



South Coast
Air Quality Management District

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Office of the Executive Officer
Wayne Nastri
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July 23, 2020

CARB Board Members
California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Second 15-Day Changes on the Proposed Control Measure for Ocean-Going Vessels At Berth

Dear Honorable Board Members:

Thank you for the opportunity to comment on the Second 15-Day Changes for the Proposed Control Measure for Ocean-Going Vessels At Berth. South Coast AQMD staff appreciates the efforts by CARB staff in making subsequent modifications to the originally proposed regulation through two 15-day changes to address comments from all stakeholders.

As stated in our letter dated November 26, 2019, NO_x emissions in our Basin need to be reduced by 45% and 55% beyond all existing regulations by 2023 and 2031, respectively, to meet the upcoming deadlines for attaining federal ozone standards. Ocean-going vessels (OGVs), combined with harbor craft, will represent the single largest source of NO_x emissions in the Basin by 2023. Therefore, it is absolutely essential to maximize both short-term and long-term reductions in the proposed regulation to help achieve our attainment goals.

We support the adoption of the proposed At-Berth regulation with the Second 15-Day Changes and offer the following recommendations for your consideration:

Compliance Date Changes

Under the latest changes, CARB staff proposes to delay the compliance start date for container ships, reefers and cruise ships by two years from 2021 to 2023 and allow these vessels to remain under the existing At-Berth Regulation without any additional controls beyond 2020. Although we recognize the potential economic impact on the maritime industry due to the coronavirus pandemic, we are concerned with the negative impact of this proposed change on NO_x and diesel particulate matter (DPM) emissions. Based on data provided in the second 15-day document, the proposed delay in the compliance date would result in increased NO_x emissions at berth by 0.74 ton per day (tpd) in 2021 and 0.79 tpd in 2022 (and 0.01 tpd of DPM in 2021 and 2022) in our Basin compared to the initially-proposed regulation in December 2019. Given the significant contribution of emissions from these vessels, uncertainties regarding potential impact of the pandemic on marine industry, and the need to achieve early reductions for our local port communities and the regional air quality, we believe the proposed two-year delay is too long. Instead, South Coast AQMD staff recommends a maximum one-year delay to provide a reasonable level of relief to the marine industry which will start the compliance date for container ships, reefers and cruise ships on January 1, 2022.

For RoRo vessels, South Coast AQMD staff supports the proposed change to return the compliance start date to 2025 as originally proposed. Staff also supports accelerating the compliance start dates for tankers by two years from 2027 to 2025 for tanker vessels visiting the Ports of Los Angeles and Long Beach and from 2029 to 2027 for tanker vessels visiting other ports (first 15-day changes).

Innovative Concept

South Coast AQMD staff supports the innovative concept provision proposed in the first 15-day changes which provides options for the regulated entities to achieve equivalent emissions reductions through implementation of alternative control strategies in the port communities. The Second 15-Day Changes proposes to extend the compliance period for approved innovative concepts from three years to up to five years. South Coast AQMD staff is agreeable to this proposed extension as long as the benefits of the approved alternative control strategies are monitored, evaluated and quantified based on credible and transparent methodologies to ensure that the emissions reductions achieved are real, surplus, quantifiable and enforceable.

The proposed regulation is a significant rulemaking for the South Coast Air Basin. South Coast AQMD staff strongly supports the adoption of the Proposed At Berth Regulation as achieving emissions reductions from OGVs will be essential in meeting the ozone attainment deadlines in our Basin as well as providing considerable public health benefits in the port communities. We are also fully committed to continue to work collaboratively with CARB staff in the development and implementation of innovative programs to reduce emissions from OGVs and other sources.

Sincerely,

A handwritten signature in black ink, appearing to read "Wayne Natri", with a stylized flourish at the end.

Wayne Natri
Executive Officer

WN:SR:ZP:BC