Incentive Funding

Incentive funding may be available for projects that provide emission reductions beyond those required by the regulation. Programs such as the Carl Moyer Program and the Proposition 1B Goods Movement Emission Reduction Program provide grants for clean vehicles, engines, and equipment.

A CHC owner/operator who wants to replace, retrofit, or rebuild vessel engines to a cleaner standard to reduce emissions, is encouraged to apply for incentive funds.

For information on clean air incentive programs available in California, please visit

http://www.arb.ca.gov/ba/fininfo.htm
In-use requirements for ferries, excursion vessels, tugboats, and towboats:

- Meet U.S. EPA Tier 2 or Tier 3 marine engine emission standards in effect at the time of regulation compliance.
- File a Compliance Plan and Demonstration of Compliance by specified dates.

There are two regulation compliance schedules:

1. A schedule for vessels with their homeports outside the South Coast Air Quality Management District (SCAQMD)
2. An accelerated schedule for vessels with their homeports in the SCAQMD

The schedules, based on the engine model year and hours of operation, are designed to replace the oldest, highest use engines first. For example, pre-1976 model year engines operating 1500 hours or more annually (non-SCAQMD homeported vessels) and pre-1980 model year engines operating 300 hours or more annually (SCAQMD homeported vessels) must comply by December 31, 2009.

Requirements for engines on newly built vessels and replacement engines:

- Meet U.S. EPA Tier 2 or Tier 3 marine engine emission standards in effect at the time the vessel owner/operator acquires the engine or newly built vessel. Tier 4 is required for newly built vessels once standards come into effect.
- Best available control technology required for all propulsion engines on newly built ferries.