

State of California  
Air Resources Board

Executive Order G-09-069

Relating to Essential Modifications Exemption under California Code of Regulations,  
title 13, section 2299.2(g) and title 17, section 93118.2(g)

**Springfield Shipping Company**

WHEREAS, pursuant to sections 39600, 39601, 41510, 41511, 43013, and 43018 of the Health and Safety Code, the California Air Resources Board (ARB) has established requirements for ocean-going vessels (OGV) to use marine gas oil (DMX or DMA grades) or marine diesel oil (DMB grades) at specified sulfur limits in the main engine, auxiliary engines, and auxiliary boilers within a 24 nautical mile zone of the California Coastline; these requirements are found at California Code of Regulations (CCR), title 13, section 2299.2 and title 17, section 93118.2 (OGV Fuel Regulation);

WHEREAS, subdivision (g) of the OGV Fuel Regulation authorizes the Executive Officer to provide an exemption in whole or part from using the specified fuels provided that a person submits an Essential Modification Report that: (1) includes information demonstrating it is not feasible to use the specified fuels unless essential modifications to the OGV are made; and (2) identifies the maximum extent with respect to trip distance or regulated equipment type to which the vessel can use the fuels without essential modifications where feasible and safe for each of the auxiliary engines, main engines, and auxiliary boilers;

WHEREAS, Springfield Shipping Company submitted Essential Modification Reports dated July 23, 2009 and additional materials subsequently provided in July, 2009 through November, 2009 requesting essential modification exemptions for the following vessels and equipment listed in Table 1;

WHEREAS, Springfield Shipping Company also requested additional exemptions to cover auxiliary engines and main engines on the same vessels;

WHEREAS, ARB has reviewed the Essential Modification Reports and additional supporting materials provided by Springfield Shipping Company and determined that the submissions satisfactorily demonstrate that essential modifications are necessary for the auxiliary boilers listed in Table 1 on the vessels listed in Table 1 to fully comply with the fuel use requirements in the OGV Fuel Regulation;

**Table 1. Vessel and Auxiliary Boiler Information**

<b>Owner / Operator</b>	<b>Ship Name</b>	<b>IMO</b>	<b>Auxiliary Boiler Make and Model</b>
Springfield Shipping	Olympic Flair	8913966	I.H.I. ADM – 807
Springfield Shipping	Olympic Future	9271353	MITSUBISHI HEAVY INDUSTRIES MAC-35B
Springfield Shipping	Olympic Legacy	9088689	MITSUBISHI HEAVY INDUSTRIES-MAC-80B
Springfield Shipping	Olympic Loyalty	9013749	MITSUBISHI HEAVY INDUSTRIES-MAC-80B
Springfield Shipping	Olympic Serenity	8912613	MITSUBISHI HEAVY INDUSTRIES MAC-35B
Springfield Shipping	Olympic Sponsor	9060601	MITSUBISHI HEAVY INDUSTRIES MAC-35B
Springfield Shipping	Olympic Spirit II	9133587	MITSUBISHI HEAVY INDUSTRIES MAC-35B
Springfield Shipping	Olympic Faith	8913954	I.H.I. ADM - 807
Springfield Shipping	Olympic Legend	9238868	AALBORG INDUSTRIES / MISSION TM OL

WHEREAS, based on the determinations described above, the vessels listed in Table 1 qualify for an essential modification exemption for the auxiliary boilers identified in Table 1;

WHEREAS, ARB also determined after its review of the Essential Modification Reports and other submitted materials that Springfield Shipping Company has failed to satisfactorily demonstrate that modifications are necessary for use of the specified fuels in the auxiliary engines and main engines of these vessels, and has set forth the basis for this determination in a separate letter to the company;

NOW, THEREFORE, IT IS ORDERED, Springfield Shipping Company is granted an exemption from the fuel use specifications set forth in subdivision (e)(1) and from the recordkeeping, reporting and monitoring requirements in subdivision (e)(2) of the OGV Fuel Regulation for the auxiliary boilers on the vessels listed in Table 1, subject to the limitations and conditions in this order and the OGV Fuel Regulation;

BE IT FURTHER ORDERED, the vessels listed in Table 1 shall comply with the fuel specifications set forth in subdivision (e)(1) and the recordkeeping, reporting and monitoring requirements in subdivision (e)(2) of the OGV Fuel Regulation for the main engines and auxiliary engines in the vessels listed in Table 1;

BE IT FURTHER ORDERED, that if the OGV Fuel Regulation is amended to modify any provisions relating to the essential modification exemption, the Executive Officer may

revoke or modify this essential modification exemption as necessary to bring it into conformance with the revised regulation;

BE IT FURTHER ORDERED, if the Executive Officer issues written findings that federal requirements are in place that will achieve equivalent emissions reductions within the Regulated California Waters pursuant to subdivision (j) of the OGV Fuel Regulation, the Executive Officer shall revoke this exemption upon notice to Springfield Shipping Company;

BE IT FURTHER ORDERED, if the Executive Officer determines that the essential modification exemption is no longer warranted, the Executive Officer may modify or revoke this exemption after providing 30 days written notice to Springfield Shipping Company of its intent to modify or revoke the exemption;

BE IT FURTHER ORDERED, if the essential modifications that are the basis for this exemption are made voluntarily, or due to other regulatory requirements, or for other reasons, then this exemption terminates and the auxiliary boilers on the vessels listed in Table 1 must use the required fuels while in Regulated California Waters, and Springfield Shipping Company must provide ARB with immediate written notification that modifications have been made;

BE IT FURTHER ORDERED, the Executive Officer encourages Springfield Shipping Company to voluntarily make the essential modifications noted above to the vessels listed in Table 1 and to use the specified fuels in the OGV Fuel Regulation while in California Regulated Waters to benefit the health and welfare of California's citizens.

Executed at Sacramento, California this 24<sup>th</sup> day of December, 2009

James N. Goldstene  
Executive Officer

by



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Daniel E. Donohue, Chief  
Emissions Assessment Branch  
Stationary Source Division