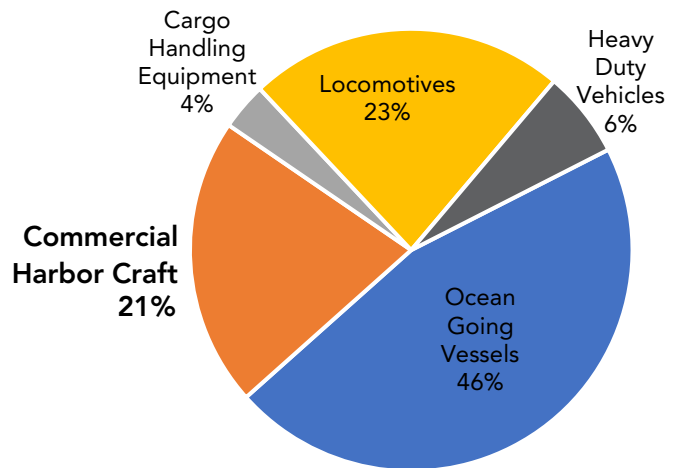


Proposed Amendments to the Commercial Harbor Craft Regulation

Need for Amending the Regulation

- Harbor craft are in the **top three emitting categories** at seaports, contributing more diesel particulate matter emissions than trucks in 2023 at the San Pedro Bay Ports (see top right).
- The Current Regulation has accelerated turnover; however, Tier 2 engines still **emit 153 times more** diesel particulate matter than a 5-year-old diesel medium-heavy duty truck.



- Proposed Amendments are expected to reduce 1,560 tons of diesel particulate matter between 2023-2038, which is equivalent to emission generated by **246,000 heavy-duty diesel trucks** traveling every day from Los Angeles to Sacramento every day, for a year.
- The Proposed Amendments would push the sector to move toward zero-carbon in line with the State ambitious goals to be **net zero** by 2045 and to fight **climate change**.
- Many communities surrounding where vessels operate are disadvantaged communities. Addressing emissions from harbor craft is critical for the State to achieve its **air quality** and **environmental justice** goals.

Background

- CARB has regulated commercial harbor craft since 2009. By the end of 2022, the **Current Regulation** will **require Tier 2 or 3 engines** on a subset of harbor craft (excursion vessels, ferries, tugboats, crew & supply vessels, barges, and dredges).
- The **Proposed Amendments**, anticipated to be released in late September 2021, are scheduled for initial Board consideration in November 2021, final consideration in early 2022, and **would take effect beginning in 2023**

Elements of the Proposed Amendments (2023-2035)

- Zero-emission short-run ferries and zero-emission capable new excursion vessels.
- All other regulated vessels: cleanest certified engine (Tier 3 or 4) plus a diesel particulate filter.
- Requirements expanded to all vessels and engines, earliest compliance for oldest, highest-emitting engines.
- Facilities (such as marinas and ports) must report vessels to the California Air Resources Board (CARB), provide infrastructure for shore power, and support zero-emission vessel deployment.
- Alternative compliance plans and zero-emission credits to encourage zero-emission vessel deployment and/or fleet averaging.
- Biennial opacity testing, renewable diesel fuel, annual compliance fees.



Benefits of the Proposed Amendments

- Avoids 501 premature deaths, 224 hospital admissions, 153 emergency room visits, providing \$5.0 billion in benefits versus \$1.8 billion in costs.
- Reduced greenhouse gas emissions by 375 thousand metric tons.
- Lower cancer risk to millions of California residents.
- Costs to individuals calculated for selected categories:

Cost Metric	Increase
Ferry Trip (per person, one-way)	\$1.81
Excursion Trip (per person)	\$1.04
Cargo Container (per 20-foot container)	\$0.38
Seafood (per pound)	\$0.04
One Day of Sportfishing (per person)	\$26.09

Safety and Flexibility Provisions

- Financial extensions available if replacement vessel required cannot be afforded.
- Tier 4 engines available today – 22 models certified.
- More stringent low-use exceptions for older engines and for vessels operating near disadvantaged communities.
- Diesel particulate filters are standard equipment on new cars and trucks.
- Manufacturers of engines and retrofit controls are working with U.S. Coast Guard to ensure safety and meet applicable requirements.