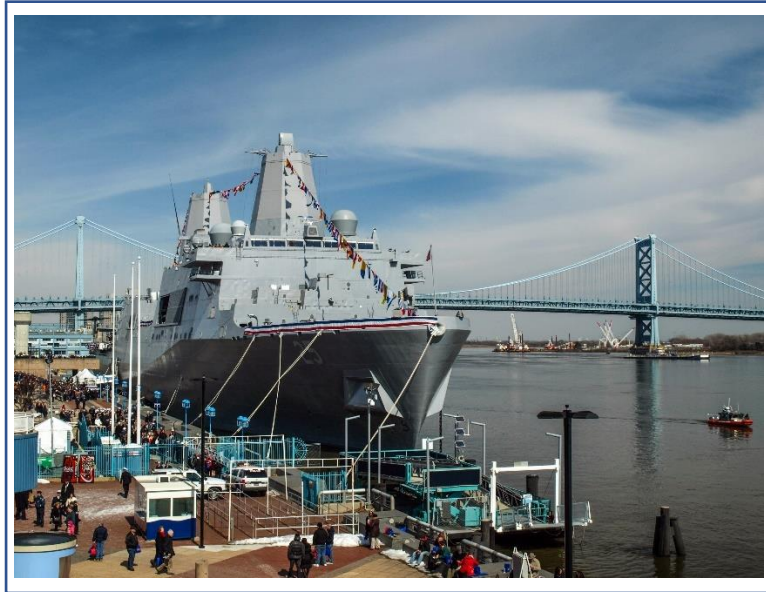


Ocean-Going Vessel Shorepower Grant Program Guidelines

A Driving PA Forward Funding Program



Tom Wolf
Governor

Patrick McDonnell
Secretary

Calendar Years (CYs) 2019-2020

Important Information

Project Funding – There is \$3,000,000 available for reimbursement grants from the Pennsylvania Department of Environmental Protection (DEP) in 2019-2020 under the Ocean-Going Vessel Shorepower Grant Program.

Project Period – The project period will begin upon execution of a grant agreement and end three years later. Extension requests will be evaluated on a case-by-case basis.

Submission Format – The application is available online through the Department of Community and Economic Development's (DCED) Electronic Single Application website, eGrants, at <https://www.esa.dced.state.pa.us/Login.aspx>. Paper and faxed copies will not be accepted.

Application Submission Period – The Ocean-Going Vessel Shorepower Grant Program application submission period will begin upon public notice of availability and will end at 4 p.m. October 30, 2019. DEP will review and score applications after the submission period end date.

Application Scoring – A description of the application scoring process and the application scoring criteria are included in this document.

Webinar – DEP staff will host a webinar during the application submission period to review program guidelines, walkthrough the online application and associated documents, and answer questions from potential applicants; see Section VII. for more information.

Table of Contents

I. Funding Opportunity Description.....	1 -
A. Background.....	1 -
B. Scope of Work.....	1 -
II. Award Information.....	1 -
A. Available Funding.....	1 -
B. Project Period.....	2 -
C. Funding Type.....	2 -
D. Technology Compatibility.....	2 -
III. Eligibility Information.....	2 -
A. Eligible Applicants.....	2 -
B. Ineligible Applicants.....	3 -
C. Eligible Project Types.....	3 -
D. Eligible Project Locations.....	4 -
E. Ineligible Diesel Vehicles and Project Types.....	4 -
F. Funding Restrictions.....	4 -
IV. Cost Share Requirements.....	4 -
A. Mandatory Cost-Share Requirement.....	4 -
B. Voluntary Cost-Share.....	5 -
V. General Conditions, Reporting, and Project Monitoring.....	5 -
A. Public Disclosure of Application Documents.....	5 -
B. Additional Conditions.....	6 -
C. Reporting Requirements.....	6 -
D. Financial Monitoring.....	6 -
E. Project Status and Monitoring.....	7 -
VI. Application Review, Scoring, and Selection.....	7 -
A. Project Selection.....	7 -
B. Notification of Applicants.....	8 -
C. Application Review and Scoring.....	8 -

VII. Webinar Information.....- 8 -
VIII. How to Apply.....- 9 -
IX. Glossary.- 10 -

I. Funding Opportunity Description

A. Background

Reducing emissions from diesel engines is one of the most significant air quality challenges facing the Commonwealth of Pennsylvania. To help Pennsylvania meet its diesel emissions reduction goals, the Wolf Administration has developed new grant and rebate programs under the Driving PA Forward initiative to improve air quality in Pennsylvania and drive transformation from older, polluting diesel engines to clean technologies. New engine technologies like electric, compressed natural gas, propane, and clean diesel can significantly reduce pollutants from freight and delivery trucks, transit and school buses, cargo handling equipment, ocean-going vessels in port, forklifts, tugs, and freight switchers that rely on older diesel technology.

The goal of the Governor's initiative is to permanently reduce oxides of nitrogen (NO_x) emissions by as much as 27,700 tons. Of the mobile source NO_x emissions, diesel sources, including aviation, marine, and rail sources, account for approximately 61 percent of the emissions.

The Ocean-Going Vessel Shorepower Grant Program is one of the Driving PA Forward financial incentive programs that the PA Department of Environmental Protection (DEP) has developed to fund Eligible Mitigation Actions (EMAs) from Pennsylvania's \$118.5 million allocation from the State Mitigation Trust, resulting from the emissions cheating lawsuit settlement.¹ Pennsylvania will have at least 10 years to use its allocation of the Trust to fund EMAs. All expenditures from the State Mitigation Trust will require the approval of the Trustee.²

B. Scope of Work

The primary goal of the Ocean-Going Vessel Shorepower Grant Program is to improve the Commonwealth's air quality by reducing NO_x emissions from ocean-going vessels while at-berth in Pennsylvania. Shorepower systems allow maritime vessels to "plug into" an electrical power source instead of using diesel main or auxiliary engines while at-berth. Funding may support new installations, or expansions of existing shorepower systems. See full eligibility information for applicants and projects in Section III.

II. Award Information

A. Available Funding

The funding available for calendar years (CYs) 2019-2020 under the Ocean-Going Vessel Shorepower Grant Program is \$3,000,000. Multiple projects may be funded from the total available and partial funding is possible, if deemed appropriate by DEP staff.

¹ A \$2.866 billion environmental mitigation trust (State Mitigation Trust) was established by the Environmental Mitigation Trust Agreement for State Beneficiaries filed by the United States (U.S.) Department of Justice, with the U.S. District Court for the Northern District of California on October 2, 2017, in the case, *In Re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation* (No. 3:15-md-02672-CRB (N.D. Cal.), MDL No. 2672). Additional information about the case and the settlement are available on DEP's website.

² A Trustee, Wilmington Trust, N.A., was approved by the Court on March 15, 2017, to administer the State Trust Agreement and disburse the funds from the State Mitigation Trust.

B. Project Period

The project period for the CY 2019-2020 Ocean-Going Vessel Shorepower Grant Program will begin upon execution of a grant agreement and end three years later. Extension requests will be evaluated on a case-by-case basis by DEP. *Any applicant who begins a project and incurs costs before receiving a fully executed grant agreement does so with the understanding that the costs may not be reimbursed.*

C. Funding Type

The Ocean-Going Vessel Shorepower Grant Program is offering funding as a reimbursement grant program. This means a grantee will pay all project costs and submit proof that project invoices have been paid and proof of project work completion with a reimbursement request to DEP. If DEP approves the reimbursement request, DEP will submit the reimbursement request to the Trustee for direct payment to the grantee.

Please note that this payment process differs from other DEP grant programs and will likely take some additional time beyond the standard 6-8 weeks before the grantee receives a reimbursement payment. DEP will not approve reimbursement requests for unpaid invoices. Detailed invoice requirements and submission instructions will be included in the grant agreement with successful applicants.

D. Technology Compatibility

DEP strongly encourages applicants to ensure that the technology selected for their proposed project is compatible with other elements of the proposed project (i.e. equipment connections, project location, etc.) prior to submitting their application. DEP strongly discourages changing technologies after a grant has been awarded but will consider requests to modify grant agreements on a case-by-case basis.

III. Eligibility Information

A. Eligible Applicants

Organizations that own or operate ports where ocean-going vessels dock may apply to the Ocean-Going Vessel Shorepower Grant Program. DEP has identified two locations in Pennsylvania that may have eligible ports: Philadelphia and Erie. Applicants must be associated with or acting on behalf of the port facilities in these locations. See the glossary for definitions. Eligible applicants include:

1. Businesses
2. Incorporated Nonprofits
3. State, Local, or Tribal Government Agencies
4. Air Quality or Transportation Organizations
5. Metropolitan or Rural/Regional Transportation Planning Organizations
6. Federal Government Agencies

Eligible applicants, or the entities they represent, must have a physical location or base of operations (port facility) located predominately within the boundaries of Pennsylvania.

B. Ineligible Applicants

1. Businesses not incorporated in the Commonwealth or not registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth, if they are required to do so. Applicants that are not required to incorporate or be registered with the Commonwealth under applicable laws or regulations may apply.
2. Individuals applying as individuals, not on behalf of an eligible applicant. Please note sole proprietors are eligible to apply as a business.

C. Eligible Project Types

1. Purchase and installation of an eligible dock-mounted, containerized, or barge-mounted marine shore power system.
 - a. Marine shore power systems:
 - i. Must comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 High Voltage Shore Connection Systems or the IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems). See below for detailed requirements.
 - ii. Should be supplied with power sourced from the local utility grid or be self-contained.
2. Additional project requirements:
 - a. The applicant must demonstrate that the proposed project can achieve a minimum cost-effectiveness of \$40,000/per ton NO_x reduced.
 - b. Applicants must demonstrate that the proposed shorepower system has the capacity, demand, and commitment to be utilized for more than 1,000 MW-hours per year. Smaller projects will be considered if the applicant can demonstrate cost/benefits.
 - c. If an applicant's project proposal is selected for funding, the final design of the marine shorepower connection system will require specific DEP approval prior to purchase and installation.
 - d. Applicants must commit to reporting usage information to DEP for five years after the shorepower system is operational.
 - e. Shorepower capable vessels docked at a berth where shorepower is available must be required to turn off the vessel's main and auxiliary engines used for hoteling requirements and utilize the shorepower system, with limited exceptions for extreme circumstances.
 - f. Applicants will need to provide, at minimum, the following information:
 - i. the annual number of ship visits to berth(s) where the shorepower system is to be installed;
 - ii. average hoteling (or idling) time per visit;
 - iii. information about the fleet of vessels that has, or will have, the ability to use the shore-side connection system;
 - iv. any documented commitment of visits and hours by the fleet of vessels that has, or will have, the ability to use the shore-side connection system; and
 - v. estimated emission reductions using the step-by-step instructions provided in Appendix B of the U.S. Environmental Protection Agency's (EPA) Shore Power Port Assessment Report.

D. Eligible Project Locations

1. Eligible locations must:

- a. Be along navigable waters that serve ocean-going vessels. This includes locations on the shores of the Great Lakes. For this program, ocean-going vessels include: barges, bulk vessels, container vessels, cruise vessels, fishing vessels, lakers, passenger vessels, reefer vessels, RORO, ROPAX, tanker vessels, and tug vessels.
- b. Be predominately located within Pennsylvania's borders. Some of the facility may cross state borders but the majority of the site must be within Pennsylvania.
- c. Have, or be able to have installed, the necessary electrical infrastructure to power a shorepower system.
- d. Have enough business from compatible ships to make a shorepower system cost-effective. See below for details on potential usage requirements.

E. Ineligible Project Types

The following are ineligible projects:

1. Marine shorepower installation at a facility that does not serve ocean-going vessels.
2. Marine shorepower installation that does not meet international shore power design standards.
3. Marine shorepower installations at facilities primarily located outside of Pennsylvania.
4. Projects already completed or started prior to submitting an application to DEP.
5. Projects that are physically located entirely outside of Pennsylvania.
6. Projects that were previously funded by a different state or federally funded grant program.
7. Projects with no measurable environmental net benefit for the Commonwealth.

F. Funding Restrictions

No funds awarded under the Ocean-Going Vessel Shorepower Grant Program may be used:

1. for lobbying, or intervention in local, state, or federal regulatory or adjudicatory proceedings, and cannot be used to sue the Commonwealth of Pennsylvania or any other government entity.
2. to cover expenses incurred prior to the project period set forth in any grant agreement funded by the Ocean-Going Vessel Shorepower Grant Program. Additionally, expenses incurred prior to the project period set forth in any grant agreement resulting from this project solicitation are not eligible as a cost-share for proposed projects.
3. to prepare the Ocean-Going Vessel Shorepower Grant Program grant application.
4. for administrative costs.

IV. Cost Share Requirements

The following section identifies the mandatory cost share requirements, specifically the project costs DEP will reimburse and the project costs that are the responsibility of the applicant. This section also discusses voluntary cost-share options.

A. Mandatory Cost-Share Requirement

The following table lists the funding limitations and mandatory cost-share requirements for eligible projects, as defined in Section III.D. of this project solicitation. See the application instructions for allowable sources for match funds.

Project Type	Government Applicant* Cost Share	Non-Government Applicant Cost Share
Marine Shorepower Purchase and Installation	Up to 75% reimbursement / minimum 25% from applicant	Up to 25% reimbursement / minimum 75% from applicant

* Note: Preference will be given to applicants that are approved distressed municipalities under Act 47, Financially Distressed Municipalities Act of 1987, by allowing up to 100 percent reimbursement for eligible projects. A municipality must be identified on DCED’s website as an Act 47 municipality to be eligible.

1. Eligible marine shorepower components include:
 - a. Cables,
 - b. Cable management systems,
 - c. Shorepower coupler systems,
 - d. Distribution control systems,
 - e. Installation, and
 - f. Power distribution components.

B. Voluntary Cost-Share

1. Voluntary cost share, also referred to as an overmatch, is additional funds/resources, or those from third party sources, to support or complement the project, which are above and beyond mandatory cost share.
2. While it is not required that an applicant provide a voluntary cost-share (or overmatch if a mandatory cost share applies) beyond any mandatory cost-share as described above, applicants may provide a voluntary cost share or overmatch to improve the environmental outputs and outcomes of the project. A voluntary cost-share or overmatch may also improve the cost-effectiveness of a project (fewer grant dollars requested for the same amount of emission reductions), resulting in a higher score during the evaluation process.
3. If proposed, the voluntary cost share or overmatch funds must be included in the total for the match portion of the budget section of the application. Successful applicants will be required to provide details of the voluntary cost-share and will be legally obligated to meet any proposed voluntary cost share or overmatch that is included in the approved project budget in the grant agreement.

V. General Conditions, Reporting, and Project Monitoring

A. Public Disclosure of Application Documents

Ocean-Going Vessel Shorepower Grant Program applications and supporting documentation are public documents and subject to disclosure to the public upon request. Please note that all documentation and records used to support a funding request submitted to the Trustee of the State Mitigation Trust, and all documentation and records in support of all expenditures of State Mitigation Trust funds, are required to be made publicly available, subject to applicable laws governing the publication of confidential business information and personally identifiable information. The documentation and records may include information from the application and attachments, or reimbursement request documentation submitted by successful applicants during the grant period. Directions are provided in the Application Instructions for this program on how to format and submit any information that the applicant wishes the Commonwealth to consider as proprietary or confidential.

B. Additional Conditions

The awarding of grant funding is subject to the following conditions:

1. DEP may consider past performance of applicants who have received state funded grants when determining grant eligibility. DEP reserves the right to not award or withhold funds to applicants that have not completed projects or have failed to adhere to grant agreement requirements, including interim and final reporting requirements, for projects funded by the Ocean-Going Vessel Shorepower Grant Program or other state grant programs. This determination will be made by DEP on a case-by-case basis.
2. All projects must be in compliance with all applicable local, state, and federal laws and must adhere to DEP guidance and policies.
3. Applicants must not have any outstanding obligations (financial or otherwise) to the Commonwealth and must not have any unresolved environmental violations.
4. Grantees must secure all permits or approvals otherwise required for the project to proceed, including permits required by DEP.

C. Reporting Requirements

1. **Quarterly Reports:** Quarterly reports will be submitted to DEP within 14 days after the end of each quarter during the project period. Reporting quarters end March 31, June 30, September 30, and December 31. Quarterly reports can be submitted through standard mail or through electronic mail sent to the DEP Program Administrator, unless otherwise stated in the grant agreement. Grantees will, in quarterly reports, provide DEP with the status of the project work, as compared to the Work Plan included in the grant agreement. Detailed reporting requirements will be established in the grant agreement.
2. **Final Report:** A final report will be submitted to DEP upon completion of the project, no later than 30 days after the Project Completion Date established by the grant agreement or future amendments. Detailed requirements for the final report will be established in the grant agreement.
3. **Annual Follow-Up Reports:** An annual follow-up report will be submitted to DEP, at the earliest, one year after the Project Completion Date, but no later than one year and 30 days after the Project Completion Date and will be required in each of the five years following project completion. Detailed requirements for the annual follow-up reports will be established in the grant agreement.
4. Failure to comply with the reporting requirements detailed in the grant agreement may jeopardize an applicant's ability to receive funding from DEP in the future.

D. Financial Monitoring

1. Grantees must properly manage and account for funding received under the Ocean-Going Vessel Shorepower Grant Program and any matching funds provided by the applicant. Appropriate records must be maintained in order to confirm compliance with the conditions of the grant agreement.
2. No credit will be given for funds spent prior to the period of performance, unless otherwise approved in writing by DEP. All funding must be spent in accordance with the spending plan included in the grant agreement.
3. Extensions of the grant period of performance will not be issued, unless DEP concludes it to be necessary based on its own determination or in response to an approved request from the grantee.

4. Projects may be subject to PA Prevailing Wage Act requirements.
 - a. Grantees shall ensure, where necessary, that construction projects with a cost in excess of \$25,000 that may be subject to PA's Prevailing Wage Act requirements are paid appropriate wages commensurate with the Act.
 - b. For information about the applicability of the Prevailing Wage Act requirements, applicants should contact the Department of Labor and Industry at 717-787-5279 or 800-932-0665 or visit the website at www.dli.pa.gov. It is solely the responsibility of the grantee to ensure the act is followed, if applicable.
5. DEP reserves the right to terminate the project and/or recover funding from grantees not properly managing the funding in accordance with the conditions of the program and the grant agreement.
6. DEP reserves the right to inspect projects financed with Ocean-Going Vessel Shorepower Grant Program funds and to audit or require a third-party audit of any project's financial transactions or compliance with agreement terms.

E. Project Status and Monitoring

1. Grantees will be required to provide a status report with each application for reimbursement, as outlined in the grant agreement.
2. DEP may, at any time during the project period, request an update on the status of the project, to ensure that the project activities are being completed according to the project Work Plan included in the grant agreement.
3. Project Completion
 - a. The project must be completed in accordance with the specifics of the grant agreement. Modifications will not be considered, except for very limited scope and budget changes, including, but not limited to: replacements of equal quality and function, and reallocation of contract budget category dollar amounts to and from other budget categories, as long as the maximum contract dollar amount payable to the grantee is not exceeded. All changes must be approved by DEP.
 - b. The project will not be considered complete until an on-site inspection of the project work is performed by DEP to confirm the project work is complete. DEP may waive this requirement and allow confirmation of project work in another form, to be determined on a case-by-case basis. DEP will send written notification to the grantee when it has confirmed that the project work is complete. On-site inspection, or other project confirmation activities, may occur during the project period if project work is completed early, but must occur no later than 30 days after the Project Completion Date, unless otherwise agreed to in writing by DEP.

VI. Application Review, Scoring, and Selection

A. Project Selection

1. All complete applications will be reviewed by DEP staff, based on a set of criteria, some of which are listed below.
2. Projects will be recommended for funding based primarily on the score received during the review process, but other criteria, such as an applicant's past performance with DEP grants or the Commonwealth's economic and environmental priorities, may be considered.

3. DEP may offer applicants full or partial funding for their projects.

B. Notification of Applicants

1. All applicants will receive notification from the DEP Secretary or designee, addressed to the contact person specified in the application, notifying the applicant whether or not they are being offered grant funding.
2. If an application is not selected for funding, the applicant can contact DEP if they wish to discuss the details of why the application was not selected. Applications may not be selected for funding for incomplete or ineligible applications, lower score ranking than other applications, or lack of funds to award.
3. Successful applicants will be assigned a DEP project advisor; grantees may be required to meet with DEP staff to review contract requirements.
4. After the announcement of a grant award, DEP will forward an electronic grant agreement to the successful applicant. Successful applicants will be required to execute the grant agreement, including a detailed scope of work, project schedule, detailed budget and other information, and return the grant agreement with the required electronic signatures.

C. Application Review and Scoring

1. DEP will conduct a comprehensive review of the grant application and supporting documentation. DEP will not be responsible for an application that is rejected due to incomplete or inaccurate information. All complete applications will be reviewed and evaluated by a panel of air quality experts using set criteria, some of which are listed below.
2. Some of the scoring criteria include the following:
 - a. Small business status
 - b. Emission reductions, particularly NO_x reductions
 - c. Cost effectiveness (\$/ton NO_x reduced)
 - d. Size of the marine shorepower installation
 - e. Match funding requirements
 - f. Project location – environmental justice areas, priority counties, high-pollution areas, Act 47 municipalities
 - g. Population density

VII. Webinar Information

DEP staff will facilitate a webinar (web-based information session) for the CY 2019-2020 Ocean-Going Vessel Shorepower Grant Program on July 1, 2019, to provide general information about the grant program and to answer any questions from attendees relating to the program, including questions about the application and instructions. A link to register for the webinar is available on the Driving PA Forward website at <http://www.depgis.state.pa.us/DrivingPAForward/> under the ‘Ocean-Going Vessel Shorepower Grant Program’ heading. Interested parties can also register for the webinar at <http://www.dep.pa.gov/dataandtools/webinars/pages/default.aspx>. After it is complete, a recording of the webinar and a copy of the presentation will be archived, and a link will be provided on the Driving PA Forward website.

VIII. How to Apply

- A. See the Ocean-Going Vessel Shorepower Grant Program Application Instructions for step-by-step directions for applying for the Ocean-Going Vessel Shorepower Grant Program. The Ocean-Going Vessel Shorepower Grant Program Application must be submitted through the Department of Community and Economic Development's (DCED) Electronic Single Application website, eGrants, <https://www.esa.dced.state.pa.us/Login.aspx>. Applicants will not be able to submit their application unless all required information is completed.
- B. Application Submission Period – The Ocean-Going Vessel Shorepower Grant Program application submission period will begin upon public notice of availability and will end at 4 p.m. October 30, 2019. The opening of this grant program will also be announced in the *Pennsylvania Bulletin*. DEP will review and score applications after the submission period end date.
- C. Late submittals will not be accepted.
- D. DEP Assistance and Contacts
 1. Questions regarding the application process, including signing up for access and any issues with completing the online application, should be directed to the DCED Customer Service Center at 1-800-379-7448. The Customer Service Center is open 8:30 A.M.-5:00 P.M. EST Monday thru Friday.
 2. Any questions about responding to the application questions, deadlines, and webinar registration should be directed to the Bureau of Air Quality, Pennsylvania Department of Environmental Protection, 717-787-9495, ra-epvwmitigation@pa.gov.

IX. Glossary – Definitions are for the purpose of this funding program and may vary from other commonly used definitions.

‘Air Quality or Transportation Organizations’ – Local, regional or multi-state air quality or transportation organizations that include a Pennsylvania state government agency, a municipal government, or a municipal authority as a member, and

1. owns or operates a diesel fleet located or operating predominately in Pennsylvania, or
2. have partnered with or is acting as a project manager for another eligible entity listed in this section.

‘All-Electric’ – powered exclusively by electricity provided by a battery, fuel cell, or the grid.

‘At-berth’ – when the vessel is stationary at the dock.

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

‘Barge’ – a non-powered marine vessel that can be pushed or pulled into position by tug boats.

‘Barge-mounted shorepower’ – electricity provided directly to shorepower enabled vessels from a self-contained power station installed on a barge.

‘Berth’ – a ship’s assigned place at a dock.

‘Bulk vessels’ – ships that transport bulk cargo such as coal, iron ore, etc.

‘Bunker fuel’ – fuel used in marine vessels.

‘Business’ – corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business entities incorporated in or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.

‘Cables’ – the cords used to connect a shorepower enabled vessel to an off-ship electrical power source.

‘Cable management systems’ – systems and components used to control, manage, or otherwise contain cables used for marine shorepower.

‘Commonwealth’ – Commonwealth of Pennsylvania.

‘Container vessels’ – ships that transport containerized cargo.

‘Containerized shorepower’ – electricity supplied by a dockside system comprised of a cable reel, switchboard, transformers, and power monitoring and control systems. These systems may be designed so they are modular systems.

‘Cruise vessels’ – ships that transport passengers to various ports-of-call.

‘DEP’ – Pennsylvania Department of Environmental Protection.

‘Distribution control systems’ – a system that controls the flow of electricity from the transmission system to individual consumers, in this case shorepower enabled vessels. These systems may include a power substation (circuit breakers, transformers, busbars), distribution lines (cables), and other elements.

‘Dock-mounted shorepower’ – electricity provided by a permanent installation at a port that is connected directly and permanently to the shoreside electric grid.

‘eGRID’ – Emissions & Generation Resource Integrated Database

‘Federal Government Agency’ – Federal agencies that have custody, control, or management of land (including, but not limited to, Clean Air Act Class I and II areas) within or contiguous to the territorial boundaries of the Commonwealth.

‘Fishing vessels’ – commercial fishing vessels.

‘Government’ – a State or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village. The term ‘State’ means the several States, the District of Columbia, and the Commonwealth of Puerto Rico.

‘Grantee’ – an applicant that has an executed grant agreement with DEP.

‘HFO’ – Heavy fuel oil.

‘High voltage shorepower design standards’ – standards established by the ISO in the document titled ISO/IEC/IEEE 80005-1-2012 High Voltage Shore Connection Systems or successor documents.

‘Hoteling’ – vessel operations while stationary at the dock.

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

‘Installation’ – the placement of engines, equipment, or infrastructure in position or the connection of engines, equipment, or infrastructure for service or use.

‘ISO’ – International Organization for Standardization.

‘kV’ – Kilovolt(s).

‘kWh’ – Kilowatt-hour(s).

‘Laker’ – a ship that operates on the North American Great Lakes.

‘Low voltage shorepower design standards’ – standards established by the ISO in the document titled IEC/PAS 80005-3:2014 Low Voltage Shore Connection Systems standards or successor documents.

‘Main engines’ – the vessel’s propulsion engines.

‘Marine shorepower’ – Shore-side electrical power that marine vessels can plug into while at berth to power ancillary systems including on-board electrical systems, loading/unloading equipment, refrigeration, heating, and cooling

‘MDO’ – marine diesel oil

‘Metropolitan or Rural/Regional Transportation Planning Organizations’ – Organizations as defined by the U.S. Department of Transportation at 49 U.S.C. § 5303(b), that are located in Pennsylvania.

‘MGO’ – marine gas oil.

‘MW-h’ – Megawatt-hour(s).

‘Non-Profit’ – An organization incorporated as a non-profit under Pennsylvania law or registered with the Pennsylvania Department of State, Bureau of Corporations and Charitable Organizations, to do business in the Commonwealth.

‘Ocean-Going Vessel’ – barges, bulk vessels, container vessels, cruise vessels, fishing vessels, lakers, passenger vessels, reefer vessels, RORO, ROPAX, tanker vessels, and tug vessels.

‘Passenger vessels’ – ships that transport passengers.

‘Port’ – a site located at a point along navigable waters (seaport), at a point along an international border (border point), or at a location away from navigable waters or international borders that is used to facilitate the transfer of goods between modes of transportation including air, marine, rail, and truck (inland port or intermodal terminal).

‘Power distribution components’ – components of the system that carries electricity from the transmission system to the consumer.

‘Reefer vessels’ – ships that transport refrigerated cargo.

‘ROPAX’ – roll-on/roll-off vessels that are also equipped to transport passengers.

‘RORO’ – roll-on/roll-off commercial marine vessels that enable freight trucks and vehicles to drive on and off of the vessel.

‘Shorepower coupler systems’ – system and components used to directly connect a vessel to the shorepower system.

‘Tanker vessels’ – ships that transport bulk liquids.

‘Tug vessels’ – ships that assist larger vessels with maneuvering in port.