

Port / Operator: _____ / _____

Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port (At-Berth Regulation)

December 2013 Regulatory Advisory Notification Form

As specified in the December 2013 Regulatory Advisory, fleets must notify ARB of their intention to qualify for temporary relief under each scenario they intend to use. Fleets must also provide evidence that they have made a good faith effort to comply with the At-Berth Regulation. To do this, fleets must complete this form and return it by March 21, 2014. ARB staff may ask fleets to provide additional information to support their good faith effort claims.

Fleets are also required to provide verification of their claims. To do this, fleets must complete the separate “December 2013 Regulatory Advisory Reporting Form.”

Instructions:

To complete this form, fleets must fill out the General Information table, Notification table, and the Good Faith Effort table associated with each scenario that the fleet intends to use.

In the Good Faith Effort tables, fleets are to provide evidence that they would have complied with the At-Berth Regulation, if not for the exceptions provided within each scenario. To show this, the fleet will estimate their compliance by logging all their anticipated visits in the “Advisory Visit Information” spreadsheet. Fleets that are complying with the Equivalent Emission Reduction Option will complete the “Advisory Visit Information – Equivalent Emission Reduction Option” spreadsheet instead. Fleets only need to submit one Visit Information Spreadsheet, even if they plan to utilize multiple scenarios.

To show that a fleet would have been compliant, visits that fall into one of the exceptions will use assumed values for their shore power timeframe. In the Visit Information Spreadsheet, a fleet will indicate that visits that will be utilizing relief provided by one of the advisory scenarios by entering:

- the scenario number that applies to that visit for the “Electricity Provider”,
- two hours past the “Arrival Date and Time” for the “Date and Time Auxiliary Engines Stopped”, and
- one hour before the “Departure Date and Time” for the “Date and Time Auxiliary Engines Started”.

The following is an example of how to enter a vessel visit for a fleet seeking relief under Scenario 2, due to the vessel’s engines operating more than three hours during its first commissioning visit. For purposes of this example, we will assume that the vessel arrived at berth for its commissioning visit on February 10th at 8:00 a.m. and departed on February 12th at 4:00 p.m. When completing the spreadsheet for this visit, the fleet

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would enter: "Scenario 2" as the electricity provider, "February 10, 10:00 a.m." as the time that the engine stopped (two hours after arrival), and "February 12, 3:00 pm" as the time that the engines restarted (one hour before departure). By entering the shore power information in this manner, the visit appears to be compliant, but is identifiable as requesting relief.

Submittal:

This notification form, and supporting information, must be sent to ARB by March 21, 2014. Fleets can either send them via e-mail to shorepower@arb.ca.gov or mail to the following address:

California Air Resources Board
Stationary Source Division
Project Assessment Branch, Energy Section
P.O Box 2815
Sacramento, CA 95812

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General Information

<i>Fill in all of the following information</i>		
Port:		
Vessel Fleet Operator:		
Address:		
City:	State:	Zip:
Contact Person:		Title:
Email:		Phone:

Notification

<i>Check each scenario that applies to this fleet</i>		
<input type="checkbox"/>	Scenario 1	Fleet is equipped to receive shore power but the terminal's berth is not ready to provide shore power.
<input type="checkbox"/>	Scenario 2	During the first commissioning visit to a terminal in 2014, the auxiliary engines operate longer than three hours.
<input type="checkbox"/>	Scenario 3	During the first and second calendar quarter of 2014, a vessel uses shore power but fails to meet the three/five-hour time limits for connecting and disconnecting shore power.
<input type="checkbox"/>	Scenario 4	During the first and second calendar quarters of 2014, a vessel is unable to use shore power due to delays in receiving shore power equipment and making retrofits to the vessel to utilize the equipment.
<input type="checkbox"/>	Scenario 5	During the first and second calendar quarters of 2014, vessels are using an alternative technology (while that technology is undergoing in-use emission testing) to help comply with the At-Berth Regulation.

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Scenario 1 – Fleet is equipped to receive shore power but the terminal’s berth is not ready to provide shore power.

Good Faith Effort for Scenario 1

Fill in all of the following information and attach evidence that the fleet would have complied if given the relief as provided by Scenario 1.

1) List the berths that have not completed load bank testing as of January 1, 2014.

Port / Terminal	Berth	Expected date of load bank test

2) For each berth listed in the previous question, list vessels that need to commission at the berth. Provide the date the vessel was equipped and ready for shore power. Provide the expected date the vessel will commission at this berth.

Berth:

Vessel	Lloyds number	Date vessel was equipped for shore power	Expected date of shore power commissioning

(Additional berths and entries may be listed separately and attached to this form)

3) Provide evidence that the fleet would have complied with the 50% shore power visits and the 50% power reduction requirements. To show this, the fleet must fill out the Advisory Visit Information spreadsheet with estimates for every quarter of 2014 where Scenario 1 could apply.

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Scenario 2 – During the first commissioning visit to a terminal in 2014, the auxiliary engines operate longer than three hours.

Good Faith Effort for Scenario 2

Fill in all of the following information and attach evidence that the fleet would have complied if given the relief as provided by Scenario 2.

1) List of vessels equipped for shore power and anticipated commissioning dates.

Vessel	Lloyds number	Estimated date vessel will first commission shore power

(Additional entries may be listed separately and attached to this form)

2) For each vessel from the previous question, explain why it is outside of the fleets' control that the shore power commissioning took place after January 1, 2014.

Vessel	Explanation of delayed shore power commissioning

(Additional entries may be listed separately and attached to this form)

3) Provide evidence that fleet would have complied with the 50% shore power visits and the 50% power reduction requirements. To show this, the fleet must fill out the Advisory Visit Information spreadsheet with estimates for every quarter of 2014 where Scenario 2 applies.

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Scenario 4 – During the first and second calendar quarters of 2014, a vessel is unable to use shore power due to delays in receiving shore power equipment and making retrofits to the vessel to utilize the equipment.

Good Faith Effort for Scenario 4

Fill in all of the following information and attach evidence that the fleet would have complied if given the relief as provided by Scenario 4.

1) List necessary shore power equipment that was ordered prior to July 1, 2013, and delayed. Provide receipts for all equipment listed.

Equipment name and description	Date of equipment purchase	Vessel that equipment will be used for	Date originally scheduled to be installed

(Additional entries may be listed separately and attached to this form)

2) List vessels that will be shore power ready, but were delayed due to the equipment orders from the previous table.

Vessel	Lloyds number	Date vessel will be equipped for shore power	Date vessel will be commission

(Additional entries may be listed separately and attached to this form)

3) Provide evidence that fleet would have complied with the 50% shore power visits and the 50% power reduction requirements. To show this, the fleet must fill out the Advisory Visit Information spreadsheet with estimates for the first and second quarter of 2014 where Scenario 4 applies.

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Scenario 5 – During the first and second calendar quarters of 2014, vessels are using an alternative technology (while that technology is undergoing in-use emission testing) to help comply with the At-Berth Regulation.

Good Faith Effort for Scenario 5

<i>Check all of the following that apply.</i>	
<input type="checkbox"/>	Fleet has switched compliance option to the Equivalent Emission Reduction Option
<input type="checkbox"/>	Alternative technology has an ARB-approved test plan
<input type="checkbox"/>	Alternative technology has successfully completed the initial emission testing phase