



DEPARTMENT OF
ECOLOGY
State of Washington

Washington State Volkswagen Settlement

Grants Announcement of Funds Available and Grant Guidelines to Purchase and Install Shore Power for Ocean Going Vessels in Washington, 2020-2023

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**Washington State
Volkswagen Settlement**

*Grants Announcement of Funds Available
and Grant Guidelines to Install Shore
Power for Ocean Going Vessels in
Washington*

Air Quality Program

Washington State Department of Ecology

Olympia, Washington

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Important Information

Apply to: Ecology Air Quality Program
Title: VW Federal Settlement—Grants, 2020 Funding
Action: Request for Grant Funding
Open Date: March 4, 2020
Due Date: June 3, 2020¹

Summary: This notice announces funding available on a competitive basis to help publicly owned Port Districts and Port Development Areas in Washington reduce toxic and greenhouse gas emissions from fossil fuel powered ocean going vessels by installing electric shore power.

Amount of Funding Available: Approximately \$3,600,000 is available for eligible projects.

Eligible Applicant: All Washington State Port Districts and Port Development Areas as authorized in [RCW 53.04](#) and [RCW 53.57](#).

Eligible Project Categories: Electric shore power for ocean going vessels

Application Deadline: Applicants must submit applications by 5 PM PST, June 3, 2020. To ensure a competitive application process and attract qualified projects, Ecology reserves the right to extend the application period, as necessary.

Note: Ecology has an electronic grant and loan application system called EAGL (Ecology Administration of Grants and Loans). See Application Process for more details.

Notice of Awards: Ecology anticipates notifying successful recipients of awards by end of August, 2020.

¹ Note: In March 2020, the due date for this opportunity was extended from April 29, 2020 to June 3, 2020

Purpose of Solicitation

This is a competitive grant solicitation. The Washington State Department of Ecology (Ecology) announces the availability of up to \$3.6 million in grants to help accelerate the transformation to electric shore power for ocean going vessels at Washington ports. Investing in zero-emission technologies will help address current air pollution problems, avoid future air pollution problems, and improve both near and long-term public health in communities historically disproportionately impacted by diesel pollution.

Background

Diesel Emissions and Public Health

Diesel emissions contain a hazardous mixture of pollutants that have serious health effects. Diesel exhaust has been linked to the onset or worsening of most major, chronic and/or terminal diseases, including cancer, emphysema, auto-immune disorders, asthma, heart disease, stroke, and underdeveloped children's lungs. When inhaled, fine particles in diesel exhaust penetrate the lungs and remain there indefinitely to aggravate or create both lung and heart conditions. Research also indicates diesel emissions cause premature deaths of people regularly exposed to these toxins. For this reason, diesel exhaust is one of the most toxic forms of air pollution.

Federal Volkswagen (VW) Settlement

For violating the Federal Clean Air Act, Volkswagen (VW) agreed to provide Washington \$112.7 million to fund diesel emission reduction projects. Ecology will use up to \$3,600,000 to help accelerate the transformation to electric shore power for ocean going vessels, reduce toxic air pollution to sensitive populations, benefit disproportionately impacted communities, and reduce greenhouse gases.

Program Goals

The objectives of this grant are to:

- Reduce harmful air pollution and greenhouse gas emissions associated with diesel powered vessels.
- Accelerate the transition to zero emission technologies by helping public port districts install shore power for ocean going vessels.

These grant awards also align with the state's objectives under the:

- Washington Clean Air Act
- Washington GHG emission reduction limits ([70.235 RCW](#))
- Washington State Clean Energy Fund
- Results Washington Clean Transportation and Healthy Air Goal

Washington's Volkswagen Beneficiary Mitigation Plan

On November 6, 2018, Washington filed its mitigation plan with the Trustee for the VW settlement. The mitigation plan acknowledges the unprecedented opportunity to invest the VW settlement funds to make transformative improvements across Washington's transportation sector.

The mitigation plan includes the following goals, principles and priorities to help focus project selection:

Goals

- Reduce emissions from diesel engines in the state where the 2.0 and 3.0 liter Volkswagen vehicles were, are, or will be operated.
- Fully mitigate the total, lifetime excess NOx emissions of the subject vehicles.

Principles

- Improve air quality for communities that have borne a disproportionate share of the air pollution in Washington.
- Provide air quality benefits in addition to NOx reductions.
- Maximize air quality benefits that improve public health.

Priorities

- Accelerate adoption of EVs, equipment, and vessels.
- Promote electrification technologies in public transportation fleets.
- Accelerate fleet turnover to the cleanest vehicles.
- Achieve substantial additional emission reductions—beyond what would already occur, absent trust funding.
- Ensure cost-effectiveness.
- Leverage additional matching funds.

Project Benefits

Projects funded by these grants will:

- Reduce toxic air pollution among disproportionately impacted communities in Air Quality Priority counties.
- Reduce greenhouse gases that help Washington meet its greenhouse gas reduction goals
- Accelerate the adoption of zero emission technologies.

Disproportionately Impacted Communities

A key principle of Washington's Volkswagen Mitigation Plan is to improve air quality for communities that have historically borne a disproportionate share of the air pollution burden in Washington. Low income households, communities of color, and minority populations located near high-traffic, freight corridors, ports, and industrial facilities that often bear a disproportionate share of the air pollution burden.

To identify disproportionately impacted communities in Washington, Ecology developed a "Diesel Emissions and Disproportionately Impacted Communities Index" that combines diesel emissions exposure with five socio-economic factors:

- Diesel Pollutions Burden (50% of the weight)
- Priority Population Burden (50% of the weight)
 - Limited English
 - No high school diploma
 - Population living in poverty
 - Unaffordable housing
 - Unemployed

The Department of Health added this index to their Washington Tracking Network (WTN):
<https://fortress.wa.gov/doh/wtn/wtnibl/>

Using zero-emission, all-electric shore power for ocean going vessels at Washington ports will provide real and immediate health benefits to both sensitive populations and communities that have historically borne a disproportionate share of the air pollution burden

Available Funding

This notice announces the availability of up to \$3.6 million to Washington port districts to help accelerate the transformation to electric shore power for ocean going vessels. Investing in zero-emission technologies will help address current air pollution problems, avoid future air pollution problems, and improve both near and long-term public health in communities historically disproportionately impacted by diesel pollution.

Ecology will reimburse the grant recipient for eligible costs incurred:

1. After the grant recipient submits to Ecology all required invoices and documentation verifying installation of an operational shore power system.
2. Ecology performs a site visit verifying the installation of an operational shore power system

Ecology will not reimburse the grant recipient for any work completed prior to a signed contractual grant agreement between Ecology and the recipient.

The availability of this funding is subject to the Trustee's approval of funding requests made by Ecology and the subsequent transfer of funds.

Application Process

All applicants must submit an application through the electronic grant and loan application system called EAGL (Ecology Administration of Grants and Loans). To apply through EAGL, applicants must first register for a Secure Access Washington (SAW) account and an EAGL account. Detailed instructions for new and current EAGL users can be found at:

<https://ecology.wa.gov/About-us/How-we-operate/Grants-loans>

For more information or help, call Mike Boyer at (360) 407-6863 or email at michael.boyer@ecy.wa.gov

For all project proposals, applicants must submit an application using EAGL (<https://ecology.wa.gov/About-us/How-we-operate/Grants-loans>)

Within EAGL, the applicant must provide

- Site plans and photographs
- General project description
- Equipment specifications
- Maintenance and operations plans
- A detailed monthly or quarterly project schedule
- Budget worksheet for equipment and labor
- A detailed explanation of emissions benefits calculations for NO_x and CO₂ that at a minimum includes vessel types, auxiliary engine size, load factor, number of annual vessel calls, average hotel hours per vessel call, and the annual energy consumption. Applicants should use the EPA shore power for ocean going vessels calculator, or equivalent: <https://www.epa.gov/ports-initiative/shore-power-technology-assessment-us-ports>

Application Requirements

1. Eligible Applicants

This solicitation is open to all Washington State Port Districts and Port Development Areas as authorized in [RCW 53.04](#) and [RCW 53.57](#).

Eligible applicants should ensure:

- shore power infrastructure will be located on properties within the port district or port development area;
- that applicant has authority to install shore power infrastructure on the designated property;
- that shore power infrastructure is operational for at least 10 years.

Applicants may include only one terminal/pier project per application. If eligible port applicants wish to submit more than one application, they must first contact Ecology.

2. Terms and Conditions

Each grant agreement resulting from this solicitation will include standard and general terms and conditions that set forth the recipient's rights and responsibilities. By completing the grant agreement, each applicant enters into an agreement with Ecology to conduct the proposed project according to the terms and conditions that correspond to its organization, without negotiation.

Failure to agree to the terms and conditions by taking actions such as failing to complete the grant agreement or indicating that acceptance is based on modification of the terms will result in rejection of the application. Applicants must read the terms and conditions carefully. Ecology reserves the right to modify the terms and conditions prior to executing grant agreements.

3. Awardee Requirements

All applications should address how the project proposal will comply with the following requirements. Failure to address these requirements may result in disqualification of the application during the Ecology review process. Failure of a grantee to maintain compliance with these requirements through project implementation and operation may result in withholding of grant reimbursement and/or rejection of future grant applications submitted by the grantee.

If awarded a grant, recipients must:

- Be responsible for all costs incurred prior to the execution date of grant contract, which will not be reimbursed.²
- Document and provide all necessary funds needed to fully install the completed and operational shore power system. (Necessary funds include the cost difference between the Ecology grant and the full purchase price and installation cost of the new shore power system.
- Agree by way of public news release, email distribution list, social media, etc., to inform the general public within and surrounding the port district of the public health and environmental benefits of electric shore power systems.
- Comply with Washington State procurement laws for the solicitation of bids and the selection of vendors and contractors for the performance of any grant-assisted work.
- Comply with contract, audit, monitoring and reporting requirements, including scheduled site visits, as needed.
- Complete a Plan and Procedures for the Unanticipated Discovery of Cultural Resources and Human Skeletal Remains. Ecology will provide grantees a plan template.

Grant Period

All recipients should finish installation of their shore power by June 30, 2023. For projects that cannot be completed by June 30, 2023, Ecology will negotiate a term date with the awardee.

² Awards will not be increased based on unanticipated or underestimated costs. It is strongly recommended that applicants perform their due diligence by contacting vendors for estimates.

4. Air Quality Priority Counties:

Ecology will prioritize funding projects located in a Washington Air Quality (AQ) Priority County. In AQ Priority Counties, transportation generates significant amounts of air pollution. These fourteen AQ Priority Counties (see table 1) contain about 85% of the state's population. These counties also contain the highest twentieth percentile of the state's population that is disproportionately impacted by diesel air pollution.³

Ecology compiled the list of fourteen Air Quality Priority Counties using information from the following sources:

- EPA's 2018 Priority County List for the National Air Toxics Assessment (NATA): <https://www.epa.gov/sites/production/files/2018-04/documents/fy18-priority-counties-national.pdf>
- Washington's non-attainment/maintenance areas for National Ambient Air Quality Standards (NAAQS): https://www3.epa.gov/airquality/greenbook/anayo_wa.html
- Washington Tracking Network's (WTN) "Diesel and Disproportionately Impacted Communities" Index: <https://fortress.wa.gov/doh/wtn/wtnibl/>

Applicants are asked to describe and will be scored on the potential beneficial impact of their project on disproportionately impacted communities. Applicants should use the WTN "Diesel and Disproportionately Impacted Communities" Index (<https://fortress.wa.gov/doh/wtn/wtnibl/>) to describe the beneficial impact.

Within air quality priority counties, high-traffic transportation corridors and urban population centers, especially those with ports and industrial facilities provide the greatest opportunity for Washington to achieve its mitigation plan principles and priorities. Table 1 summarizes Washington's Air Quality Priority Counties.

³ "Disproportionately Impacted Communities" include those census tracts in the top 20th percentile for exposure to diesel emissions and for five socioeconomic factors: limited English, income spent on housing, no high school diploma, population living in poverty, and unemployment. These communities have historically borne the greatest health impact for exposure to diesel air pollution

Table 1: Washington Air Quality Priority Counties⁴

Priority Counties	EPA NATA	EPA NAAQS	Disproportionately Impacted Community County
Benton			X
Clallam			X
Clark	X	X	X
Cowlitz			X
Franklin			X
King	X	X	X
Lewis			X
Pierce	X	X	X
Skagit	X		X
Snohomish	X	X	X
Spokane		X	X
Thurston		X	X
Whatcom	X		X
Yakima		X	X
Total Counties	6	7	14

Ecology calculated the percent of violating VW vehicles and the percent of disproportionately impacted population for each of Washington Air Quality Priority Counties. These fourteen AQ priority counties have 84% of the state's violating VW vehicles and 100% of the state's disproportionately impacted population.

⁴ AQ Priority Counties updated 12/21/2018

Table 2: Washington Air Quality Priority Counties: Ranked by Disproportionately Impacted Population⁵

Priority Counties	% of Disproportionately Impacted Population	% of Violating VW Vehicles
Lewis	0.3%	0.8%
Clallam	0.3%	1.0%
Benton	0.3%	2.2%
Franklin	0.5%	0.5%
Thurston	0.5%	3.9%
Whatcom	0.5%	4.2%
Cowlitz	0.8%	1.0%
Skagit	0.8%	2.4%
Yakima	1.9%	1.7%
Spokane	7.3%	3.1%
Clark	8.7%	6.5%
Pierce	13.3%	9.0%
Snohomish	16.1%	9.2%
King	51.1%	38.2%
Total Counties	100%	83.7%

⁵ AQ Priority Counties updated 12/21/2018

Minimum Project Requirements

Applications that do not meet all the following criteria are not eligible and will not be scored or considered.

- Applicant must install shore power:
 - on the applicant's property,
 - or demonstrate the applicant has the authority to install the shore power on the selected property and that the shore power will remain in place for at least 10 years.
- Applicant must at a minimum include the following:
 - Site plans and photographs
 - General project description
 - Equipment specifications
 - Maintenance and operations plans.
 - Estimated monthly or quarterly project schedule.
 - Budget worksheet identifying estimated costs for charging equipment, infrastructure, and construction and installation labor.
 - Emissions calculations worksheet
- Recipient must agree to provide community outreach on the benefits of shore power electrification.
- Recipient must consult with electric power provider regarding the selection of and the installation of charging infrastructure.
- Marine shore power systems must comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 High Voltage Shore Connection Systems or IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems) and should be supplied with power sourced from the local utility grid.

Eligible Costs

Eligible Shore Power Infrastructure Costs

Eligible marine shore power includes systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth.

- Eligible costs for equipment, engineering, and installation labor are limited to cables, cable management systems, shore power coupler systems, distribution control systems, power distribution, trenching, and associated utility upgrades that are located on the awardees property.
- Ineligible costs include such items as feasibility studies, costs not directly associated with electric charging infrastructure contract, and administration costs.

Applicants should contact their power providers to ensure that sufficient power is available for proposed projects.

Awards, Match Fund Requirements, and Limitations

Awards and Required Cost Share

Ecology will provide up to \$2,000,000 per shore power installation to help cover the cost to purchase and install new shore power systems for ocean going vessels.

Maximum Award

Ecology will award a maximum of \$2,000,000 per terminal/pier project to help purchase and install shore power. Eligible ports that submit multiple applications are eligible for up to \$2,000,000 for each proposed project.

Minimum match requirements

Ecology will fund up to 25% of the total project costs⁶. The recipient must provide funding to pay the difference between the full cost of the shore power and the grant provided from this funding opportunity.

Limitations

- Eligible projects will be competitively scored and considered for funding according to the criteria established.
- Recipients may not use grant funds to pay for administration costs.
- Ecology reserves the right to recommend partially funding any proposal. In this event, the Proposed Applicant/Awardee and the Grants and Contracts Coordinator shall meet and reach agreement on a reduced scope of work commensurate with the level of available funding.
- If an applicant has more than one project location, they must contact the Grants and Contracts Coordinator. Setting up additional applications in EAGL can take 3-5 business days to process.
- Ecology reserves the right to negotiate with applicants to modify the project scope, the level of funding, or both. If Ecology is unable to successfully negotiate and execute a funding agreement with an applicant, Ecology, at its sole discretion, reserves the right to cancel the pending award and fund the next highest ranked eligible project.

⁶ Total project costs is defined as the projected costs for work not yet started. This cost excludes all work completed prior to the grant execution date.

Final Documentation

Upon completion of the project, grant awardees must submit the following documents to Ecology prior to reimbursement of all eligible costs:

1. A final closeout report.
2. Summary Invoice/Reimbursement Request.
3. Legible copies of all sales/invoices showing the purchase price and amount paid by the applicant for the shore power charging equipment and installation labor.
4. Copies of canceled checks or credit card statements as proof of payment for all costs.
5. Digital photograph(s) of the completed shore power project.
6. A final inspection report from all permitting authorities certifying that the shore power has been installed and is in working order and operating in accordance with local, state and federal codes.
7. Copies of all required permits.
8. Date of installation, installation completion, and when the charging station became operational.
9. Signed statement verifying that all documents submitted are valid.

Evaluation and Process Criteria

Application Evaluation

Ecology will evaluate and score applications based on the applicants response to the information requested in this solicitation. To evaluate all applications, Ecology will organize an Evaluation Committee consisting of Ecology staff. Ecology will screen applications for compliance with the Screening Criteria below. Applications that fail any of the Screening Criteria may be disqualified and eliminated from further evaluation. Applications that meet the Screening Criteria will be evaluated using the Application Scoring on page 19.

Screening Criteria:

The application is submitted through Ecology's Administration of Grants and Loans (EAGL) system by the due date and time specified on page viii of this solicitation.

- The applicant is an eligible applicant.
- The project is an eligible project.
- The project meets or exceeds the minimum cost share requirement.
- The applicant provides proof of consultation with the utility provider.
- The application does not contain any confidential information or identify any portion of the application as confidential.
- The applicant has not included a statement or otherwise indicated that it will not accept the terms

Application scoring

This is a competitive grant solicitation. The evaluation committee will use the Competitive Scoring Criteria below to rank applications. The evaluation committee will score all qualified projects. Ecology may award less funding than requested.

In order to achieve the project goals, the evaluation committee will score projects based on the following criteria. Each applicant may earn up to 220 points. Table 3 summarizes the grant scoring criteria and the maximum available points for each criteria.

Table 3: Summary of Scoring Criteria and Points Scored

Category	Item	Maximum Points
EPA NATA County	See Table 1	5
EPA NAAQS County	See Table 1	5
Disproportionately Impacted County	See Table 1	10
Disproportionately Impacted Census Score ⁷	Census tract score of “9” or “10”	100
Emissions Benefits	See Table 5	100
Total Score		220

Scoring Tie Breaker: In the event of a tie among applicants, Ecology will provide awards to those applicants that leverage the greatest amount of funds.

Scoring Criteria: Details

Ecology will score applicants based on the following criteria:

- 1) Projects within EPA NATA counties listed in Table 1 will score 5 points.
- 2) Projects within EPA NAAQS counties listed in Table 1 will score 5 points.
- 3) Projects within disproportionately impacted counties listed in Table 2 will score 10 points.

⁷ Washington Tracking Network (WTN): <https://fortress.wa.gov/doh/wtn/wtnibl/>

- 4) Projects will score up to 100 points based on their “Diesel and Disproportionately Impacted Communities” Index Score defined in Table 3.

In addition to the points received for a disproportionately impacted county listed in Table 2, applicants may receive up to 100 points based on the disproportionately impacted population living within a 2 mile radius of the selected site for the shore power installation. See Table 4.

Table 4: Washington Tracking Network (WTN) Scoring

Population	
< 10,000	10
10,001 to 20,000	25
20,001 to 30,000	40
30,001 to 40,000	55
40,001 to 50,000	70
51,000 to 60,000	85
> 60,001	100

To assist applicants to determine their disproportionately impacted population score, Ecology calculated the population and the associated score of a number of potential applicants. See Table 5.⁸ For ports or projects not listed in Table 5, please contact the Ecology.

Table 5: Disproportionately Impacted Population Score

Port	Shore Power Project Terminal/Pier	Disproportionately Impacted Population	Score
Anacortes	Pier 2	< 10,000	10
Port Angeles	Terminal 3	< 10,000	10
Tacoma	<ul style="list-style-type: none"> Husky Terminal Washington United Terminal Pacific Coast Terminal 	20,001 to 30,000	40
Seattle	<ul style="list-style-type: none"> T-5 T-18 	40,001 to 50,000	70
Seattle	<ul style="list-style-type: none"> T-46 T-91 Pier 66 	> 60,001	100

⁸ Based on Ecology’s 2019 Request for Information for potential shore power for ocean going vessel projects.

5) Projects will score up to 100 points for emissions benefits defined in Table 5.

Applicants may receive up to 100 points, based on the estimated amount of annual NOx emissions reduced from the project. Applicants should use the [EPA Shore Power Emissions Calculator](#) to estimate emissions. See Table 6 for scoring annual NOx emissions. Applicant must include the completed EPA calculator spreadsheet with their application.

Table 6: NOx Emissions Scoring

NOx (tons/year)	Points
1 to 15	5
16 to 29	10
30 to 44	30
45 to 59	50
60 to 74	80
> 75	100

Appendices

Appendix A. Community Outreach Template

Ecology encourages recipients to distribute the following message in English, Spanish, and other languages as appropriate for their school district. Ecology will provide translation services as needed.

To address climate change and improve public health, Washington is pursuing innovative policies across all sectors of the economy to create clean energy jobs and transition from fossil fuels to clean, renewable energy. Although Washington ranks among the leading states for electric vehicle sales, transportation is still our largest source of air pollution, including greenhouse gasses that contribute to climate change. Continued electrification of our transportation systems will reduce air pollution, including greenhouse gases.

Washington's Volkswagen settlement represents an unprecedented opportunity to make transformative improvements across Washington's transportation sector. Ecology's mitigation plan identifies electric school buses, transit buses, and ferries, along with electric vehicle charging infrastructure among key investment opportunities to reduce emissions that improve public health. The Departments of Commerce, Ecology, and Transportation are coordinating to invest in zero emission technologies for our publicly owned fleets and to expand our electric vehicle charging infrastructure network. These investments will reduce public exposure to harmful pollution, address climate change, and generate financial savings in fuel and maintenance costs.

Appendix B. Definitions

Auxiliary Engine – onboard vessel engines that provide for ancillary systems including loading/unloading, refrigeration, heating, cooling, etc.

Berth – a ship’s assigned place at a dock

Cables – the cords used to connect a shore power enabled vessel to an off-ship electrical power source

Cable Management Systems – systems and components used to control, manage, or otherwise contains cables used for marine shore power

Infrastructure – the equipment used to enable the use of electric powered vehicles or engines (e.g. electric vehicle charging station)

Main Engine – the vessel’s primary propulsion engines

Ocean Going Vessels – for this grant, ocean going vessels include commercial bulk vessels, container vessels, cruise vessels, roll-on/roll-off vessels, and tanker vessels: 1) greater than or equal to 400 feet in length or greater to or equal to 10,000 gross tons in dry weight, and 2) propelled by a marine compression engine with a displacement of greater than or equal to 30 liters per cylinder.

Power Distribution Components – components of the system that carries electricity from the transmission system to the consumer

Shore Power Coupler Systems – system and components used to directly connect a vessel to the shore power system