

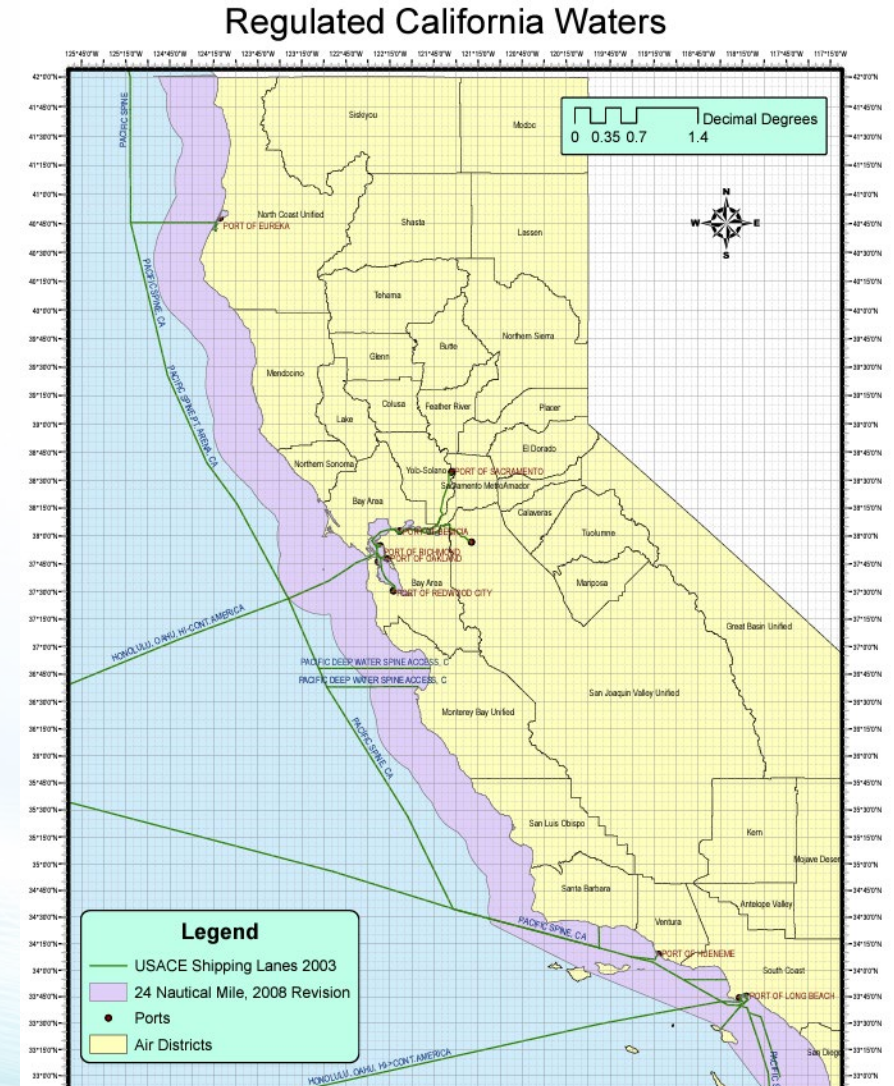


**Ocean-Going Vessels At Berth Regulation (At Berth)
& Ocean-Going Vessel Fuel Regulation (OGV)**

October 2024

Ocean-Going Vessel Fuel Regulation

- Originally adopted in 2008. Amended in 2011. Fully implemented in 2014.
- Requires that ocean-going vessels (OGV) use low sulfur fuel with less than 0.1%, or 1000 ppm, sulfur content while operating in regulated California waters (24 nautical miles from the coastline)
- Includes vessels in transit, at anchor, and at berth
- Purpose of regulation:
 - Reduce diesel particulate matter (PM), oxides of nitrogen, and sulfur oxide emissions



2007 At Berth Regulation

The original Ocean-Going Vessel At-Berth Regulation was approved in December 2007 with compliance requirements that began between 2010 and 2014.

- Compliance based on annual fleet average for container, refrigerated cargo, and passenger vessels
- Required operators of container, refrigerated cargo, and passenger fleets to reduce engine use by 80%
- Purpose of regulation:
 - Reduce diesel particulate matter (PM), oxides of nitrogen, and sulfur oxide emissions

2020 At Berth Regulation

Overview

- Each vessel visit to a regulated California port or marine terminal must connect to shore power or use a CARB Approved Emission Control Strategy (CAECS) in lieu of operating diesel engines
- Alternative compliance options include VIEs, TIEs, Innovative Concepts, Remediation Fund
- Meets community health goals set forth in AB617



2020 At Berth Regulation (cont.)

Changes from 2007 Regulation

- Shift compliance from annual fleet average to every vessel, every visit
- Include emission reduction and reporting requirements for other key responsible parties (Terminal, Port, and Alternative Technology Operators)
- Includes additional ports and vessel types increasing emission reductions
- Opacity Requirements



2020 At Berth Regulation Important Dates

- Emission control phase in dates:
 - January 1, 2023- container and refrigerated vessels, cruise (passenger) vessels
 - January 1, 2025- Roll-on roll-off vessels, tankers that visit Port of Los Angeles or Long Beach
 - January 1, 2027- all remaining tanker vessels
- Low-activity terminal to Regulated Terminal transition
 - 20 regulated vessel visit threshold for two consecutive years **per vessel type**

Overview of Vessel Regulations Around Ports

OGV Fuel – fuel used on OGVs

At Berth – connection to electricity at port

CHC – Engine requirement for work boats

CHE – Cargo handling equipment at port

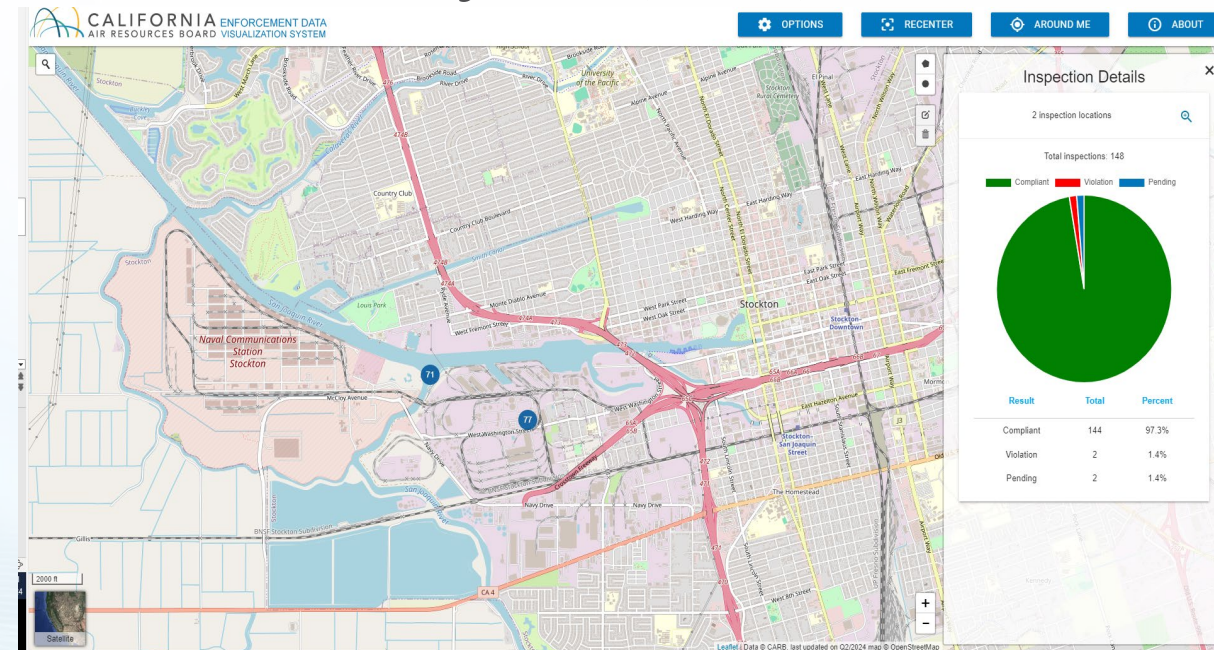
TRU – Refrigeration units on trucks, rail cars, and shipping containers

HD I/M – Engine & maintenance requirements for heavy-duty trucks

Port of Stockton Enforcement Summary OGV and At Berth

- OGV Enforcement Inspections
 - May occur whenever there is a vessel at berth
 - 148 inspections since 2015, less than 5 violations
- At Berth Enforcement
 - Auditing terminal reports-ongoing/continual
 - Port of Stockton terminals currently submitting reports

Enforcement Data Visualization System (EDVS)



<https://webmaps.arb.ca.gov/edvs/>

How Can the Community Stay Involved?

Bring us your ideas!

- Supplemental Environmental Projects (SEP)

Submit complaints

- Air pollution complaints:
 - <https://ww2.arb.ca.gov/environmental-complaints>
 - 1-800-END-SMOG
 - Other environmental concerns
- CalEPA Complaint System: <https://calepa.ca.gov/enforcement/complaints/>

Stay informed

- Public access to data available on CARB's website including annual enforcement statistics and case settlements
 - Sign up for email or text message updates on your topics of interest

Get involved in Rulemaking!