SETTLEMENT AGREEMENT AND RELEASE

This SETTLEMENT AGREEMENT AND RELEASE (hereinafter "Agreement") is entered into between the STATE OF CALIFORNIA AIR RESOURCES BOARD (hereinafter "ARB") 1001 I Street, Sacramento, California 95814, and Triton Schiffahrts GmbH, (hereinafter "TRT"), Hafenstrasse 6 - Haus "Hamburg", 26789 Leer, Deutschland - BRD - Germany

Master and/or Owners mv Eagle Bay c/o

EMP

I. RECITALS

(1) Health and Safety Code (*H&SC*) Section 39650-39675 mandates the reduction of the emission of substances that have been determined to be toxic air contaminants (TACs). In 1998, following an exhaustive 10-year scientific assessment process, the Air Resources Board (ARB) identified particulate matter from diesel-fueled engines as a toxic air contaminant.

(2) Title13 CCR section 2299.2 (b) provides that the regulation applies to any person who owns, operates, charters, rents, or leases any ocean-going vessel that operates in Regulated California Waters (RCW).

(3) Title13 CCR section 2299.2 (e) (1), sets forth the operational requirements for fuel sulfur content limits for Auxiliary Diesel Engines, Main Engines and Auxiliary Boilers.

(4) Title13 CCR, section 2299.2 (e) (2) sets forth the recordkeeping, reporting, and monitoring requirements.

(5) The ARB, with the cooperation of TRT, has documented that TRT failed to properly complete the operational requirements of the regulation. On March 20, 2013, the vessel Eagle Bay operated within RCW on heavy fuel oil in violation of this regulation. Also, on March 20, 2013 the vessel Eagle Bay visited the Port of Los Angeles.

(6) Failure to properly complete the operational requirements of the regulation is a violation of state law resulting in penalties. *H&SC*, sections 39674, 39675, 42400 et seq., 42402 et seq., and 42410, authorize civil or administrative penalties not to exceed one thousand dollars ($1,000) or ten thousand dollars ($10,000) for each day that the violation occurs.

(7) Any person who owns, operates, charters, rents, or leases any ocean-going vessel that operates in RCW, can elect to pay a Non-Compliance Fee (NCF). Persons shall pay the applicable fees prior to leaving the California port or at a later date approved by the Executive Officer. The Non-Compliance Fee for a 1st Port Visited is $45,500. As well, the NCF is halved for vessels that use compliant

fuel during their port visit and use the fuel in port and on departure from that port while in regulated waters.

(8) In order to resolve these violations, TRT has taken, or agrees to take, the actions enumerated below under "RELEASE". Further, the ARB accepts this Agreement in termination and settlement of this matter.

(9) In consideration of the foregoing, and of the promises and facts set forth herein, the parties desire to settle and resolve all claims, disputes, and obligations relating to the above-listed violations, and voluntarily agree to resolve this matter by means of this Agreement. Specifically, the ARB and TRT agree as follows:

II. TERMS AND RELEASE

In consideration of the ARB not filing a legal action against TRT for the violations referred to above, the ARB and TRT agree as follows:

(1) Upon execution of this Agreement, the sum of thirty thousand two hundred and fifty dollars ($30,250.00) shall be paid on behalf of TRT within seven (7) business days following the execution of this agreement as follows: **$30,250.00** to the **California Air Resources Board**. Checks shall be made payable to the "California Air Resources Board". If electronic payment is needed contact Mr. Alex Barber at abarber@arb.ca.gov for this information. Checks with the signed agreement shall be sent to:

Alex Barber, Air Pollution Specialist/Investigator
Air Resources Board /Enforcement Division
9480 Telstar Ave. No. 4
El Monte, Ca 91731

(2) TRT shall not violate CCR, Title 13, section 2299.2 nor Title 17, section 93118.2 Air Toxic Control Measure (ATCM).

(3) TRT shall accurately comply with fuel switchover and keep accurate records.

(4) This Agreement constitutes the entire agreement and understanding between ARB and TRT concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between ARB and TRT concerning the subject matter hereof.

(5) No agreement to modify, amend, extend, supersede, terminate, or discharge this Agreement, or any portion thereof, is valid or enforceable unless it is in writing and signed by all parties to this Agreement.

(6) Severability. Each provision of this Agreement is severable, and in the event that any provision of this Agreement is held to be invalid or unenforceable, the

remainder of this Agreement remains in full force and effect.

(7) This agreement shall be interpreted and enforced in accordance with the laws of the State of California, without regard to California's choice-of-law rules.

(8) This Agreement is deemed to have been drafted equally by the Parties; it will not be interpreted for or against either party on the ground that said party drafted it.

(9) SB 1402 Statement

Senate Bill 1402 (Dutton, Chapter 413, statutes of 2010) requires the ARB to provide information on the basis for the penalties it seeks (see Health and safety Code section 39619.7). This information, which is provided throughout this settlement agreement, is summarized here.

The manner in which the penalty amount was determined, including a per unit or per vehicle penalty.

Penalties must be set at levels sufficient to discourage violations. The penalties in this matter were determined in consideration of all relevant circumstances, including the eight factors specified in **H&SC** section 43024.

The per unit penalty in this case is a maximum of $10,000.00 per unit per day for strict liability violations pursuant to H&SC section 39674. Alternatively, instead of performing the fuel switchover, the person who owns, operates, charters, rents, or leases any ocean-going vessel that operates in RCW, can elect to pay the NCF for each port visit. For example, the NCF for a 1st Port Visited is a $45,500 Per-Port Visit Fee. Persons must pay the applicable fees prior to leaving the California port or at a later date approved by the Executive Officer. The penalty obtained in this case is $7,500.00 per unit per day plus the $22,750 NCF halved for a total penalty of $30,250.00 after considering all factors specified in H&SC section 43024. In particular, the penalty reflects penalties obtained in other ocean going vessel fuels violation cases and the cooperation of Triton Schiffahrts GmbH. with the investigation.

The provision of law the penalty is being assessed under and why that provision is most appropriate for that violation.

The penalty provision being applied in this case is H&SC section 39674 because TRT failed to comply with the ATCM adopted under H&SC section 39600 et seq.

Is the penalty being assessed under a provision of law that prohibits the emission of pollution at a specified level, and, if so a quantification of excess emissions, if it is practicable to do so.

Since the fuel used did not meet regulatory requirements, all of the emissions from it were excess and illegal. Without information on engine usage and emission rates, however, quantifying these excess emissions is not practicable

(10) TRT acknowledges that ARB has complied with SB 1402 in prosecuting and settling this case. Specifically, ARB has considered all relevant facts, including those listed at H&SC sections 42403 and 43024, has explained the manner in which the penalty amount was calculated (including a per unit or per vehicle penalty, if appropriate), has identified the provision of law under which the penalty is being assessed and has considered and determined that this penalty is being assessed under a provision of law that prohibits the emission of pollutants at a specified level. However, since the exact hours of non-compliant operation, and the individual emission rates of the engines in violation are not known, it is not practical to quantify the excess emissions.

(11) Penalties were determined based on the unique circumstances of this matter, considered together with the need to remove any economic benefit from noncompliance, the goal of deterring future violations and obtaining swift compliance, the consideration of past penalties in similar cases negotiation, and the potential costs and risk associated with litigating these particular violations. The penalty was discounted in the matter based on the fact that this was a first time violation, and the violator made unusually diligent efforts to comply and to cooperate with the investigation. Penalties in future cases might be smaller or larger on a per unit basis.

(12) The penalty reflects ARB's assessment of the relative strength of its case against TRT, the desire to avoid the uncertainty, burden and expense of litigation, obtain swift compliance with the law and remove any unfair advantage that TRT may have secured from its actions.

(13) Now therefore, in consideration of the payment on behalf of TRT to the California Air Pollution Control Fund, the ARB hereby releases TRT and its principals, officers, agents, predecessors and successors from any and all claims for past violations of H&SC sections 39650-39675 and CCR, title 13, section 2299.2, the ARB may have based on the circumstances described in paragraph (3) of the Recitals. The undersigned represent that they have the authority to enter into this Agreement.

California Air Resources Board

By: _____

Name: Ellen M. Peter
Title: Chief Counsel
Date: 10/28/2013

Triton Schiffahrts GmbH

By: _____

Triton Schiffahrts GmbH
Hafenstraße 6
26789 Leer

Name: Hans van Zanden
Title: Manager Operations / BPA
Date: 14 oktober 2013