



# Historic Opportunities to Decarbonize and Clean the Air at U.S. Ports

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# Background on the Port Sector

“If you’ve seen one port, you’ve seen one port”

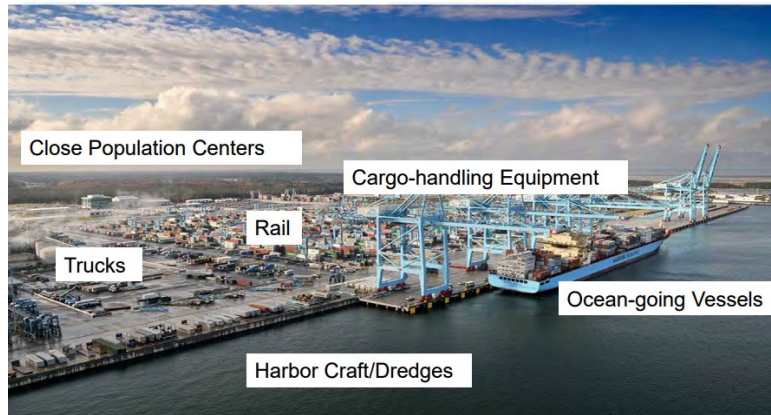
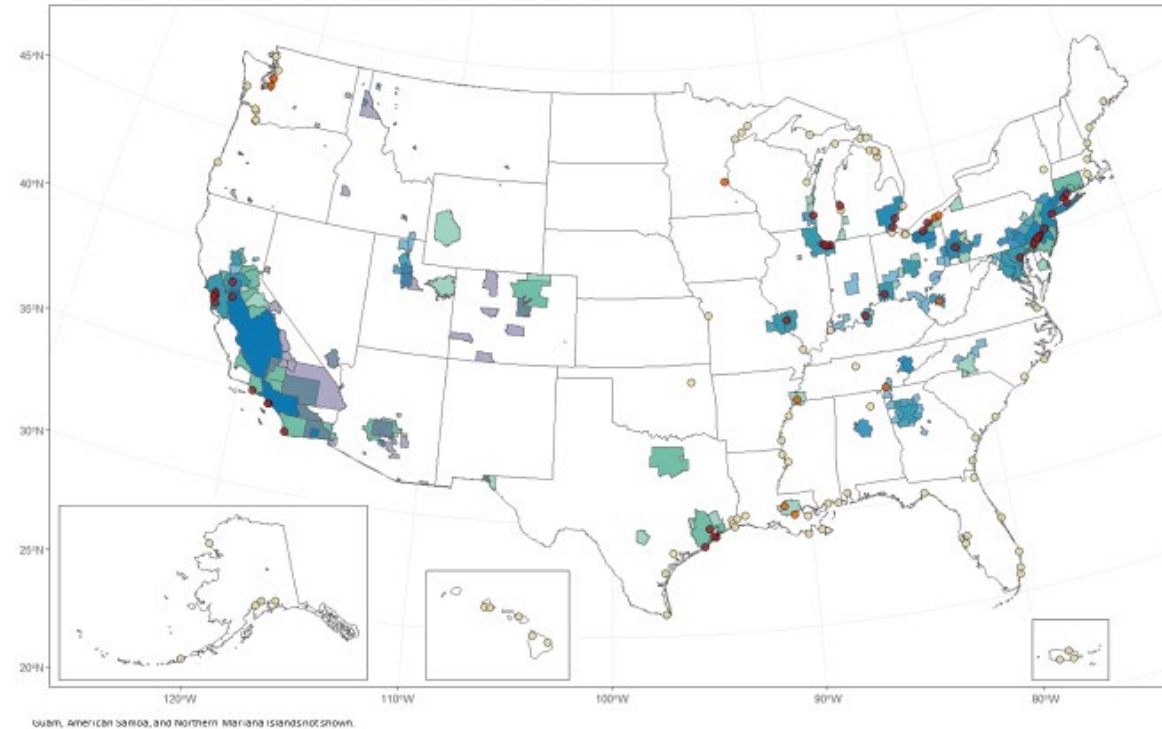


Photo source: Susan Monteverde, AAPA presentation on 9/24/13 EPA Webinar: “A National Conversation on the State of US Ports”



Photo source: Angelo Logan, East Yards Communities for Environmental Justice presentation on 1/14/14 EPA webinar: “A National Conversation on the State of US Ports”

Top 2020 US Ports and Ozone and PM Nonattainment & Maintenance Areas



~30% of major ports are in NAAs

**In 2017, American Association of Port Authorities estimated \$66 billion in federal investment needed for port-related infrastructure over the next 10 years.**



# EPA Ports Initiative



The new Clean Ports Program builds on EPA's Ports Initiative efforts to address diesel pollution at ports to achieve EJ, air quality, climate goals.

Through EPA tools and assistance in the five Ports Initiative program areas, we aim to accelerate adoption of:

- **Cleaner technologies and other strategies**
- **Clean air planning practices** that inform strategic clean air investments
  - Emissions inventories
  - Clean air plans
  - Community engagement



# Funding Overview



**Open now through May 28**

**Clean Ports Program  
in the Inflation  
Reduction Act**

**\$3B for Grants**

At least 25% (\$750M) to be spent in  
nonattainment areas

~\$150 million

**Climate and Air Quality  
Planning**

~2.8 billion

**Zero-Emission  
Technology Deployment**  
*(Equipment and  
Infrastructure)*



**Independent Grant Opportunities**  
(Applicants can apply for one or both)

Administrative costs: up to 2% (\$60M)

# Clean Ports Program Eligible Recipients



## Eligible Entities

- Port authority
- State, regional, local, or Tribal agency that has jurisdiction over a port authority or port
- Air pollution control agency
- Private entity that:
  - Applies for a grant in partnership with an eligible entity above, **and**
  - Owns, operates, or uses facilities, cargo-handling equipment, transportation equipment, or related technology of a port.
- *Note: All projects must serve a water port or dry port*

See: ZE or CAQP  
NOFOs section  
III.A

## Prohibited logistics platform

As proscribed in Section 825 of the National Defense Authorization Act, no funds may be awarded to an entity that uses in part or in whole: the national transportation logistics public information platform (commonly referred to as 'LOGINK'); any national transportation logistics information platform provided by or sponsored by the People's Republic of China, or a controlled commercial entity; or a similar system provided by Chinese state-affiliated entities.



## Climate and Air Quality Planning Competition *(Approx. \$150M)*

### Eligible activities:

- Emissions inventory and accounting practices (one or more required)
- Emissions reduction strategy analysis and goal-setting
- Stakeholder collaboration and communication, with a focus on near-port communities
- Resiliency planning



# ZE Technology Deployment Competition

*(Approx. \$2.8B)*

## Eligible technologies:

- Electric and hydrogen fuel cell mobile equipment
  - Cargo handling equipment
  - Drayage trucks
  - Locomotives and railcar movers
  - Harbor craft and other vessels
- Charging and other fueling infrastructure for zero emission mobile port equipment, including shore power for marine vessels



# ZE Technology Deployment Competition: Eligible Infrastructure Expenses

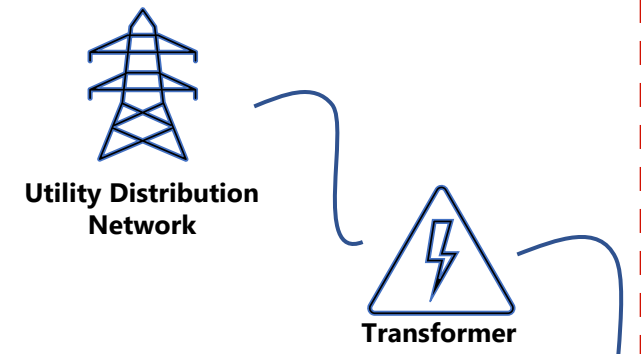


EPA  
**CLEAN  
PORTS  
PROGRAM**

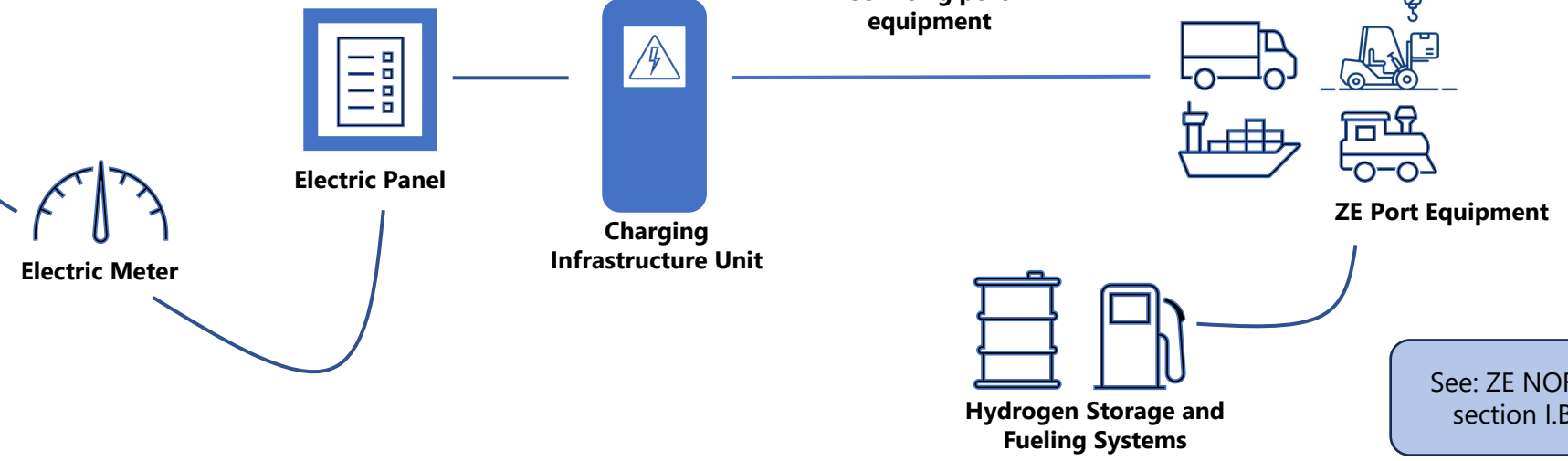
## Ineligible Expenses

## Eligible Expenses

For additional details on eligibility, applicants should refer to the [ZE Technology Deployment Competition NOFO](#) (Sections I.B. and III.D)



- Eligible infrastructure expenses are limited to electric meters and equipment behind the meter; transformer and electric meter expenses may be considered eligible if they are on the customer's side
- Costs for minor grid upgrades in front of the meter (utility side) may be considered if the work is necessary to connect an eligible charging station to the electric distribution network



See: ZE NOFO section I.B

- Infrastructure must serve eligible port equipment purchases as part of the grant, except for vessel shore power
- Applicants are encouraged to use no more than 50% of funds for infrastructure (not including shore power costs), ZE technology support activities and project administration related expenses

## Front-of-the-Meter (FTM) - Utility side

## Behind-the-Meter (BTM) - Customer side



# Funding Limits



## ZE Technology Deployment Competition:

Tier	Port Type	Applicant Type	EPA Funding Range per Award	EPA Share of Total Project Cost (Maximum)	Mandatory Applicant Share of Total Project Cost (Minimum)	Anticipated Number of Awards
Tier A	Water ports only	Any eligible entity	\$150,000,000 - \$500,000,000	80%	20%	5-10
Tier B	Water or dry ports	Any eligible entity	\$10,000,000 - \$149,999,999 (Projects at small water ports: \$5,000,000 - \$149,999,999)	90%	10%	25-70
Tier C	Water or dry ports	Tribal applicants only	\$2,000,000 - \$50,000,000	100%	0%	2-10

For territory applicants (the U.S. Virgin Islands, American Samoa, Guam, and the Commonwealth of the Northern Mariana Islands), up to \$5 million of the applicant cost share will be waived, in accordance with the policies of the Omnibus Territories Act.

## Climate and Air Quality Planning Competition:

- \$200,000 - \$3 million
- No awardee match requirement
- Anticipate awarding 50-70 grants

# Summary of Key Evaluation Criteria



## Project Summary and Approach

*Emphasis on ensuring project success, including through technology readiness, and risk mitigation (ZE Technology Deployment grants) and partnerships, coordination with larger initiatives (both competitions)*

## Budget

*Including reasonableness of costs*

## Environmental Results

*Emphasis on voluntary retirement of existing equipment to ensure emissions reductions (ZE Technology Deployment grants) and development of outcomes, outputs, and performance measures (both competitions)*

### Key Evaluation Criteria

## Environmental Justice and Disadvantaged Communities

*As part of the Justice40 Initiative, there will be a focus on engagement with near-port communities and delivering benefits to communities that are disproportionately impacted by air pollution from ports*

## Job Quality and Equitable Workforce Development

*Emphasis on supporting high-quality jobs, including through workforce training and safety, pay and benefits, labor engagement (ZE Technology Deployment grants), and workforce impact analysis (Planning grants)*

# ZE Technology Deployment Competition: Build America, Buy America (BABA) Act



Waiver Comments  
were due on April 15

**Under the Zero-Emission Technology Deployment Competition, all projects are expected to comply with BABA**

For the Clean Ports Program, market analysis shows that there is a limited number of manufacturers and supply of mobile port equipment that would meet BABA criteria.

## Proposal

1. To waive the 55% domestic content requirement for zero emissions mobile port equipment. Only the final assembly of zero emissions mobile port equipment must occur in the United States to be considered “produced in the United States” during the waiver period.
2. A supplemental de minimis waiver, waiving all aspects of BABA compliance for ten percent of material costs attributable to zero emissions mobile port equipment, that may be used for recipients of the Clean Ports Program only on zero emissions mobile port equipment.

You can view the proposed waiver on EPA’s [BABA Waivers webpage](#).

# Clean Ports Program Important Dates



EPA  
**CLEAN  
PORTS  
PROGRAM**

<b>February 28, 2024</b>	<b>Clean Ports Program Notices of Funding Opportunities (NOFOs) Open</b>
<i>March 28, 2024</i>	<i>Optional Notice of Intent to Apply Due to <a href="mailto:cleanports@epa.gov">cleanports@epa.gov</a></i>
<b>April 15, 2024</b>	<b>Clean Ports Program Proposed Build America Buy America (BABA) Waiver Open for Comment Until April 15</b> <i>Please review the proposed waiver on EPA's <a href="#">BABA Waivers webpage</a>.</i>
<b>March – May 2024</b>	<b>Additional Webinars on Clean Ports Program Funding Opportunities</b> <i>More information can be found on the <a href="https://www.epa.gov/ports-initiative/cleanports">https://www.epa.gov/ports-initiative/cleanports</a> website under the 'Educational Events' section</i>
<b>May 6, 2024</b>	<b>Final Date to Submit Questions to <a href="mailto:cleanports@epa.gov">cleanports@epa.gov</a></b>
<b>May 28, 2024 at 11:59 p.m. ET</b>	<b>NOFO Closes – Application Deadline</b> <i>Application packages must be submitted electronically to EPA through Grants.gov (<a href="http://www.grants.gov">www.grants.gov</a>) no later than May 28, 2024 at 11:59 p.m. Eastern Time (ET) to be considered for funding</i>
<b>August – September 2024</b>	<b>Anticipated Notification of Selection</b>
<b>December 2024</b>	<b>Anticipated Awards</b>



# Keep in Touch



**For more information about the Clean Ports Program, visit:**

<https://www.epa.gov/ports-initiative/cleanports>

**For questions about the Clean Ports Program, email: [cleanports@epa.gov](mailto:cleanports@epa.gov)**

- Deadline for submitting questions about the Clean Ports Program funding opportunities is May 6<sup>th</sup>, 2024

**EPA's Clean Ports Program website and newsletter sign-up:**

<https://www.epa.gov/ports-initiative/cleanports>

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