



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

**Carl Moyer Memorial Air Quality  
Standards Attainment Program**

*Marine Project  
Fact Sheet*



The Bay Area Air Quality Management District (Air District) is **accepting** applications for the Carl Moyer Memorial Air Quality Standards Attainment Program (CMP).

**CMP Marine Project Quick-Reference Guide**

<p><b>Eligible marine projects</b></p>	<ul style="list-style-type: none"> <li>- <b>Engine Repower:</b> Replace an in-use engine with a new, lower emission engine</li> <li>- <b>Remanufacture Kit:</b> Install engine remanufacture kit that reduces engine emissions</li> <li>- <b>Hybrid System:</b> Install a hybrid system</li> <li>- <b>Retrofit:</b> Install a CARB-verified diesel emission control strategy device on a case-by-case basis</li> <li>- <b>Vessel Replacement:</b> Replace a vessel with a new vessel on a case-by-case basis.</li> <li>- <b>Ship-side Shore Power:</b> Retrofit a marine vessel to enable shore power connection or shore-side electrification infrastructure (standalone infrastructure not eligible)</li> <li>- <b>Marine Vessel Exhaust Capture and Control System:</b> Install an EPA-verified marine vessel exhaust capture and control system approved on a case-by-case basis</li> </ul>
<p><b>Geographic restriction</b></p>	<ul style="list-style-type: none"> <li>- For this solicitation (from 9/26/2024 to 2/6/2025), eligible project vessels must be either:             <ul style="list-style-type: none"> <li>o Domiciled in West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco; OR</li> <li>o Operate at least 90% within the San Francisco Bay</li> </ul> </li> </ul>
<p><b>Eligible marine engines and vessels requirements</b></p>	<ul style="list-style-type: none"> <li>- Propulsion or auxiliary engines must be 25 horsepower or greater &amp; diesel-fueled</li> <li>- All new replacement engines must be certified to meet the EPA Tier 3 or Tier 4 marine engine emission standards or cleaner.</li> <li>- New equipment must provide at least a 15% reduction in NOx (nitrogen oxides) emissions.</li> <li>- Vessels are required to install and maintain functioning engine hour meters</li> <li>- New equipment must be installed and operational at least one year prior to its compliance deadline.</li> <li>- Eligible vessel types include barge, crew, supply, dredge, excursion (tour), ferries, tugboats, towboats, commercial fishing or commercial passenger fishing (charter fishing), pilot, and work boats</li> </ul>
<p><b>Attach to application</b></p>	<ul style="list-style-type: none"> <li>- Submit proof of fleet compliance, insurance, records documenting historical usage from the previous two continuous years, equipment cost estimates (quotes), and other required documentation .</li> </ul>
<p><b>Cost-effectiveness</b></p>	<ul style="list-style-type: none"> <li>- The grant amount for each project is calculated based on a cost-effectiveness formula. All projects must meet a minimum of <b>\$34,000</b> per weighted ton of NOx, ROG, and PM10 reduced to be eligible. For advanced technology that is zero-emission or alternatively meets the cleanest optional level of emissions reductions, a cost-effectiveness factor of <b>\$522,000</b> per weighted ton reduced may be used.</li> </ul>

Complete an application	– Apply online at <a href="http://www.baaqmd.gov/moyer">www.baaqmd.gov/moyer</a>			
Maximum reimbursement of eligible costs for CMP funding		Baseline Technology	Replacement Technology (repower, replacement or remanufacture kit)	Maximum Percentage (CMP)
	Vessels subject to Commercial Harbor Craft Regulation Schedules for Meeting Tier 3 or Tier 4 Marine Standards (or marinized offroad Tier 4 Final) +DPF (ex: barge, crew & supply, dredge, excursion, ferry (except short-run), towboat, tugboat, commercial passenger fishing vessel (CPFV), pilot, workboat, research, tank barge).	Tier 0 or Tier 1	Tier 3	50%
			Tier 4	85%
		Tier 2	Tier 3	80%
			Tier 4	85%
	Vessels not subject to Commercial Harbor Craft Regulation Schedules for Meeting Tier 2, Tier 3 or Tier 4 Standards (ex: registered historic vessels and dedicated emergency use vessels)	Tier 0, Tier 1, or Tier 2	Tier 3	80%
			Tier 4	85%
	Commercial Fishing Vessels subject to Commercial Harbor Craft Regulation schedules for meeting Tier 3 standards.	Tier 0, Tier 1, or Tier 2	Tier 3	85%
	Zero-emission or hybrid repower			85%
	CARB Level 3 Marine retrofit device			85%
	Shore Power – ship side			100% of the retrofit cost and 50% of the transformer cost
	Vessel Replacement			85%
	Purchase of an EPA verified marine vessel exhaust capture and control system			Case-by-case basis

<b>Area of activity</b>	<p><b>For this solicitation (from 9/26/2024 to 2/6/2024), eligible project vessels must be either:</b></p> <ul style="list-style-type: none"> <li>• <b>Domiciled in West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco; OR</b></li> <li>• <b>Operate at least 90% within the San Francisco Bay</b></li> </ul> <p>Vessels must operate within CA Coastal Water Boundaries <b>and</b> the Air District’s jurisdiction. The Air District’s water boundaries range south of Bodega Bay through San Mateo County and include internal waters. For definitions CA Coastal Waters, please refer to Commercial Harbor Craft regulation, California Code of Regulations, title 17, Section 93118.5 (d) at <a href="#">CHC Regulatory Documents   California Air Resources Board</a></p> <p>The following counties are part of the Air District’s jurisdiction: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara and southern portions of Solano and Sonoma. CMP-funded equipment must operate within the Air District’s jurisdictional boundaries.</p> <p>To check if your project is in a Disadvantaged or Low-Income Community:  <a href="https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm">https://www.arb.ca.gov/cc/capandtrade/auctionproceeds/communityinvestments.htm</a></p>
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**Before starting your application:**

- Read this Fact Sheet completely.
- Understand any applicable state fleet or harbor craft regulations that may apply to your vessels. Information about the CA Air Resources Board (CARB) Commercial Harbor Craft Regulation (CHC) is available at: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>
- Collect the information about your equipment and engines, and compile the supplemental documentation needed for your application.
- Contact your engine or equipment dealer to discuss possibilities for your equipment.
- Review Chapter 7 - Marine Vessels (Updated 09/20/2023) of the CARB 2017 CMP Guidelines at: <https://ww2.arb.ca.gov/guidelines-carl-moyer>
- Contact Eliza Kane at (415) 749-8430 or [ekane@baaqmd.gov](mailto:ekane@baaqmd.gov) with any questions.

# CARB Commercial Harbor Craft (CHC) Regulation Information

**Contact for Harbor Craft Regulation Questions**    E-mail: [harborcraft@arb.ca.gov](mailto:harborcraft@arb.ca.gov)  
 Website: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft>

The air district staff are not able to answer questions regarding the specifics of the CHC regulations, please contact ARB staff for regulatory questions. The information provided below is for your quick reference only, and you may find the most updated information from ARB’s full factsheets: <https://ww2.arb.ca.gov/our-work/programs/commercial-harbor-craft/commercial-harbor-craft-factsheets>

## Vessel Engine Upgrade Implementation Schedule

Previous Requirements		2022 Amendments Implementation Dates – December 31st of compliance year									
2021 & Earlier	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>IN-USE VESSEL REQUIREMENTS</b>											
<b>Tier 2 or 3</b> (Tugs, Ferries, Excursion, Crew & Supply, Barge, Dredge)	<b>Any Pre-Tier 1 and 1 → Tier 4*</b> (generally Workboats, Research, Pilot, Tank Barges, and CPFV)										
	≤ MY 1993	MY 1994-2001	MY 2002+								
	<b>Tier 2, 3, 4 → Tier 4**+DPF**</b> Ferries (Except Short Run), Pilot***, All Tugs										
		MY 2007-2009	MY 2010-2012	MY 2013-2015	MY 2016-2019	MY 2020-2021	MY 2022+				
	<b>Tier 2, 3, 4 → Tier 4**+DPF**</b> Research, CPFV, Excursion										
		MY 2007-2010	MY 2011-2012	MY 2013-2014	MY 2015-2017	MY 2018+					
	<b>Tier 2, 3, 4 → Tier 4**+DPF**</b> Dredges, Barges, Crew & Supply, Workboats										
		MY 2007-2009	MY 2010-2013	MY 2014-2017	MY 2018+						
	<b>Any Pre-Tier 1 and 1 → Tier 3 or Cleaner****</b> Commercial Fishing										
		≤ MY 1987	MY 1988-1997	MY 1998+							
<b>OTHER VESSEL REQUIREMENTS</b>											
<b>Tier 2, 3, or 4</b> All New Vessels Tier 3 + BACT New Ferries Carrying 75+ Passengers	*New Excursion: Zero-Emission Capable (e.g., Plug-in Hybrid) 30% or more of power must be derived from a zero-emission tailpipe source"										
	New and In-Use Short-Run Ferries: Zero-Emission										

\*All engines ≥600 kW would be required to be certified to Tier 4. For engines <600 kW, a Tier 4 certified engine would be required if certified by U.S. EPA or CARB and available by the compliance date.  
 \*\*Retrofit DPF requirements would apply to all Tier 3 and Tier 4 engines.  
 \*\*\*Pilot vessels at Tier 2, 3, or 4 with MY 2007-2009 would not need to comply until December 31st, 2025  
 \*\*\*\*Commercial Fishing Vessels at Tier 2 by January 1, 2023 require no additional compliance under the 2022 Amendments

Updated March 2023 to clarify compliance for Commercial Fishing

To view the above image at full screen, [click here](#).

Please refer to [the ARB’s website for factsheets](#) about compliance extensions, low-use exceptions, labeling and reporting requirements, compliance fees and more.