

5<sup>th</sup> Public Workshop to Discuss Development of Regulations for  
**Ocean-going Ship  
Main Engines and Auxiliary Boilers  
Proposed Regulatory Language**



May 13, 2008  
Sacramento, CA



**Proposed Changes to Draft  
Regulatory Proposal**



Email Questions to (during workshop only)  
[auditorium@calepa.ca.gov](mailto:auditorium@calepa.ca.gov)

*Draft Regulatory Language*

## **OGV Main Engine Draft Regulatory Proposal**

---

- ◆ **Applicability**
- ◆ **Exemptions**
- ◆ **Definitions**
- ◆ **In-use operational requirements**
- ◆ **Non-compliance fee**
- ◆ **Feasibility of extending California Regulated Waters**



3

*Draft Regulatory Language*

## **Key Changes**

---

- ◆ ***Selected sulfur level for Phase 2 of implementation***
- ◆ ***Retained provision for purchasing compliant fuel in California***



4

## **Applicability**

---

- ◆ **All ocean-going vessels (U.S. and Foreign-flagged, excludes OGV tugs)**
- ◆ **Main engine on OGVs designed primarily to provide propulsion**
- ◆ **Auxiliary boilers on OGVs designed to produce steam for uses other than propulsion**
- ◆ **All vessels operating within 24 nautical miles of the California coast**

## **Exemptions**

---

- ◆ **Retained the safety exemption**
- ◆ **Other exemptions have not changed in latest proposal**



## **Definitions**

---

- ◆ **Definitions have not changed significantly in latest proposal**
- ◆ **Definitions are aligned with the auxiliary engine fuel rule**

## **In-use operational requirements**

---

### ***Two Phase Approach***

- ◆ **Phase 1 July 1, 2009 In-Use Requirement**
  - *use MGO (1.5% sulfur limit)*
  - *use MDO (0.5% sulfur limit)*
  - *main engines and auxiliary boilers*
- ◆ **Phase 2 January 1, 2012 In-Use Requirement**
  - *use MGO (0.1% sulfur limit)*
  - *use MDO (0.1% sulfur limit)*
  - *main engines and auxiliary boilers*

*Draft Regulatory Language*

## **Noncompliance Fee in Lieu of Meeting Requirements**

---

### **Option to Pay Noncompliance Fee**

- ◆ **Reasons beyond vessel Master's control**
  - unexpected redirection to a California port
  - inability to purchase complying fuel  
*(provision to purchase fuel in California)*
  - fuel found to be noncompliant enroute to California
- ◆ **Extension needed for vessel modifications**
- ◆ **Vessel modifications needed on infrequent visitor**

9

*Draft Regulatory Language*

## **Unable to Purchase Compliant Fuel Prior to Entering Regulated CA Waters**

---

- ◆ **Provision to purchase compliant fuel in CA**
  - *begins at Phase 2 in January 1, 2012 and ends Dec. 31, 2014*
  - *wave noncompliance fee*
  - *one time per calendar year per ship*
  - *if compliant fuel is purchased and compliance begins at first port after entering Regulated California Waters*
  - *must be meet phase 1 requirements during noncompliant portion of voyage*

10

*Draft Regulatory Language*

## Feasibility Study to Evaluate Extending Regulated Zone

- ◆ Removed the provision to evaluate extending Regulated California Waters to 50, 100 or 200 nm
- ◆ Based on proposed amendments to IMO MARPOL Annex VI-requirements for SECAs
- ◆ ARB will work with EPA to establish a SECA or ECA



11

## Next Steps

- ◆ ISOR (Staff Report) will be released June 6, 2008
- ◆ 45-Day Public Comment Period (June 6 to July 24-25)
- ◆ Board consideration July 24-25, 2008



12

## Contact Information

---

<http://www.arb.ca.gov/marine>

Bonnie Soriano (Lead)  
(916) 327-6888  
bsoriano@arb.ca.gov

Peggy Taricco  
(Manager)  
(916) 323-4882  
ptaricco@arb.ca.gov

Paul Milkey  
(916) 327-2957  
pmilkey@arb.ca.gov

Floyd Vergara  
(Legal Counsel)  
(916) 445-9566  
fvergara@arb.ca.gov

Dan Donohoue  
(Branch Chief)  
(916) 322-6023  
ddonohou@arb.ca.gov

**Email Questions to (during workshop only)**  
**auditorium@calepa.ca.gov**