Marine Emissions Contract Requirements
Example Language

About this resource:
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Background:
Marine diesel engines contribute significantly to air pollution in many of our nation's cities and towns. EPA anticipates that over the next few decades, these engines may account for an even greater share of overall emissions as other emission control programs take effect for cars and trucks and other nonroad emissions sources.

As of October 10, 2007, air quality data show that about 144 million people live in areas that violate air quality standards for ground-level ozone, also called smog, and about 88 million people live in areas that violate air quality standards from PM. These pollutants contribute to serious public health problems that include premature mortality, aggravation of respiratory and cardiovascular disease, and aggravation of existing asthma, acute respiratory symptoms and chronic bronchitis. Beyond the impact these diesel engines have on our nation's ambient air quality, exposure to diesel exhaust has been classified by EPA as being likely carcinogenic to humans. Children, people with heart and lung diseases, and the elderly are most at risk.

Marine diesel emissions reductions will particularly benefit those who live, work, or recreate in and along our nation's coastal areas, rivers, ports, and rail lines. Such reductions will also have beneficial impacts on visibility impairment and regional haze, as well as reducing crop damage and acid rain.

MODEL CONTRACT SPECIFICATION

All Contractor and Sub-Contractor diesel-powered marine engines with a displacement less than 30 liters per cylinder installed on vessels flagged or registered in the United States that are used in a variety of applications such as:

- Commercial propulsion (i.e. fishing boats, ferries, tug boats, Great Lakes freighters)
- Recreational propulsion (i.e. sailboats, super-yachts)
- Auxiliary power units (i.e. small generator sets or large auxiliary engines on ocean-going vessels)

(1) Shall use Ultra Low Sulfur Diesel Fuel (ULSD) or alternative clean fuel
(2) Shall be certified to the latest emission standards for brand new engine purchases or are engines that are part of EPA's Blue Sky Series Engine Program which are generally 40% cleaner, if available; see (http://www.epa.gov/oms/regs/nonroad/2002/f02036.pdf)

Or

(3) Shall operate existing marine engines using one or a combination of the following emissions control strategies to reduce particulate matter (PM), volatile organic compounds (VOCs), carbon monoxide (CO), and nitrogen oxides (NOx):

- Cleaner fuels, including biodiesel blends (15 ppm sulfur or less)
- Reduced idling through either idle reduction technology, electric shore power, or manually turning off diesel combustion engines not in active use or extended periods of idling while waiting to load or unload material/people
- Retrofit emissions control aftertreatment technology
- Engine upgrade, re-power, replacement, or re-manufacture to meet the highest possible Emission Tier Standards

The acceptable retrofit emissions control aftertreatment technology shall be a technology that is either verified or certified by EPA or the California Air Resources Board (CARB), or recognized as an Emerging Technology by the EPA.

Contractual marine engine operation shall not proceed until the Contractor has submitted a certified list of the marine diesel–powered engines that will be equipped/installed with at least one emissions control strategy listed above. The list shall include (1) the equipment number, type, make and Contractor/Sub-Contractor; and (2) the emission control device/strategy description. The Contractor shall also identify any marine vessels that will use Clean Fuels. Equipment that has been retrofitted with an emission control device shall be stenciled or otherwise clearly marked as "Low Emission Equipment"

The Contractor shall submit quarterly reports, updating the same information state above, including the quantity of Clean Fuel utilized. The addition or deletion of marine diesel equipment shall be indicated in the report.