

August 24, 2026

Scott Humphrey
Chair, Harbor Safety Committee of the San Francisco Bay Region
10 Commodore Drive
Emeryville, California 94608

Dear Chair Humphrey:

Thank you for your March 23, 2026, letter with the subject line “Integrating Maritime Risk Assessment into California Clean Air Rulemaking” to the California Air Resources Board (CARB). We appreciate the Harbor Safety Committee’s (HSC) commitment to advancing maritime safety, and we value the partnership that HSC has built with the U.S. Coast Guard (USCG), maritime operators, and labor. We are pleased to be aligned in achieving the State’s zero emission goals and are supportive of HSC’s work developing safety recommendations. We appreciate the feedback you shared and the opportunity to continue our dialogue. Below we would also like to provide additional information regarding several issues stated in your letter.

Engagement with CARB rulemaking processes

CARB’s rulemaking process has always prioritized robust public engagement and is designed to incorporate meaningful stakeholder input at every stage. Input from partners such as HSC plays an essential role in shaping effective and workable regulations. CARB’s public process is guided by the Administrative Procedure Act and other requirements. This process includes holding public workshops, attending site visits, as well as meeting with stakeholders, regulatory entities, and impacted communities. CARB staff routinely attended HSC meetings during the development of the Ocean-Going Vessel (OGV) Fuel and the At Berth regulations. Our regulatory development process often spans several years and relies on public input to shape initial and final regulatory proposals.¹

Consideration of safety in regulation development and implementation

CARB regulations are designed to complement USCG and other applicable requirements. As documented in the public record supporting CARB’s rulemakings,² our staff are familiar with engaging with the maritime community. CARB staff worked closely with the USCG during development of our maritime rulemakings, including eight meetings during the development of the At Berth regulations and seven meetings during the development of

¹ Rulemaking Activity pages for the [Ocean-Going Vessels At Berth](#) and [Commercial Harbor Craft](#) regulations.

² List of Public Workshops, Meetings, Phone Calls, Conferences, Site Visits, and Vessel Tours Supporting the Public Process for Development of the Proposed Regulation for the [At Berth](#) and [Commercial Harbor Craft](#) regulations. See also the Initial Statement of Reasons for the [OGV Fuel Rule](#) for documentation of informal rulemaking development associated with that rulemaking.

the Commercial Harbor Craft (CHC) regulations. CARB continues to have regular meetings with the USCG Southwest District to support the implementation of CARB's regulations.

The At Berth and CHC Regulations both provide pathways for new technologies to be demonstrated and ultimately used for compliance. Approval of technologies used for compliance with the At Berth and CHC Regulations have very specific and robust requirements for demonstrating durability, effectiveness and safety.³ While it is not feasible to assess all risks for technologies that are yet to be developed, any compliance method must still meet all USCG requirements and other applicable requirements including CARB's regulatory requirements for technology approval.

A key outcome of CARB's collaboration with the USCG is [Executive Order DE24003](#), issued November 13, 2023. That Executive Order clarified a pathway for CARB to approve verifications of Diesel Particulate Filters that include a safety system (also known as a bypass) for engines on CHC. The collaboration leading to that order is documented in a [series of letters](#) exchanged between CARB and the USCG to resolve this concern. Your letter references a USCG letter from this series but does not recognize the subsequent letters or the resolution. Safety is always a consideration and guides rule design and development, but it does not end there. Safety is continuously monitored and accommodated in rule implementation. For instance, CARB awarded a \$10 million grant in 2021 for the development and deployment of a new capture-and-control system for tanker vessels. One major component of this grant included a Hazard Identification (HAZID) review by the American Bureau of Shipping that was conducted after the At Berth Regulation went into effect but prior to implementation dates for tankers. The capture-and-control systems developed with CARB grant funds are now reducing emissions from tankers using the HAZID recommendations.

Two recent incidents involving an emission control barge at the Port of Long Beach

CARB continues to look to the USCG for guidance as we monitor current events. The USCG issued [U.S. Coast Guard Safety Alert 04-26](#) in February 2026 to provide urgent recommendations in response to two incidents at the Ports of Los Angeles and Long Beach involving shipping containers unexpectedly falling overboard from container vessels, including the September 2025 incident where containers fell onto a STAX emission control barge at the Port of Long Beach. These two isolated incidents were reported to CARB, and qualified for an exemption under the At Berth Regulation as a vessel safety and emergency event. At the time of this letter, there is no indication from USCG that the emission control barge was a contributing factor in either of these two incidents. Preliminary findings by the USCG cited a lack of established policies or planning tools accounting for vessels alongside during cargo operations and reliance on ad-hoc communication protocols as contributing

³ CAECS Approval process is stated in Section [93130.5 CARB Approved Emission Control Strategy of the At Berth Regulation](#). See also [Diesel Emission Control Strategies Verification Procedure](#) in California Code of Regulations, Title 13, section 2700 as referenced in the CHC regulation.

factors. CARB continues to monitor these investigations for any additional updates or recommendations that may arise from the USCG in a final report.

Continuing and upcoming CARB-HSC coordination

We are in the early stages of exploring potential options to further reduce emissions from OGVs sailing in California waters and are planning for robust industry and community engagement as part of this process. We appreciate our ongoing discussions related to regulations that reduce air pollution and find the meetings with HSC to be productive, including our recent meetings held in May and June 2026. These conversations have helped further identify opportunities to strengthen collaboration and advance our shared goals for safety, reducing air pollution from maritime operations, and public health protection. Our staff is available to attend HSC meetings as needed and requested. We welcome and look forward to HSC's participation in our regulatory development processes.

We appreciate and share your concerns for safety and look forward to ongoing collaboration.

Sincerely,



Richard Boyd, Chief, Transportation and Toxics Division