SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release (Agreement) is entered into between the State of California Air Resources Board (CARB), with principal location at 1001 I Street, Sacramento, California 95814, and Mediterranean Shipping Co. S.A. (MSC), with principal location at 12-14, Chemin-Rieu – CH-1208, Geneva, Switzerland.

I. RECITALS

1) Health and Safety Code (H&SC) sections 39650-39675 (H&SC §§ 39650-39675) mandate the reduction of the emission of substances that have been determined to be toxic air contaminants (TAC). In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a TAC.

2) California Code of Regulations (CCR), title 13, section 2299.2 (13 CCR § 2299.2) (b) provides that the regulation applies to any person who owns, operates, charters, rents, or leases any ocean-going vessel that operates in Regulated California Waters (RCW).

3) 13 CCR § 2299.2 (e) (1) sets forth the operational requirements for fuel sulfur content limits for auxiliary diesel engines, main engines, and auxiliary boilers.

4) 13 CCR § 2299.2 (e) (2) sets forth the recordkeeping, reporting, and monitoring requirements.

5) CARB, with the cooperation of MSC, has documented that MSC failed to properly complete the operational requirements of the regulation on October 8, 2013. On October 8, 2013, the vessel *MSC Paloma* operated within RCW on heavy fuel oil in violation of this regulation.

6) Failure to properly complete the operational requirements of the regulation is a violation of state law resulting in penalties. H&SC sections 39674, 39675, 42400 et seq., 42402 et seq., and 42410 (H&SC §§ 39674, 39675, 42400 et seq., 42402 et seq., and 42410), authorize civil or administrative penalties not to exceed one thousand dollars ($1,000.00) or ten thousand dollars ($10,000.00) for each day that the violation occurs.

7) Any person who owns, operates, charters, rents, or leases any ocean-going vessel that operates in RCW can elect to pay a noncompliance fee. Persons shall pay the applicable fees prior to leaving the California port or at a later date approved by the executive officer. The noncompliance fee for a first port visited is $45,500.00.

8) In order to resolve these violations, MSC has taken, or agrees to take, the actions enumerated below within the Release. Further, CARB accepts this Agreement in termination and settlement of this matter.

9) In consideration of the foregoing, and of the promises and facts set forth herein, the parties desire to settle and resolve all claims, disputes, and obligations relating to the above-listed violations, and voluntarily agree to resolve this matter by means of this Agreement. Specifically, CARB and MSC agree as follows:

II. TERMS AND RELEASE

In consideration of CARB not filing a legal action against MSC for the violations referred to above, CARB and MSC agree as follows:

1) Upon execution of this Agreement, the sum of four thousand dollars ($4,000.00) shall be paid on behalf of MSC within seven (7) business days following the execution of this agreement as follows: **$4,000.00** to **CARB**. Checks shall be made payable to the California Air Resources Board, for deposit into the Air Pollution Control Fund (APCF). If electronic payment is needed, contact Scott Underhill at sunderhi@arb.ca.gov for this information. Checks with the signed agreement shall be sent to:

   Scott Underhill
   Air Pollution Specialist/Investigator
   Enforcement Division
   Air Resources Board Enforcement Division
   9480 Telstar Ave. No. 4
   El Monte, CA 91731

2) MSC shall violate neither 13 CCR § 2299.2 nor CCR, title 17, section 93118.2 (Air Toxic Control Measure [ATCM]).

3) MSC shall accurately comply with fuel switchover and keep accurate records.

4) This Agreement constitutes the entire agreement and understanding between CARB and MSC concerning the subject matter hereof, and supersedes and replaces all prior negotiations and agreements between CARB and MSC concerning the subject matter hereof.

5) No agreement to modify, amend, extend, supersede, terminate, or discharge this Agreement, or any portion thereof, is valid or enforceable unless it is in writing and signed by all parties to this Agreement.

6) Severability. Each provision of this Agreement is severable, and in the event that any provision of this Agreement is held to be invalid or unenforceable, the remainder of this Agreement remains in full force and effect.

7) This agreement shall be interpreted and enforced in accordance with the laws of the State of California, without regard to California's choice-of-law rules.

8) This Agreement is deemed to have been drafted equally by the Parties; it will not be interpreted for or against either party on the ground that said party drafted it.

9) SB 1402 Statement

Senate Bill 1402 (Dutton, Chapter 413, statutes of 2010) requires CARB to provide information on the basis for the penalties it seeks (see H&SC section 39619.7). This information, which is provided throughout this settlement agreement, is summarized here.

The manner in which the penalty amount was determined, including a per unit or per vehicle penalty.

Penalties must be set at levels sufficient to discourage violations. The penalties in this matter were determined in consideration of all relevant circumstances, including the eight factors specified in H&SC section 43024 (H&SC § 43024).

The per unit penalty in this case is a maximum of $10,000.00 per unit per day for strict liability violations pursuant to H&SC § 39674. The penalty obtained in this case is $1,000.00 per unit per hour, for a total penalty of $4,000.00 after considering all factors specified in H&SC § 43024. In particular, the penalty reflects penalties obtained in other ocean-going vessel fuels violation cases and the cooperation of MSC with the investigation.

The provision of law the penalty is being assessed under and why that provision is most appropriate for that violation.

The penalty provision being applied in this case is H&SC § 39674 because MSC failed to comply with the ATCM adopted under H&SC section 39600 et seq.

Is the penalty being assessed under a provision of law that prohibits the emission of pollution at a specified level, and, if so a quantification of excess emissions, if it is practicable to do so.

Since the fuel used did not meet regulatory requirements, all of the emissions from it were excess and illegal. However, without information on engine

usage and emission rates, quantifying these excess emissions is not practicable.

10) MSC acknowledges that CARB has complied with SB 1402 in prosecuting and settling this case. Specifically, CARB has considered all relevant facts, including those listed at H&SC §§ 42403 and 43024, has explained the manner in which the penalty amount was calculated (including a per unit or per vehicle penalty, if appropriate), has identified the provision of law under which the penalty is being assessed, and has considered and determined that this penalty is being assessed under a provision of law that prohibits the emission of pollutants at a specified level. However, since the exact hours of noncompliant operation, and the individual emission rates of the engines in violation are not known, it is not practical to quantify the excess emissions.

11) Penalties were determined based on the unique circumstances of this matter, considered together with the need to remove any economic benefit from noncompliance, the goal of deterring future violations and obtaining swift compliance, the consideration of past penalties in similar case negotiations, and the potential costs and risk associated with litigating these particular violations. Penalties in future cases might be smaller or larger on a per unit basis.

12) The penalty reflects CARB's assessment of the relative strength of its case against MSC, the desire to avoid the uncertainty, burden, and expense of litigation, to obtain swift compliance with the law, and to remove any unfair advantage that MSC may have secured from its actions.

13) Now therefore, in consideration of the payment on behalf of MSC to the California Air Resources Board, for deposit into APCF, CARB hereby releases MSC and its principals, officers, agents, predecessors, and successors from any and all claims for past violations of H&SC §§ 39650-39675 and 13 CCR § 2299.2, which CARB may have based on the circumstances described in paragraph (3) of the Recitals. The undersigned represent that they have the authority to enter into this Agreement.

California Air Resources Board

By: Karl E. Layer for

Name: James R. Ryden
Title: Chief, Enforcement Division
Date: 4-27-14

Mediterranean Shipping Co. S.A.

By: L. Severin

Name: J. CHRISTIAN SEVERIN
Title: HEAD PRI Ins., Legal & Claims
Date: Geneva, 3rd April 2014

MSC
MEDITERRANEAN SHIPPING COMPANY S.A.
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