

March 23, 2026

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Dear Michimasa Noda:

The California Air Resources Board (CARB) staff has reviewed Ocean Network Express' (ONE) request for an exemption from the *Fuel Sulfur and Other Operational Requirements for Ocean-Going Vessels Within California Waters and 24 Nautical Miles of the California Baseline Regulation* (referred to as the Ocean-Going Vessel (OGV) Fuel Regulation) and the *Control Measure for Ocean-Going Vessels At Berth* (referred to as the *At Berth Regulation*) to permit emissions testing by the University of California, Riverside (UCR) on the container vessel *ONE Harbour*.

The primary objective of this testing is to perform emissions testing to better understand the off-cycle (low load) emissions from OGVs and to evaluate the impact on emissions when operating on a blended fuel consisting of 30% biodiesel (B30) and 70% marine gas oil (MGO), compared to CARB-compliant 0.1% sulfur distillate MGO.

CARB has approved the request for a temporary experimental or research exemption from the OGV Fuel Regulation and 2020 At Berth Regulation as documented in the enclosed Executive Order. 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.

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.

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.

The approved project includes testing emissions from the main propulsion engine, diesel

generators, and auxiliary boiler under various operating conditions, utilizing MGO and B30/MGO blend fuel. The exemption applies to the fuel requirements under title 13, California Code of Regulations (CCR), section 2299.2(c)(6), and title 17, CCR, section 93118.2(c)(6), subject to the conditions specified in Executive Order G-26-041. The exemption covers the engines and boiler listed in Table 1.

Table 1. Vessel and Engine Information

Owner/Operator	Vessel Name	IMO #	Main Engine Make/Model	Number of Engines
ONE	ONE Harbour	9302152	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)

Enclosed is Executive Order G-26-041 granting the OGV Fuel and At Berth Regulation exemptions for the vessel and engines identified above and specifying the conditions under which the vessel may operate while in Regulated California Waters. 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 of up to two weeks. The schedule may be adjusted based on vessel availability but any changes to the testing timeframe must receive prior approval from CARB via email.

Please note that the exemption applies only to the extent necessary as directly required by the fuel-switching and emissions testing needs of the approved test protocol as determined by UCR and approved by CARB. The ONE Harbour should take all feasible measures to minimize the emissions from testing operations which include but are not limited to, avoiding the unnecessary operation of the engine on non-compliant fuel and connecting to shore-side power when able.

If you have any questions or comments, please contact Elizabeth Melgoza, Staff Air Pollution Specialist, at elizabeth.melgoza@arb.ca.gov.

Sincerely,



Bonnie Soriano, Branch Chief, Freight Activity Branch Enclosure

cc: see next page.

cc: Kent Johnson, Ph.D., Principal Investigator, Center for Environmental Research and Technology, College of Engineering, University of California Riverside,
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