

AGENCY: Environmental Protection Agency (EPA)

TITLE: Projects to Improve Air Quality at Ports – 2013 DERA Funding Opportunity Request for Proposals (RFP)

ACTION: Request for Proposal (RFP) Amendment No. 1

RFP NO: EPA-OAR-OTAQ-14-02

CFDA: 66.039

DATE: January 9, 2014

SUMMARY: This Notice makes 5 corrections, as follows:

Correction #1 – This amendment provides additional information about sufficient justification required for projects that may be subject to EPA’s locomotive and marine rule, “Control of Emissions of Air Pollution from Locomotives and Marine Compression-Ignition Engines Less than 30 liters per Cylinder.” The amendment also provides examples of sufficient justification for both marine and locomotive projects that are exempt from the rule. Accordingly pages 52-54 of Appendix E now include:

What is Sufficient Justification?

For locomotives, the justification must include, but is not limited to:

1. The original build date of each locomotive.
2. The model year of the existing engines for each locomotive.
3. Whether the existing locomotive engines are the original engines that were installed in the locomotive by the locomotive manufacturer at the time of original manufacturer, or whether the original engines were ever replaced or upgraded (prior to the activities that are being proposed for funding). If so, when?
4. The date that the power assemblies of each existing engine have been replaced, if ever.

As outlined above, and in Section III.D.1 of this RFP, certain locomotives and marine engines are exempt from the rule. This exemption may be based on the age and/or size of the locomotive or marine engines, or on the type or size and/or annual revenue of the owner/operator. In these cases sufficient justification would include a summary of the rule applicability, and an explanation of why each locomotive or marine engine is exempt from the rule. For example:

“EPA’s Marine Remanufacture Program applies only to those commercial marine propulsion and auxiliary diesel engines which meet all of the following criteria:

- *C1 and C2 engines (i.e. per cylinder displacement up to 30 liters);*
- *Greater than 600 kW (800 hp);*

- Tier 2 and earlier engines; and
- Built in model year 1973 or later.

Engines A, B, and C, as described fully in the previously submitted Applicant Fleet Description, are exempt from the requirements of EPA's marine rule because all three engines are of original model year 1972. Further, all three of these engine are 600 horsepower engines and are therefore exempt from the rule requirements. Please see the attached "Substantial Letter" signed by the vessel owner attesting to the accuracy of this information."

As outlined above, and in Section III.D.1 of the RFP, certain locomotives and marine engines may be subject to the rule requirements, but the applicant may be able to demonstrate that the emission reduction funded with EPA funds will be implemented prior to the effective date of any applicable requirements under the rule and/or emission reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but are in excess of (above and beyond) those required by the applicable mandate. In these cases sufficient justification would include a summary of the rule applicability, and an explanation of how the proposed emission reductions from each locomotive or marine engine meet the criteria listed above. For example:

"Marine Engine D is a commercial C1 marine diesel engine of 900 hp, built in model year 1980, and is unregulated (please see previously submitted Applicant Fleet Description for full engine information including marine engine model and engine family name), therefore this engine is covered by EPA's Marine Remanufacture Program. We have conducted a thorough search of EPA's list of remanufacture systems (i.e. "kits", certified for use with Category 1 and 2 marine diesel engines according to the provisions of 40 CFR Part 1042, Subpart I) listed here <http://www.epa.gov/otaq/certdata.htm>, and have determined that at this time there are no certified kits available for this engine. Therefore, there are no applicable requirements under the rule for this engine at this time and the emission reductions proposed for EPA funding are not subject to the Restriction for Mandated Measures under this RFP. Please see the attached "Substantial Letter" signed by the vessel owner attesting to the accuracy of this information."

OR

"Marine Engine E is a commercial C1 marine diesel engine of 900 hp, built in model year 1980, and is unregulated (please see previously submitted Applicant Fleet Description for full engine information, including marine engine model and engine family name), therefore this engine is covered by EPA's Marine Remanufacture Program. We have conducted a thorough search of EPA's list of remanufacture systems (i.e. "kits", certified for use with Category 1 and 2 marine diesel engines according to the provisions of 40 CFR Part 1042, Subpart I) listed here <http://www.epa.gov/otaq/certdata.htm>, and have determined that at this time there is one certified remanufacture kit available for this engine: [insert kit info].

However, emission reductions funded with EPA funds will not be used to satisfy any applicable requirements under the rule, but are in excess of (above and beyond) those required by the applicable mandate. [The applicant should include a thorough discussion of the emission reductions that could be achieved by the application of the certified kit to the existing engine and the emission reductions that will be achieved by the activities proposed from funding under the grant. The applicant should calculate the difference between the required emission reductions and the proposed emission reductions, and should be able to clearly demonstrate that emission reductions funded with EPA funds are in excess of (above and beyond) those required by the rule.]

Therefore, the emission reductions proposed for EPA funding are not subject to the Restriction for Mandated Measures under this RFP. Please see the attached "Substantial Letter" signed by the vessel owner attesting to the accuracy of this information."

Please note that failure to submit the required "Mandated Measured Justification and Substantiation Letter" will render the applicant's entire proposal ineligible and the proposal will not be reviewed.

Correction #2 – This amendment adds the title (40 CFR) to two references to the U.S. Code of Federal Regulations. Accordingly pages 55 and 57 of Appendix E now read as follows:

The rule affects locomotives currently regulated under 40 CFR parts 92 or 1033.

The rule (marine existing fleet program) affects marine diesel engines and vessels regulated under 40 CFR parts 94 or 1042.

Correction #3 – This amendment updates the link to EPA's Verified List of Idle Reduction Technologies.

On page 7: A list of verified Automatic Shut-down/Start-up Systems, Auxiliary Power Units and Generator Systems, and Shore Power Connection Systems for Locomotives can be found at: <http://epa.gov/smartway/forpartners/technology.htm#tabs-4>.

On page 8: A list of verified marine SPC/AMP systems can be found at: <http://epa.gov/smartway/forpartners/technology.htm#tabs-4>

On Page 20, in Section III.D.3 now reads: No funds awarded under this RFP shall be used for idle reduction technologies on EPA's "Technologies No Longer Verified" list that can be found at: <http://epa.gov/smartway/forpartners/technology.htm#tabs-4>.

Correction #4 – This amendment corrects the number of Information Sessions EPA will host from four to two. Accordingly page 26, under Section IV.E, now reads as follows:

In addition, EPA will host two Information Sessions regarding this Request for Proposals via teleconference/webinar, based on the schedule below.

Correction #5 – This amendment removes the link to the SmartWay FLEET Model on page 45.