

State of California
California Air Resources Board

Executive Order G-26-041

Temporary Experimental or Research Exemption under California Code of Regulations, title 13, section 2299.2(c)(6), title 17, section 93118.2(c)(6), and title 17, sections 93130-93130.22

Ocean Network Express (ONE)

WHEREAS, pursuant to sections 39600, 39601, 41510, 41511, 43013, and 43018 of the Health and Safety Code, the California Air Resources Board (CARB) has established requirements for ocean-going vessels (OGV) to use marine gas oil (DMX, DMA, or DMZ grade) or marine diesel oil (DMB grade) at specified sulfur limits (“compliant fuels”) in the main engine, auxiliary engines, and auxiliary boilers within a 24 nautical mile zone of the California Coastline; these requirements are found at California Code of Regulations (CCR), title 13, section 2299.2 and title 17, section 93118.2 (OGV Fuel Regulation);

WHEREAS, section 2299.2(c)(6) and 93118.2(c)(6) of the OGV Fuel Regulation authorizes the Executive Officer to provide a temporary exemption in whole or part from using the specified fuels for the purpose of research or experimentation that will generate data that advances the state of knowledge of exhaust control technology or characterization of emissions;

WHEREAS, section 2299.2(c)(6) and 93118.2(c)(6) of the OGV Fuel Regulation requires a person seeking an exemption or extension to submit a written request to the Executive Officer no less than thirty (30) days prior to the vessel’s entry into “Regulated California Waters” as defined by section 2299.2(d) and 93118.2(d) of the OGV Fuel Regulation;

WHEREAS, CARB’s Control Measure for Ocean-Going Vessels At Berth is codified at Title 17, California Code of Regulations, sections 93130-93130.22 (At Berth Regulation), and requires each covered vessel visit to a regulated California port or marine terminal to use a CARB-Approved Emission Control Strategy (CAECS) for the duration of the visit unless the visit qualifies for an exception or an alternative compliance option;

WHEREAS, the vessels participating in the testing contemplated by this Executive Order will call on regulated terminals and are therefore subject to the At Berth Regulation;

WHEREAS, sections 93130.8(d) and 93130.10(e) of the 2020 At Berth Regulation allow vessel visits participating in CARB-approved research to qualify for an exception from the at-berth emission reduction requirements in sections 93130.7 and 93130.9 of the control measure, provided certain conditions are met – including obtaining a CARB-approved test plan prior to arrival, conducting testing under that plan, retaining the test plan onboard, providing it upon CARB request, and reporting use of the research exception in accordance with section 93130.7(e)(4) and 93130.9(d)(5);

WHEREAS, on February 10, 2026, Ocean Network Express (ONE) submitted a request that identifies the need for an exemption from the OGV Fuel and At Berth Regulations to allow

this testing;

WHEREAS, ONE has agreed to make the container vessel "ONE Harbour" (IMO # 9302152) available to the University of California, Riverside (UCR) for emissions testing on the vessel's main engine (ME), diesel generators (D/G), and auxiliary boiler, as described in the test plan entitled "ONE HARBOUR Tier I OGV Alternative Fuel Evaluation";

WHEREAS, ONE has agreed to permit this research to be conducted aboard the ONE Harbour, focusing on evaluating emissions from the main engine, DGs and auxiliary boiler at berth and in-transit under various operating conditions and using two fuel types, marine gas oil (MGO) and a blended fuel consisting of 30% biodiesel (B30) and 70% MGO;

WHEREAS, the primary objective is to perform emission testing to better characterize off-cycle (low load) emissions from a Tier 1 OGV and to evaluate how emissions change when the vessel operates on a B30/MGO blend compared with CARB compliant 0.1% sulfur MGO;

WHEREAS, emissions measurements will be conducted by UC Riverside personnel onboard the ONE Harbour container vessel as part of a test campaign consisting of two vessel visits, with at-berth testing on the auxiliary boiler and D/Gs conducted at the Port of Los Angeles and in-transit emissions measurements conducted during the vessel's transit to the Port of Oakland;

WHEREAS, in this research study, the ONE Harbour test vessel will leave the Port of Los Angeles operating its main engine on B30/MGO fuel (CARB compliant 0.1% sulfur MGO). The ONE Harbour will stay on B30/MGO fuel at sea and UCR will collect emissions data and samples over various loads including but not limited to, cold start, 25% load, 35% load, 50% load, a simulated hot arrival, and normal operation for the auxiliary boiler. Once UCR receives clearance from the vessel operator, the vessel operator will switch over to MGO and continue to run tests in the same loads as mentioned above;

WHEREAS, cold-start emissions sampling on the main engine will begin at engine startup and continue for the following three hours as the vessel warms up and departs the port. During this period, UCR will collect up to six consecutive 30-minute samples. All subsequent test points will be conducted in triplicate and reflect stabilized, steady-state operating conditions. Simulated warm-start port-entry test at sea will include three 30-minute samples;

WHEREAS, testing is anticipated to commence in April 2026 on the ONE Harbour during a voyage from the Port of Los Angeles to the Port of Oakland and is expected to occur over a period for up to 2 weeks;

WHEREAS, the schedule may be adjusted based on vessel availability but any changes to the testing timeframe must receive prior approval from CARB via email;

WHEREAS, ONE has requested a Temporary Experimental or Research Exemption for their main engine, diesel generators, and auxiliary boilers on the vessel listed in Table 1;

Table 1. Vessel and Engine Information

Owner/ Operator	Vessel Name and Tier	IMO	Engine Make/Model	Number of Engines
ONE	ONE Harbour (Tier I)	9126819	MAN B&W/12K98ME	1 (Main)
			OSAKA BOILER MFG. CO., LTD./ OEV-1500-30W	1 (Aux boiler)
			DAIHATSU DIESEL MFG. CO., LTD./8DC-32	4 (Diesel generators)

WHEREAS, UCR will test the emissions according to International Organization for Standardization and International Maritime Organization protocols;

WHEREAS, CARB staff has reviewed ONE’s request and the associated test plan developed by CARB and UCR and determined the company has provided a clear and convincing demonstration that its research project with UCR will meet the requirements for a Temporary Experimental or Research Exemption. This is because it involves a formal research project that will generate data that advances the state of knowledge for OGV baseline emissions and alternative fuels;

WHEREAS, based on the determination described above, the vessel and engines listed in Table 1 qualify for the Temporary Experimental or Research Exemption for the OGV Fuel and At Berth Regulations; and

WHEREAS this approval does not constitute an air pollution or land use permit, nor does it relieve the responsibility of ONE to comply with any other Federal, State, and local laws, rules, and regulations;

WHEREAS, no later than six months after the final measurements have been completed, for each visit where experimental testing was conducted, the draft final report provided by UC Riverside shall provide the name of the alternative control technology or fuel used, the name of the vessels using the control technology or fuel, the type of test specified in the approved test plan, the date and time the testing was conducted, and the total hours of operation by the control technology or fuel during the visit;

NOW, THEREFORE, IT IS ORDERED, ONE is granted an exemption after the effective date of this Executive Order, for up to a 2-week time period in 2026, from the fuel use specifications set forth in section 2299.2(e)(1) and section 93118.2(e)(1) of the OGV Fuel Regulation for the vessel and engines listed in Table 1, only to the extent that the use of noncompliant fuel is necessary to measure exhaust emissions, as determined by UCR and approved by CARB staff;

NOW, THEREFORE, IT IS ORDERED, ONE is granted an exemption after the effective date of this Executive Order, for up to a 2-week time period in 2026, from control requirements set forth in section 93130-93130.22 of the At Berth Regulation for the vessel and engines

listed in Table 1, only to the extent that the use of noncompliant fuel without controlling emissions at berth is necessary to measure exhaust emissions, as determined by UCR and approved by CARB staff;

BE IT FURTHER ORDERED, ONE shall keep the following records documenting the use of noncompliant fuel within Regulated California Waters for at least three years following the date when the records were made:

- The specific main engine using the noncompliant fuel due to emissions testing;
- The type of testing or evaluation being conducted;
- The type of noncompliant fuel used, the bunker delivery note, and its sulfur level (percent by weight);
- The time period when noncompliant fuel is used (date and local time); and
- The locations (longitude and latitude) when noncompliant fuel is used.

BE IT FURTHER ORDERED, to complete the testing outlined in ONE's Test Plan, a total of two vessel visits that coincide with the tests specified in the approved Test Plan may count as a compliant visit under the research exceptions in section 93130.8(d) or 93130.10(e) of the 2020 At Berth Regulation. All testing must adhere to the system description, design, and operational procedures outlined in the approved Test Plan.

BE IT FURTHER ORDERED, ONE is responsible for tracking the usage of the two approved vessel visits that may utilize the research exception, and ONE must provide a copy of the approved Test Plan to each vessel participating in the research. Any tests completed in excess of those approved in the Test Plan would not be eligible for the research exception to compliance with the 2020 At Berth Regulation set forth in section 93130.8(d) or 93130.10(e). If more than two vessel visits are needed to complete all the testing outlined in the approved Test Plan, ONE must seek additional approval from CARB.

BE IT FURTHER ORDERED, a terminal must confirm and record a visit's research exception status with CARB prior to arrival, per section 93130.10(e)(2). ONE should remind the terminal operator of this obligation for any visits that utilize research exceptions.

BE IT FURTHER ORDERED, UCR shall provide CARB with a final report, all official test data, vessel visit information, and all other project results by December 31, 2026. This information must describe the emissions testing and other data generated by the project, any operational issues encountered, and any other information relevant to the emissions testing project.

BE IT FURTHER ORDERED, during the exemption period covered by this Executive Order, ONE shall take all feasible measures to minimize the emissions from the engines listed in Table 1, including but not limited to avoiding the unnecessary operation of the engine on noncompliant fuel.

BE IT FURTHER ORDERED, if the Executive Officer determines that the Temporary Experimental or Research Exemption is no longer warranted, the Executive Officer may modify or revoke this exemption after providing written notice to ONE of its intent to

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modify or revoke the exemption.

Executed at Sacramento, California this 23rd day of March 2026.

A handwritten signature in blue ink, appearing to read "Bonnie Soriano".

Bonnie Soriano, Branch Chief, Freight Activity
Branch