

California Environmental Protection Agency
Air Resources Board

Marine Notice 2007-1 (4/2007)

Ocean-Going Vessel Auxiliary Diesel Engine Regulation Requirements for Fuel Mixtures

This Marine Notice clarifies how fuel mixtures will be treated under the State of California Ocean-Going Vessel Auxiliary Diesel Engine Regulation.

Background

The State of California Ocean-Going Vessel Auxiliary Diesel Engine Regulation ("regulation") imposes air emission limits on you when you operate vessels in Regulated California Waters (a zone approximately 24 nautical miles seaward of the California baseline; see Attachment A), and moor, dock, or otherwise visit a California port, roadstead, or terminal facility ("port"). The requirements in this regulation became effective on January 1, 2007, and can be found in title 13, California Code of Regulations (CCR), §2299.1, and title 17, CCR, §93118. It can also be found at ARB's website at <http://www.arb.ca.gov/regact/marine2005/marine2005.htm>.

The regulation limits emission rates of diesel particulate matter (PM), oxides of nitrogen (NO_x), and oxides of sulfur (SO_x) from auxiliary diesel engines and diesel-electric engines on ocean-going vessels to levels equivalent to using the following fuels:

Beginning January 1, 2007: (1) marine gas oil (MGO); or
(2) marine diesel oil (MDO) with a sulfur content of no more than 0.5% by weight

Beginning January 1, 2010: MGO with a sulfur content of no more than 0.1 percent by weight.

ADVISORY

Ocean-going vessel tanks may carry a mixture of fuels due to the addition of fuel to a tank that contains fuel from previous purchases. This Marine Notice will clarify how fuel mixtures will be treated under regulation. Listed below are the anticipated fuel mixtures:

(1) MGO/MGO Mixtures: The resulting fuel mixture will be treated as MGO subject to all the specifications of DMA grade fuel under International Standard ISO 8217 as revised in 2005 ("ISO 8217"), which includes a sulfur content limit of no more than 1.5% by weight;

(2) MDO/MDO Mixtures: The resulting fuel mixture will be treated as MDO subject to all the specifications of DMB grade fuel under ISO 8217, and the mix will be subject to a sulfur content limit of 0.5% by weight;

(3) MGO/MDO Mixtures: The resulting fuel mixture will be treated as MDO subject to all the specifications of DMB grade fuel under ISO 8217, and the mix will be subject to a sulfur content limit of 0.5% by weight;

(4) MGO/Residual Fuel or MDO/Residual Fuel Mixtures: You should not mix any fuels classified as residual fuel under ISO 8217 (or DMC grade fuel, which is a residual/distillate mix) with compliant distillate fuels, since residual fuels may easily disqualify the resulting mixture from the specifications for either MGO or MDO and result in a potential violation of the regulation. It is envisioned that there could be situations in which a tank that previously held residual fuel will be evacuated and refilled with compliant distillate fuels. In such cases, you should evacuate the tanks as completely as possible to ensure that the distillate fuel added to the tank remains within the ISO 8217 fuel specifications and the sulfur content limits specified in the regulation (as discussed above for MGO and MDO fuels).

Attachment A

Regulated California Waters

“Regulated California Waters” means all of the following:

- (A) all California internal waters;
- (B) all California estuarine waters;
- (C) all California ports, roadsteads, and terminal facilities (collectively “ports”)
- (D) all waters within 3 nautical miles of the California baseline, starting at the California-Oregon border and ending at the California-Mexico border at the Pacific Ocean, inclusive;
- (E) all waters within 12 nautical miles of the California baseline, starting at the California-Oregon border and ending at the California-Mexico border at the Pacific Ocean, inclusive;
- (F) all waters within 24 nautical miles of the California baseline, starting at the California-Oregon border to 34.43 degrees North, 121.12 degrees West, inclusive; and
- (G) all waters within the area, not including any islands, between the California baseline and a line starting at 34.43 degrees North, 121.12 degrees West; thence to 33.50 degrees North, 118.58 degrees West; thence to 32.48 degrees North, 117.67 degrees West; and ending at the California-Mexico border at the Pacific Ocean, inclusive.

“Regulated California Waters” is shown on the map below as indicated (note: chart is not to scale).

