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September 14, 2007

Mr. Dan Donohoue
Chief, Emissions Assessment Branch
California Air Resources Board
1001 I Street
Sacramento, CA 95812

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Melvin D. Zeldin
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RE: Comments on Proposed Commercial Harbor Craft Regulation

Dear Mr. Donohoue:

CAPCOA appreciates the opportunity to provide comments on the California Air Resources Board (CARB) proposed commercial harbor craft regulation. We commend and support CARB's efforts in developing the proposed regulation for this important source category.

Commercial harbor craft represent a significant source of diesel PM and NOx emissions and particularly a major contributor to the ports emissions. The adverse air quality impacts of commercial harbor craft have persisted in the past primarily because of the slow turn over of these diesel engines as well as lack of stringent standards for new and existing engines. There are serious health impacts ranging from increased risk of premature mortality to respiratory and cardiovascular illnesses associated with emissions from commercial harbor craft, which primarily operate within close proximity to the shore. Reducing emissions from commercial harbor craft is a critical component of the CARB's statewide strategy for achieving the needed reductions in meeting the federal ambient air quality standards for PM2.5 and 8-hour ozone.

In general, CAPCOA supports the proposed commercial harbor craft regulation which specifies statewide requirements for in-use ferries, excursions, tugs and tow vessels with an accelerated compliance schedule for the South Coast Air Quality Management District. Under the proposed regulation, existing engines will be required to be either replaced with the most current Tier 2 or 3 marine engines. Replacement of existing Tier 0 (uncontrolled) engines with certified Tier 2 or Tier 3 engines will provide over 60% reductions in NOx and PM emissions. Repowering existing marine engines with cleaner engines has been demonstrated to be a very efficient and cost-effective control strategy under the Carl Moyer Program. To date, several hundred harbor craft have been repowered in California under this program achieving over 50% reduction in emissions. Therefore, we support the proposal for replacing older and higher emitting engines with cleaner engines and recommend that this provision be the primary requirement of the proposed regulation.

However, we have concerns over the compliance option which is based on the implementation of emission control strategies (e., retrofit technologies). Under this compliance option, emission control strategies with a minimum 25% reduction efficiency in NOx or PM emissions could be implemented for existing engines with compliance dates extended for up to 5 years. However, we are concerned that this compliance option, if selected, will not achieve equivalent emission reductions compared to the requirement for replacement of existing engines with Tier 2 or 3 engines. Therefore, we recommend that this compliance option be revised to require equivalent emission reductions based on the application of emissions control technologies for existing engines. We also recommend that the provision for extending the compliance dates under this option be removed to avoid potential delay in achieving the needed reductions.

Although Tier 4 repowers are not required under the proposed regulation, we recommend that this requirement be considered for certain size vessels (e.g., over 800 hp) subject to a feasibility demonstration. If such repowers were deemed infeasible for existing engines, the Tier 3 engine repower requirement would then apply.

According to local district inventory and compliance data, crew and supply boats that service offshore oil platforms in Ventura and Santa Barbara County waters emitted about 220 tons of NOx, and 17 tons of PM in 2006. The draft harbor craft rule would require "excursion vessels" such as dive boats and whale watching boats to repower beginning in 2010. It would not require crew boats, supply boats, or work boats to repower. In the case of Ventura County these boats are docked next to each other at the harbor and travel to the same destinations. Crew and supply boats often burn more fuel than the dive boats and whale watching boats. We believe that the exemption of crew and supply vessels from the proposed harbor craft regulation should be re-evaluated.

Thank you again for the opportunity to comment. We may provide additional comments after the release of the staff report on the proposed regulation. We look forward to continue working with you in your staff in developing the final regulation. Please call me at (805) 781-5912 if you have any questions about these comments.

Sincerely,



Larry R. Allen
President