessel, if applicable? (\$)	6. Have you ever disposed of an ENGINE? (Yes/No)
7. How many engines have you disposed of in the last 10 years?	8. Describe method of disposal (i.e. sold in-state, sold out-of-state, scrapped, etc.)
9. What were the disposal costs? (\$)	10. How much income did you receive from sale/scrapping the engine, if applicable? (\$)

[7] This information is requested to assist CARB staff with assessing potential environmental impacts and economic impacts that may result from engine and vessel turnover.

**G. ADDITIONAL COMMENTS-provide any additional comments or information you wish to provide to CARB Staff**

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**2019 COMMERCIAL HARBOR CRAFT SURVEY VESSEL OWNERS/OPERATORS**

**CONFIDENTIALITY DISCLAIMER**

In accordance with Title 17, California Code of Regulations (CCR), Sections 91000 to 91022, and the California Public Records Act (Government Code Section 6250 et seq.), the information that a company provides to the California Air Resources Board (CARB) maybe released (1) to the public upon request, except trade secrets which are not emissions data or other information which is exempt from disclosure or the disclosure of which is prohibited by law, and 2) to the Federal Environmental Protection Agency, which protects trade secrets as provided in Section 114(c) of the Clean Air Act and amendments thereto (42 USC 7401 et seq.) and in federal regulation, and 3) to other public agencies provided that those agencies preserve the protections afforded information which is identified as a trade secret, or otherwise exempt from disclosure by law (Section 39660(e)).

Trade secrets, as defined in Government Code 6254.7, are not public records and therefore will not be released to the public. However, the California Public Records Act states that air pollution emission data are always public records, even if the data comes within the definition of trade secrets. Even so, the information used to calculate air pollution data is not "emission data," and will not be released to the public if it is a trade secret.

If any company believes that any of the information it may provide is a trade secret or otherwise exempt from disclosure under any provision of law, it must identify each piece of confidential information as such at the time of submission to CARB and must provide the name, address, and telephone number of the individual to be consulted. If CARB receives a request for disclosure or seeks to disclose the data claimed to be confidential, the CARB may ask the company to provide documentation of its claim of trade secret or exemption at a later date. Data identified as confidential will not be disclosed unless the CARB determines, in accordance with the above referenced regulations, that the data do not qualify for a legal exemption from disclosure. The regulations establish substantial safeguards before any such disclosure.

If you wish to designate any information contained in your survey data as CONFIDENTIAL INFORMATION, provide the information requested below and return it with your completed survey form. If you have questions or concerns regarding CARB's handling of confidential information and/or the Public Records Act, contact [prareqst@arb.ca.gov](mailto:prareqst@arb.ca.gov).

Enter Company Name:
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This declares that the marked information submitted in response to CARB's survey and identified as confidential constitutes "trade secret" information, and requests that it be protected as such from public disclosure.

Printed Name:	Title:
Signature:	Date:
Mailing Address:	City/State/Zip: