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Bonnie Soriano
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California Air Resources Board
1001 "I" Street
Sacramento, CA 95812

Re: Proposed Regulations Order, Title 17, 93130-93130.20 CCR

We are a vessel agency founded in 1920 at San Francisco and represent a large percentage of bulk and general cargo vessels calling at California Ports. We have some comments on the Proposed Regulations contained in Appendix A of the referenced subject matter. We submit these as a result of wording that requires reporting by vessels that are not subject to the Purpose and Intent of these regulations and therefore consider them arbitrary, capricious and likely to cause economic harm to the people of the State of California and the many industries that depend on the movement of bulk goods and general cargo excluded from the stated intent of these regulations. The reporting requirements add a real, quantifiable burden to bulk and general cargo vessels, but do not advance any emissions reduction program in California. The State should not impose costly reporting requirements for the sole sake of collecting more information, particularly when there is no planned use for the data. If CARB identifies a future need for such data, it is readily available through alternative sources such as marine exchanges or port authorities. There is no reasonable basis to place a permanent, costly reporting burden for no measurable benefit. Specific comments are as follows:

Section 93130.7 Vessel Operator Requirements, Items (a) through (d) do not apply to these vessels;

Item (e) (1) – (3) do not apply to these vessels;

Item (e) 4 (A) – (G) is widely available information known to USCG, Marine Exchange, State Lands Commission (via Oil Spill Enrollment) and several existing commercial databases. To require repetitive reporting on these items is arbitrary, duplicative and capricious;

Item (e) (H) does not apply;

Item (e) (I) is irrelevant as the definition of "Ready to Work" is flawed for these vessels which, again, are not covered by these regulations. These vessels frequently work cargo alongside and at anchor prior to formal entry at CBP, with full permission of course, from CBP. Also, USCG never "clears" a vessel.

Item (e) (J)-(R) are mostly irrelevant due to the fact that these vessels are burning MDO or MGO as already required by the Federal government and the State of California;

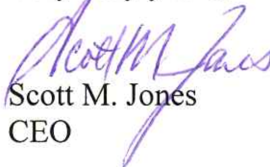
Item (f) is deeply flawed as the Master of these vessels, who should be the party submitting them, as they are required to for all other Reporting Requirements of vessels engaged in Commerce, is sometimes unaware of which berth or even port their ship shall call 7 days prior arrival. These cargoes are traded, may be split parcels with tonnage changing as local conditions warrant and in any case are not utilizing shore power because they can't. Their value to Commerce is in large part due to their versatility. They can call anywhere the water depth allows. They are not tied to one berth like an in-house container terminal or a refinery. The draconian penalties proscribed for non-compliance to these vessels borders on incomprehensible.

Please note the following comments of a general nature: the one-hour hook-up will be impossible to meet for the bulk and general cargo vessels. Shore power will never suffice for the vast majority of the terminals that service these trades. They cannot physically or financially construct the infrastructure. In addition, the vessels, which number in the thousands, have vast differences in their construction, their power systems and their design. No "adapter" plug will ever suffice. Therefore, "sock on a stick" technology is their only realistic option. In areas with strong currents, like the Carquinez Straits, or in restricted areas like the Ports of Richmond, Stockton, Sacramento, Redwood City, Wilmington, Long Beach, etc., the placement of a barge alongside will cause safety issues in addition to the inability to meet the one-hour rule. In addition, bulk vessels frequently have to shift alongside, known as line hauling, therefore they are not fixed in a single position while conducting operations. This desire to impose draconian penalties (for bulkers and general cargo vessels) for an impossibility is incredulous.

The second general comment relates to the impact this type of Regulation of bulk and general cargo vessels will have on the people of California. These vessels move rice, wind power generating equipment, aggregates, non-GMO grains, pet coke, cement, fertilizers, slag, steel, scrap and coal that are critical inputs for California agriculture, power generation, dairy, construction, recycling, refining and manufacturing industries that support millions of citizens and are the lifeblood of the "smaller" California that most of us live in. Massive diversions of cargoes away from California ports is the inevitable outcome. Will the extra emissions generated by trucking or railing these cargoes to whoever is left in business be part of your computer modelling?

These vessels are not part of a vertically integrated, International conglomerate with captive terminals. Let them burn MDO or MGO and continue to serve our interest in a cost effective manner. These are not intermodal containers or vehicles. These are far more basic necessaries.

Very truly yours,



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