

2019 CARL MOYER PROGRAM



MARINE VESSELS



**SOUTH COAST
AIR QUALITY MANAGEMENT
DISTRICT**

Eligible Projects & Requirements



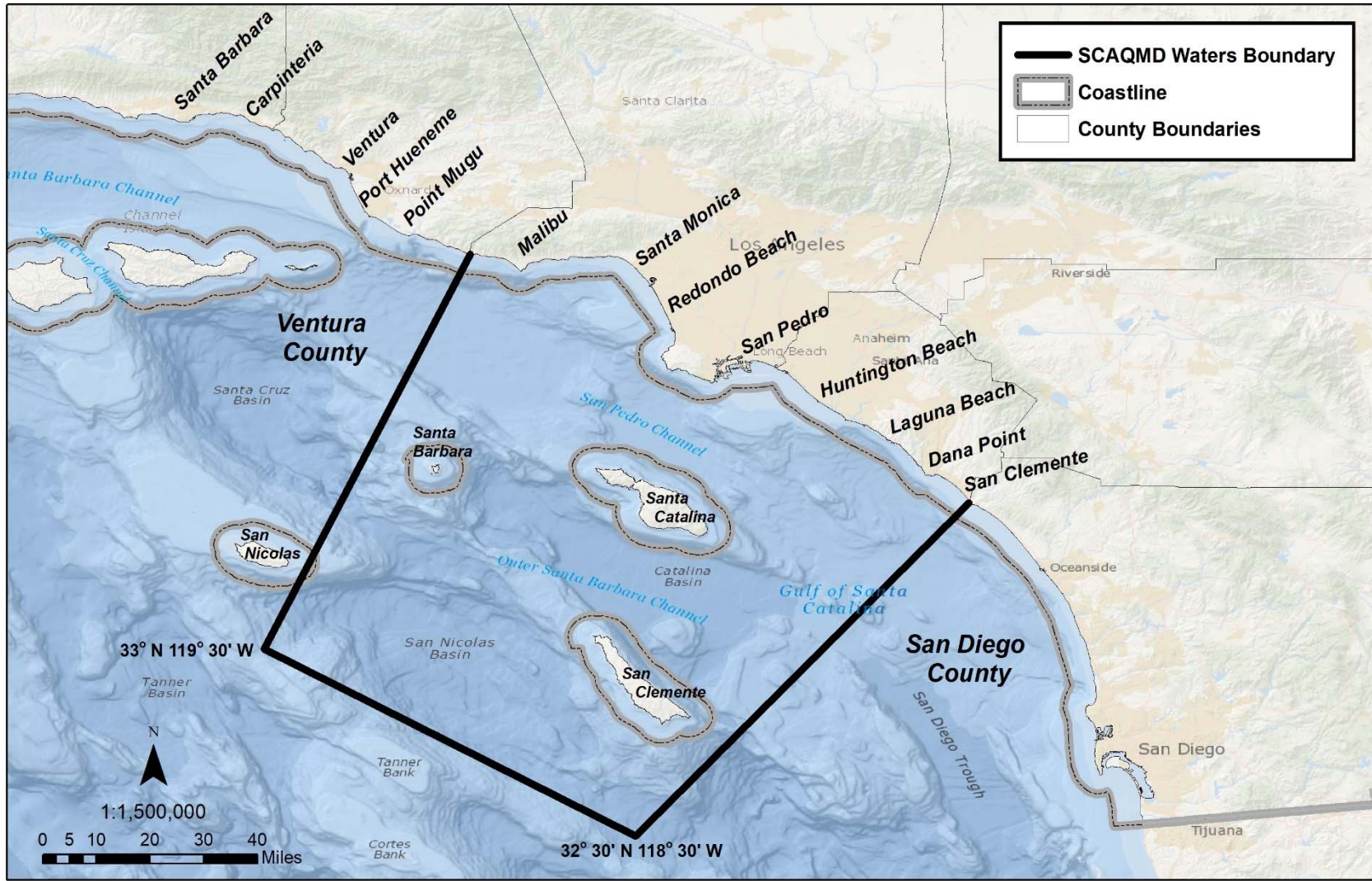
- Repower projects are eligible for funding:
 - Replace existing engine with new engine
 - New engine is Tier 3 or cleaner
 - Provide a Minimum 15% NOx reduction
- Vessel must operate 75% of time in SCAQMD waters
- Proof of vessel ownership provided

Eligible Projects & Requirements (cont'd)



- Once a grant is awarded, electronic monitoring units required on all marine vessels
- Proof of current vessel liability insurance must be annually submitted to SCAQMD and identify SCAQMD as “Loss Payee”
- Annual reports on vessel operation (usage) **MUST** be submitted for the term of the contract
- SCAQMD must receive notification prior to transfer of vessel ownership or if vessel is destroyed

Map of SCAQMD Waters



Marine Vessel Funding Opportunities



Project Type	Subject to Commercial Harbor Craft (CHC) Regulation	Moyer Funding
Excursion, Ferries, Tug Boats, Tow Boats, Crew & Supply Boats, Barges & Dredge Engine Repowers	Yes CHC regulation (Must submit initial report)	Baseline engine Tier 2 compliant*
Fishing, Pilot, Work Boat Engine Repowers	No (Must submit initial report)	Not limited by regulation

* Please Note: Tier 0 And Tier 1 Are Not Eligible For Funding

CHC Regulation Low Usage Exemption



- <300 hours of operation in a calendar year (<80 hours for barge or dredge vessel categories)
- Must submit formal request letter to CARB which includes the following:
 - In-use engine information (engine type, HP, serial, & model year)
 - Description of engine low usage in the previous year with supporting documentation (e.g. log book)
 - A plan demonstrating that the vessel will be low usage in the future
 - Submit via email to: harborcraft@arb.ca.gov
 - Primary CARB contact: (888) 442-7238

Eligible Project Costs



Project Type	New Engine Tier	Max. Eligible Funding
Barge, Crew & Supply, Excursion, Ferry, Tugboat, Towboat, Dredge	Tier 3	80 Percent
	Tier 4	85 Percent
Fishing, Pilot, & Work Boat(s)	Tier 3	80 Percent
	Tier 4	85 Percent

Application



- Number of engines
- Type of engines
- Vessel use: Primary and Secondary
- Operational records
 - Hour meter required by CARB since 2009
 - 2 years (24 months) of consecutive historical hours of operation are required
 - Usage hours are preferred, but fuel logs, ledger entries or maintenance records are acceptable

Application (cont'd)



- **% of total operating time within SCAQMD boundaries (waters)**
- **Engines (existing and new)**
 - Size, make, model, year, displacement, horsepower
- **Repower Costs**
 - Submit vendor quotes for repower
 - New transmission cost justification (if necessary)
 - Funding amount requested (cannot exceed vendor quote)

Application (cont'd)



- **EPA and/or CARB engine certification (e.g. Certificate of Conformity)**
 - New main & auxiliary engines
- **Submit a copy of current CHC initial report**

Ranking & Funding



- Meet regulation and Carl Moyer 2017 guideline requirements
- Ranked by Cost-effectiveness
 - Cost-effectiveness cap of \$30,000/ton (NO_x + ROG + 20*PM)
- Priority funding established for disadvantaged communities
- Maximum project life (contract term) is 16 years

Required Pre-Inspection



- **Projects MUST be pre-inspected prior to any work commencing.** Existing engines must be:
 - Fully operational
 - Have appropriate engine and chassis tags which are clearly legible and show:
 - ✦ Engine make/model, year, fuel type, engine family, engine tier, serial number, VIN number and any additional information pertinent to the project
 - Must have **WORKING NON-RESETTABLE METERS** to verify hours claimed in the application

Required Pre-Inspection (cont'd)



- Documentation that the fleet, engines, or equipment is in compliance with applicable rules or regulations
- **Failure to obtain a pre-inspection will result in contract cancellation and loss of awarded funding**

Required Post and Destruction Inspection



- **Post Inspection:**
 - The post-inspection verifies that new equipment/engine are consistent with what was evaluated in the application
 - It is the applicant's responsibility to contact the assigned project officer to request a post inspection
- **Destruction Inspection:**
 - Verifies that the old engine/equipment is **Destroyed And Rendered Permanently Unusable**
 - Pre, Post, and Destruction inspections must be conducted and reports reviewed prior to payment of any invoices

Payments



- **Pre, Post, and Destruction inspections completed and reports reviewed**
- **Itemized parts & engine costs identified on submitted contractor invoice**
- **Installation labor cost is eligible for payment – include labor cost/hour and total hours in invoice**
- **Dealer or vendor direct award payments are OK**

Deadline for Submittal



All submittals must be received no later than:

Tuesday, June 4, 2019

by 1:00 p.m.

Contact Information



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