

PUBLIC MEETING TO CONSIDER ADOPTING THE PROPOSED REGULATION FOR COMMERCIAL HARBOR CRAFT

Staff's Suggested Modifications to the Original Proposal

TO BE PRESENTED AT THE NOVEMBER 15, 2007 HEARING OF THE AIR RESOURCES BOARD

Shown below are the staff's suggested modifications to the originally proposed regulatory text set forth in Appendix A to the Staff Report: Initial Statement of Reasons released SEPTEMBER 7, 2007 as modified by those modifications presented at the October 26, 2007 hearing. All proposed modifications will be made available to the public for a fifteen-day comment period prior to final adoption.

Vessel Owners or Operators with Multiple Vessels Requiring Repower in Either 2009 or 2010

The original proposal provides a one year compliance extension for vessel owners or operators with multiple vessels requiring engine compliance in a single year. However, there are at least two fleets with a large number of vessels with engines older than 1975 model year that would need to bring all of these vessels into compliance in the first two compliance years, 2009 and 2010. The compliance extension would only extend their compliance deadline for either of these dates by one year. Staff proposes that a phased compliance schedule be provided for owners and operators with multiple vessels requiring compliance in either 2009 or 2010. The phased compliance schedule would require that a portion of the fleet be repowered each year and that all repowers be completed by 2013. This would allow up to four years for the repowers to be completed but would not jeopardize the early reductions necessary in the SCAQMD or the rest of California. (Section 93118.5(e)6(E) title 17, chapter 1, subchapter 7.5 California Code of Regulations (CCR) and, section 2299.5(e)6(E), title 13, chapter 5.1, CCR).

In-Use Engines and Vessels – Compliance Schedules for 1996 – 1999 Model Year Ferry Engines:

The original proposal requires 1996 – 1999 model year ferry engines, with home ports outside the SCAQMD, to comply with in-use engine requirements by 2015 or 2016, depending on the annual engine hours of operation. The Board directed staff to accelerate the compliance schedule for these ferry engines to 2014. This modification would accelerate the emission reductions by one to two years while still replacing these ferry engines with Tier 3 engines and maintaining at least a 15 year engine life for the original engines. (Section 93118.5(e)6(C) title 17, chapter 1, subchapter 7.5 California Code of Regulations (CCR) and, section 2299.5(e)6(C), title 13, chapter 5.1, CCR).