



Commercial Harbor Craft 2022 Amendments

California Code of Regulations, Title 17, Section 93118.5

CHC Factsheet: Commercial Passenger Fishing Vessels (CPFV)

Date: December 23, 2022

Specific details on the requirements for Commercial Passenger Fishing Vessels (CPFV) can be found in the [regulation text Subsection \(e\)\(12\) In-Use Engines and Vessels \(Excluding Commercial Fishing Vessels\) – Requirements for Meeting Performance Standards \(Applicable On and After January 1, 2023\) \(CCR Title 17, section 93118.5\)](#). In the case of any discrepancy between this document and the regulation order, the regulation language applies.

Background

“Commercial Passenger Fishing” also called “Charter Fishing” or “Sportfishing” or “CPFV,” means any coastal or offshore vessel used for sport fishing, charter fishing, or any other type of fishing activity where individuals other than the owners or operators of the vessel are on board the vessel to perform fishing activities. CPFV include vessels operated on both day and overnight trips, which may traverse in and out of Regulated California Waters.

2022 Amendments

Starting in 2023, sportfishing vessels operating in Regulated California Waters (24 nautical miles from the coast) have compliance dates to meet the following in-use engine performance standards:

- Use of Tier 4 engines, equipped with diesel particulate filters (DPF).
- If engines are rated below 600 kilowatts (kW) and Tier 4 engines are not available, Tier 3 engines equipped with DPFs.

Compliance Dates

The compliance date for an engine is determined by the model year and tier of the engine that is/was installed on the in-use vessel as of December 31, 2022. These dates are listed in [Table 16 and 18 in Subsection \(e\)\(12\)](#) and shown in Table 1.

Table 1: Compliance Dates for Engines on CPFV

Tier	Engine Model Year	Compliance Date
Pre-Tier 1 or Tier 1	1993 and earlier	12/31/2023

Tier	Engine Model Year	Compliance Date
Pre-Tier 1 or Tier 1	1994 – 2001	12/31/2024
Pre-Tier 1 or Tier 1	2002 and later	12/31/2025
Tier 2, 3, or 4	2010 and earlier	12/31/2026
Tier 2, 3, or 4	2011 – 2012	12/31/2027
Tier 2, 3, or 4	2013 – 2014	12/31/2028
Tier 2, 3, or 4	2015 – 2017	12/31/2029
Tier 2, 3, or 4	2018 and later	12/31/2030

CPFV-related Compliance Extensions

There are five extensions available to CPFV operators outlined in subsection (e)(12)(E):

- Extension E1: Shore Power and ZEAT Infrastructure Delays
- Extension E2: No Certified Engines or DPFs Available
- Extension E3: Engines or DPF not Feasible and Owner Cannot Afford Vessel Replacement
- Extension E4: Tier 4 Engines with Limited Operating Hours and DPFs not Feasible
- Extension E5: Scheduling (manufacturer delays, installation difficulties, shipyard delays, or conflicting compliance dates within the fleet)

Detailed below is extension E3, which has a dedicated provision for CPFVs. For more information on all available compliance date extensions, see the [CHC Compliance Extensions Factsheet](#).

Extension E3 for CPFV

Operators of CPFV meeting either Tier 3 or more stringent emissions standard by December 31, 2024 may be granted a one-time ten-year extension until December 31, 2034. Applications are due to CARB no later than July 1, 2024. Owners or operators receiving a ten-year extension are expected to collaborate on technical working group meetings overseen by CARB to assess emission reduction strategies for the CPFV fleet.

Other Requirements

CPFVs will also be subject to the requirements listed below:

- Renewable diesel requirements beginning January 1, 2023. More information on this requirement can be found [here](#).
- Vessel labeling requirements beginning January 1, 2024. More information on this requirement can be found [here](#).
- Opacity testing requirements beginning March 31, 2024. More information on this requirement can be found [here](#).

A full list of important deadlines and requirements including reporting information can be found on the [Implementation Timeline Fact Sheet](#).