



February 5, 2026

Rajinder Sahota, Deputy Executive Officer
California Air Resources Board
1001 I St.

Sacramento, CA 95814

Submitted to the [Electronic Docket](#) and climatedisclosure@arb.ca.gov

RE: Comments on the Proposed Climate Data and Financial Risk Reporting Fee Regulation and Public Hearing - December 23, 2025

Dear Deputy Executive Officer Sahota,

On behalf of the members of the Pacific Merchant Shipping Association (PMSA), we submit the following comments in response to the request for public feedback on California Air Resources Board's (CARB) proposed California Corporate Greenhouse Gas Reporting and Climate-Related Financial Risk Disclosure Regulation (Regulation). PMSA is a nonprofit trade association which represents owners and operators of U.S. and foreign flagged vessels, marine terminals, and maritime and goods movement businesses operating along the U.S. West Coast which will be impacted both directly and indirectly by the proposed Regulation.

PMSA appreciates the opportunity to comment on the proposed Regulation, and we respectfully submit these recommendations to CARB as staff further refine the proposed disclosure obligations, a subject matter which both the state and many regulated industries all have very little experience.

Climate Corporate Data Accountability Act – GHG Disclosure

Move the Deadline to Report to No Earlier Than December 31, 2026

While the proposed reporting deadline was delayed to August 10th, PMSA strongly recommends the reporting deadline be set to no earlier than December 31, 2026, and also allow entities to elect a reporting deadline consistent with a set period after the conclusion of their own fiscal year. Allowing up to 12 months after the close of a fiscal year is necessary in order to ensure adequate time to receive and compile the necessary data via internal sources and from third parties, then conduct QA/QC regarding these data streams, draft a report, and then complete the third-party assurance and verification process. A more realistic deadline provides adequate time for an entity to begin to undertake this extensive and complex exercise and provide the most accurate data with a high rate of confidence.

For example, in our industry, it takes the Ports of Long Beach and Los Angeles approximately 10 to 11 months to complete their respective annual emission inventories. These reports are the model

worldwide for the industry, have consistent methodologies, and have been honed over several decades of work; if it takes these experts 10 months to conduct such an exercise for well-understood and regularly executed emissions inventories for a set universe of local inputs with baseline accounting, then the time required to capture the complexities that will be experienced by the thousands of entities which have never undertaken these new and technically demanding efforts, including the integration of data from third-party sources around the globe without a universal accounting approach, will inevitably take much more time. .

As this is a disclosure statute, and not a performance standard, the speed of reporting should be less important than the accuracy and reliability of the disclosures.

Provide a Request Process for Extensions, Compliance Pathways for 3rd Party Delays, and a Safe Harbor

PMSA strongly urges CARB to incorporate into the proposed Regulation an extension for the reporting party acting in good faith to comply. For example, if a delay is caused by the independent third-party who must be contracted with to provide the technical components of the assurance report a compliance extension should apply. Other compliance extensions should be considered when a reporting party experiences a delay in receiving data (especially scope 3) from a third-party, or experiences delays in consolidation efforts and enhancing data quality. If an entity is waiting on data from a supplier, for example, they should be provided additional time to receive and process these data. The alternative of submitting incomplete, presumption-based, or simply inaccurate reports to meet a deadline and then having to amend a report for corrections is not conducive for staff or the covered entities' time. A clear process to request such extensions is necessary and should be outlined in the proposed regulation.

Further, CARB should provide a safe harbor and affirmatively grant enforcement discretion for good faith efforts to comply and to provide a clear pathway for reporting entities to identify errors that are subsequently corrected without penalty, especially for the first five years as entities become familiar with the process.

Regulatory Fees

Annual Undetermined Fees Require Sufficient Payment Period of 90 days to Process

The proposed Regulation provides 60 days to pay the required fees upon receipt of a fee determination notice from CARB. As the fees are based on the program costs in a given fiscal year and the number of reporting entities, both of which can vary every year, an entity will be unable to accurately budget for such costs, which are expected to be in the thousands of dollars. As such, there

should be a process for any reporting entity to be granted additional time of a 90-day payment period upon request and without conditions, as these changes are likely to necessitate additional processes internally and then execution of payment. Further, late fees are proposed to be assessed, which are undetermined at this time, as well as a Payment Violation for each day after the payment period.

A 90-day payment window is to the benefit of both CARB and reporting parties. Providing an additional 90-day payment window, upon request, should allow sufficient time to fully process the fee payment and eliminate unnecessary enforcement activities.

PMSA appreciates the opportunity to comment on the significant and complex proposed climate disclosure Regulation. While we understand there will be further rulemaking on additional and more technical components of the regulation, we believe these administrative recommendations are critical to be incorporated at this time to set the regulation and stakeholders up for success and the most feasible path forward. Should there be any questions, please do not hesitate to contact PMSA at jmmoore@pmsaship.com.

Respectfully,

A handwritten signature in cursive script that reads "Jacqueline M. Moore". The signature is written in dark ink on a light-colored background.

Jacqueline M. Moore
Vice President