



## Commercial Harbor Craft 2022 Amendments

California Code of Regulations, Title 17, Section 93118.5

# CHC Factsheet: Implementation Timeline

**Date:** December 27, 2022

Specific details on the implementation dates can be found in the Commercial Harbor Craft (CHC) [regulation text \(CCR Title 13, section 2299.5 and CCR Title 17, section 93118.5\)](#). In the case of any discrepancy between this document and the regulation order, the regulation language applies.

## Background

The 2022 Amended CHC Regulation adds or expands requirements for vessels regarding emissions, reporting, fuel use, idling, and facility power, among others. Some of these new requirements go into effect as early as January 1, 2023. See the chart below for important dates to know from 2023 to 2034.

## Implementation Dates for the 2022 Amendments to the CHC Regulation

Date	Implemented Requirements
January 1, 2023	<ul style="list-style-type: none"><li>• All CHC required to use renewable diesel</li><li>• Facilities and operators required to begin gathering specified data for annual reports</li><li>• Operators may apply for:<ul style="list-style-type: none"><li>○ E5 scheduling extension for the E5 iii and iv scenarios</li><li>○ Low-use exceptions</li><li>○ Alternative Control of Emission (ACE) plans</li><li>○ Zero emission and advanced technology (ZEAT) credit</li></ul></li><li>• All newly acquired harbor craft are subject to engine requirements</li></ul>

Date	Implemented Requirements
March 1, 2023	<ul style="list-style-type: none"> <li>Unique vessel identifier (UVI) will be issued by CARB for all reported vessels</li> </ul>
March 31, 2023	<ul style="list-style-type: none"> <li>First deadline for all CHC operators' annual reporting to be submitted to CARB</li> </ul>
July 1, 2023	<ul style="list-style-type: none"> <li>First deadline for facility annual reporting</li> </ul>
September 1, 2023	<ul style="list-style-type: none"> <li>First deadline for applicable compliance fee payments for all CHC operators</li> </ul>
December 31, 2023	<ul style="list-style-type: none"> <li>First compliance date for Pre-Tier 1 and Tier 1 engines (model year (MY) <math>\leq 1993</math>) to upgrade to Tier 4</li> <li>First deadline for applicable late fee payments</li> </ul>
January 1, 2024	<ul style="list-style-type: none"> <li>UVI required to be displayed on all CHC vessels</li> <li>15-minute idling limits for all CHC take effect</li> <li>All CHC required to use shore power at most facilities</li> </ul>
March 31, 2024	<ul style="list-style-type: none"> <li>First deadline to perform opacity tests and report results to CARB</li> </ul>
July 1, 2024	<ul style="list-style-type: none"> <li>Deadline for applications for E3 10-year extension for Commercial Passenger Fishing Vessels (CPFV) with Tier 3+ engines</li> </ul>
December 31, 2024	<ul style="list-style-type: none"> <li>ZEAT required for new/newly acquired excursion vessels (zero-emission capable hybrid)</li> <li>First compliance date for Tier 2, 3, 4 engines on tugs and ferries (MY 2007-2009) to upgrade to Tier 4+diesel particulate filter (DPF)</li> </ul>
December 31, 2025	<ul style="list-style-type: none"> <li>ZEAT required for new/newly acquired and in-use short-run ferries (zero-emission vessel)</li> <li>First compliance date for Tier 2, 3, 4 engines on pilot vessels (MY 2007-2012) to upgrade to Tier 4 + DPF</li> <li>Final deadline for all ACE plans to be submitted to CARB</li> <li>Renewable diesel (R99 or R100) required for any vessels with prior fueling contracts</li> </ul>
December 31, 2026	<ul style="list-style-type: none"> <li>First compliance date for Tier 2, 3, 4 engines on research, excursion, and CPFV with MY 2007-2010 to upgrade to Tier 4+DPF</li> </ul>

Date	Implemented Requirements
December 31, 2028	<ul style="list-style-type: none"> <li>First compliance date for Tier 2, 3, 4 engines on dredges, barges, crew &amp; supply, and workboats (MY 2007-2009) to upgrade to Tier 4+DPF</li> </ul>
December 31, 2030	<ul style="list-style-type: none"> <li>First compliance date for Pre-Tier and Tier 1 engines (<math>\leq</math> MY 1987) on commercial fishing vessels to upgrade to Tier 2 or cleaner</li> </ul>
December 31, 2034	<ul style="list-style-type: none"> <li>End of the one-time, 10-year, E3 extension on Tier 3+ CPFV</li> <li>End of all two-year E3 extensions, except Tier 3+ workboats that do not exceed low-use hours when operating as any other vessel category</li> <li>Compliance required for engines that received ACE plan extensions</li> <li>Compliance required for engines that received ZEAT credit extensions</li> </ul>

## Engine Requirements: Implementation Dates

Compliance dates for engine upgrades depend on the vessel category and the model year of the engine as of December 31, 2022. These dates can be found in Table 14, and Tables 16-20 of the [regulation text](#), or in the chart below.

2021 & Earlier	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032		
IN-USE VESSEL REQUIREMENTS													
Tier 2 or 3 (Tugs, Ferries, Excursion, Crew & Supply, Barge, Dredge)	Any Pre-Tier 1 and 1 → Tier 4*												
	(generally Workboats, Research, Pilot, Tank Barges, and CPFV)												
	≤ MY 1993	≤ MY 1993	MY 2002+										
		Tier 2, 3, 4 → Tier 4*+DPF**											
		Ferries (Except Short Run), Pilot***, All Tugs											
		MY 2007-2009	MY 2010-2012	MY 2013-2015	MY 2016-2019	MY 2020-2021	MY 2022+						
			Tier 2, 3, 4 → Tier 4*+DPF**										
			Research, CPFV, Excursion										
			MY 2007-2010	MY 2011-2012	MY 2013-2014	MY 2015-2017	MY 2018+						
				Tier 2, 3, 4 → Tier 4*+DPF**									
				Dredges, Barges, Crew & Supply, Workboats									
				MY 2007-2009	MY 2010-2013	MY 2014-2017	MY 2018+						
					Any Pre-Tier 1 and 1 → Tier 3 or Cleaner****								
Commercial Fishing													
	≤ MY 1987	MY 1988-1997	MY 1998+										
OTHER VESSEL REQUIREMENTS													
Tier 2, 3, or 4 All New Vessels Tier 3 + BACT New Ferries Carrying 75+ Passengers	“New Excursion: Zero-Emission Capable (e.g., Plug-in Hybrid) 30% or more of power must be derived from a zero-emission tailpipe source”												
		New and In-Use Short-Run Ferries: Zero-Emission											

\*All engines ≥600 kW would be required to be certified to Tier 4. For engines <600 kW, a Tier 4 certified engine would be required if certified by U.S. EPA or CARB and available by the compliance date.

\*\*Retrofit DPF requirements would apply to all Tier 3 and Tier 4 engines.

\*\*\*Pilot vessels at Tier 2, 3, or 4 with MY 2007-2009 would not need to comply until December 31st, 2025

\*\*\*\*Commercial Fishing Vessels at Tier 2 by January 1, 2023 require no additional compliance under the 2022 Amendments

Updated March 2023 to clarify compliance for Commercial Fishing