

FACTS ABOUT

At-Berth Ocean-Going Vessels Regulation

Reducing air pollution from ships in California ports

What is the purpose of the regulation?

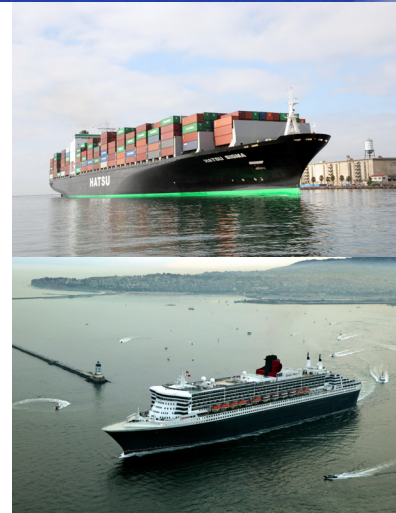
The regulation will reduce the public’s exposure to air pollutants from ships docked at California’s major ports. Specifically, the regulation will significantly reduce emissions of oxides of nitrogen (NOx) and diesel particulate matter (PM) from diesel-fueled auxiliary engines used aboard ocean-going ships while docked at a California port. In addition, carbon dioxide, a greenhouse gas (GHG), will also be reduced. The regulation supports several health-related goals of the Air Resources Board (ARB), including reducing diesel PM, reducing emissions from goods-movement activities, achieving and maintaining ambient air quality standards, and reducing GHG emissions to help mitigate the effects of global warming.

What is the purpose of the regulation?

This regulation applies to container-ship, passenger-ship, and refrigerated-cargo ship fleets that visit California Ports and meet or exceed a minimum visit threshold: 25 annual visits to a port for container-ship and refrigerated-cargo ship fleets, and five annual visits to a port for passenger-ship fleets. A fleet means all owned or chartered ships of one vessel type that visit a California Port and are under the direct control of the same company.

What does the regulation require?

The regulation ultimately requires a fleet operator to reduce at-berth emissions from its vessels’ auxiliary engines at each California Port by 80 percent by 2020. The regulation provides vessel fleets two options to reduce emissions: 1) shut down auxiliary engines for most of a vessel’s stay in port and connect the vessel to some other source of power, most likely grid-based shore power; or 2) use alternative control technique(s) that achieve equivalent emission reductions.



photos courtesy Port of Los Angeles

California Ports are defined in the regulation as the Ports of San Diego, Long Beach, Los Angeles, Oakland, Hueneme, and San Francisco.

The Ports of Los Angeles and Long Beach are considered one port in the regulation.

Reduced Onboard Power Generation Option	Equivalent Emissions Reduction Option
This option requires fleets to limit engine use to three or five hours during a vessel visit for a specific percentage of a fleet’s visits to a port and to reduce power generation from the vessels’ auxiliary engines by the same percentage. Visits experiencing emergency events impacting utility power and federal agency delays are exempt from the engine-use limitations.	This option requires fleets to reduce their vessels’ auxiliary engine emissions at a port by specific amounts and by specific dates. The emission reduction techniques that could be applied to a fleet include: grid-based shore power, non-grid based shore power (distributed generation), and alternative ship-side or shore-side control technologies.

What is the compliance schedule?

Date	Reduced Onboard Power Generation Option	Equivalent Emissions Reduction Option
Jan. 1, 2010	Shore-power equipped ships must use shore power if available at berth	10% Emission Reduction
Jan. 1, 2012	Shore-power equipped ships must use shore power if available at berth	25% Emission Reduction
Jan. 1, 2014	50% shore-power visits and power reduction ¹	50% Emission Reduction
Jan. 1, 2017	70% shore-power visits and power reduction ¹	70% Emission Reduction
Jan. 1, 2020	80% shore-power visits and power reduction ¹	80% Emission Reduction

1. In addition, shore-power-equipped ships must use shore power if available at berth.

Are there incentives for early compliance?

Three types of incentives are available to encourage early emission reductions under this program: fleet emission credits that can be accumulated and used by fleets complying with the equivalent emissions reduction option; Proposition 1B funding, which is available to reduce emission from goods-movement activities in the State; and Carl Moyer funding, which is available to reduce emissions of diesel PM in the State. Funds from these sources are available for either compliance option.

What are the reporting requirements?

There are three types of reports required by the regulation: the terminal plan, the vessel fleet plan, and the annual compliance statement. Operators of terminals receiving more than 50 visits in 2008 by vessels in the affected ship categories must submit a plan to the ARB outlining how the terminal will provide the necessary infrastructure for affected fleets to comply with the regulation. Fleet operators must submit a plan to the ARB identifying the compliance option they will use and outlining how vessels in the fleet will comply with the specific option requirements. Finally, fleet operators must submit annual compliance statements to the ARB demonstrating compliance with the regulatory requirements for the applicable compliance period.

What is the reporting schedule?

Reduced Onboard Power Generation Option		
Plan/ Compliance Statement	Initial Date	Subsequent Updates
Terminal Plan	July 1, 2009	July 1, 2013 July 1, 2016 July 1, 2019
Vessel Fleet Plan	July 1, 2013	July 1, 2016 July 1, 2019
Annual Compliance Statement	March 1, 2015	March 1 of each subsequent year
Equivalent Emissions Reduction Option		
Plan/ Compliance Statement	Initial Date	Subsequent Updates
Terminal Plan	July 1, 2009	July 1, 2011 July 1, 2013 July 1, 2016 July 1, 2019
Vessel Fleet Plan	July 1, 2009	July 1, 2011 July 1, 2013 July 1, 2016 July 1, 2019
Annual Compliance Statement	March 1, 2011	March 1 of each subsequent year

In addition, the regulation requires ports to submit wharfing data annually to the ARB starting in 2011, and specifies records that the terminal, fleet, and vessel operators must keep.

FOR MORE INFORMATION

Additional information and outreach materials will be added to our website when available at the following link: <http://www.arb.ca.gov/ports/shorepower/shorepower.htm>

If you have additional questions regarding the regulation or outreach efforts, please contact Mike Waugh at (916) 445-6018, or by email at: mwaugh@arb.ca.gov