

Sent: Monday, September 25, 2023

Subject: IPI Notice of Updates to the Carl Moyer Marine Chapter and Link to Available Marine Tier 4 Engines

Dear IPI Team,

Updates to Carl Moyer Program Guidelines Chapter 7: Marine Vessels have been approved by our Executive Officer, Dr. Steven Cliff and are now available on the Carl Moyer Program Guidelines Webpage.

This email provides a summary of the changes below:

Based on recommendations and comments from the public meeting and comment process, the California Air Resources Board (CARB or Board) is pleased to provide updates to the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines for Chapter 7: Marine Vessels.

On June 28, 2023, staff released proposed updates to the Carl Moyer Program Guidelines Chapter 7: Marine Vessels, for a 45-day public comment period. CARB Staff hosted a public meeting to discuss the proposed updates on July 28, 2023. The 45-day public comment period concluded on August 12, 2023.

As a result of these collaborative efforts, feedback received during the public meeting and the public comment period, and under the authority delegated to the Executive Officer by Resolution 22-20, CARB staff are releasing the following summarized updates to the Carl Moyer Program's Chapter 7: Marine Vessels to work with and reflect the 2022 amendments to the Commercial Harbor Craft (CHC) regulation.

Summary of Updates to the Carl Moyer Program Guidelines, Chapter 7: Marine Vessels

- Expanding eligible vessel types to include newly regulated vessels.
- Updating maximum funding percentages.
- Propose criteria for vessel replacement projects.
- Propose minimum 1-year project life.
- Propose criteria for ZE and ZE capable hybrid vessels.

Staff published the proposed guideline updates for a 45-day public comment period and the details below reflect the comments received and subsequent changes made in response:

- Clarification of eligibility of retrofit device projects for commercial fishing vessels.
- Revisions of Table 7-2
 - Added repowering Tier 3 engines to Tier 4 as an eligible category.

- Removed proposed strikethrough for vessels not regulated by CHC regulation.
- Clarified maximum funding for hybrid system repowers.
- Removed proposed strikethrough for Chapter 7, Section C.1.(G).
- Clarified when districts may consider compliance extensions.
- Clarified usage requirements.
- Added language to document engine availability.
- Updated maximum project life.
- Added destruction requirements.
- Clarified engine requirements for hybrid systems.
- Clarified vessel replacement requirements.

In addition, the Commercial Harbor Craft regulatory staff have compiled a list of currently available Tier 4 marine and marinized off-road engines. This list will be updated regularly by their staff and can be found here: [Commercial Harbor Craft Tier 4 | California Air Resources Board](#)

Please let me know if you have any questions.

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