5th Public Workshop to Discuss Development of Regulations for Ocean-going Ship Main Engines and Auxiliary Boilers
Proposed Regulatory Language

May 13, 2008
Sacramento, CA

Proposed Changes to Draft Regulatory Proposal

Email Questions to (during workshop only)
auditorium@calepa.ca.gov
OGV Main Engine Draft Regulatory Proposal

- Applicability
- Exemptions
- Definitions
- In-use operational requirements
- Non-compliance fee
- Feasibility of extending California Regulated Waters

Key Changes

- Selected sulfur level for Phase 2 of implementation
- Retained provision for purchasing compliant fuel in California
Draft Regulatory Language

Applicability

- All ocean-going vessels (U.S. and Foreign-flagged, excludes OGV tugs)
- Main engine on OGVs designed primarily to provide propulsion
- Auxiliary boilers on OGVs designed to produce steam for uses other than propulsion
- All vessels operating within 24 nautical miles of the California coast

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Exemptions

- Retained the safety exemption
- Other exemptions have not changed in latest proposal
Definitions

- Definitions have not changed significantly in latest proposal
- Definitions are aligned with the auxiliary engine fuel rule

Two Phase Approach

- **Phase 1**  July 1, 2009 In-Use Requirement
  - use MGO (1.5% sulfur limit)
  - use MDO (0.5% sulfur limit)
  - main engines and auxiliary boilers

- **Phase 2**  January 1, 2012 In-Use Requirement
  - use MGO (0.1% sulfur limit)
  - use MDO (0.1% sulfur limit)
  - main engines and auxiliary boilers
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Noncompliance Fee in Lieu of Meeting Requirements

Option to Pay Noncompliance Fee

♦ Reasons beyond vessel Master’s control
  – unexpected redirection to a California port
  – inability to purchase complying fuel
    (provision to purchase fuel in California)
  – fuel found to be noncompliant enroute to California

♦ Extension needed for vessel modifications

♦ Vessel modifications needed on infrequent visitor

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Unable to Purchase Compliant Fuel Prior to Entering Regulated CA Waters

♦ Provision to purchase compliant fuel in CA
  – begins at Phase 2 in January 1, 2012 and ends Dec. 31, 2014
  – waive noncompliance fee
  – one time per calendar year per ship
  – if compliant fuel is purchased and compliance begins at first port after entering Regulated California Waters
  – must be meet phase 1 requirements during noncompliant portion of voyage
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Feasibility Study to Evaluate Extending Regulated Zone

- Removed the provision to evaluate extending Regulated California Waters to 50, 100 or 200 nm
- Based on proposed amendments to IMO MARPOL Annex VI-requirements for SECAs
- ARB will work with EPA to establish a SECA or ECA

Next Steps

- ISOR (Staff Report) will be released June 6, 2008
- 45-Day Public Comment Period (June 6 to July 24-25)
- Board consideration July 24-25, 2008
Contact Information

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