

## Commercial and Charter Fishing: Complying with the Commercial Harbor Craft Regulation

On November 15, 2007, the California Air Resources Board (ARB) approved the Commercial Harbor Craft Regulation (regulation) to reduce emissions from diesel engines on commercial harbor craft vessels that operate in Regulated California Waters. The regulation is expected to significantly reduce diesel particulate matter (PM) and oxides of nitrogen (NOx) emissions from harbor craft engines. The emission reductions are expected to reduce premature mortality, cancer risk, and other adverse impacts caused by exposure to these pollutants. This regulation also reduces diesel PM and NOx emissions that contribute to statewide exceedances of ambient air quality standards.

### What are the regulatory requirements for fishing vessels?

The regulation requires non-resettable hour meters be installed on all commercial fishing vessel engines (both propulsion and auxiliary), by January 1, 2009. If engines have existing non-resettable hour meters, they will satisfy this requirement. Additionally, all vessel owners or operators must submit an initial report to the ARB by February 28, 2009, and maintain records for each vessel engine. The initial report includes detailed vessel and engine data that we will use to update our statewide emissions inventory. The regulation also includes requirements regarding acquiring a new vessel or engine. The regulation does not require existing fishing vessel engines to be repowered, retrofit, rebuilt, or upgraded, unless the vessel is also used as a ferry, excursion vessel, tugboat, or towboat. Additional explanations of these regulation requirements are provided below.

### Regulated California Waters means:

**All internal waters, estuarine waters, ports, and coastal waters within 24 nautical miles of the California coast.**

### What kind of records do I have to keep?

Recordkeeping consists of initial reporting and on-going recordkeeping. These reports and records include owner or operator contact information, vessel information (such as U.S. Coast Guard number, homeport, vessel build year, California Fish and Game license number, etc.), engine information (such as make, model, year, serial number, etc.), and operational information (such as estimated annual fuel usage per engine, total annual hours of operation per engine, etc.).

### What type of diesel fuel can my fishing vessel use?

The regulation requires that harbor craft diesel engines be fueled with CARB diesel or an approved alternative diesel fuel. Examples of an approved alternative diesel fuel that could be used are biodiesel, emulsions of water in diesel fuel, and diesel fuels with an ARB-verified fuel additive.



### Will I have to replace my existing engines or install emission controls?

No. The regulation does not require existing fishing vessel engines to be repowered, retrofit, rebuilt, or upgraded. However, the regulation does include in-use engine requirements for ferries, excursion vessels, tugboats, towboats, and fishing vessels that are used for any of the above purposes (multipurpose vessels).

### What if I my vessel has multiple uses?

Fishing vessels that offer ferry, excursion (whale watching, harbor cruises, diving, etc.), tugboat, or towboat services are considered multipurpose harbor craft. Multipurpose vessel engines are required to meet regulatory compliance schedules if they are operated for a

combined total of 300 hours or more in a calendar year. Fishing vessels that offer other services (such as crew boat, supply boat, work boat, etc.) not mentioned above are not required to replace their engines or install emission controls.

### **What if I need or want to replace my existing engines?**

When repowering (replacing) an existing vessel engine on or after January 1, 2009, the newly acquired engine must meet current U.S. EPA marine engine standards (Tier 2 or 3) in effect at the time the engine is acquired. A Tier 4 engine is not required unless replacing an engine that was already certified to Tier 4 standards.

### **Are there funding opportunities for reducing emissions from fishing vessel engines?**

Incentive funds may be available from local air districts and ports to replace, retrofit, or rebuild vessel engines to a cleaner standard, thereby reducing fishing vessel emissions. Programs offering funding include the Carl Moyer Program, Proposition 1B: Goods Movement Emission Reduction Program, as well as those administered by some ports and local air districts. If you are interested in receiving emission reduction funding, contact your local air district or port for more information.

### **Can I buy a used vessel to be used for commercial or charter fishing in California?**

Yes, you can buy a used vessel to be used in California waters for commercial or charter fishing. You will be required to file an initial report for this vessel and its engines, in addition to installing non-resettable hour meters, if not already installed, and maintaining the required records.



### **Where can I find more information about the regulation?**

The regulation, accompanying staff report, technical support document, and additional documents can be accessed on our regulatory website at <http://www.arb.ca.gov/regact/2007/chc07/chc07.htm>. If you have specific questions or comments about the regulation or supporting documents, please contact Todd Sterling at 916-445-1034 (e-mail: [tsterlin@arb.ca.gov](mailto:tsterlin@arb.ca.gov)), Cherie Rainforth at 916-327-7213 (e-mail: [crainfor@arb.ca.gov](mailto:crainfor@arb.ca.gov)), or visit our Commercial Harbor Craft web site at <http://www.arb.ca.gov/harborcraft>.

### **For additional general information:**

Please contact ARB's diesel hotline at (866) 6DIESEL (634-3757). You may also obtain this document in an alternative format by contacting ARB at: (916) 322-4505 (voice); (916) 324-9531 (TDD, Sacramento area only); (800) 700-8326 (TDD, outside Sacramento). TTY/TDD/Speech-to-Speech users may dial 711 for the California Relay Service.