

Ocean-going Vessel At Berth Regulation
Fleet and Terminal Elections for the March 30, 2023, Enforcement Notice
(Published 5/19/2023)

Following the guidance in the California Air Resources Board's (CARB) [March 30, 2023 Enforcement Notice](#), vessel and terminal operators elected into one of two enforcement pathway options (Options) for complying with the 2020 At Berth Regulation (2020 Regulation) during the transition period from January 1, 2023, through thirty (30) days after the date the United States Environmental Protection Agency (U.S. EPA) publishes its issuance of authorization for the 2020 Regulation in the Federal Register.

Companies selecting Option 1 elected to comply with all aspects of the 2020 Regulation, achieving the per-visit emissions reductions. Companies that did not declare their choice to CARB under the Enforcement Notice by May 1, 2023, were enrolled into Option 1 by default. Companies selecting Option 2 elected to comply by achieving the 80 percent emission or power reduction provisions in the 2007 At Berth Regulation.

The following companies opted into Option 1

Vessel Operators

- COSCO Shipping Lines (Long Beach, Los Angeles, Oakland)
- Wan Hai Lines (Long Beach, Oakland)

Terminals

- Total Terminals International, LLC (Long Beach)

The following companies were enrolled into Option 1 by default

Vessel Operators

- Celebrity Cruises (Los Angeles, San Diego, San Francisco)
- Disney Cruise Line (San Diego)
- Great White Fleet (Hueneme)
- NCL America (Los Angeles)
- Oceania Cruises (Los Angeles)
- Reefership Marine Services (San Diego)
- Royal Caribbean International (Los Angeles)
- ZIM (Los Angeles)

Terminals

- B St (San Diego)
- LB Cruise (Long Beach)
- "LBCT" Long Beach Container Terminal (Long Beach)
- "FMS" Fenix Marine Services (Los Angeles)
- SF Cruise (San Francisco)

- 10th Ave (San Diego)
- World Cruise (Los Angeles)

The following companies opted into Option 2

Vessel Operators

- Carnival (Long Beach, Los Angeles, San Diego, San Francisco)
- CMA CGM (Long Beach, Los Angeles, Oakland)
- Cool Carriers (Hueneme)
- Eukor Car Carriers (Hueneme, Long Beach, San Diego)
- Evergreen (Los Angeles, Oakland)
- Hapag-Lloyd Fleet (Long Beach, Los Angeles)
- HMM (Long Beach, Los Angeles)
- Maersk (Hueneme, Long Beach, Los Angeles, Oakland)
- Matson (Long Beach, Oakland)
- MSC (Long Beach, Los Angeles, Oakland)
- Network Shipping (Hueneme)
- Ocean Network Express (Long Beach, Los Angeles, Oakland)
- Pasha Hawaii Holdings LLC (Long Beach, Oakland, San Diego)
- SM Line (Long Beach)
- Swire Shipping (Long Beach, Oakland)
- Wallenius Wilhelmsen (Hueneme, Long Beach)
- Yang Ming (Los Angeles, Oakland)

Terminals

- APM Terminals Pacific, LLC (Los Angeles)
- Everport Terminal Services (Los Angeles, Oakland)
- "ITS" International Transportation Service, LLC (Long Beach)
- OOCL (Long Beach)
- Pasha Automotive Services (San Diego)
- Pasha Stevedoring & Terminals L.P. (Los Angeles)
- Port of Hueneme (Hueneme)
- SSA Pacifics (Long Beach, Los Angeles, West Sacramento)
- SSA Terminals (Long Beach, Oakland)
- TraPac (Los Angeles, Oakland)
- Wallenius Wilhelmsen Solutions (Los Angeles)
- "WBCT" West Basin Container Terminal (Los Angeles)
- Yusen Terminals (Los Angeles)

The Enforcement Notice applies to the emission reduction requirements for container, refrigerated cargo, and cruise companies, as these categories have requirements to reduce emissions under the 2020 At Berth Regulation beginning January 1, 2023. The Enforcement Notice does not impact auto (car) carrier or tanker companies currently. Per the 2020 Regulation, auto and Southern California tanker emission control requirements do not go

into effect until 2025 and for all other tankers in 2027. Some auto carrier companies listed above responded to the Enforcement Notice and were included in the list.