



June 28, 2023

Notice of Public Meeting to Discuss Proposed Revisions to The Carl Moyer Program for Marine Vessels

Invitation To Participate

The California Air Resources Board (CARB or Board) invites you to participate in a public meeting to consider updates to the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines, Chapter 7: Marine Vessels. We are eager to engage with the public to consider Carl Moyer Program changes and updates to best support the recent Commercial Harbor Craft (CHC) regulation amendments. The CHC amendments accelerated turnover of diesel engines to Tier 4 marine performance standards plus Diesel Particulate Filter (DPF), added new vessel categories, and requires zero-emission (ZE) or ZE capable hybrid technology for selected vessel types. CARB staff has had numerous discussions with air districts regarding these issues. As a result of these collaborative efforts, and under authority delegated to the Executive Officer, CARB staff are proposing updates to the Carl Moyer Program for public consideration.

In summary, the proposed changes to Chapter 7: Marine Vessels include:

- Expanding eligible vessel types to include newly regulated vessels.
- Update maximum funding percentage for various project types and emission standards.
- Propose criteria for vessel replacement projects.
- Propose minimum 1-year project life to assist vessels with approaching compliance deadlines.
- Propose criteria for ZE and ZE capable hybrid vessels.

Date: July 28, 2023
Time: 11:00 A.M. to 1:00 P.M.
Location: [Zoom Webinar/Teleconference](#)

Please register before July 28, 2023, 11 A.M. After registering, you will receive a confirmation email with information about joining the meeting.

This meeting is webinar only and will be conducted in English. No in-person attendance will be available. The webinar will be recorded for later viewing.

The July 28, 2023, meeting shall serve as a public meeting pursuant to Health and Safety Code section 44287, subdivision (b) for CARB to consider public comments about these Carl Moyer Program Guidelines amendments prior to final adoption. Please see below where to direct all relevant public comments. [Meeting material including draft proposed guideline changes](#) will be available.

Background

Since 1998, the [Carl Moyer Program](#) has filled a critical niche in California's strategy to achieve clean air. The Carl Moyer Program provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. Emission reductions funded through the Carl Moyer Program must be surplus, permanent, enforceable, and quantifiable in order to meet the underlying statutory provisions and be creditable to the State Implementation Plan. The Carl Moyer Program has been successfully implemented through cooperative partnerships with local air districts as they review eligible applicants that can receive grants to purchase cleaner replacement equipment or repowers. CARB is responsible for establishing, updating, and adopting guidelines for the Program and propose revisions as necessary to improve the program's ability to achieve the maximum amount of emission reductions feasible. The Carl Moyer Program complements California's regulatory program by funding emission reductions that are surplus (i.e., early and/or in excess of what is required by regulation).

Office of Administrative Law (OAL) approved the amendments to the Commercial Harbor Craft regulation (CHC) on December 30, 2022, with an effective date of January 1, 2023. The amended regulation included changes that required accelerated turnover of diesel engines to Tier 4 marine performance standards plus DPF, expanded vessel categories subject to the regulation, and mandated zero-emission (ZE) and hybrid technology for selected vessel types. CARB is proposing to update the Chapter 7 Marine source category guidelines to align the guidelines with the amended regulation. This effort is expected to translate to program efficiencies in program implementation by the districts. In addition, CARB is also proposing minor updates to the shore power project requirements in Chapter 7 to align with the 2020 At Berth Regulation, which superseded the former Shore Power Regulation effective January 1, 2023.

Written Comment Period

Today, June 28, 2023, initiates the start of the 45-day public comment period. The public comment period will begin June 28, 2023. Comments must be submitted and received **no later than 5:00 p.m. on August 12, 2023**. For questions regarding the public meeting, contact [Mirian Sandoval, Air Pollution Specialist](#).

Contact

We welcome and encourage public participation in this process. We would appreciate interested participants registering prior to the meeting. If you require special accommodation or need this document in an alternate format (i.e., Braille, large print) or another language contact [Mirian Sandoval, Air Pollution Specialist](#), as soon as possible, but no later than ten days before the scheduled meeting.

For questions regarding the announcement or the potential amendments to Chapter 7: Marine Vessels, please contact [Mirian Sandoval](#).

Clearing California Skies for Over 50 Years

CARB is the lead agency for California's fight against climate change, and oversees all air pollution control efforts in the state to attain and maintain health-based air quality standards.

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