



The Bay Area Air Quality Management District (Air District) is **now 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 the engine’s emissions</li> <li>- <b>Hybrid System:</b> Install an EPA-verified 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 to a new vessel with Tier 4 or cleaner engines 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, on a case-by-case basis.</li> <li>- <b>Marine Vessel Exhaust Capture and Control System:</b> Install an EPA-verified marine vessel exhaust capture and control system, on a case-by-case basis Note: shore power and exhaust capture projects must be able to demonstrate surplus to the implementation requirements of CARB’s marine port-related regulations</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 three years prior to its compliance deadline.</li> <li>- Vessel must be a non-recreational vessel currently in compliance with the CHC regulation. Non-recreational vessels include but not limited to barges, crew and supply boats, dredger, excursion (tour), ferries, tugboats, towboats, commercial or charter fishing, pilot boats, 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 (described on application website).</li> </ul>

<p><b>Cost-effectiveness</b></p>	<p>– The grant amount for each project is calculated based on a cost-effectiveness formula. All projects must meet a minimum of <b>\$30,000</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>\$100,000</b> per weighted ton reduced may be used.</p>				
<p><b>Complete an application</b></p>	<p>– Apply online at <a href="http://www.baaqmd.gov/moyer">www.baaqmd.gov/moyer</a></p>				
<p><b>Maximum reimbursement of eligible costs for CMP funding</b></p>		<p><b>Baseline Technology</b></p>	<p><b>Replacement Technology (repower or reman kit)</b></p>	<p><b>Maximum Percentage (CMP)</b></p>	<p><b>Maximum Percentage for Community Air Protection Grant Projects</b></p>
<p>Vessels subject to CHC Regulation schedules to meet Tier 2 or Tier 3 standards (e.g., barge, crew, supply, dredge, excursion, ferry, towboat, tugboat)</p>	<p>Tier 0 or Tier 1</p>	<p>Tier 3</p>	<p>50%</p>	<p>60%</p>	
		<p>Tier 4</p>	<p>85%</p>	<p>95%</p>	
	<p>Tier 2</p>	<p>Tier 3</p>	<p>80%</p>	<p>90%</p>	
		<p>Tier 4</p>	<p>85%</p>	<p>95%</p>	
<p>Vessels <b>not</b> subject to CHC Regulation schedules (ex: fishing, pilot, workboat)</p>	<p>Tier 0, Tier 1, or Tier 2</p>	<p>Tier 3</p>	<p>80%</p>	<p>90%</p>	
		<p>Tier 4</p>	<p>85%</p>	<p>95%</p>	
<p>Installation of an EPA-verified hybrid system</p>			<p>85%</p>	<p>95%</p>	
<p>Shore Power – ship side</p>			<p>100% of the retrofit cost and 50% of the transformer cost Case-by-Case Basis</p>	<p>100% of the retrofit cost and 65% of the transformer cost Case-by-Case Basis</p>	
<p>Any vessel propulsion engine repowers with an off-road Tier 3 or cleaner certified engine</p>			<p>Case-by-case Basis</p>	<p>Case-by-case Basis</p>	
<p>EPA-verified marine retrofit device</p>			<p>Case-by-case Basis</p>	<p>Case-by-case Basis</p>	
<p>Vessel Replacement to a vessel with Tier 4 or cleaner engines</p>			<p>Case-by-case Basis</p>	<p>Case-by-case Basis</p>	
<p>Purchase of an EPA verified marine vessel exhaust capture and control system</p>			<p>Case-by-Case Basis</p>	<p>Case-by-Case Basis</p>	

<b>Area of activity</b>	<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 a map of CA Coastal Waters see Chapter 7, Page 5 of the CMP guidelines, at:  <a href="https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm">https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm</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. <b>Priority is given to projects that reduce emissions in the following impacted communities – AB 617 communities and communities for future AB 617 consideration.</b></p> <ul style="list-style-type: none"> <li>• <b>West Oakland</b></li> <li>• <b>Richmond-San Pablo</b></li> <li>• <b>East Oakland/ San Leandro</b></li> <li>• <b>Eastern San Francisco</b></li> <li>• <b>Pittsburg-Bay Point area</b></li> <li>• <b>San Jose</b></li> <li>• <b>Tri-Valley area</b></li> <li>• <b>Vallejo</b></li> </ul> <p>More information about this funding priority is available at <a href="http://www.baaqmd.gov/AB617grants">www.baaqmd.gov/AB617grants</a>. Air District staff will determine whether applications meet Community Health Protection Grant Program and Carl Moyer Program requirements.</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 fleet. Information about the CA Air Resources Board (CARB) Commercial Harbor Craft Regulation (CHC) is available at: <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>.
- 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 of the CARB 2017 CMP Guidelines at: <https://www.arb.ca.gov/msprog/moyer/guidelines/current.htm>
- Contact Yu Zhang Liu at (415) 749-8430 or [yliu@baaqmd.gov](mailto:yliu@baaqmd.gov) with any questions.

**CARB Commercial Harbor Craft Regulation Information**  
 Webpage: <http://www.arb.ca.gov/ports/marinevess/harborcraft.htm>

<b>CARB Commercial Harbor Craft Regulation</b>																	
<p><b>Contact for Harbor Craft Regulation Questions</b></p>	<p><b>Zhenlei Wang</b> – Phone: (916) 322-1049 / E-mail: <a href="mailto:zwang@arb.ca.gov">zwang@arb.ca.gov</a>                      Website: <a href="http://www.arb.ca.gov/ports/marinevess/harborcraft.htm">http://www.arb.ca.gov/ports/marinevess/harborcraft.htm</a></p>																
<p><b>Regulation compliance schedule for engine replacement</b></p> <p><i>Must meet EPA Tier 2 or Tier 3 emission standards or cleanest available</i></p>	<p align="center"><b>Compliance Dates for Engines on <u>Ferries, Excursion Vessels, Tugboats, Towboats, and Push Boats</u> located outside the South Coast AQMD and Engines on <u>Crew and Supply Vessels Statewide</u></b></p> <table border="1"> <thead> <tr> <th>Engine Model Year</th> <th>Total Annual Hours of Operation</th> <th>Compliance Date</th> </tr> </thead> <tbody> <tr> <td>2004 or older</td> <td>≥ 300</td> <td>Must currently meet Tier 2 emission standards or cleaner</td> </tr> <tr> <td>2005</td> <td>≥ 300</td> <td>12/31/2020</td> </tr> <tr> <td>2006</td> <td>≥ 300</td> <td>12/31/2021</td> </tr> <tr> <td>2007</td> <td>≥ 300</td> <td>12/31/2022</td> </tr> </tbody> </table>		Engine Model Year	Total Annual Hours of Operation	Compliance Date	2004 or older	≥ 300	Must currently meet Tier 2 emission standards or cleaner	2005	≥ 300	12/31/2020	2006	≥ 300	12/31/2021	2007	≥ 300	12/31/2022
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<p><b>Regulation compliance schedule for engine replacement</b></p> <p><i>Must meet EPA Tier 2 or Tier 3 emission standards—cleanest available</i></p>	<p align="center"><b>Compliance Dates for pre-Tier 1 and Tier 1 Engines on Dredge and Barge Vessels Statewide</b></p> <table border="1"> <thead> <tr> <th>Engine Model Year</th> <th>Total Annual Hours of Operation</th> <th>Compliance Date</th> </tr> </thead> <tbody> <tr> <td>2003 or older</td> <td>&gt;80</td> <td>Must currently meet Tier 2 emission standards or cleaner</td> </tr> <tr> <td>2004</td> <td>&gt;80</td> <td>12/31/2020</td> </tr> <tr> <td>2005</td> <td>&gt;80</td> <td>12/31/2021</td> </tr> <tr> <td>2006</td> <td>&gt;80</td> <td>12/31/2022</td> </tr> </tbody> </table>		Engine Model Year	Total Annual Hours of Operation	Compliance Date	2003 or older	>80	Must currently meet Tier 2 emission standards or cleaner	2004	>80	12/31/2020	2005	>80	12/31/2021	2006	>80	12/31/2022
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