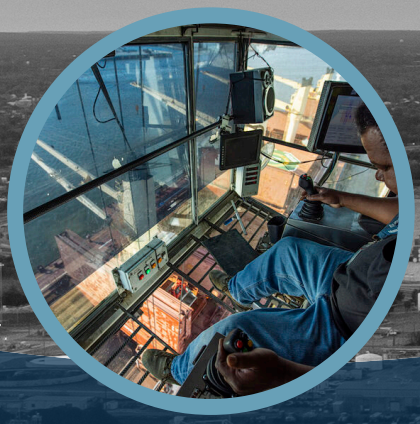
PORT OF MOBILE
ALABAMA PORT AUTHORITY



POWER

Port Operations with Emissions Reduction

Clean Ports Program Grant Application

Cover Page

Project Title	**Port Operations with Emissions Reduction (POWER)**
Applicant Information	Alabama State Port Authority 250 N. Water Street, Mobile, AL 36602 Megan Amacker: megan.amacker@alports.com / (251) 441-7261
Type of Eligible Applicant	Port Authority – Alabama State Port Authority APM Terminals Mobile, Cooper Marine, CSA Equipment Company. CG Railway
Budget Summary	EPA Funding: $ Applicant Costs: $ Total Project Cost: $ Requested: $
Project Location(s)	Port of Mobile Alabama State Port Authority, Mobile County, Mobile AL, 36602 Percent of time/activity in each county: 100% in Mobile County **Small water port: N/A** **Dry port: N/A**
Project Period	Project Start Date: 12/01/2024 Project End Date: NLT 11/30/2028
Short Project Description	Building the future of Zero Emissions operations at the Port of Mobile, becoming the industry leader in the transformational change to ZE, and bringing pollution reduction and benefits to surrounding disadvantaged communities through meaningful participation in emissions reduction planning. Please indicate which of the following ZE port equipment and infrastructure types are included in the project: _X_ Drayage trucks _X_ Cargo handling equipment & other nonroad _X_ Locomotives __ Vessels _X_ Electric vehicle supply equipment _X_ Vessel shore power infrastructure __ Hydrogen fueling infrastructure __ Solar or wind power generation __ Battery energy storage system __ Other (please specify)
Other Potential Federal Funding Sources	**N/A**
Use of Logistics Software	Does the applicant use LOGINK or any other prohibited logistics platform as described in Section III.D. of the NOFO? **No**

Workplan

Section 1 – Project Summary and Approach

1.1 Overall Project and Proposed Impact

The following Clean Ports Program grant application is submitted by the Alabama State Port Authority (ASPA, additionally referred to as Alabama Port Authority), which owns and operates 18 diverse cargo facilities and marine terminals on 3,600± acres along the Mobile Ship Channel and Mobile River Channel. Multiple cargo types pass through the Port's terminals, including aggregates, automobiles, trucks, heavy equipment, numerous breakbulk cargoes, refrigerated and dry containers (563,191 TEUs in 2023), liquid and dry bulk, and project cargo. The Port provides the carriers and shippers of marine cargo with state-of-the-art cargo facilities on a post-Panamax draft channel that is currently being deepened to -50 feet and widened to include a passing lane for additional efficiency. In addition to the channel project, which is set to come online in mid-2025, the Port of Mobile will have on-dock intermodal rail at the container terminal by 2027. The Port has vast connectivity with five Class I and four short-line railroads, six interstate systems, and one of the largest inland waterway systems in the U.S. The jobs created by activities at the Port and the economic impact of those activities are immense. One in seven jobs in the State of Alabama is related to Port of Mobile activities, and in 2022 alone, those activities delivered $98.3 billion of economic value to the state and had a $130.3 billion impact nationwide. A breakdown of the Port's state and national economic impacts can be found here.

The Port Authority is the Clean Ports Program (CPP) grant applicant, joined by four other sub-applicants, which have entered into a Statutory Partnership Agreement with the Port Authority. The four sub-applicants operate cargo terminals on the Port Authority and within the Port's operating area. They are APM Terminals (APMT) – Mobile, Cooper Marine, CG Railway, and CSA Equipment Company, LLC.

The Port Authority's environmental sustainability goals, as they pertain to the conversion of port operations to ZE operations and an eventual NET Zero state, mirror those of the Clean Ports Program. The initiatives and funding requests presented in this application are meant to achieve the goals of:

- Transitioning to fully ZE port operations
- Becoming a model for transitional change throughout the port industry
- Reducing mobile-source pollution from operations that impact near-port communities, many of which have economic challenges and have been deemed "disadvantaged"

The Port Authority is an effective and proactive environmental steward as a leader in the maritime sustainability initiative, Green Marine, and a major participant in the Southeastern Team Reducing the Impacts of Diesel Emissions (STRIDE) Collaborative, which is part of the EPA's National Clean Diesel Campaign. Additionally, the Port is partnering with the University of Alabama in their recently awarded grant for the "Implementation and Demonstration of On-Truck Fuel Injection Technology to Reduce Idle Emissions at Port Facilities" project. The Port Authority also regularly participates in meetings with local environmental organizations, sponsoring advocacy events and coastal clean-ups for organizations such as the Dauphin Island Sea Lab, Mobile Bay National Estuary Program, Alabama Coastal Foundation, and Partners for Environmental Progress.

The ASPA is committed to integrating environmental sustainability programs into its business decisions, operations, and future development. The Port Authority's goal is to continuously improve its practices and environmental stewardship initiatives regarding air quality, water quality, soil and sediment quality, wildlife habitat, waste management, and energy consumption to improve the environmental conditions in Mobile, the surrounding communities, and the State of Alabama.

The Port Authority's goal of continuous improvement in its sustainability practices, as well as its commitment to the integration of environmental stewardship into both port development and daily operations, have been adopted and fully endorsed by the four statutory partners and sub-applicants in this application. The Port and its statutory partners' goals for transitioning to Zero Emissions (ZE) port operations coincide

precisely with CPP goals of:

- Building a foundation for ports across the country to transition to fully ZE operations
- Positioning ports to serve as a catalyst for transformational change across the freight sector
- Reducing mobile source pollution in near-port and disadvantaged communities
- Helping to ensure that meaningful community engagement and emissions reduction planning are port industry standard practices

Alabama State Port Authority

All ASPA terminals are rail-served, and to facilitate equal access for its customers, the Port has owned and operated a switching railroad, Terminal Railroad Alabama State Docks (TASD), since 1928. For this operation, the Port is requesting funding from the CPP to deploy two battery electric switching locomotives and acquire charging infrastructure. This electric alternative and charging apparatus acquisition directly supports the Port Authority's ongoing commitment through programs such as DERA to repower its railroad terminal locomotives and reduce particulate matter and nitrogen oxides from diesel emissions by more than 90 percent. Of the eight locomotives TASD operates, six have been upgraded to Tier 3 or Tier 4 for cleaner-burning diesel.

APMT Mobile

APMT Mobile, a long-term tenant at the Alabama State Port Authority, has over 135 acres of world-class infrastructure. Its current throughput capacity is 650,000 TEUs, and it plans to expand to 2.5 million TEUs over the next ten years.

APMT Mobile is requesting CPP funding for battery electric cargo handling equipment and terminal tractors, fast chargers, and essential electrical infrastructure that will allow for the expeditious implementation of the terminal's conversion to ZE operations. APMT's sustainability commitment has been verified by the SBTi, and it is rated EcoVadis Platinum and rated by the CDP as A+ as an overall company. If awarded CPP funding, APMT Mobile would remove 31 diesel-powered terminal tractors and replace them with 36 ZE fully electric terminal tractors and 12 DC Battery Chargers. Additionally, APMT Mobile would add four fully electric Top Handlers and one DC Battery Charger to supplement the terminal's cargo handling capability. To provide sufficient electrical power to accommodate the increased electrical power demands, a new substation and associated electrical transmission infrastructure would be deployed as the critical, foundational element of the Terminal's eventual transition to fully ZE operations.

Cooper Marine

Cooper Marine operates a 26-acre marine cargo terminal within the Port of Mobile. With two deep draft (-40 ft.) berths, Cooper Marine is engaged in the movement of dry bulks (wood pellets) from barges to oceangoing vessels or from barges to temporary landside storage on the terminal. Currently, Cooper has a wood pellet throughput of four million tons per year. Cooper is requesting funding from the CPP to acquire two ZE material handlers for transloading wood pellets – a renewable energy source transported by barge, the cleanest and lowest emission alternative to trucking. The two new material handlers would replace a larger diesel-powered crane that runs on two diesel engines. This replacement with ZE equipment will serve to significantly reduce noxious emissions, and it will be a model for other marine bulk cargo handlers to emulate throughout the industry. Additionally, CPP grant funding is requested for electrical infrastructure, required to provide direct power to the ZE material handlers and for site work at the dock to allow the material handlers to travel along the dock face. Cooper Marine fully supports and is committed to the ASPA's ZE attainment initiatives and emission reduction goals, which coincide with the goals of the CPP.

CG Railway

CG Railway operates a unique terminal at the ASPA that provides freight rail service between the Port of Mobile and Coatzacoalcos, Veracruz, Mexico. CG Railway operates two double-deck 590-foot roll-on / roll-off rail ferries, each with a 135-railcar capacity, and product warehouse storage with rail/truck transloading and cross-dock services.

CG Railway is requesting grant funding from the CPP to procure and install the electrical equipment and supporting infrastructure to provide their two vessels with electric shore power while berthed and loading or discharging railcars at the Port of Mobile. Each ferry calls between six and seven times per month. CG Railway fully supports and is committed to the Port Authority's goal to achieve a full transition to ZE operations while significantly and methodically reducing GHG emissions.

CSA Equipment Company, LLC

CSA Equipment Company, LLC operates a substantial terminal with approximately two miles of waterfront at the Port of Mobile. With six warehouses, the terminal operator/stevedore handles bulk, breakbulk, and Roll-on/Roll-off cargoes, focusing on forest products, finished lumber, non-ferrous metals, autos, trucks, heavy equipment, and project cargoes. CSA Equipment Company, LLC is requesting funding from the CPP for the acquisition of four e-forklifts for cargo handling and two DC Fast Chargers. CSA's goals for conversion to ZE operations are embodied in the Port Authority's goals and objectives, which support with the goals and objectives of the CPP. The proposed cargo handling equipment for CSA will provide a foundation for future scalable deployments of ZE equipment.

With CPP funding support, the ASPA and the four sub-applicants will more rapidly achieve their ZE targets by retiring internal combustion engine (ICE) assets and converting to battery electric solutions for container and material handling and onsite transportation by terminal tractor or rail switching. Additionally, the provision of shore power for CG Railway's and APMT's berths will dramatically reduce diesel emissions from docked vessels while in port. Furthermore, APMT Mobile is setting a new standard and is working with the local utility provider to purchase 100% renewable energy from a single-sourced wind farm in Oklahoma. Electric terminal tractors, material handlers, locomotives, top loaders forklifts, and shore power capability at the berths will reduce toxic emissions and thus minimize the air quality and human health impacts to workers on the terminal and in the Port's surrounding, highly vulnerable communities that are adversely impacted by SOx, NOx, SO2, and PM.

Scalability

There is flexibility to accommodate a reduced EPA funding level by reducing the number of electric terminal tractors, pieces of cargo handling equipment and the number of fast chargers. Improvement of the electrical power supply system at the APMT Mobile site is the most critical element and essential to the deployment and functionality of ZE vehicles and equipment that will allow for the full conversion from fossil-fueled to ZE terminal operations. Therefore, enhancements and additions to the electrical infrastructure that will increase power capacity at the APMT must remain undiminished by a reduced funding level. The same applies to the shore power equipment and infrastructure requested by CG Railway for their berth. However, the shore power provision for the berths at APMT could be reduced. The requested installation and provision of shore power for the two berths at APMT can be scaled back to one berth and extended later to the second berth based on funding availability.

The ASPA is requesting that 80% of the total cost of this project be Federally funded with a 20% match from the applicants, but there is the flexibility to accept a lower funding level (70%) if a funding reduction is unavoidable. However, a reduction in the acquisition of requested equipment, vehicles and infrastructure would result in a reduction in beneficial impacts and an increase in the duration of the effort to fully transition to ZE port operations.

Previous Deployment of Technology

Electric cargo handling equipment, electric terminal tractors, e-material handlers, Fast Chargers, shore power equipment, Battery Electric Locomotives, and electrical infrastructure have been successfully and safely deployed throughout the maritime industry. This is proven technology with solid performance and safety records.

Table 1: Previous Deployments of ZE Technology

Technology Description	Location of Previous Development
E-Terminal Tractors (APMT)	Deployed previously and in use at various APMT. Mobile, AL (will arrive in 10/2024), Abidjan, Côte d'Ivoire (> 3 yrs), Rotterdam (9 months) Aqaba, Jordan (3 months) and Elizabeth, NJ (3 months)
E-Top Loaders (APMT)	OEM (Taylor) has deployed to several US locations, and they have operated successfully for over two years
Shore Power Equipment and Infrastructure (APMT)	Deployed at APMT Pier 400 at Los Angeles since 2021 and in Morocco for one year. Widely deployed throughout cruise terminals at PortMiami
Substation and Transmission Infrastructure (APMT)	This is standard and widely used electrical service technology (equipment and infrastructure) successfully used in many maritime terminal settings in the US and worldwide
E-Material Handler (Cooper Marine)	Two identical models are in Nashville, TN and another is with Nugent Sand in Louisville, KY with over 80,000 hours of successful operation
Shore Power for Vessels at Berth (CG Railways and APMT)	Deployed at APMT Pier 400 at Los Angeles since 2021 and in Morocco for one year. Widely deployed throughout cruise terminals at PortMiami
E-Fork Lifts (CSA Equipment Company)	CSA and partner, SSA Marine have deployed twenty-eight battery electric, high capacity ZE forklifts at other US locations since 2021 with a successful and safe operating record
E-Switching Locomotives (ASPA)	A GP9 Battery Electric Locomotive has recently (April 2024) been successfully deployed to Newburgh & South Shore Rail in Cleveland, OH where it is currently in operation in a rock yard switching aggregate and rock-carrying railcars

Working in Concert

Each piece of cargo handling equipment, vehicle, switching locomotive, and supporting electrical infrastructure, identified by the Port Authority and the four sub-applicants, will be easily assimilated into terminal operations. The new ZE units and the electrical infrastructure additions and enhancements will work efficiently in a complementary fashion with existing equipment, future investments, as well as current and future terminal operating systems to provide the foundation for the eventual transition to full ZE operations at the Port of Mobile. The existing workforce will, as part of the transition, be trained to both safely operate and maintain the new ZE equipment, vehicles, locomotives, and electrical infrastructure.

APMT serves as a good example of "Working in Concert." The same is evidenced among the other applicants. At APMT in Mobile, the proposed four battery electric cargo handling top loaders and 36 terminal tractors, in addition to the 10 electric terminal tractors to be deployed by October 2024, will work efficiently and in a complementary fashion with both existing fossil-fueled and future ZE cargo handling equipment and terminal tractors to provide a foundation for the complete conversion to ZE cargo terminal operations. The electrical infrastructure requested in this Grant Application (Substation) by APMT will support all existing and future assets that impact the three types of terminal-related emissions.

1. Emissions generation by on-terminal equipment
2. Emissions generation by sources of power to the local electricity grid

3. Emissions generation by equipment such as ships, tugs, locomotives, and drayage trucks that conduct business with the terminal

The proposed substation will serve as an essential central hub for internal power distribution, enabling APMT to accommodate increasing energy demands and facilitate the integration of renewable energy sources into port operations. It will also enhance the terminal's ability to manage and mitigate risks associated with power outages and fluctuations, ensuring uninterrupted service to shippers. The substation is a critical and indispensable element of the conversion to ZE port operations.

This same complementary integration of ZE technology into terminal operations with the current and future assets of each grant applicant demonstrates the viability of their requests for CPP funding that will serve to initiate and for others to continue efforts to fully transition their operations to ZE.

1.2 Partnerships and Collaboration

The Port Authority (ASPA) will prepare and execute a Statutory Partnership Agreement with APMT Mobile, CG Railways, Cooper Marine, and CSA Equipment Company, LLC as described in Section III. A and defined in Appendix B in the Notice of Funding Opportunity. The Statutory Partnership Agreements are in Section 9 – Attachments of this grant application.

The role of the ASPA will be to prepare and submit the Clean Ports Program Grant Application on behalf of the sub-applicants (listed above), which operate on Port Authority property and within the Port of Mobile. The Port Authority will be responsible for development and execution of the Grant Agreement with the EPA, the preparation and timely submission of periodically required progress reports, and the submission of reimbursement requests to the EPA for eligible project costs.

Each sub-applicant will be responsible for the specification, design, and procurement of ZE equipment, vehicles, charging apparatus, and/or supporting infrastructure identified in the grant application. Sub-applicants will be responsible for job force training on the operation and maintenance of the ZE cargo handling equipment, transport vehicles, and supporting electrical infrastructure. Sub-applicants will support the Port Authority in public outreach initiatives to promote the participation of the disadvantaged, surrounding communities in emissions reduction program planning. Procurement of professional design services and acquisition of ZE equipment, vehicles, charging apparatus, and supporting infrastructure will be performed by sub-applicants with ASPA oversight to ensure conformance with all federal procurement regulations and guidelines.

Each sub-applicant has included a letter of commitment that describes their financial contribution. They are attached to their Statutory Partnership Agreements in Section 9 of this grant application. Also, each subrecipient has indicated in the letter of commitment that they have the capacity to effectively administer and perform the partnership agreement.

1.3 Coordination and Complementary Initiatives

The Port Authority is an active member of Green Marine, recognized as the leading environmental certification program for the North American maritime industry. Green Marine assists its member participants in improving their environmental performance beyond compliance with state and federal regulations. A major focus of Green Marine is air quality, the reduction of greenhouse gases and air pollutants, and community relations. The annual self-evaluation process, the external evaluation verification, and completing the rigorous certification process provides member ports, ship owners, marine terminal operators, and shipyards a framework of goals and objectives to ensure their effectiveness as environmental stewards. The Port Authority's highly participatory membership in Green Marine has led to the adoption of environmental sustainability goals that have guided the initiatives and programs at the Port Authority, which will lead to a complete transition to ZE port operations and drive a steady reduction in the emission of greenhouse gasses and air pollutants. To this end, the Port Authority is requesting CPP funding to deploy two battery electric switching – another step in the Port's locomotive conversion program and eventual transition to ZE operations.

The sub-applicants – APMT Mobile, CG Railways, Cooper Marine, and CSA Equipment Company, LLC –

all long-term terminal operators at the Port Authority, have individually undertaken initiatives and programs to transition their operations to ZE and replace fossil-fueled cargo handling equipment and terminal vehicles to significantly reduce GHG and particulate matter emissions that most adversely impact the disadvantaged communities that are adjacent to the Port. To facilitate and expedite their efforts to transition their operations and reduce mobile source emissions, the sub-applicants are requesting funding from the CPP for e-terminal tractors, e-top handlers, e-forklifts, shore power for vessels while at berth, battery electric material handlers, and critical supporting electrical infrastructure.

As an example, APMT's role in transitioning to ZE operations clearly demonstrates the coordination between their initiatives in Mobile and other programs and larger initiatives to support the achievement of the CPP goals of reducing emissions and transitioning to ZE port operations. Globally, APM Terminals and its parent company, A.P. Møller – Mærsk, are leading in the industry-wide movement to convert terminal operations from traditional fossil-fueled operations for handling and movement of marine cargo to ZE terminal operations. There is ample coordination between this ZE transition at APMT Mobile and similar initiatives at other APMT locations, both nationwide and worldwide, to reach a net zero goal in 2040. APMT has made an industry-leading commitment to be fully net zero by 2040 and to reduce Scope 1 and 2 emissions by 65% by 2030 compared to a 2022 baseline.

As part of the Zero Emission Port Alliance (ZEPA), an industry-wide strategic coalition with the goal of accelerating the transition to zero emissions for container handling equipment (CHE) and intra-terminal transportation on ports, APMT is committed to its worldwide decarbonization efforts to achieve the 2030 and 2040 goals. With CPP funding and a statutory partnership with the ASPA, APMT Mobile will not only support emissions reductions in and around the Port of Mobile, improving the living environment of surrounding disadvantaged communities, but APMT will continue as an industry model and leader in the conversion to ZE marine terminal operations throughout the port industry.

1.4 Project Risk Mitigation

The success of the ASPA projects in meeting the goal of making a significant step towards the full conversion to ZE terminal operations, reducing mobile-source emissions, and providing a model for industrywide conversion to ZE port operations is largely dependent upon accurate and timely risk identification and mitigation planning that can be quickly and effectively implemented. The following table identifies potential project risks, the potential impact(s) of the delays or interruptions, and the mitigation plan/ strategy to minimize or eliminate those negative impacts.

Table 2: Project Risk Mitigation Strategy

Risk	Potential Impact	Mitigation Strategy
Insufficient electrical capacity to support new power demands from new charging stations and onshore power supply installations	Project interruption or delay may occur because of delays in capacity assessment and necessary upgrades to the electrical grid required to accommodate increased power demand	Engagement and close coordination with the energy supply company, Alabama Power, are essential to ensure the additional power capacity required is available to support this application's projects. Formal due diligence with the energy supply company is ongoing. A letter of commitment from Alabama Power is provided with this application. Ongoing coordination will persist throughout the implementation phase to ensure redundancies are in place to accommodate daily use and contingency situations which may otherwise compromise sufficient power is provided.
Long lead time for specific components supply	Delay in project execution schedule	Perform grid assessment and electrical infrastructure design during the very first stage of the project to secure main components with long lead times to ensure deployment on time.
Project will be conducted within an operational terminal	Construction work might be delayed to avoid operational disruption	Identify, at an early stage of the project, acceptable construction work windows and develop conservative schedules and project phases to minimize operational disruption at the terminals.

Risk	Potential Impact	Mitigation Strategy
Fluctuating prices of construction materials and equipment components	Escalating project costs	Equipment orders and construction contracts will be placed promptly by ASPA and its Collaborating Entities to mitigate risks and incorporate contingencies into the project budget to account for material price increases.
Electric equipment may underperform compared to the existing equipment at the terminal	Reduced terminal productivity in operations and related business outcomes	ASPA has evaluated its Collaborating Entities plans for each ZE deployment at its Port of Mobile terminal and ensured each type of equipment has the capacity to meet or exceed KPI for productivity. The KPI will be monitored over the life of the grant program to ensure these productivity KPI are achieved.
U.S.-manufactured battery electric (BE) machinery disparity cost when compared to global counterparts	Significant rise in equipment procurement costs within project budget	Prevailing market conditions necessitate federal intervention to promote the adoption of electric equipment; however, further measures are imperative to achieve a decisive breakthrough. Without such actions, the situation will demand substantial financial recourse from taxpayers.
Lack of experience with fires or thermal incidents in lithium-ion battery electric equipment	Safety of operations and maintenance work at the terminal might be compromised	A risk assessment is conducted collaboratively with the Original Equipment Manufacturer (OEM) as the initial step toward ensuring safer equipment and a safer workplace. This process aims to identify mitigation measures and establish emergency responses for the safety risks identified.

1.5 Applicant Fleet and Infrastructure Description

The specific data applicable to the vehicles, equipment, locomotive conversions, shore power installations, and supporting electrical infrastructure for which grant funding is requested are identified and described in a .xlsx file located in Section 9 – Attachments.

Section 2 – Environmental Results – Outcomes, Outputs, and Performance Measures

2.1 Expected Project Outputs and Outcomes

Through the implementation of the Alabama Port Authority POWER Project, a significant reduction in greenhouse gas emissions is expected. Completing the project will result in the addition of many ZE vehicles replacing diesel-powered counterparts. In addition to the battery-powered vehicles, a significant amount of shore power infrastructure is included. With the inclusion of shore power infrastructure and the replacement of diesel-powered engines with ZE vehicles, annual avoided GHG emissions are expected to be 8777 metric tons. This is expected to provide a significant annual reduction in GHG emissions and improve the ambient air quality in the communities surrounding the port. A breakdown of the anticipated outputs and outcomes for each activity is provided below.

Table 3: APMT Anticipated Outputs and Outcomes

APMT Anticipated Outputs and Outcomes		
Activities	**Outputs**	**Outcomes**
Replacement of 31 diesel powered terminal tractors with 36 zero-emission terminal tractors in combination with adding 4 zero-emission container handlers.	36 ZE terminal tractors and 4 ZE container handlers purchased	1,765 metric tons of GHG's avoided annually and improved ambient air quality in near-port communities.
	31 diesel terminal tractors scrapped	
	13 DC fast chargers installed	
	240 kW of maximum output charging power per charger	

Install high voltage shore power connection	6.6 kV voltage service provided with maximum output power of 7125kW	5,019 metric tons of GHG's avoided annually, and improved ambient air quality in near-port communities
	367 estimated annual vessel berths with average hotel hours per berth of 22 hours	

Table 4: Cooper Group Anticipated Outputs and Outcomes

Cooper Anticipated Outputs and Outcomes		
Activities	**Outputs**	**Outcomes**
Addition of 2 zero-emission container handlers.	2 ZE container handlers purchased	303 metric tons of GHG's avoided annually and improved ambient air quality in near-port communities.
	1 diesel container handler scrapped	
	3-phase 480V continuous power supplied to the handlers	
	250 kW of maximum output supplied to each handler	

Table 5: CGR Anticipated Outputs and Outcomes

CGR Anticipated Outputs and Outcomes		
Activities	**Outputs**	**Outcomes**
Install high voltage shore power connection	6.6 kV voltage service provided with maximum output power of 24kW	1,410 metric tons of GHG's avoided annually and improved ambient air quality in near-port communities.
	164 estimated annual vessel berths with average hotel hours per berth of 48 hours	

Table 6: ASPA Anticipated Outputs and Outcomes

ASPA Anticipated Outputs and Outcomes		
Activities	**Outputs**	**Outcomes**
Replacement of 1 diesel powered switching locomotive with 2 zero-emission switching locomotives.	2 ZE switching locomotives purchased	202 metric tons of GHG's avoided annually and improved ambient air quality in near-port communities.
	1 diesel switching locomotive scrapped	

Table 7: SSA Anticipated Outputs and Outcomes

SSA Anticipated Outputs and Outcomes		
Activities	**Outputs**	**Outcomes**
Addition of 4 zero-emission container handlers (forklifts)	4 ZE forklifts purchased	78 metric tons of GHG's avoided annually and improved ambient air quality in near-port communities.

2.2 Performance Measures and Plan

The Alabama Department of Environmental Management (ADEM) conducts a statewide emissions inventory, which contains actual and estimated emissions from various sources. ADEM has emissions monitoring equipment located around the Port of Mobile to collect local emissions data. One monitor is in Chickasaw, a disadvantaged community to the northwest of the Port's northernmost, or upper harbor, operations. There is a second monitor in James Seals Park, a neighborhood park within a disadvantaged community just to the west of the Port's southernmost, or lower harbor, operations. The results of the emissions data collections pre- and post-project implementation will be used to evaluate this project's effectiveness combined with the other proactive regional efforts to reduce GHG.

Throughout the performance period, ASPA will report semi-annually on the project's progress. The progress reporting requirements will be specified in the grant agreement but will include the following elements, consistent with the NOFO.

Overseeing sub-applicants, and/or contractors and vendors

- Sub-applicant contracting and oversight
- Procurement documentation for contractors and vendors
- Progress of technical studies and deliverables
- Update on risk profile and mitigation efforts

Tracking and reporting project progress on expenditures and purchases

- Project expenditures, by cost category
- Project expenditures by sub-applicants
- Reporting of quantifiable benefits
- Reporting of ongoing and planning of new community engagement activities

Tracking, measuring, and reporting accomplishments and proposed timelines/milestones

- Progress on milestones, by percent completion and adherence to planned timelines
- Reporting on other accomplishments of the project that are not identified as milestones
- Evaluating strategy (measures, outputs, and outcomes) and progress on data collection and analysis
- Planned activities for the next reporting period.

2.3 Timeline and Milestones

The ASPA team has developed an approach to the implementation of this transformative project that utilizes the expertise of the project partners. The table below describes the task items and associated milestones and timelines.

In addition to the activities identified below, the ASPA team will participate in reporting activities consistent with the NOFO and with the grant agreement for the project. This will include semi-annual reports, as described in the Performance Measures and Plan section, and a final report, prepared within 120 calendar days of the completion of the period of performance, that summarizes the activities implemented as part of the grant, the outputs and outcomes achieved, the cost of the implementation activities, total GHG reduction, a summary of community engagement activities, and reflections on problems, successes, and lessons learned from the implementation of this project.

Table 8: Implementation Timeline and Milestones

Activity	Year 1				Year 2				Year 3				Year 4				Year 5			
	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4	Q 1	Q 2	Q 3	Q 4
Procurement																				
Installation																				
Equipment Operational																				
Infrastructure Operational																				
Reports/ Performance Monitoring																				

2.4 Scrappage

As part of the Building the Future of Zero-Emissions Operations at the Port of Mobile project, multiple pieces of diesel-powered equipment will be scrapped. A listing of the equipment to be scrapped is provided below. Additional details, including manufacturer, model, model year, and remaining life, can be found in Appendix C.

- 31 terminal tractors
- 1 switching locomotive
- 1 material handler

Section 3 – Programmatic Capability and Past Performance

3.1 Past Performance and Reporting Requirements

The ASPA will be responsible to the EPA for the efficient and effective administration and management of the Clean Ports Program and grant funding. The Port Authority is a regular recipient of federal funding through direct discretionary and formula programs and pass-through funding through the State of Alabama. The following tables provide example projects from the past three years. Two are federal programs that fall under MARAD and FRA, and the other, funded by the Gulf Coast Ecosystem Restoration Council, is a more regionally focused federal program. Each has similar administration and management requirements that the ASPA has repeatedly accomplished in a highly satisfactory manner by the dedication of qualified and experienced staff to the successful execution of each grant program.

Table 9: Programmatic Capability and Past Performance Project Example #1

Project Title	Southeast Automotive Gateway Project
Funding Source	U.S. Department of Transportation, Maritime Administration (MARAD)
Federal Assistance Listing Number	20.933
Fiscal Year	FY21
Brief Description	The MARAD funded project converts an abandoned bulk material handling facility at the Port of Mobile into a roll-on/roll-off vehicle processing facility. The facility is capable of handling automobiles, military vehicles, trucks, other rolling stock, and high / heavy cargos.
Funder Point of Contact	Norman Arevalo

Summary of Deliverables	The project consisted of civil and site improvements: intermodal rail yard with ten track spurs, facility main gate, security gate house, 50,000 square foot vehicle processing center with a body shop, car wash, quality control and general processing area, fueling station, driver waiting area, wharf upgrades and limited dredging alongside the wharf.
Summary of Compliance with Reporting Requirements	In accordance with the Grant Agreement, all progress and financial reports were submitted in a timely manner. The final report was accepted by MARAD. ASPA is still submitting the quarterly performance measurements report.

Table 10: Programmatic Capability and Past Performance Project Example #2

Project Title	**Upper Mobile Bay Beneficial Use Wetland Creation Site (Planning)**
Funding Source	Gulf Coast Ecosystem Restoration Council
Federal Assistance Listing Number	87.051
Fiscal Year	FY20-FY25
Brief Description	The purpose of the project is to establish a beneficial use (BU) program and strategy for Mobile Bay that will contribute to much-needed conservation of various ecological resources that exist in the Bay system.
Funder Point of Contact	Joshua Easton
Summary of Deliverables	This project includes investigations, studies, and engineering design work to meet all NEPA requirements, delineate the exact location of the marsh creating site, identify sources of material for construction of the containment structure, obtain a USACE permit for construction and to prepare the engineering plans and specifications necessary for the procurement of the services necessary to construct the project.
Summary of Compliance with Reporting Requirements	All progress and financial reports have been submitted in a timely manner.

Table 11: Programmatic Capability and Past Performance Project Example #3

Project Title	**Rail Expansion, Rehabilitation and Modernization Project**
Funding Source	Federal Railroad Administration
Federal Assistance Listing Number	20.325
Fiscal Year	FY22 – FY28
Brief Description	The objective of the project is to expand rail capacity to support freight transportation needs and enable efficient and cost-effective movement of international exports and imports through Alabama, as well as other parts of the USA.
Funder Point of Contact	Sara Clark
Summary of Deliverables	The deliverables of this project are project administration, environmental review, engineering design and construction of the Montgomery ICTF and Chickasaw Lead Line.

Summary of Compliance with Reporting Requirements	The ASPA is currently managing this project. All progress reports and financial reports have been submitted in a timely manner.

3.2 Staff Expertise

Since 2011, the Alabama State Port Authority (ASPA) has managed over $506,025,873 in state and federal grants. These funds have helped ASPA successfully execute and complete three EPA DERA grants, multiple Department of Homeland Security Port Security Grants, two MARAD TIGER Grants and several state grants. The Port is currently managing two HUD grants, two Port Security Grants, a MARAD Port Infrastructure Development Program (PIDP) grant, an FRA CRISI grant, a Federal Restore Council grant, a Demonstration grant, and a GOMESA grant that is administered through the Alabama Department of Conservation and Natural Resources. ASPA has historically completed all projects successfully, in a timely manner, and in compliance with all contractual obligations.

The Port Authority Grant Administrator will be assisted by an established grant management and administration team consisting of staff with a full spectrum of port engineering, port operations, and port-related financial management experience. Engineering staff with significant background and experience in working successfully with federal and state resource and regulatory agencies, Homeland Security, and the US Army Corps of Engineers will provide that expertise and experience to the Grant Administrator's team. The Grant Administrator will have the Port Authority's Counsel for any needed legal services in the course of establishing the grant agreement and administering the grant program post-agreement execution.

Megan Amacker, Grant Administrator: Ms. Amacker will be ASPA Grant Administrator and Primary Point of Contact for ASPA. In her role as Grant Administrator, Ms. Amacker will administer the grant with particular emphasis on record keeping, expenditure disbursement, document tracking, verification, compliance monitoring/auditing, and report generation, for which she is specifically trained and experienced. Ms. Amacker received a bachelor's degree in business management from the University of Mobile in 2008. Ms. Amacker joined ASPA Environmental and Program Management Division in 2009 and has administered over $500,825,873 in state and Federal grant funds during her tenure. Ms. Amacker is responsible for monitoring ASPA's grant program to ensure compliance with all laws, regulations, policies and guidelines. She serves as ASPA's lead on compliance audits by federal grant agencies and the annual A-133 audits. Ms. Amacker is responsible for all aspects of all federally funded projects from concept to completion. Ms. Amacker frequently attends training sessions to stay up to date on the current requirements for federally funded projects.

Ms. Amacker will be directly supported by Doug Otto, PE, Chief Engineer and Vice President of Technical Services; Melissa Jordan, Port Authority Vice President of Finance; and Beth Branch, Port Authority Chief Commercial Officer. Their CVs are in Section 9 of this application.

A designated staff member with each sub-applicant will be accountable to Ms. Amacker for full compliance with all progress reporting requirements and procedures, procurement procedures in accordance with all federal regulations and guidelines, and the preparation and submission of periodic reimbursement requests for project-eligible expenditures. These staff members are bulleted below:

- Tom Powers, CFO for APMT Mobile
- Richard Pipkins, General Manager for Cooper Marine
- Michael Tidwell, Superintendent for CG Railway
- Greg Schruff, General Manager for CSA Equipment Company, LLC

Section 4 – Environmental Justice and Disadvantaged Communities

The Justice40 Initiative, established via Executive Order 14008, aims to deliver 40 percent of the overall benefits of federal investments in climate and clean energy, including sustainable transportation, to disadvantaged communities. This EPA Clean Ports Program grant application sets specific criteria for identifying project locations that are located within disadvantaged communities.

In advance of the narrative provided in this section, the following Project Location Information is provided for this grant application:

Table 12: Project Location Information for the Port of Mobile

Question	Response
Facility Name	Port of Mobile
City, State, ZIP Code	Mobile, AL 36602
County	Mobile County
Description of project activity	Port Operations with Emissions Reduction (POWER)
Share of project activity	100%
Does county contain PM2.5 or Ozone nonattainment area? (Y/N) If so, does it contain a severe or extreme nonattainment area? (Y/N)	No
Does county contain or Ozone Maintenance Area? (Y/N)	No
Does county contain high ambient diesel PM concentration? (Y/N)	Yes

The Port of Mobile is located at 250 N. Water Street, Mobile, AL 36602. The Climate and Economic Justice Screening Tool (CEJST) is an interactive mapping tool to identify disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. **This project location is included as part of census tract number 01097001200. Per the Climate and Economic Justice Screening Tool, this census tract is identified as disadvantaged**, meaning the tract meets more than one burden threshold and the associated socioeconomic threshold.

The following information is a summary of the data accessed via the CEJST for each of the burden thresholds in which this project location is classified as disadvantaged.

Climate Change – This project location ranks above the ninetieth percentile for expected building loss rate (96th percentile); expected population loss (97th percentile); and projected flood risk (97th percentile). The associated socioeconomic threshold is low income (97th percentile).

Energy Cost – This project location ranks above the ninetieth percentile for energy cost (99th percentile). The associated socioeconomic threshold is low income (97th percentile).

Health – This project location ranks above the ninetieth percentile for asthma (91st percentile) and diabetes (93rd percentile). The associated socioeconomic threshold is low income (97th percentile).

Legacy Pollution – This project location qualifies as a formerly used defense site. This project location ranks above the 90th percentile for proximity to Risk Management Plan facilities (94th percentile). The associated socioeconomic threshold is low income (97th percentile).

Transportation – This project location ranks above the 90th percentile for diesel particulate matter exposure (92nd percentile) and traffic proximity and volume (97th percentile). The associated socioeconomic threshold is low income (97th percentile).

Waste and Wastewater – This project location ranks above the 90th percentile for wastewater discharge (94th percentile). The associated socioeconomic threshold is low income (97th percentile).

Workforce Development – This project location ranks above the 90th percentile for unemployment (90th percentile). The associated socioeconomic threshold is high school education, or the percentage of people ages 25 years or older with than a high school diploma. This socioeconomic threshold is met for values exceeding 10 percent. The project location is ranked in the 38th percentile.

Based on the CEJST data collection effort described above and the criteria outlined within the CPP NOFO, this project location exceeds the established thresholds to meet the definition of disadvantaged via EJScreen's Supplemental Indexes for the following socioeconomic indicators:

- Percent Low Income
- Percent Unemployed
- Percent Less than High School Education

4.1 Disadvantaged Communities: Nonattainment Areas

The project is not located in a county designated as a nonattainment area.

4.2 Disadvantaged Communities: Areas with Air Toxics Concerns

The project is located in a disadvantaged community with air toxic concerns. The 2024 Clean Ports Program Disadvantaged Community County List, produced by the EPA Office of Transportation and Air Quality, identifies Mobile County, Alabama as having a High Ambient Diesel PM Concentration (Figure X). Mobile County is located within EPA Region 4 and the County FIPS is 01097. As previously stated in this application, census tract number 01097001200, located within Mobile County, is designated as disadvantaged.

Table 13: 2024 Clean Ports Program Disadvantaged Community County List – Mobile County, Alabama High Ambient Diesel PM Concentration

State	EPA Region	County FIPS	County	Maintenance Area for Ozone or PM2.5	Nonattainment Area for Ozone or PM2.5	Severe or Extreme Nonattainment Area for Ozone	High Ambient Diesel PM Concentration
AL	4	01071	Jackson	X			
AL	4	01073	Jefferson	X			X
AL	4	01089	Madison				X
AL	**4**	**01097**	**Mobile**				**X**
AL	4	01101	Montgomery				X
AL	4	01117	Shelby	X			
AL	4	01125	Tuscaloosa				X
AL	4	01127	Walker	X			

4.3 Community Engagement Prior to Application and During Project

Conducting meaningful engagement with community stakeholders, particularly disadvantaged communities, is a priority of the ASPA and its sub-applicants. The ASPA's consistent and recurring engagement with the near-port community of Africatown is an example of these efforts. Africatown is located within census tract number 01097001200, designated as disadvantaged by the CEJST. The ASPA has retained a community liaison to lead these outreach efforts - Norman Hill of Norman Hill Consulting. Mr. Hill is a resident of Africatown and was the first director of the Mobile Housing Board's Clinton Johnson

Center for Economic Development, a program that helps public housing residents become self-sufficient. Meaningful community engagement events conducted by the ASPA in Africatown prior to the submission of this application include:

- **Quarterly:** Port of Mobile recurring update meetings with Africatown Community Business Panel and Africatown Community Development Corporation
- **November 2, 2023:** Chickasaw Lead Line Project Briefing and Port Update with Africatown Historic Preservation Foundation
    - The Chickasaw project will reduce rail idling times, which reduces emissions and will improve air quality in the community.
- **February 29, 2024:** Public Involvement Meeting with FRA in Africatown Regarding Chickasaw Project
- **May 3, 2024:** Environmental Justice Roundtable in Africatown with EPA (participated and updated on projects and grants, follow-up meeting scheduled for May 31, 2024)
- **May 8, 2024:** Projects and grants update with members of Africatown Community Development Corporation
- **May 21, 2024:** Public meeting at the Robert Hope Community Center in Africatown to discuss project and grants, plus a question-and-answer session with community members.

With support from the ASPA's contracted community liaison, Norman Hill Consulting, the Port seeks to implement its communication plan as a pathway to disseminate information and amplify the voice of the Africatown community. Recurring quarterly community update meetings and special events, such as the EPA's Environmental Justice Roundtable, comprise a holistic approach for meaningful engagement and participation. These efforts are intended to build community consensus and better understand their interests and priorities. The forums will provide the Port with a better understanding of the community's perception of the project and potential benefits.

The ASPA is also heavily invested in its commitments to minimize environmental impacts in operations, develop and promote environmental protection measures, and integrate sustainable practices. The ASPA's dedication to stewardship and community is reflected in its participation in the Green Marine program, the largest voluntary environmental certification program in North America. The Port of Mobile has held the Green Marine Certification since 2018. As part of this certification process, the ASPA exceeds or meets requirements for all environmental indicators, including spill prevention; greenhouse gases and air pollutants; dry bulk handling and storage; environmental leadership; community impact measures – lighting, noise, housekeeping, and waste management.

An integral component of the Green Marine program is stakeholder and community mobilization, and engagement. The ASPA has led and participated in outreach activities via its involvement with Green Marine. Green Marine State of the Port update meetings are recurring and will continue to occur during and after the project period. This engagement is another example of the ASPA's focus on outreach prior to this grant application and a commitment to continue public and stakeholder involvement during the project's performance period and beyond.

ASPA maintains active social media profiles as another method of soliciting community feedback and providing project updates to followers. Interested parties can connect with the ASPA via Facebook and LinkedIn. Both social media accounts are consistently monitored and updated.

In addition to the outreach methods described above, a summary of additional community and stakeholder update and public interest meetings hosted or attended by the ASPA is provided in Table X. The events shown in the table occurred between August 2023 and April 2024 and underscore ASPA's dedication to engagement prior to the application. These events were comprised of different presentation formats, including tabling events, briefings, and workshops. The ASPA will continue its aggressive outreach campaign

during and after the project period.

Table 14: Recent ASPA Community and Stakeholder Update and Public Interest Meetings (8/2023 – 4 /2024)

Date	Event
8/2/2023	Coastal Update for Legislators
8/24/2023	City of Mobile Civic Leadership Meeting
10/4/2023	Warrior Tombigbee Board of Directors Meeting
12/15/2023	Partners for Growth Advisory Council Mobile Chamber
1/23/2024	Legislative Event with Mobile Bar Pilots
1/30/2024	Economic Development Association of Alabama Port Update Presentation
4/3/2024	Alabama Forestry Association Port Update Presentation
4/5/2023	Alabama Department of Agriculture Port Update Presentation
5/10/2023	Alabama League of Municipalities Port Update Presentation (Birmingham)
9/6/2023	Alabama League of Municipalities Port Update Presentation (Montgomery)
10/11/2023	Eastern Shore Chamber of Commerce Port Update Presentation
2/7/2024	Southwest Mobile County Chamber Port Update Presentation
5/21/2024	Community Engagement and Port Projects Update Meeting

4.4 Long-Term Community Engagement

The ASPA and its sub-applicants view this project as part of a broader, port-wide ZE initiative. The ASPA's public involvement-oriented posture and ongoing history of community outreach underscore the importance of ensuring that consistent and meaningful engagement is standard practice at the Port.

As mentioned previously, the ASPA has retained a community engagement liaison who is responsible for assisting port staff with their long-term community engagement, particularly in the disadvantaged, near-port community of Africatown. Community engagement training for ASPA staff has been included as part of the scope and budget allocated for the community liaison role. Recurring, quarterly update meetings with the Africatown community will continue beyond this project's period of performance and serve as an ongoing commitment to the community.

The ASPA will continue to maintain its social media presence as an ongoing public forum for community issues, feedback, complaints, and questions. A general information hotline for port questions and information is also available to the public.

The Green Marine certification program is another avenue for the ASPA to continue activating the local community and stakeholders. As part of the Green Marine program, recurring State of the Port meetings serve as a standing forum for two-way engagement that includes representation from local residents and community groups. Beyond its Green Marine commitments, the ASPA will continue to host and attend other community and stakeholder updates and public interest meetings as part of its long-term outreach strategy.

Section 5 – Project Sustainability

5.1 Baseline Port Mobile Source Inventory for Greenhouse Gases, and/or and Plan to Reduce Port Mobile Source Emissions

In preparation for their port-wide emissions reduction initiative, the ASPA began collecting raw data for mobile source emissions in 2017. The raw data is collected in five-year catchment cycles, with the most recent having been completed in 2022. Funds are being requested via this grant application for the cost of conducting in-depth mobile source emissions data compilation and analysis. A baseline mobile source emissions data collection inventory will occur prior to the implementation of ZE equipment at the Port to gather the most recent mobile source emissions existing conditions data possible for eventual comparison with post-ZE equipment implementation conditions.

The ASPA will hire a qualified consultant with port and maritime experience to perform the inventory. The procurement process will be conducted in accordance with ASPA's approved procurement policies, hyperlinked for reference.

Once collected, this baseline mobile source emissions inventory data will be made publicly available via the ASPA website. The Port Authority will also share the results of the mobile source emissions inventory as part of its agenda for ongoing/recurring community and stakeholder outreach.

These efforts form the basis for the Port's commitment to complete a mobile source emissions inventory prior to the end of the project period in partnership and close coordination with the EPA, all applicable federal, state, and local agencies, local communities, particularly those designated as disadvantaged, and other stakeholders. The mobile source inventory methodology will utilize the EPA's Port Emissions Inventory Guidance: Methodologies for Estimating Port-Related and Goods Movement Mobile Source Emissions for process and content development of its mobile source inventory. It will include ocean-going vessels, cargo handling equipment, rail locomotives, tugs, and drayage trucks.

Section 6 – Job Quality and Equitable Workforce Development

6.1 Supporting High Quality Jobs

The ZE conversion initiative at the Port of Mobile underscores the ASPA's commitment to supporting the addition of high-quality jobs in the region. The ASPA and its sub-applicants commit to using the US Department of Commerce and Labor's Good Jobs Principles as a framework for defining high-quality jobs. The following narrative will detail worker training, worker safety, worker and labor engagement, pay and benefits, and expanding access to high-quality jobs.

6.1.1 Training Workers on New Equipment/Infrastructure

The ASPA has formed strategic partnerships with educational institutions and workforce and economic development agencies in the Port of Mobile region to create pathways for job and career placement. One example is the ASPA's partnership with SAWDC AlabamaWorks, a regional council committed to supporting business and industry. SAWDC facilitates the development of a workforce development system with a focus on meeting employer needs and fostering economic growth. A key industry of focus identified by SAWDC is the maritime industry. Key initiatives of SAWDC include safety training programs, leadership skills training, college and career fairs, and an education workforce academy.

Another vital partner of the ASPA in workforce development efforts is Bishop State Community College. Bishop State, located in Mobile, AL, is a historically black college (HBCU) two-year public institution. The ASPA – Bishop State partnership recently advanced 15 students through an electrician training certificate program as part of the college's career technical education program. The frequent coordination among the ASPA and Bishop State allows the school to tailor program offerings according to the employment needs of the Port. Another unique educational offering at the HBCU, via partnership with the City of Mobile, is the Bishop State Contractor's College. The 137-hour training program helps contractors manage public contracts, navigate the bidding process, and scale up their operations to take on larger projects. The

ASPA works closely with Bishop State to source local applicants and potential vendors from the diversified student body.

The ASPA also works closely with the Bryant Career Tech Center to foster the development of a skilled workforce trained to meet the region's labor requirements. The center offers instructional programs that provide area high school students with opportunities for national or state certification in selected occupations, summer/school year employment, and job placement assistance for qualified students following program completion.

The Electric Vehicle Infrastructure Training Program (EVITP) provides training and certification for electricians installing electric vehicle supply equipment (EVSE). EVITP is a collaboration of industry stakeholders, including Automakers, EVSE Manufacturers, Educational Institutions, Utility Companies, Electrical Industry Professionals and key EV Industry Stakeholders.

In addition, the Alabama Energy Infrastructure Training Center and Network (AEITCN) will provide hands-on training for all aspects of electric vehicle supply equipment (EVSE), including design, installation, maintenance, and safety practices and procedures. This is a workforce development partnership of the Alabama Legislature, the community college system, Alabama Power, and other industry leaders. AEITCN will offer training through a network of community colleges across the state, including Bishop State, located in Mobile, Alabama. A leader of workforce development training in the state, Bishop State is an integral part of the AEITCN and will train and equip individuals with the skills needed to thrive in the emerging energy-efficiency economy. AEITCN is also partnering with The Dannon Project, which received a Department of Labor grant to both upskill incumbent workers and recruit and train new talent to install and maintain electric vehicle charging equipment. Their Community Benefits Plan prioritizes four core elements: community and labor engagement leading to negotiated agreements, investing in job quality and workforce continuity, advancing diversity, equity, inclusion, and accessibility, and contributing to the Justice40 Initiative goal of directing 40% of overall benefits from climate and clean energy investments to disadvantaged communities. The critical outcome of interest is expanded access to career-track training and employment in EVSE installation and maintenance work for a diversified pipeline of individuals.

APMT Mobile, a sub-applicant to this grant application, also sources and engages potential applicants via its partnership with South Alabama and Auburn Universities. APMT will continue its outreach efforts with Alabama educational institutions, such as community colleges and technical career centers, supporting its investment in the local, regional, and statewide workforce, particularly those serving disadvantaged communities in the State.

To enhance recruitment and encourage retention, APMT-provided training for mechanics and drivers is included in the contracts with their original equipment manufacturers (OEM). This OEM-APMT training partnership agreement helps to ensure that this ZE transition is efficient and that workers have the support and knowledge base required to operate and maintain newly acquired ZE equipment. In coordination with the OEM, an APMT project manager is tasked with providing this conversion training. APMT, as part of their nationwide ZE conversion strategy, is also currently identifying new capabilities and training certification opportunities related to electrification technology for their employees.

6.1.2 Worker Safety

Worker safety is the highest priority for the ASPA and all the sub-applicants to this grant application. The ASPA utilizes a contracted vendor, skilled in specialized maritime industries, to perform safety audits and assessments. Electrical and high-voltage systems are included as part of the safety auditing process. Utilizing the findings and recommendations resulting from these audits, the ASPA seeks to implement and adopt industry best practices for training, risk assessment and mitigation, project management, and corrective actions. The contracted safety vendor also provides a specialized project management training curriculum to ensure safety protocols and standards are engrained in internal workplace culture.

Employees of the ASPA are provided with personal protective equipment (PPE) specific to their area of practice that meets or exceeds industry standards. The ASPA's contracted safety vendor has evaluated and approved the issued PPE as part of the safety auditing process. The ASPA will continue to work closely with

the auditing professionals to determine additional needs and remain ahead of industry safety trends to provide employees with the highest functioning PPE available in the market.

As previously stated, the culture of safety is also a mantra of all sub-applicants to this grant application. APMT sets global, company-wide guidelines on employee conduct within the terminal premises. The company's vision of "constant care" is part of APMT's core values and is reflected in the level of empowerment endowed to every APMT operator in order to perform their job safely. Further, AMPT, as an organization, defines clear standard operating procedures (SOPs) for all of its equipment and machinery. These SOPs are developed in coordination with the OEM and provide precise operational instructions from a safety perspective. APMT also mandates employees to undergo required training for each new piece of equipment and occupation before they can begin work. These same standards are applicable to all ZE equipment.

Like the ASPA, APMT provides PPE relevant to one's area of practice to all employees as part of their organizational SOPs and will continue to do so, consistent with their constant care core value set. APMT also performs risk assessment jointly with the OEM before deploying any piece of equipment to assess the proper design of equipment and mitigate risk. In addition to the risk analysis performed for each individual piece of equipment, APMT also performs an emergency risk assessment for their terminals to ensure safe and seamless equipment integration into terminal operations and safety protocols.

6.1.3 Worker and Labor Engagement

All hourly employees at the ASPA are part of a union. Feedback from union employees is obtained via a standardized and collectively bargained process facilitated by the union president and vice president. The collective bargaining agreement between the ASPA and their union is negotiated in five-year cycles.

6.1.4 Pay and Benefits

SAWDC, a regional council committed to supporting business and industry, recently conducted a compensation comparison among regional employers. The results of this analysis confirm that ASPA offers competitive compensation packages among similar industries operating in the region. The ASPA and its sub-applicants strongly believe in attracting a diverse talent pool and prioritizing worker retention by offering well-paying job opportunities with sustainable benefit packages.

Recent legislation passed by the Alabama State Legislature will empower the ASPA to seek job applicants from a broader and more diverse candidate pool. Act 2024-93/HB 253, relating specifically to the ASPA, provides the Port Authority with the ability to employ non-merit system employees and offer additional hiring incentives. This legislative act will not only allow the ASPA to source state and national experts in electric conversion, but most importantly, the Port Authority can make broader use of its partnerships with regional intern and similar-type accreditation programs and perform employment outreach with local, disadvantaged communities on a much larger scale.

To summarize, the ASPA and its sub-applicants understand the value of hiring and training first-class workforce and management teams. Each sub-applicant, in concert with the ASPA, values a diverse and safe workplace where all workers can feel valued, compensated, safe, and empowered.

6.2 Expanding Access to High-Quality Jobs, Including for People in Low-Income and Disadvantaged Near-Port Communities

As stated throughout Section 4 – Environmental Justice and Disadvantaged Communities portion of this application, the ASPA and its sub-applicants have and will continue to prioritize expanding access to jobs, particularly for those residents of low-income and disadvantaged near-port communities. Workforce development initiatives and raising awareness about careers related to the Port is already underway in Africatown. Utilizing the Port Authority's outreach liaison, ASPA will continue to increase the level of interaction and number of engagements with near-port communities, especially those designated as disadvantaged, to distribute information regarding education and training programs, raise awareness as to employment opportunities, and solicit feedback.

The ASPA and its sub-applicants have formed critical partnerships with regional industry-feeder education and certification-based institutions. These alliances allow for input into the types of occupational programs offered based on industry trends, including ZE conversion operations, equipment, and project management. The ASPA will continue to strengthen its relationship with Bishop State Community College, an HBCU, to broaden the career potentials of attendees from local disadvantaged communities.

The passage of the previously mentioned Alabama Act 2024-93/HB 253 legislation will also greatly expand access to the high-quality jobs that this grant project would create. Act 2024-93/HB 253 provides the ASPA with greater flexibility in terms of candidate recruitment and diversification, as well as the types of hiring incentives and compensation that they may offer. The ability to hire outside of the state merit system, which Act 2024-93/HB 253 provides, opens career pathways and expands access to a significantly greater number of potential applicants.

Section 7 – Project Resilience to Climate Impacts

Given the geographical location of the Alabama State Port Authority on the Gulf of Mexico, the growing frequency of severe tropical storms and hurricanes with accompanying tidal surges and long-term sea level rise brought on by climate change have become very serious and growing concerns for the Port Authority and for its terminal operators, shippers, and carriers. Along with community partners and the City of Mobile, which has a dedicated Office of Resilience, the Port Authority and its tenants focus on and address infrastructure hardening, site elevation, and various means of flood protection and flood control. Equally as important is the active development of emergency operating procedures designed to protect vulnerable infrastructure, equipment, and personnel, which is managed by the Port Authority's Facilities Security Officer.

Mitigating the risk of severe weather and sea level rise impacts to facilities, structures, infrastructure and critical cargo handling equipment is of the greatest priority and is effectively accomplished at the Port Authority and by the four sub-applicants who operate cargo terminals at the Port of Mobile. The Port Authority focuses significant resources and efforts on planning, designing, and building remediation measures that effectively enhance facility sustainability and resilience.

In late 2023, ASPA received funding from the Gulf of Mexico Energy Security Act (GOMESA) to be used for a Coastal Infrastructure Resiliency Study. This Coastal Infrastructure Resiliency Study is the first of its kind conducted by ASPA. The primary goal of this project is to evaluate and assess the resilience of existing coastal infrastructure and provide necessary data for the purposes of hurricane protection and resilience of critical infrastructure directly affected by anticipated sea level rise, future precipitation, and flooding extremes.

The Port and its four sub-applicants, APMT, Cooper Marine, CSA Equipment Company, and CG Railway, have developed emergency plans and protocols to be implemented as severe weather (tropical storm level or hurricane level) is forecast and approaches Mobile. As USCG Designated Alert Levels increase from Whisky to Xray to Yankee and finally to Zulu, the Port and its sub-applicants reduce their operations and implement specific and practiced protective procedures to secure equipment and facilities to minimize potential high wind, storm flooding and tidal surge damage. Each entity has dedicated staff members who are charged with well-defined responsibilities for severe weather preparations and post-event facility and equipment condition inspections before returning facilities, equipment, and infrastructure to operating status.

ASPA: The Port Authority will use CPP grant funding to acquire two Battery Electric Switching Locomotives (BEL). When severe weather with potential flooding and tidal surge is forecast, the newly acquired BELs will be moved inland on Port Authority track to the vicinity of Bay Bridge Road, which has a significantly higher elevation than at the Automobile RO/RO Terminal, the McDuffie Coal Terminal or the Intermodal Rail Facility, and will provide safe storage.

APMT: As part of APMT's decarbonization initiative, they will use CPP grant funding to acquire 36 e-terminal tractors, 4 e-top loaders, 13 Fast Chargers, an electrical substation, and electrical transmission

infrastructure. When the APM Terminal was constructed (operating since 2008) it was built at an elevation of +13' above MSL. This is 6' above the highest tidal surge during Hurricane Katrina in 2005. Therefore, the probability of inundation of the terminal during any severe weather event is quite low, and emergency elevation should not be required to protect the assets; however, prior to the arrival of the storm, equipment will be parked on the terminal, positioned to be protected as much as possible from potential wind damage. Electrical power to the ZE equipment chargers will be cut before the storm as a preventive measure. The new substation and electrical transmission infrastructure will be designed and built to the latest codes with enhanced area drainage, watertight conduit, ground fault trips, and water-resistant wiring.

Cooper Marine: Cooper Marine will use CPP grant funding to acquire two e-bulk material handlers and perform site work on the dock to accommodate the material handlers' travel along the dock face. Depending on the forecast storm's severity, Cooper Marine will execute one of the following emergency procedures: place the material handlers on top of a bulk material stockpile at +30' MSL, place the material handlers on a barge(s) and transport them inland to a less vulnerable location, or disassemble sufficiently to truck the material handler's components to a safer inland location. Hurricane tie-downs will be included in the dock site work to secure the material handlers from wind damage. Electrical transmission infrastructure, switchgear, and other weather-vulnerable components will be properly elevated above the historical storm surge level. Watertight conduit will be used for all transmission lines, and water-resistant wiring will also be used. Electrical power will be shut off as a last protective action before storm passage. Post weather event, Cooper has a protocol for system condition inspection and resistance testing before restoration of electrical power.

CSA Equipment: CSA Equipment will use grant funding to acquire four e-forklifts. As soon as severe weather is forecast with reasonable certainty of impact, CSA Terminal staff will shelter the e-forklifts inside a wind and flood-resistant, hardened structure on the terminal. Additionally, elevated platforms will be provided inside the structure. The e-forklifts will be placed on the elevated platforms and tarped to prevent the possibility of storm surge damage during storm passage. Prior to storm passage, electrical power to the chargers will be cut off. Post-storm passage, CSA will perform a condition inspection of both the e-forklifts and the electrical infrastructure and chargers before reenergizing the electrical supply system.

CG Railway: CPP grant funding will provide electrical shore power to the rail-ferry berth. As proven technology, the proposed shore power system will be built to the latest code specifications. Given the dock elevation at below Base Flood Elevation, vulnerable components will be elevated, conduit will be sealed to be watertight, wiring will be water resistant, and ground-fault trip equipped. All outdoor electrical equipment will be appropriately anchored to resist wind loads and will be NEMA 3 moisture rated. Electrical power will be shut off as a protective action before storm passage. Post-weather event, a system condition inspection and resistance testing will be performed before restoration of electrical power to preclude potential system damage.

Section 8 – Budget

The budget for this project includes direct funding to the Alabama State Ports Authority for implementation activities as well as pass through funding to four subrecipients: PM Terminals (APMT) – Mobile, Cooper Marine, CG Railway and CSA Equipment Company, LLC.

The budget shown in Table 15, which is consistent with the SF424 form categories, describes how program funding will be used by the Alabama State Ports Authority for project implementation. Pass through funding to the subrecipients is shown in the "Other" category, per the instructions of the SF424 Form.

Table 15: Alabama State Ports Authority Request – SF 424 Cost Categories

Line Item & Itemized Cost	EPA Funding	Non-Federal Cost Share
Personnel		
Grant Administrator at .25 FTE 4-year period of performance. Salary: $91,269/year with a 4% annual salary increase	$77,514.40	$19,378.60
Total Personnel	**$77,514.40**	**$19,378.60**
Fringe Benefits		
Alabama State Ports Authority fringe rate of 35.82% Prorated for .25 FTE Grant Administrator Rate includes FICA and Medicare, Life Insurance, Employer Health and Dental Care Contribution, and Retirement Fund Participation	$27,739.20	$6,934.80
Total Fringe	**$27,739.20**	**$6,934.80**
Total Travel	**$0.00**	**$0.00**
Equipment		
2 Battery Electric Locomotives at $2,500,000 each	$4,000,000.00	$1,000,000.00
2 Level 2 Chargers at $22,000 each and installation	$95,200.00	$23,800.00
Total Equipment	**$4,095,200.00**	**$1,023,800.00**
Total Supplies	**$0.00**	**$0.00**
Total Contractual	**$0.00**	**$0.00**
Total Construction	**$0.00**	**$0.00**
Other		
Subapplicant - PM Terminals (APM) - Mobile	$39,932,292.00	$9,983,073.00
Subapplicant - Cooper Marine	$6,700,775.04	$1,675,193.76
Subapplicant - CG Railway	$2,127,385.00	$531,846.25
Subapplicant - CSA Equipment Company	$2,266,352.00	$566,588.00
Total Other	**$51,026,804.04**	**$12,756,701.01**
Total Indirect Charges	**$0.00**	**$0.00**
Total Funding	**$55,227,257.64**	**$13,806,814.41**
Total Project Cost	**$69,034,072.05**	

Mandatory Cost Share

The mandatory cost share of 20% of the project budget will be shared by the applicant and the subapplicants. The Letters of Commitment and the Statutory Partnership Agreements included in this application verify the commitment. Cost share will be provided as follows:

Table 16: Sources of the Mandatory Cost Share

Partner	Cost Share Commitment	Source
Alabama State Ports Authority	$1,050,113.40	Operating Revenue
Subapplicant - PM Terminals (APM) - Mobile	$9,983,073.00	Internally generated cash
Subapplicant - Cooper Marine	$1,675,193.76	Operating cash on hand
Subapplicant - CG Railway	$531,846.25	Annual capital fund
Subapplicant - CSA Equipment Company	$566,588.00	Operating cash on hand

Target Apportionment Among Cost Categories

The grant request meets the required 50% apportionment of funds to expenses related to the purchase and installation of ZE equipment or shore power infrastructure. The grant request's apportionment of funding to ZE equipment or shore power infrastructure implementation is 99.9% of the budget.

Leveraged Funds

While the grant program is part of a larger ZE effort for the Alabama State Ports Authority, there are no specific program funds that will be leveraged for this project.

Budget Detail

This section provides a detailed breakout of the budget by funding type. The first table includes the specific budgetary items allocated directly to the Alabama State Port Authority. The second table will detail the subaward costs identified in the Other category. The application template includes full information about the workup of the budget.

Table 17: Budget Detail – Alabama State Ports Authority

Budget Category	Definition of Item	Cost
Personnel	Grant Administrator at .25 FTE - 4-year period of performance - Salary: $91,269/year with a 4% annual salary increase.	$96,893.00
Fringe	Alabama State Ports Authority fringe rate of 35.82% Prorated for .25 FTE Grant Administrator Rate includes FICA and Medicare, Life Insurance, Employer Health and Dental Care Contribution, and Retirement Fund Participation	$34,674.00
Travel	No funding is requested	$0.00
Equipment	2 Battery Electric Locomotives at $2,500,000 each and 2 Level 2 Chargers at $22,000 each with installation at $75,000.	$5,119,000.00
Supplies	No funding is requested	$0.00
Contractual	No funding is requested	$0.00
Construction	No funding is requested	$0.00
Other	Specific funding details for the Subapplicants is available in Table 4	$63,783,505.05
Indirect Charges	No funding is requested	$0.00
	Total	**$69,034,072.05**

Table 18: Subapplicant Budget Request Details

Subapplicant	Budget Request	Cost
PM Terminals (APM) - Mobile	35 Battery Electric Terminal Tractors (Hyster TT82AL Full Electric 2024) at $420,000 per unit.	$14,700,000.00
	4 Battery Electric Container Handling Equipment (Taylor/Terberg ZLC-996 2024) at $1,910,000 per unit	$7,640,000.00
	13 DC Fast Chargers (BorgWarner IPERION 240 DC, dual gun) at $76,065 per unit. Installation for the units is $50,000 total with other expenses (shipping) at $8,0000 total.	$1,046,845.00

PM Terminals (APM) - Mobile (continued)	2 High Voltage Shore Power Connections (IGUS Mobile Shore Power Outiet System) at $1,675,135.14 per pedestal. Other expenses include: relocation of fenders and protective bumpers at $ 2,228,648.65, electrical protection cabinets, converter substation, and cabling to the quay at $ 2,742,044.45, general costs for shipping and contractor mobilization at $ 500,000 and a 20% contingency.	$10,876,662.00
	Dedicated substation for PM Terminals Mobile including civil and concrete foundations, earthwork, and electrical work.	$15,651,858.00
Cooper Marine	2 Battery Electric Material Handlers (Sennebogan 870E) at $2,407,244.40 per unit which includes the unit price with a 10% contingency	$4,814,488.80
	Electrical upgrades between the meter and the material handlers will be required to supply 250kW of 3-Phase 480Volt continuous power to each material handler. This infrastructure includes switchgear, transformers, electrical wire, and a cable tray that connects to each machines's cable reel to feed them power.	$1,625,400.00
	Dock site work to support the installation of charging infrastructure at $1,613,400 with a 20% contingency included	$1,936,080.00
CSA Equipment Company	4 Battery Electric Forklifts (Wiggins Lift Company). I W365YXLe-36-250 H3 18 at $832,710 per unit and 3 W100Ye-24-104 H3 13.5 at $419,660 per unit	$2,091,690.00
	Pier C South Building Power and Electrical	$312,000.00
	2 DC Fast Chargers (BTC B3A-180-480-015 - BAA - BTC 180kW AiO Dual) at $138,826 per unit. Installation cost at $84,904. Network subscription and software license, warranty and shipping at $66,694.	$429,250.00
CG Railway	1 High Voltage Shore Power Conennection (PowerCon AS) at 2,000,000 per unit. Installation costs are $607,231.25. Other expenses at $52,000.	$2,659,231.25

Expenditure of Awarded Funds

The Alabama State Port Authority will be responsible to the EPA for the efficient and effective administration and management of the Clean Ports Program and grant funding. The Port Authority is a regular recipient of federal funding, through direct discretionary and formula programs and pass-through funding through the State of Alabama.

The Port Authority Grant Administrator will be assisted by an established grant management and administration team consisting of staff with a full spectrum of port engineering, port operations, and port-related financial management experience. Engineering staff with significant background and experience in working successfully with federal and state resource and regulatory agencies, Homeland Security, and the US Army Corps of Engineers will provide that expertise and experience to the Grant Administrator's team. The Grant Administrator will have the Port Authority's Counsel for any needed legal services in the course of establishing the grant agreement and administering the grant program post agreement execution.

Reasonableness of Costs

The budget for the Alabama State Ports Authority and their subapplicants was developed based on their vast experience procuring equipment for port activities. In estimating the cost of the requested items, the partners identified potential vendors, evaluated their ability to meet domestic content requirements, the cost of the unit and other installation costs, and identified whether the product would be able to be delivered within the period of performance. The partners used this research to provide feedback to EPA's request for information on BABA compliant items.

Section 9 - Attachments

Supplemental attachments also available at: https://www.alports.com/clean-ports-power-project/

Attachment A - Statutory Partnership Agreements

EPA CLEAN PORTS PROGRAM GRANT
STATUTORY PARTNERSHIP AGREEMENT

This Statutory Partnership Agreement (the "Agreement") is made and entered into as of the 24 day of May 2024 (the "Effective Date"). The Parties to this Agreement are as follows:

The Applicant is the Alabama State Port Authority, an agency of the State of Alabama ("ASPA").

The Statutory Partner is CG Railway, LLC, a Delaware limited liability company (the "Partner").

This Agreement is being made pursuant to, and is intended to comply with, the requirements set forth in Appendix B to the RFA (as defined below), a copy of which is attached hereto as Exhibit A.

The Parties to this Agreement agree to the following:

The Parties shall cooperate and work collaboratively in good faith with respect to the Environmental Protection Agency ("EPA") Clean Ports Program: Zero-Emission Technology Deployment Competition Grant Request (the "Grant Request") to be submitted by ASPA, as the Applicant, in response to the EPA's Notice of Funding Opportunity and Request for Applications with respect to Funding Opportunity Number EPA-R-OAR-CPP-24-04, Assistance Listing No. 66.051 (the "RFA").

The specific project with respect to which ASPA and the Partner wish to cooperate and collaborate is described in general terms in certain shore power equipment and infrastructure installation attached hereto as Exhibit B (the "Project").

The basic terms and conditions of the Parties' collaboration and cooperation with respect to the Grant Request, the Project, and any grant awarded to ASPA in response thereto (a "Grant") are memorialized in this Agreement.

As Applicant, ASPA is responsible for:

- the overall management, performance, oversight, and reporting responsibilities under the Grant,
- making subawards to the Partner and other Statutory Partners and Collaborating Entities, and
- the receipt of federal funds from EPA and the proper expenditure of such funds.

ASPA will bear liability for unallowable costs.

ASPA is also responsible for compliance, legal issues, and managing risks associated with the Project.

As Statutory Partner, the Partner is responsible for:

- Committing to providing 20% match of funding for delivering Partner's project.

If the Partner cannot perform for some unforeseen reason under the terms of this Agreement, the Partner will, upon request of the ASPA, assign all rights and obligations to another comparable Statutory Partner to ensure successful Grant and Project completion within the time allotted pursuant to the terms of the Grant. Replacement of the Statutory Partner may be necessary for various reasons including, but not limited to, performance issues. Any replacement Statutory Partner will require prior approval by the ASPA and by an authorized EPA official pursuant to 2 CFR 200.308(c)6), and, if circumstances require, the Partner will provide assistance in finding a replacement with due haste.

If the Grant Request is selected for award, ASPA and the Partner shall enter into a subaward agreement ("Award Agreement") that complies with the subaward requirements in the grant regulations at 2 CFR 200.331 and in EPA's Subaward Policy and related guidance that contains terms and conditions including those above.

The Parties acknowledge that they have carefully reviewed the RFA and understand the obligations and responsibilities they each will incur if the Grant is awarded (the "Grant Obligations"). Each Party agrees, if the Grant is awarded, to comply with the Grant obligations applicable to it. The Parties agree that should any dispute arise between them, or should unforeseen circumstances impede the Project's progress, they shall participate in good faith in mediation with a neutral third-party mediator selected jointly, aimed at resolving the dispute by agreement.

Each Party agrees, to the extent permitted by law, to indemnify and hold the other harmless, from and against any and all losses, liabilities, damages and costs that may arise in connection with the breach by such Party of its Grant Obligations.

The Parties shall contribute to the Project, in addition to the funding awarded pursuant to the Grant, as follows:

ASPA: N/A

The Partner: N/A

Notwithstanding that this Agreement is titled "Statutory Partnership Agreement," the Parties do not intend hereby to create a legal partnership or joint venture, or to create any relationship of agent and principal between them. The Parties are entering into this Agreement as independent contractors, and neither Party shall have the power to bind the other Party. Neither Party shall be liable for the acts or omissions of the other Party.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their respective duly authorized representatives as of the date first written above.

ALABAMA STATE PORT AUTHORITY

By: _____
Name: J. C. Driscoll
Title: Director

_____

By: _____
Name: Hoffman Lyeson
Title: President

M#198229
9469758_1

Revised April 10, 2024

APPENDIX B – Statutory Partnership Agreement between a Private Entity Applicant and Statutory Partner

To be eligible for funding, a private entity applicant must include in the application a copy of a written and signed Statutory Partnership Agreement with the Statutory Partner that is legally binding. At a minimum, the Partnership Agreement must specify the following:

- Who will be the applicant and the Statutory Partner.
- The applicant is responsible for the overall management, performance, oversight, and reporting responsibilities under the grant, and for making subawards to Statutory Partners and Collaborating Entities.
- The applicant will be responsible for the receipt of federal funds from the EPA and the proper expenditure of these funds and will bear liability for unallowable costs.
- The roles and responsibilities of the applicant and Statutory Partner for project activities and how disputes between them will be handled and resolved. Please note that the EPA is not a party to the Partnership Agreement, and any disputes between the parties must be resolved under the law applicable to the Partnership Agreement.
- The applicant is responsible for compliance and legal issues, and managing risks associated with the project. It must also describe the procedures for replacing a Statutory Partner with another Statutory Partner, and for ensuring the replacement has the comparable expertise, experience, knowledge, and qualifications of the replaced Statutory Partner to ensure successful grant completion within 4 years. Replacement may be necessary for various reasons including performance issues. Note that replacement requires prior approval by an authorized EPA official pursuant to 2 CFR § 200.308(c)(6).
- The applicant and Statutory Partner's agreement, if the proposed application is selected for award, to enter a subaward that complies with the subaward requirements in the grant regulations at 2 CFR § 200.331 and in the EPA's subaward Policy and related guidance and that contains terms and conditions including those above.
- Optional: For applications where the Statutory Partner is contributing mandatory cost share or leveraged resources, applicants are encouraged to describe the financial commitments being made by the Statutory Partner and the role that they will play in the proposed project.

Exhibit B

CG Railway is requesting grant funding from the Clean Ports Program to procure and install the electrical equipment and supporting infrastructure to provide their two vessels, which call 6 to 7 times per month, with electric shore power while berthed and loading or discharging railcars at the Port of Mobile. CG Railway fully supports and is committed to the Port Authority's goal to achieve a full transition to ZE operations while significantly and methodically reducing GHG emissions and air pollution.

EPA CLEAN PORTS PROGRAM GRANT
STATUTORY PARTNERSHIP AGREEMENT

This Statutory Partnership Agreement (the "Agreement") is made and entered into as of the 28th day of May 2024 (the "Effective Date"). The Parties to this Agreement are as follows:

The Applicant is the Alabama State Port Authority, an agency of the State of Alabama ("ASPA").

The Statutory Partner is Cooper Marine, Inc., an Alabama corporation (the "Partner").

This Agreement is being made pursuant to, and is intended to comply with, the requirements set forth in Appendix B to the RFA (as defined below), a copy of which is attached hereto as Exhibit A.

The Parties to this Agreement agree to the following:

The Parties shall cooperate and work collaboratively in good faith with respect to the Environmental Protection Agency ("EPA") Clean Ports Program: Zero-Emission Technology Deployment Competition Grant Request (the "Grant Request") to be submitted by ASPA, as the Applicant, in response to the EPA's Notice of Funding Opportunity and Request for Applications with respect to Funding Opportunity Number EPA-R-OAR-CPP-24-04, Assistance Listing No. 66.051 (the "RFA").

The specific project with respect to which ASPA and the Partner wish to cooperate and collaborate is described in general terms attached hereto as Exhibit B (the "Project").

The basic terms and conditions of the Parties' collaboration and cooperation with respect to the Grant Request, the Project, and any grant awarded to ASPA in response thereto (a "Grant") are memorialized in this Agreement.

As Applicant, ASPA is responsible for:

- the overall management, performance, oversight, and reporting responsibilities under the Grant,
- making subawards to the Partner and other Statutory Partners and Collaborating Entities, and
- the receipt of federal funds from EPA and the proper expenditure of such funds.

ASPA will bear liability for unallowable costs.

ASPA is also responsible for compliance, legal issues, and managing risks associated with the Project.

As Statutory Partner, the Partner is responsible for:

- Committing to providing 20% match of funding for delivering Partner's project.

If the Partner cannot perform for some unforeseen reason under the terms of this Agreement, the Partner will, upon request of the ASPA, assign all rights and obligations to another comparable Statutory Partner to ensure successful Grant and Project completion within the time allotted pursuant to the terms of the Grant. Replacement of the Statutory Partner may be necessary for various reasons including, but not limited to, performance issues. Any replacement Statutory Partner will require prior approval by the ASPA and by an authorized EPA official pursuant to 2 CFR 200.308(c)6), and, if circumstances require, the Partner will provide assistance in finding a replacement with due haste.

If the Grant Request is selected for award, ASPA and the Partner shall enter into a subaward agreement ("Award Agreement") that complies with the subaward requirements in the grant regulations at 2 CFR 200.331 and in EPA's Subaward Policy and related guidance that contains terms and conditions including those above.

The Parties acknowledge that they have carefully reviewed the RFA and understand the obligations and responsibilities they each will incur if the Grant is awarded (the "Grant Obligations"). Each Party agrees, if the Grant is awarded, to comply with the Grant obligations applicable to it. The Parties agree that should any dispute arise between them, or should unforeseen circumstances impede the Project's progress, they shall participate in good faith in mediation with a neutral third-party mediator selected jointly, aimed at resolving the dispute by agreement.

Each Party agrees, to the extent permitted by law, to indemnify and hold the other harmless, from and against any and all losses, liabilities, damages and costs that may arise in connection with the breach by such Party of its Grant Obligations.

The Parties shall contribute to the Project, in addition to the funding awarded pursuant to the Grant, as follows:

ASPA: [describe any additional contribution of funds and/or services]

The Partner: [describe any additional contribution of funds and/or services]

Notwithstanding that this Agreement is titled "Statutory Partnership Agreement," the Parties do not intend hereby to create a legal partnership or joint venture, or to create any relationship of agent and principal between them. The Parties are entering into this Agreement as independent contractors, and neither Party shall have the power to bind the other Party. Neither Party shall be liable for the acts or omissions of the other Party.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their respective duly authorized representatives as of the date first written above.

ALABAMA STATE PORT AUTHORITY

By: _____
Name: J. C. Driscoll
Title: Director

Cooper Marine, Inc.

By: _____
Name: Matt Powell
Title: Managing Director of Marine Operations

Revised April 10, 2024

APPENDIX B -- Statutory Partnership Agreement between a Private Entity Applicant and Statutory Partner

To be eligible for funding, a private entity applicant must include in the application a copy of a written and signed Statutory Partnership Agreement with the Statutory Partner that is legally binding. At a minimum, the Partnership Agreement must specify the following:

- Who will be the applicant and the Statutory Partner.
- The applicant is responsible for the overall management, performance, oversight, and reporting responsibilities under the grant, and for making subawards to Statutory Partners and Collaborating Entities.
- The applicant will be responsible for the receipt of federal funds from the EPA and the proper expenditure of these funds and will bear liability for unallowable costs.
- The roles and responsibilities of the applicant and Statutory Partner for project activities and how disputes between them will be handled and resolved. Please note that the EPA is not a party to the Partnership Agreement, and any disputes between the parties must be resolved under the law applicable to the Partnership Agreement.
- The applicant is responsible for compliance and legal issues, and managing risks associated with the project. It must also describe the procedures for replacing a Statutory Partner with another Statutory Partner, and for ensuring the replacement has the comparable expertise, experience, knowledge, and qualifications of the replaced Statutory Partner to ensure successful grant completion within 4 years. Replacement may be necessary for various reasons including performance issues. Note that replacement requires prior approval by an authorized EPA official pursuant to 2 CFR § 200.308(c)(6).
- The applicant and Statutory Partner's agreement, if the proposed application is selected for award, to enter a subaward that complies with the subaward requirements in the grant regulations at 2 CFR § 200.331 and in the EPA's subaward Policy and related guidance and that contains terms and conditions including those above.
- Optional: For applications where the Statutory Partner is contributing mandatory cost share or leveraged resources, applicants are encouraged to describe the financial commitments being made by the Statutory Partner and the role that they will play in the proposed project.

Exhibit B

Cooper Marine is requesting funding from the Clean Ports Program to acquire two Zero Emissions material handlers for transloading wood pellets – a renewable energy source transported by barge, the cleanest and lowest emission alternative to trucking. The two new material handlers would replace a larger diesel-powered crane at our Port of Mobile terminal that runs on two diesel engines. This replacement with ZE equipment will serve to significantly reduce noxious emissions, and it will be a model for other marine bulk cargo handlers to emulate throughout the industry. Additionally, CPP grant funding is requested for electrical infrastructure, required to provide direct power to the ZE material handlers and for site work at the dock to allow the material handlers to travel along the dock face.

EPA CLEAN PORTS PROGRAM GRANT
STATUTORY PARTNERSHIP AGREEMENT

This Statutory Partnership Agreement (the "Agreement") is made and entered into as of the ____ day of May 2024 (the "Effective Date"). The Parties to this Agreement are as follows:

The Applicant is the Alabama State Port Authority, an agency of the State of Alabama ("ASP A").

The Statutory Partner is CSA Equipment Company, LLC , a Terminal Operator, the "Partner").

This Agreement is being made pursuant to, and is intended to comply with, the requirements set forth in Appendix B to the RFA (as defined below), a copy of which is attached hereto as Exhibit A.

The Parties to this Agreement agree to the following:

The Parties shall cooperate and work collaboratively in good faith with respect to the Environmental Protection Agency ("EPA") Clean Ports Program: Zero-Emission Technology Deployment Competition Grant Request (the "Grant Request") to be submitted by ASPA, as the Applicant, in response to the EPA's Notice of Funding Opportunity and Request for Applications with respect to Funding Opportunity Number EPA-R-OAR-CPP-24-04, Assistance Listing No. 66.051 (the "RFA").

The specific project with respect to which ASPA and the Partner wish to cooperate and collaborate is described in general terms in that certain _____ attached hereto as Exhibit B (the "Project").

The basic terms and conditions of the Parties' collaboration and cooperation with respect to the Grant Request, the Project, and any grant awarded to ASPA in response thereto (a "Grant") are memorialized in this Agreement.

As Applicant, ASPA is responsible for:

- the overall management, performance, oversight, and reporting responsibilities under the Grant,
- making subawards to the Partner and other Statutory Partners and Collaborating Entities, and
- the receipt of federal funds from EPA and the proper expenditure of such funds.

ASPA will bear liability for unallowable costs.

ASPA is also responsible for compliance, legal issues, and managing risks associated with the Project.

As Statutory Partner, the Partner is responsible for:

- Committing to providing 20% match of funding for delivering Partner's project.

If the Partner cannot perform for some unforeseen reason under the terms of this Agreement, the Partner will, upon request of the ASPA, assign all rights and obligations to another comparable Statutory Partner to ensure successful Grant and Project completion within the time allotted pursuant to the terms of the Grant. Replacement of the Statutory Partner may be necessary for various reasons including, but not limited to, performance issues. Any replacement Statutory Partner will require prior approval by the ASPA and by an authorized EPA official pursuant to 2 CFR 200.308(c)6), and, if circumstances require, the Partner will provide assistance in finding a replacement with due haste.

If the Grant Request is selected for award, ASPA and the Partner shall enter into a subaward agreement ("Award Agreement") that complies with the subaward requirements in the grant regulations at 2 CFR 200.331 and in EPA's Subaward Policy and related guidance that contains terms and conditions including those above.

The Parties acknowledge that they have carefully reviewed the RFA and understand the obligations and responsibilities they each will incur if the Grant is awarded (the "Grant Obligations"). Each Party agrees, if the Grant is awarded, to comply with the Grant obligations applicable to it. The Parties agree that should any dispute arise between them, or should unforeseen circumstances impede the Project's progress, they shall participate in good faith in mediation with a neutral third-party mediator selected jointly, aimed at resolving the dispute by agreement.

Each Party agrees, to the extent permitted by law, to indemnify and hold the other harmless, from and against any and all losses, liabilities, damages and costs that may arise in connection with the breach by such Party of its Grant Obligations.

The Parties shall contribute to the Project, in addition to the funding awarded pursuant to the Grant, as follows:

ASPA: [describe any additional contribution of funds and/or services]

The Partner: [describe any additional contribution of funds and/or services]

Notwithstanding that this Agreement is titled "Statutory Partnership Agreement," the Parties do not intend hereby to create a legal partnership or joint venture, or to create any relationship of agent and principal between them. The Parties are entering into this Agreement as independent contractors, and neither Party shall have the power to bind the other Party. Neither Party shall be liable for the acts or omissions of the other Party.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their respective duly authorized representatives as of the date first written above.

ALABAMA STATE PORT AUTHORITY

By: J. C. Driscoll
Name: J. C. Driscoll
Title: Director

By: Bill Cooper
Name: Bill Cooper
Title: As its President

M#198229
9469758_1

Revised April 10, 2024

APPENDIX B – Statutory Partnership Agreement between a Private Entity Applicant and Statutory Partner

To be eligible for funding, a private entity applicant must include in the application a copy of a written and signed Statutory Partnership Agreement with the Statutory Partner that is legally binding. At a minimum, the Partnership Agreement must specify the following:

- Who will be the applicant and the Statutory Partner.
- The applicant is responsible for the overall management, performance, oversight, and reporting responsibilities under the grant, and for making subawards to Statutory Partners and Collaborating Entities.
- The applicant will be responsible for the receipt of federal funds from the EPA and the proper expenditure of these funds and will bear liability for unallowable costs.
- The roles and responsibilities of the applicant and Statutory Partner for project activities and how disputes between them will be handled and resolved. Please note that the EPA is not a party to the Partnership Agreement, and any disputes between the parties must be resolved under the law applicable to the Partnership Agreement.
- The applicant is responsible for compliance and legal issues, and managing risks associated with the project. It must also describe the procedures for replacing a Statutory Partner with another Statutory Partner, and for ensuring the replacement has the comparable expertise, experience, knowledge, and qualifications of the replaced Statutory Partner to ensure successful grant completion within 4 years. Replacement may be necessary for various reasons including performance issues. Note that replacement requires prior approval by an authorized EPA official pursuant to 2 CFR § 200.308(c)(6).
- The applicant and Statutory Partner's agreement, if the proposed application is selected for award, to enter a subaward that complies with the subaward requirements in the grant regulations at 2 CFR § 200.331 and in the EPA's subaward Policy and related guidance and that contains terms and conditions including those above.
- Optional: For applications where the Statutory Partner is contributing mandatory cost share or leveraged resources, applicants are encouraged to describe the financial commitments being made by the Statutory Partner and the role that they will play in the proposed project.

Exhibit B

CSA Equipment Company, LLC is requesting funding from the Clean Ports Program for the acquisition of four e-forklifts for cargo handling and three DC Fast Charges. CSA's goals for progress towards conversion to ZE operations are embodied in the Port Authority's goals and objectives which coincide very closely with the goals and objectives of the Clean Ports Program. Though just beginning the transition to ZE operations, the proposed equipment would be the first pieces of zero emission equipment for CSA Equipment Company, Inc. and will provide a foundation for future, scalable deployments while reducing mobile source emissions from forklifts with engine years from 1994-2015. CSA Equipment Company, LLC share of the project as described above would not exceed $605,000.00.

Attachment B - Applicant Fleet and Infrastructure Description

Fleet

Partner	Item	Cost	Fed Share	Non-Fed
ASPA	Locomotive	$ 2,500,000.00	$ 2,000,000.00	$ 500,000.00
		$ 2,500,000.00	$ 2,000,000.00	$ 500,000.00
APMT	Terminal Tractor	$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
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		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
		$ 420,000.00	$ 336,000.00	$ 84,000.00
	Container Handling Equipment	$ 1,910,000.00	$ 1,528,000.00	$ 382,000.00
		$ 1,910,000.00	$ 1,528,000.00	$ 382,000.00
		$ 1,910,000.00	$ 1,528,000.00	$ 382,000.00
		$ 1,910,000.00	$ 1,528,000.00	$ 382,000.00
SSA	Forklift	$ 832,710.00	$ 666,168.00	$ 166,542.00
		$ 419,660.00	$ 335,728.00	$ 83,932.00
		$ 419,660.00	$ 335,728.00	$ 83,932.00
		$ 419,660.00	$ 335,728.00	$ 83,932.00
Cooper	Other Material Handling Equipment	$ 2,407,244.40	$ 1,925,795.52	$ 481,448.88
		$ 2,407,244.40	$ 1,925,795.52	$ 481,448.88
		$ 34,246,178.80	**$ 27,396,943.04**	**$ 6,849,235.76**

Infrastructure

EVSE and Charging

		Chargers			Installation			Other Expenses			All Expenses		
Partner	Item	Cost	Fed Share	Non Fed	Cost	Fed Share	Non-Fed Share	Cost	Fed Share	Non-Fed Share	Totals	Fed Share	Non-Fed Share
ASPA	Level 2	$ 44,000.00	$ 35,200.00	$ 8,800.00	$ 75,000.00	$ 60,000.00	$ 15,000.00	$ -	$ -	$ -	$ 119,000.00	$ 95,200.00	$ 23,800.00
APMT	DC Fast Charger	$ 912,780.00	$ 730,224.00	$ 182,556.00	$ 25,000.00	$ 20,000.00	$ 5,000.00	$ 4,000.00	$ 3,200.00	$ 800.00	$ 941,780.00	$ 753,424.00	$ 188,356.00
	DC Fast Charger	$ 76,065.00	$ 60,852.00	$ 15,213.00	$ 25,000.00	$ 20,000.00	$ 5,000.00	$ 4,000.00	$ 3,200.00	$ 800.00	$ 105,065.00	$ 84,052.00	$ 21,013.00
Cooper	Other	$ 1,625,400.00	$ 1,300,320.00	$ 325,080.00	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,625,400.00	$ 1,300,320.00	$ 325,080.00
SSA	DC Fast Charger	$ 277,652.00	$ 222,121.60	$ 55,530.40	$ 84,904.00	$ 67,923.20	$ 16,980.80	$66,694.00	$ 53,355.20	$ 13,338.80	$ 429,250.00	$ 343,400.00	$ 85,850.00
											$ 3,220,495.00	**$ 2,576,396.00**	**$ 644,099.00**

Shore Power

		Shore Power Pedestals			Installation			Other Expenses			All Expenses		
Partner	Item	Cost	Fed Share	Non Fed	Installation Cost	Fed Share	Non-Fed Share	Eligible Related Expenese	Fed Share	Non-Fed Share	Totals	Fed Share	Non-Fed Share
CGRail	High voltage shore power connection (HVSC)	$ 2,000,000.00	$ 1,600,000.00	$ 400,000.00	$ 607,231.25	$ 485,785.00	$ 121,446.25	$52,000.00	$ 41,600.00	$ 10,400.00	$ 2,659,231.25	$ 2,127,385.00	$ 531,846.25
APMT	High voltage shore power connection (HVSC)	$ 3,350,270.28	$ 2,680,216.22	$ 670,054.06	$ 961,560.00	$769,248.00	$192,312.00	$6,564,832	$ 5,251,865.4	$ 1,312,966.3	$ 10,876,662.00	$ 8,701,329.60	$ 2,175,332.40
											$ 13,535,893.25	**$ 10,828,714.60**	**$ 2,707,178.65**

Other Infrastructure

Partner	Item	Cost	Fed Share	Non Fed
Cooper	Dock Site Work	$ 1,936,080.00	$ 1,548,864.00	$ 387,216.00
SSA	Pier C South Building Power and Electrical	$ 312,000.00	$ 249,600.00	$ 62,400.00
APMT	Dedicated Substation	$ 15,651,858.00	$ 12,521,486.40	$ 3,130,371.60
		$ 17,899,938.00	**$ 14,319,950.40**	**$ 3,579,987.60**

Attachment C - Project Team Biographies

BETH ANN BRANCH

Fairhope, AL ◆ Tel: (415) 654-2694 ◆ Email: beth.frisher@gmail.com

EDUCATION

KENAN-FLAGLER BUSINESS SCHOOL — Chapel Hill, NC
University of North Carolina at Chapel Hill – Executive Program
Master of Business Administration (MBA), 2000

DUKE UNIVERSITY — Durham, NC
Bachelor of Arts (BA) with majors in French, Psychology & Education, 1986

PUBLIC SECTOR EXPERIENCE

PORT OF MOBILE 2021 to Present

The Port is a public agency responsible for the operation of the State's deep-water maritime terminals at Mobile, several inland docks across Alabama, and a short-line railroad.

Chief Commercial Officer Mobile, AL

Lead all marketing, business development, real estate and facilities activities for the Port. Responsible for negotiating large tenant concession agreements and for developing the commercial business case for new facilities such as two inland ports under development in the State.

PORT OF OAKLAND 2014 to 2019

The Port is an independent, public agency responsible for the operation of the Oakland Seaport and the Oakland International Airport. The Maritime Division's revenue in 2019 was USD 166 million with a record 2.5 million containers passing through the Port.

Head of Business Development & International Marketing, Maritime Oakland, CA

Led all market and business development, sales operations, and ocean carrier / beneficial cargo owner customer facing activities at the Port of Oakland's seaport. Managed and developed team of five professionals, including Civil Service and Union represented staff.

Key Responsibilities & Results:

- Developed and launched **commercial strategy** and marketing organization re-alignment to deliver customer focus and to improve **industry segment knowledge**, which contributed to record earnings and volume activity for the Seaport. Strategy included customer segmentation, streamlined and targeted budget, branding makeover, channel engagement, and success metrics.
- Developed and managed approx. USD 1 million annual marketing and business development **budget**.
- Designed and deployed **data-driven sales and marketing decision tools** to improve transparency and provide actionable information to the commercial team.
- Member of the leadership team responsible for advancing and delivering **major new tenancies and developments** for the maritime division. Private development deals exceeded USD 278 million including new construction for USD 90 million state-of-the-art refrigerated warehouse, marine terminal expansion of over USD 57 million investment, and a 484,000-square foot / USD 52 million distribution warehouse. Co-lead negotiator on distribution warehouse.
- Hired, managed and developed **professional staff**.

PRIVATE SECTOR EXPERIENCE

A.P. MØLLER – MÆRSK GROUP 1995 to 2013

The group (APMM) owns the world's largest containership company and engages in a wide range of activities within the energy, transportation and logistics, offshore and retail sectors. Revenues in 2013 were USD 47 billion. Fortune Global 500 company.

Director – Marketing & Communications Norfolk, VA – 2012 to 2013

Maersk Line, Limited – APMM subsidiary focused on U.S. Government. Revenues in 2013 were USD 1.17 billion.

Led marketing and communications team in building the business and increasing revenue growth, including launching a marketing strategy for the company's new breakbulk joint venture.

Key Responsibilities & Results:

- Launched **online communications strategy**, resulting in 1,000% increase in constituent engagement through social media channels and 68% reduction in print advertising costs. Focus on launching Pay-Per-Click program and Search Engine Optimization and establishing analytics program to gain and action customer insights.
- Developed, managed and executed company's multi-channel **Marketing Strategy**. Overall responsible for customer engagement strategies, print and online advertising, website re-design, internal communications, social media, tradeshows, community giving and sponsorships, and sales collateral. Managed **USD 1 million marketing budget**, driving cost savings of 30% in 2012 and 18% in 2013 through utilization of more effective media channels.

General Manager – Global Business Process, Pricing Copenhagen, Denmark – 2008 to 2012

Maersk Line – APMM subsidiary & corporate headquarters. Largest container shipping company in the world with a fleet of more than 500 vessels and over 20,000 employees located in 125 countries. Revenue in 2012 was USD 27 billion.

Recruited to redesign Maersk Line's global price-setting process. Led the design and launch of this key strategic initiative to increase sales and improve profitability.

Key Responsibilities & Results:

- Recruited and mobilized **cross-functional project team of 45 colleagues worldwide**. Fostered high-paced, teamwork environment, resulting in project being delivered on time and within budget. Created, managed and mentored **off-shore support team** of 30 colleagues in Chennai, India, resulting in USD 1.5 million reduced General & Administrative cost.
- Co-led successful **global re-design and launch of pricing process –** involving approx. 3,000 sales colleagues worldwide – and IT system to support process redesign.
- Drove consensus across multiple P&L owners, resulting in pricing structure redesign and **profitability improvement** of USD 10 million over 3 years.

Director – Business Process, North America Madison, NJ – 2006 to 2008

Led 10-person team responsible for process improvement, including simplifying customer contracting and global key client tendering. Simplification efforts resulted in standard customer contracts, 15% fewer customer invoice disputes and lower receivable days outstanding.

Additional positions held at Maersk Inc. (and formerly Sea-Land Service) in North America with increasing responsibility and a primary focus on project management, revenue optimization and training from 1995 until 2006 – including General Manager of Sales Training & Development for the North American sales organization.

General Manager – Sales Training & Development Madison, NJ – 2005 to 2006

General Manager – Revenue Management Madison, NJ – 2000 to 2003

Manager – Pacific Services (Sea-Land Services, Inc.) Charlotte, NC – 1997 to 2000

Logistics Analyst (Sea-Land Services, Inc.) Charlotte, NC – 1995 to 1996

NON-PROFIT EXPERIENCE

Ten years' experience in program development and administration in non-profit sector, including on location oversight and execution of a USD 10 million U.S. Agency for International Development grant in Eastern Europe. 1986 to 1993

Responsibilities included: grant writing and administration, event management (i.e. – implementation of United Nations-sponsored international election observation teams in Romania, Bulgaria, and Albania), fundraising, stakeholder management – donors, governmental agencies and members.

VOLUNTEER AND OTHER BACKGROUND

- **Ecumenical Ministries** – Baldwin County, AL. Board of Directors and Volunteer. To help address food insecurity in the county, personally launched a "Giving Garden" which has donated 2,345 lbs of fresh produce to the food pantry in two years of operation. Article here: https://mobilebaymag.com/the-giving-garden/
- **Innovation Portal** – Mobile, AL. Board of Directors for this incubator and innovation hub accelerating startup growth in Southwest Alabama and the central Gulf Coast.
- **Farm to Fight Hunger** – Healdsburg, CA. Volunteer at this non-profit farm that grows and donates several tons of organic produce to the local community in need.
- **Students Rising Above** – San Francisco, CA. Board of Directors and Fundraising for this organization focused on long-term college-to-career mentoring for high-performing, first generation college students.
- **Habitat for Humanity**
    - Volunteer 1988 - 2013
    - Board of Directors, Washington DC affiliate
    - Corporate partnership lead (funding and volunteers) for construction of a home in Charlotte, NC
- **St. Mary's Home for Disabled Children** – Norfolk, VA. Volunteer, Fundraiser and Corporate lead to support new facility serving severely disabled children

- Trained in **Lean-Six Sigma** / Continuous Improvement methodology
- Advanced proficiency in **Excel**.
- Selected and sponsored by Sea-Land's Executive Committee to attend UNC-Chapel Hill's Executive MBA Program
- Long-term overseas assignments – Bulgaria and Denmark – and multiple short-term global assignments – India, Brazil, Chile, Hong Kong, United Arab Emirates, Greece, Spain, Germany, United Kingdom and Netherlands.

DOUG OTTO, PE

Vice President of Engineering, Alabama Port Authority

Doug has a long history of successfully leading multi-disciplinary teams in a wide variety of civil works and military projects to include numerous facility engineering projects over a 40+ year career. Since joining the Port of Mobile in January 2022, he has served as the Port's leader for facility engineering, environmental management, capital projects, and dredging/dredge material management.

Education

1982 Georgia Institute of Technology
Master of Science in Civil Engineering

1981 Auburn University
Bachelor of Civil Engineering

Relevant Project Experience

- Manages Alabama Port Authority Technical Services to include in-house staff and contract support. Evaluates the efficiency and effectiveness of operations, identify areas of improvement, establish criteria for project scope, maintain status and understanding of Port development and capital outlay program activities, and make decisions affecting the safety, efficiency, operational effectiveness, and profitability of the port. Responsible for all engineering design services, environmental services, and construction management. Responsible for permitting and dredging to maintain adequate under keel depth at the Port's berths. Responsible for long-term dredge material management activities.
- Chief of Engineering Division for US Army Corps of Engineers, Mobile District. Responsible for all engineering design services for the District's civil works, military, and support for others programs in the Southeast United States and South and Central America. Leads staff of 160 employees to execute a large and varied program. Dam and Levee Safety Officer for Corps of Engineers multi-purpose water resource projects located throughout the Southeast United States.
- Chief of Water Resources Branch for US Army Corps of Engineers, Mobile District. Responsible for all engineering studies, investigations, designs, construction, operation and maintenance of navigation channel, rivers, reservoirs, navigation structures, floodways, port engineering works, and coastal engineering.
- Project Manager responsible for management of multi-purpose civil works projects for the life cycle of the project from feasibility phase of planning through construction. Projects include hydro-electric powerhouse replacements, Mobile harbor channel deepening, flood mitigation, beach nourishment, and environmental restoration projects.
- Extensive experience with developing and leading complex inland and coastal water resources projects, both in the United States and internationally in Afghanistan, Iraq, Brazil, Honduras, Panama, and Guatemala.

Relevant Professional Experience

- 2021- present: Vice President of Engineering, Alabama Port Authority
- 2008 - 2019: Chief, Engineering Division, U.S. Army Corps of Engineers, Mobile District
- 2002 - 2008: Chief, Water Resources Engineering Branch, U.S. Army Corps of Engineers, Mobile District
- 1977 – 2002: Various Water Resource positions: Engineering, Project Management, Operations, U. S. Army Corps of Engineers, Mobile District

Megan Amacker

Organized and dependable and successful at managing multiple priorities with a positive attitude. Willingness to take on added responsibilities to meet team goals. Since joining the Alabama State Port Authority's Environmental & Program Management Division, Megan has administered over $500,825,873 in state and federal grant funds.

Education

2008 University of Mobile
Bachelor Business Management

Professional Experience

Alabama State Port Authority, Mobile, Alabama, August 2006 – Present

Grant Administrator – Environmental & Program Management, July 2009-Present

- Administers all Port grants with particular emphasis on record keeping, expenditure disbursement, document tracking, verification, compliance monitoring/auditing, and report generation. Monitors ASPA's grant program to ensure compliance with all laws, regulations, policies and guidelines. Serves as ASPA's lead on compliance audits by federal grant agencies and the annual A-133 audits. Responsible for all aspects of all grant funded projects from concept to completion. Manages all aspects of the Port's Disadvantaged Business Enterprise (DBE) program. Coordinates grant funded project requirements with ASPA project manager from other ASPA divisions.

Account Clerk- Executive Division, February 2008- July 2009

- Provided clerical assistance to six members of the Executive staff. Scheduled and assisted with planning meetings. Maintained a fleet of four vehicles for use by office staff. Managed contract employee's time. Responsible for all financial responsibilities for the Executive Office, including processing invoices, purchase orders and receipts and making decisions regarding bill payments in an accurate and timely manner. Coordinated weekly security classes required of all persons who conduct business and/or work on State Docks' property.

Account Clerk- Public Affairs, November 2006-February 2008

- Developed and maintained the Port's customer, media and community contact information databases and the Alabama Seaport database to support mailing lists for press releases and media information, customer notices and functions, mailings to political leadership, and outbound community and internal staff communications. Processed weekly vendor and supply services invoices for the Public Affairs and the Economic Development departments, as well as, occasional support to the Executive and Trade & Development departments' payables. Prepared all billing for approximately $60,000 in annual advertising sales for the port's monthly magazine. Maintained and ensured continuous funding of the Port Authority's USPS bulk mailing account, which totals $30,000 annually. Maintained the Port's media portfolios to include both an original press portfolio and a duplicate copy portfolio. Compiled monthly board reports and board committee minutes.

Administrative Assistant- Information Technology, August 2006- October 2006

- Provided administrative assistance to the Information Technology (IT) department. Processed all invoices to ensure timely payments. Communicated with vendors to ensure purchases were received in a timely manner.

Melissa Jordan

FAIRHOPE, AL 36532 | 334-301-1655 | jordans4au@yahoo.com

Summary

Dynamic Accountant with 20 years of extensive accounting knowledge across various financial realms. Well organized and diligent about keeping records current and reporting accurate.

Skills

- Microsoft Word
- Microsoft Excel
- Microsoft Power Point
- PeopleSoft
- Oracle
- SplashBI
- GL Connect
- Budget Development Problem-Solving
- Critical Thinking and Analysis
- Verbal and Written Communication
- Time Management

Experience

VICE PRESIDENT OF FINANCE | 07/2022 - Current

Alabama State Port Authority - Mobile, AL

- Prepare annual operating and capital budget, oversight of Accounting Department to ensure transactions are properly recorded and within Port polices and State guidelines, and timely preparation of financial reporting for Management; assist with implementation of new statutory guidance, such as GASB pronouncements; work with auditors during annual audit and preparation of the annual report; provide accounting support for other business areas as needed; served as Interim Secretary/Treasurer and performed CFO responsibilities June 2023 – September 2023

DIRECTOR OF MARKETING BUDGET AND COMPLIANCE | 04/2016 – 07/2022

Alfa Insurance - Montgomery, AL

- Prepare and manage annual expense budget of approximately $194M for Marketing, which included 10 sub-departments, work closely with Senior Management of each sub-department to ensure all anticipated expenses and capital expenditures are accounted for; review monthly financial reports and analyze variances results, prepare financial reports for Management, review and approve expenditures; prepare financial business cases for management by forecasting revenues and expenses for various proposed projects; resource for other departments regarding Marketing accounting matters; managed compliance function for Marketing department, help implement and administer software used to monitor Agent's social media for compliance with company and Department of Insurance guidelines

SENIOR AUDITOR | 11/2006 - 04/2016

Alfa Insurance - Montgomery, AL

- Perform operational and compliance audits, some as Auditor-In-Charge for Home Office departments and offices across AL, GA & MS, which includes review of internal controls and assessment of compliance with policies and procedures; review processes for efficiency; compose audit reports based on audit findings and include recommendations to help mitigate issues identified.

FINANCIAL ANALYST | 11/2004 - 11/2006

Regions Financial Corporation - Montgomery, AL

- Maintain and support occupancy allocation database, collect, report, and analyze occupancy data, support in preparation of occupancy budgets, prepare and input journal entries, account reconciliations, coordinate accounting matters with general ledger and reconciliation groups

SENIOR ACCOUNTANT/FIXED ASSETS MANAGER | 11/2003 - 11/2004

Regions Financial Corporation - Montgomery, AL

- Supervise fixed asset function, property tax function, and sales and use tax function for bank, which includes reviewing and monitoring activity as well as proper classification of assets and necessary tax reporting

IN-CHARGE ACCOUNTANT | 09/2003 - 11/2003

Wilson, Price, Barranco, Blankenship & Billingsley, P.C. - Montgomery, AL

- Supervise various jobs, including year-end closings, tax return preparation, and audits

IN-CHARGE ACCOUNTANT | 07/2002 - 06/2003

Presser, Lahnen & Edelman - Jacksonville, Florida

- Supervise various jobs, including year-end closing processes, tax return preparation, and audits

STAFF ACCOUNTANT | 01/2002 - 07/2002

Presser, Lahnen & Edelman - Jacksonville, Florida

- Perform year-end closing process, tax return preparation, financial statement preparation, and audit work

STAFF ACCOUNTANT | 01/1998 - 12/2001

Robertson, Andreoli & Covington - Bay Minette, AL

- Prepare bank reconciliations, record journal entries. perform year-end closing processes, tax return preparation, financial statement preparation, and audit work

Education and Training

University of Mobile - Mobile, AL | Bachelor of Science

Accounting And Computer Science, 05/2000

University of Mobile - Mobile, AL | MBA

Accounting, 05/2000

Certifications

- Certified Public Accountant (CPA)

References

References available upon request

Attachment D - Letters of Commitment

APM TERMINALS Lifting Global Trade

May 14, 2024

The Honorable Michael S. Regan
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: Clean Ports Program – Zero-Emission Technology Deployment Competition Letter of Funding Commitment

Dear Mr. Administrator

The APM Terminals Mobile L.L.C. is pleased to provide this letter of funding commitment as part of the Clean Ports Program: Zero-Emission Technology Deployment Competition application led by the Alabama State Ports Authority (ASPA). Clean Ports funding is being sought to implement several zero-emission replacement and deployment projects at the Port of Mobile and with our partner subrecipients.

APM Terminals Mobile L.L.C., participating as a subrecipient on the funding request, commits to the implementation of our scope elements, which include:

- ZE Fleet Replacement – Cargo Handling Equipment
- Shore Power Equipment and Infrastructure
- Electric Charging Equipment
- Electrical Substation

APM Terminals Mobile L.L.C. commits to a non-federal share of $ 10,348,951.04 equaling 20% of the subrecipient project request by APM Terminals, Mobile. Should the federal award be reduced, APM Terminals, Mobile L.L.C commits to 20% of the cost of project elements identified for APM Terminals, Mobile. The funding source will be internal generated cash. This funding source can be spent on this project with the following stipulations:

- Time Period: 2024 -2029
- Purpose: Fleet and cargo handling equipment replacement, by electrical equipment, new electrical infrastructure such as Charger stations, Shore power infrastructure and Electrical Substations.
- Location: APM Terminals Mobile, Alabama.

APM Terminals Mobile L.L.C. is committed to the implementation of this project and ensuring the realization of public benefit to our disadvantaged communities in Mobile through reducing Greenhouse Gases and other harmful emissions. We have participated in the required Statutory Partnership Agreement with the ASPA. APM Terminals Mobile L.L.C., as a subrecipient to the ASPA will comply with the project's grant agreement with EPA and the provisions of the subrecipient agreement with the ASPA

On behalf of APM Terminals Mobile L.L.C. , we are excited about the opportunity to partner with the EPA, the ASPA, and our partner subrecipients on the implementation of this transformative project.

Sincerely,

Brian Harold
Managing Director
APM Terminals Mobile LLC

901 Ezra Trice Boulevard
Mobile, AL 36603
T +1 (251) 410-6100
F +1 (251) 410-6103
www.apmterminals.com

Alabama Power

Leigh Davis
Senior Vice President,
Customer Solutions & Business Development

600 North 18th Street
Post Office Box 2641
Birmingham, Alabama 35291
205 257 2115 tel

May 22, 2024

The Honorable Michael S. Regan
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: Clean Ports Program – Zero-Emission Technology Deployment Competition Letter of Support

Dear Mr. Administrator,

I am writing to express Alabama Power's commitment to supporting the Alabama State Port Authorities' (ASPA) decarbonization and emissions reduction initiatives and our strong support for ASPA's application for federal grant funding through the Environmental Protection Agency's Clean Ports Program: Zero-Emission Technology Deployment Competition application. Clean Ports funding is being sought to implement several zero-emission replacement and deployment projects at the ASPA's Port of Mobile site and at their four partnering subrecipients port sites, including APM Terminals – Mobile, Cooper Marine, CG Railway and CSA Equipment Company, LLC.

Alabama Power is a leading electric utility serving 1.5 million customers with reliable and affordable electric service. We are excited about the prospect of supporting ASPA and their partner subrecipients proposed projects to accelerate deployment of proven, reliable, and sustainable Zero-Emission Cargo Handling equipment, Shore/Alternate Marine Power infrastructure, and Electric Charging infrastructure at the primary deep-water port in the state of Alabama. Alabama Power is positioned to support these efforts by ensuring that sufficient electrical infrastructure is in place to meet the evolving needs of ASPA and their partner subrecipients on a reliable and cost-effective basis. We look forward to leveraging our strong experience and high reliability to help ensure that Alabama Power's electrical infrastructure is in place, operational and is not an impediment to the ASPA's proposed project being successfully completed on-time and on-budget.

We are particularly excited about ASPA's Clean Ports Program application because of the collective impact it will have on the Mobile marine industry, freight sector, and near-port communities. More broadly, our customers are increasingly seeking ways to lower emissions while meeting growing consumer demand. We anticipate that ASPA and their partnering recipient's response to these demand signals will serve as a model for marine and freight operations across the state of Alabama and the Southeast United States.

Finally, Alabama Power also is pleased to support a project that would provide such a strong economic boost to communities surrounding the port. We understand that ASPA and their partnering subrecipients decarbonization initiatives will sustain jobs and create future growth opportunities, including substantial opportunities for diverse applicants.

We look forward to the opportunity to work with the Alabama State Port Authority and their partner subrecipients on the implementation of these transformative projects.

Sincerely,

Leigh Davis
Senior Vice President, Customer Solutions and Business Development

Cooper Marine

May 17th, 2024

The Honorable Michael S. Regan
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: Clean Ports Program – Zero-Emission Technology Deployment Competition Letter of Funding Commitment

Dear Administrator Regan,

Cooper Marine, Inc. is pleased to provide this letter of funding commitment as part of the Clean Ports Program: Zero-Emission Technology Deployment Competition application led by the Alabama State Ports Authority (ASPA). Clean Ports funding is being sought to implement several zero-emission replacement and deployment projects at the Port of Mobile and with our partner subrecipients.

Cooper Marine, participating as a subrecipient on the funding request, commits to the implementation of our scope elements, which include:

- ZE Fleet Replacement – (2) ZE Material Handlers
- Power Equipment and Infrastructure for ZE equipment to operate

Cooper Marine commits $1,675,193.76 to the non-federal share of the grant request. The funding source is from operating cash on hand and will be readily available as needed. This funding source can be spent on this project with the following stipulations:

- Time Period: Through 1/1/2027
- Purpose: Acquire and construct infrastructure necessary to handle bulk cargo efficiently
- Location: Cooper Marine's Stevedoring Terminal in the Port of Mobile

Cooper Marine is committed to the implementation of this project and ensuring the realization of public benefit to our disadvantaged communities in Mobile through reducing Greenhouse Gases and other harmful emissions. We have participated in the required Statutory Partnership Agreement with the ASPA. Cooper Marine, as a subrecipient to the ASPA will comply with the project's grant agreement with EPA and the provisions of the subrecipient agreement with the ASPA.

On behalf of Cooper Marine, we are excited about the opportunity to partner with the EPA, the ASPA, and our partner subrecipients on the implementation of this transformative project.

Sincerely,

Matt Powell
Managing Director

February 22, 2024

The Honorable Michael S. Regan
Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Re: Clean Ports Program – Zero-Emission Technology Deployment Competition Letter of Funding Commitment

Dear Mr. Administrator

CG Railway, LLC is pleased to provide this letter of funding commitment as part of the Clean Ports Program: Zero-Emission Technology Deployment Competition application led by the Alabama State Ports Authority (ASPA). Clean Ports funding is being sought to implement several zero-emission replacement and deployment projects at the Port of Mobile and with our partner subrecipients.

CG Railway, LL, participating as a subrecipient on the funding request, commits to the implementation of our scope elements, which include:

- Shore Power Equipment and Infrastructure
- Electric Charging Equipment

CG Railway, LLC commits to 20% of the non-federal share of the grant request. The funding source is from our annual capital program. This funding source can be spent on this project with the following stipulations:

- Time Period: No later than December 2026
- Purpose: Installation of Shore Power Equipment and Infrastructure
- Location: CGR Dock, Port of Mobile, AL

CG Railway, LLC is committed to the implementation of this project and ensuring the realization of public benefit to our disadvantaged communities in Mobile through reducing Greenhouse Gases and other harmful emissions. We have participated in the required Statutory Partnership Agreement with the ASPA. CG Railway, LLC, as a subrecipient to the ASPA will comply with the project's grant agreement with EPA and the provisions of the subrecipient agreement with the ASPA

On behalf of CG Railway, LLC, we are excited about the opportunity to partner with the EPA, the ASPA, and our partner subrecipients on the implementation of this transformative project.

Sincerely,

Hoffman Lijeron
President & CEO

Attachment E - 2024 Clean Ports Program Utility Partnership

2024 Clean Ports Program Utility Partnership Template

***Instructions**: Planning early for long-term electric charging infrastructure needs is important for project success. This form was created for the convenience of applicants and utility providers to assist in discussing the potential new zero-emission vehicle/equipment and infrastructure projects, including key components such as anticipated costs and timelines.*

*The intent of this form is to ensure **awareness** of all parties involved in the potential new zero-emission port technology project. This document is **not binding**, meaning that applicants and utility providers do not need to complete a full utility analysis or otherwise fully commit to proceeding with the potential new zero emissions equipment project as outlined on this form.*

*The information identified in this worksheet may be used to support the Project Narrative component of the grant application package, but it is **not required**. Applicants may include a copy of this worksheet for each project location included in the application.*

*Regardless of whether applicants use this worksheet, the EPA strongly encourages applicants to coordinate with their electric utility to determine anticipated costs and timelines. **Additionally, applicants should keep fleet electrification expansion plans in mind, as futureproofing for upcoming needs can ultimately decrease overall utility upgrade costs**.*

1. Fleet Information

	Requested in Application *[Please provide the number of units of mobile source equipment (by type) and chargers requested in your application.]*	**Current Electric Fleet at time of Application Submission** *[Please provide the number of units of mobile source equipment (by type) and chargers already in your electric fleet.]*
Type and Number of Units of Electric Vehicles/Equipment: *(please specify the type of mobile source equipment such as dray trucks, terminal tractors, side picks, locomotives, vessels etc.)*	APM – Thirty-six (36) Electric Terminal Tractors, ZE Cranes Four (4) Electric Top Loaders (Requesting 13 DCFC's).	APM – Thirty-five (35) Nissan Leafs
Number of DC Fast Charger Units:	APM - Thirteen (13) DCFC's	APM - Three (3) ABB DCFC
Number of Level 2 AC Charger Units:	APM – Twelve (12) Level 2 chargers	APM - Twelve (12) Clipper Creek Level 2 chargers

Number of Other EV Charger Units *(please specify the type of chargers)*	• SSA- Two (2) electric forklift chargers	

Number of Shore Power Pedestals:	• CGR – One (1) • APM – Two (2)	
Number of Units of Other Eligible Charging and/or other Electrical Infrastructure: *(please specify the type of infrastructure)*	• ASPA / TRR - Three (3) Locomotive DCFC • TASD – Two Electric Locomotive DCFC • Cooper Marine – (4,160 Volts) - Two (2) Electric Material Handlers, Two (2) Hoppers, Five (5) Conveyors, One Ship loader	
Expected location(s) (street, city, state, ZIP code) of Charger and/or Electrical Infrastructure Installations:	• Alabama State Port Authority (ASPA) – 0 Alabama State Docks Blvd., Mobile Alabama 36603 • APM Terminals – 901 Ezra Trice, Mobile, Alabama 36603 • Cooper Marine – 581 Cochrane CSWY Mobile, AL 36601	

2. Utility Information

EPA recommends that applicants fill out information for each individual utility provider they are communicating with about their potential electric infrastructure project. EPA also recommends that applicants communicating with more than one utility provider identify whether the project scope occurring with a specific utility provider would constitute all or only part of the potential electric infrastructure project.

a. **Utility Provider #1**

Name of the Utility Provider:	Alabama Power Company
Utility Contact Name:	Richard Ramirez
Utility Contact Phone:	251-331-3407
Utility Contact Email:	raramire@southernco.com

b. **Utility Provider #2**

Name of the Utility Provider:	
Utility Contact Name:	
Utility Contact Phone:	
Utility Contact Email:	

c. **Utility Provider #3**

Name of the Utility Provider:	
Utility Contact Name:	
Utility Contact Phone:	
Utility Contact Email:	

d. **Utility Provider #4**

Name of the Utility Provider:	
Utility Contact Name:	
Utility Contact Phone:	
Utility Contact Email:	

3. Applicant and Utility Coordination Affirmation

By signing this Affirmation, I certify that I am an Authorized Representative for the Applicant or Utility Provider identified below.

If an applicant has not received a response from their local utility provider(s) after repeated attempts to discuss this form, then they may choose to submit the document with signatures from all parties involved

in the application except for the utility, with the understanding that there will be continued outreach with the utility after the application deadline.

Applicant Affirmation

I have discussed the project plan for the fleet and charging infrastructure outlined above with the Utility Company, and if applicable with the School District and/or Port Authority, and others as appropriate.

Applicant Organization Name	Authorized Representative (Signature)	Date
Alabama State Port Authority		5/24/24

Utility Provider Affirmation

I have discussed the project plan for the fleet and charging infrastructure outlined above with the Applicant listed above, and if applicable, the third parties, including the relevant School District and/or Port Authority, and others as appropriate.

Utility Provider #1 Name	Authorized Representative (Signature)	Date
Alabama Power Company	H. Rudd Schutt	5/28/24
Utility Provider #2 Name	**Authorized Representative (Signature)**	**Date**
Utility Provider #3 Name	**Authorized Representative (Signature)**	**Date**
Utility Provider #4 Name	**Authorized Representative (Signature)**	**Date**

Other Entity Affirmation

(applicable only if part of project; e.g., other state or local agencies, including Port Authorities or School Districts)

I have discussed the project plan for the fleet and charging infrastructure outlined above with the Utility Company and Applicant Organization, listed above, and others as appropriate.

Entity Organization Name	Authorized Representative (Signature)	Date

4. Planning for Utility Upgrades

Please work with your utility to provide a rough estimate of the total engineering and construction cost for **utility owned infrastructure** (in front of the meter) for the project based on the number of units of vehicles/equipment and eligible charging and/or other fueling infrastructure listed in the applicant's application.	$200,000

In the box below, please briefly describe the scope of any needed utility upgrades for the project. Please consider whether engineering, construction, and/or permitting is needed, whether an interconnection study is necessary, and the extent of services needed for completion. This should include whether upgrades are necessary for the following pieces of equipment:

- Power transformer
- Terminator Pole
- Service lateral/conductor
- Metering
- Primary line extension
- Any additional equipment

To follow are the steps APC has taken to ensure that we can provide adequate service to each of the sub-recipients.

APC toured ASPA and each of it's sub-recipient's sites located at the main port. We were able to verify that either the port would be responsible to provide additional service or that Alabama Power could provide any additional transformers necessary to serve all of the sub-recipients new/added load. We are confident that service can be provided to all of the sub-recipients located at the main port: ASPA, CSA Equipment, and CGR.

For the CGR shore power project, APC verified that the load would be on the ports side of the meter (they have primary service at that location). We ran a load calculation on the existing load and verified that an additional 600kW would not be an issue. The engineers produced a solution of how to get power to the CGR site from the existing customer owned 2,500 kVa pad-mount transformer.

The APM Terminals project is estimated to add approximately 6 MW of load to our system. APC considered the estimated increased load for APM Terminals, plus the load of other future projects that we are aware of in the area. He is confident that APC's associated substation is fully capable of handling all of the estimated increased load. APM Terminals is primary metered, and the additional load would be on their side of the meter. They are fully capable of providing service for the additional electric equipment.

For Cooper Marine, APC has reviewed their plans for the electric material handlers and can meet their needs. Our plan is to provide one or, if necessary, two 2,500 kVA 4,160 to 480 kW transformers for the project. We have additional options, if necessary, but the overall consensus is that we have options and can definitely provide adequate service required for this project.

Based on the information provided above, please provide an estimate of time required to complete the necessary utility-owned infrastructure (in front of the meter) upgrades:

APC can procure and install all above-the-meter upgrades needed to support the Alabama State Port Authority, APM Terminals – Mobile, Cooper Marine, CG Railway and CSA Equipment Company, LLC projects outlined within their application within 12 months of being awarded.

Attachment F - Supplemental Application Template

Supplemental Application Template

Instructions

This optional supplemental application template may be submitted at the time of award application to summarize the overview of the proposed project. Please work with relevant parties (i.e., transportation contractor, port authority, etc.) to ensure information submitted is accurate if available. To complete this template, applicants may fill out shaded cells highlighted **blue** with a diagonal pattern (///). Cells highlighted **yellow** are simply for informative purposes and/or automated from other tabs in this spreadsheet. Additional fields may autopopulate with bold diagonal patterns (**///**), indicating that a response to those fields is not necessary, based on prior responses entered. Please complete tabs in this workbook according to the instructions below.

Applicants applying to the Climate and Air Quality Planning Competition are invited to complete Tab 2. Applicants applying to the Zero-Emission Technology Deployment Competition are invited to complete Tabs 3, 4a., 4b. (if scrapping vehicles or equipment), and Tab 5.

Applicants should note that the EPA has submitted an Information Collection Request (ICR) to the Office of Management and Budget (OMB) for approval of the Supplemental Application Template, which has been published in the Federal Register. The EPA anticipates that this ICR will be approved during the application window, at which point an OMB control number will be added to this template and the templates will be required. However, for applications submitted prior to the approval of the ICR, the EPA will not penalize or withhold a benefit from an applicant who provides information in another format.

Excel Workbook Tab	Definition
1. Instructions	Basic instructions for all worksheets in this reporting workbook.
2. CAQP Supplemental Application	For applicants of the Clean Ports Program Climate and Air Quality Planning (CAQP) Competition, this is the **only** tab that should be completed. This tab provides an overview of the Participant Details, list of Project Partners, Project Location Information, and Proposed Climate and Air Quality Planning Project Activities. Please refer to the definitions on Tab 6 (Data Dictionary) for additional guidance on each field in this tab.
3. Cover Sheet for Application_ZE	For applicants of the Clean Ports Program Zero-Emission Technology Deployment Competition, this tab serves as a cover sheet, with space to provide an overview of the Participant Details, list of Project Partners, Project Location Information, and other key project details. Several fields and Table 4 of this tab will auto-populate based on responses entered into subsequent tabs. Please refer to the Cover Sheet for Application_ZE data definitions on Tab 6 (Data Dictionary) for additional guidance on each field.
4a. New Fleet Description	For applicants of the Clean Ports Program Zero-Emission Technology Deployment Competition, the New Fleet Description tab captures all new vehicles and mobile source equipment proposed under the project. Please only fill out shaded cells highlighted blue with a diagonal pattern (///). The sheet has capacity for 100 vehicles. Please refer to the New Fleet Description data definitions on Tab 6 (Data Dictionary) for additional guidance on each field.
4b. Scrappage Information	For applicants of the Clean Ports Program Zero-Emission Technology Deployment Competition, the Scrappage Information provides space for applicants whose proposed project includes plans to scrap vehicles and/or equipment. This data sheet is linked to the 'New Fleet Description' data table (Tab 4a.) to autopopulate the corresponding 'new' vehicle or equipment that is to be replaced. The sheet has capacity for 100 vehicles. Please refer to the Scrappage Information data definitions on Tab 6 (Data Dictionary) for additional guidance on each field.

Excel Workbook Tab	Definition
5. Infrastructure	For applicants of the Clean Ports Program Zero-Emission Technology Deployment Competition, the Infrastructure Description should detail all electric vehicle supply equipment (EVSE), shore power, and other eligible zero-emission supporting infrastructure proposed in the project. Please only fill out shaded cells highlighted blue with a diagonal pattern (///). Each table on this sheet has capacity for 50 units of infrastructure, however many of these additional rows have been hidden; to access these additional rows, right-click the left hand column and select 'Unhide'. Additional rows may also be added as needed to capture all supporting infrastructure. Please refer to the Infrastructure data definitions on Tab 6 (Data Dictionary) for data field definitions. Key Reminders: ►All Level 2 EVSEs and DC Fast Chargers must be ENERGY STAR certified. ►All zero-emission supporting infrastructure must comply with Build America, Buy America (BABA) requirements.
6. Data Dictionary	Please refer to the dictionary on this tab for support in completing the following tabs: CAQP Supplemental App. (Tab 2), Cover Sheet for Application_ZE (Tab 3), New Fleet Description (Tab 4a), Scrappage Information (Tab 4b), and Infrastructure (Tab 5).

U. S. Environmental Protection Agency
Clean Ports Program | Climate and Air Quality Planning Competition
Supplemental Application

Instructions
For applicants of the Clean Ports Program Zero-Emission Technology Deployment Competition: Complete this supplemental project application by entering in the requested information in the blue shaded cells for Tables 1, 2, 3a, 3b, and 4. This sheet details an overview of the Applicant and Project Details, the complete list of Project Partners, Project Location Information, and Climate and Air Quality Planning Project Details. Please refer to the definitions on Tab 6 (Data Dictionary) for additional guidance on each field in this tab.

Table 1: Applicant & Project Details

Applicant Name/Organization			**Proposed Project Title**	*One descriptive sentence only*	
Applicant Address	*Street*		**Project Period** *For Climate & Air Quality Planning projects, project periods may be up to three years.*	Project Start Date	
	City			Project End Date	
	State (Select from dropdown)		**Short Project Description** *Briefly describe your project in one to three sentences only, especially noting the expected outputs and outcomes.*		
	Zip Code				
Primary Contact Information	*Name*		**Project includes planning activities related to emissions inventory and accounting exercises?**	*Select Yes or No from Dropdown*	
	Title/Role		**Total EPA Funding Requested**	*Use the definitions provided in Section IV.C., Section 7 "Budget" to fill out this budget summary. The amount listed in this summary should match the amounts listed in the budget table in Section 7. As noted in Section II.B. of the NOFO, each application can request between $200,000 and $3,000,000.*	
	Phone				
	Email		**Other Federal Funding Sources**	*If the applicant has applied or plans to apply for funding for this project (or portions of this project) from another federal funding source, the applicant should list the potential funding source(s). Otherwise, enter N/A*	
Applicant Type *(See NOFO Section III.A for details)*	*Select from Dropdown*				
Affiliate Port Authority *(if applicable)*					
SAM.gov Unique Entity ID (UEI)					
Small Water Port Project? *(See NOFO Section II.B for specifications)*	*Select Yes or No from Dropdown*				
Dry Port Project? *(See NOFO Section I.B. for specifications)*	*Select Yes or No from Dropdown*				
Does the applicant use LOGINK or any other prohibited logistics platform as described in NOFO Section III.D.?	*Select Yes or No from Dropdown*				

Table 2: Project Partners

Project Partner Organization Name	**Primary Contact Information for Project Partner(s)**				**Type of Organization**		**Nature of Partnership with Applicant**	**Role in Project**	
	Name	*Title/Role*	*Email*	*Phone*	*Select from Dropdown*	*If Other, describe*	*Select from Dropdown*	*Select from Dropdown*	*If Other, describe*
Example Partner Organization	*Ali Raymond*	*Director of Advancement*			*Other*	*Non-governmental Organization*	*Collaborating Entity (non-statutory)*	*Other*	*Site Manager*

Table 3: Project Location(s)

Table 3a: Port/Port Facility Location(s)

Port/Port Facility Name *If a port or port facility spans more than 1 county, please enter a new line for each unique county.*	**Project Site ID**	**Port Authority Name** *(if applicable)*	**State** *(Select from dropdown)*	**County** *(Select from dropdown)*	**City**	**Description of Project Activity at Port/Port Facility** *(if known)*	**Estimate of the Share of Overall Project Activity at this site** *(Enter a value between 0-1, where 1 is 100%)*	**County FIPS Code**	**EPA Region**	**Does this county contains a PM2.5 or Ozone Nonattainment Area?**	**Does this county contains a Severe or Extreme Ozone Nonattainment Area?**	**Does this county contains a PM2.5 or Ozone Maintenance Area?**	**Does this county contain an area with High Ambient Diesel PM Concentration?**	**Does this county meet the Disadvantaged Community Definition in Section IV.C.2 of the NOFO?**
Port of Miami	*Example Project ID*		*FL*	*Miami-Dade County*	*Miami*	*Mobile Source Emissions Inventory*	*100%*	*12086*	*EPA Region 4*	*No*	*No*	*No*	*Yes*	*Yes*
	Primary Place of Performance			please provide state first										
	2			please provide state first										
	3			please provide state first										
	4			please provide state first										
	5			please provide state first										
	6			please provide state first										
	7			please provide state first										
	8			please provide state first										
	9			please provide state first										
	10			please provide state first										

Table 3b: Additional Project Locations *Use this table to identify additional project locations found outside of the ports and port facilities listed in Table 3a above.*

Site Name *If an Additional Site spans more than 1 county, please enter a new line for each unique county.*	**Project Site ID**	**Port(s)/Port Facilities Served by Location** *(separate additional ports by semicolon)*	**State** *(Select from dropdown)*	**County** *(Select from dropdown)*	**City**	**Description of Project Activity at Site** *(if known)*	**Estimate of the Share of Project Activity at this site** *(Enter a value between 0-1, where 1 is 100%)*	**County FIPS Code**	**EPA Region**	**Does this county contains a PM2.5 or Ozone Nonattainment Area?**	**Does this county contains a Severe or Extreme Ozone Nonattainment Area?**	**Does this county contains a PM2.5 or Ozone Maintenance Area?**	**Does this county contain an area with High Ambient Diesel PM Concentration?**	**Does this county meet the Disadvantaged Community Definition in Section IV.C.2 of the NOFO?**
Hialeah Fueling Depot	*Example Additional Site A*	*Port of Miami; Port Everglades*	*FL*	*Miami-Dade County*	*Miami*	*EV Infrastructure Planning*	*100%*	*12086*	*EPA Region 4*	*No*	*No*	*No*	*Yes*	*Yes*
	Additional Site 1			please provide state first										
	Additional Site 2			please provide state first										
	Additional Site 3			please provide state first										
	Additional Site 4			please provide state first										
	Additional Site 5			please provide state first										
	Additional Site 6			please provide state first										
	Additional Site 7			please provide state first										
	Additional Site 8			please provide state first										
	Additional Site 9			please provide state first										
	Additional Site 10			please provide state first										

Table 4: Climate and Air Quality Planning Project Overview

Planning Activity Type	**Project includes this activity** *Select from Dropdown*	**Requested EPA Funds for this Activity**	**Is it the intent that this Activity will be fully funded by EPA?** *(select from dropdown)*
Emissions Inventory and/or Accounting Practice			
Emissions Reduction Strategy Analysis			
Development of Emissions Reduction Target			
Plan for Reducing Future Port Emissions			
Port Resiliency Assessment			
Plan to Increase Resilience of Port			
Formal Stakeholder Engagement			
Workforce Planning Analysis			
Other Activities *If project features other Planning Activities not listed, please provide here; additional rows hidden if needed.*			

Instructions

Table 1: Applicant & Project Details

		Alabama Port Authority	**Proposed Project Title**	*One descriptive sentence only*	Port Operations with Emissions Reduction (POWER)
	Street	250 N. Water Street		Project Start Date	12/1/2024
	City	Mobile		Project End Date	11/30/2028
	State (Select from dropdown)	AL			
	Zip Code	36602			
	Name	Megan Amacker			
	Title/Role				
	Phone	251-441-7261	**Total EPA Funding Requested**	*Use the definitions provided in Section IV.C., Section 7 "Budget" to fill out this budget summary. The amount listed in this summary should match the amounts listed in the budget table in Section 7. As noted in Section II.B. of the NOFO, each application can request between $200,000 and $3,000,000.*	$ 55,227,257.64
	Email	megan@amacker@alports.com	**Total Applicant Costs**	*Use the definition provided in Section IV.C., Section B "Budget" to fill out this field. The amount listed in this summary should match the amounts listed in the budget table in Section*	$ 13,806,814.41
Applicant Type	*Select from Dropdown*	State Agency with jurisdiction over a port authority or port	**Total Project Costs**	*Sum of the EPA Funding Requested and Total Applicant Costs*	**$ 69,034,072.05**
			Other Federal Funding Sources	*If the applicant has applied or plans to apply for funding for this project (or portions of this project) from another federal funding source, the applicant should list the potential funding source(s). Otherwise, enter N/A*	0
			Total Funding for Zero-Emissions Equipment *This field will auto-populate upon completing 'Fleet Description' tab.*	**$ 27,396,943.04**	
Small Water Port Project? *(See NOFO Section II.B for specifications)*	*Select from Dropdown*	No	**Total Funding for Charging and/or Fueling Infrastructure** *This field will auto-populate upon completing 'Infrastructure' tab*	**$ 27,821,061.00**	
Dry Port Project? *(See NOFO section I.B. for specifications)*	*Select from Dropdown*	No			
Does the applicant use LOGINK or any other prohibited logistics platform as described in NOFO Section III.D.?	*Select from Dropdown*				

Table 2: Project Partners

	Name	*Title/Role*	*Email*	*Phone*	*Select from Droadown*	*If Other, describe*	**Nature of Partnership with Applicant** *Select from Droadown*	**Role in Project** *Select from Droadown*	*If Other, describe*
Example Partner Organization	*Ali Raymond*	*Director of Advancement*			*Other*	*Non-governmental Organization*	*Collaborating Entity (non-statutory)*	*Other*	*Site Manager*
APM Terminals Mobile LLC	Brian Harold	Terminal Managing Director	brian.harold@apmterminal	19089661841	Other	Non-governmental Organization	Collaborating Entity (non-statutory)	Recipient of funds for Zero-Emission equipment deployment	
CG Railway							Collaborating Entity (non-statutory)	Other	
Cooper Marine, Inc.	Richard Pipkins	General Manager	richard.pipkins@cooper-ma	251-431-6100	Other	Private Company Partnerd with State Pc	Collaborating Entity (non-statutory)	Recipient of funds for Zero-Emission infrastructure deployment and/or installation	
CSA Equipment Company, LLC	Greg Schruff	General Manager	greg.schruff@csamarine.co	251-441-0230	Eligible Private Entity	Terminal Operator and Stevedore	Statutory Partner	Recipient of funds for Zero-Emission equipment deployment	

Table 3: Project Location(s)

Table 3a: Port/ Port Facility Location(s)

Port/ Port Facility Name **If a port or port facility spans more than 1 county, please enter a new line for each unique county.**	**Project Site ID**	**Port Authority Name** *(if applicable)*	**State** *(Select from dropdown)*	**County** *(Select from dropdown)*	**City**	**Description of Project Activity at Port/ Port Facility** *(if known)*	**Estimate of the Share of Project Activity at this site** *(Enter a value between 0-1, where 1 is 100%)*	**County FIPS Code**	**EPA Region**	**County Contains PM2.5 or Ozone Nonattainment Area?**	**County Contains Severe or Extreme Ozone Nonattainment Area?**	**County Contains PM2.5 or Ozone Maintenance Area?**	**County Contains High Ambient Diesel PM Concentration?**	**County Meets Disadvantaged Community Definition in Section IV.C.2, Section 4 in the NOFO?**
Port of Miami	*1*		*FL*	*Miami-Dade County*	*Miami*	*Mobile Source Emissions Inventory*	*100%*	*12086*	*EPA Region 4*	*No*	*No*	*No*	*Yes*	*Yes*
Port of Mobile	Primary Place of Performance	Alabama Port Authority	AL	*Mobile County*	Mobile	Mobile Source Emissions Inventory	100%	01097	EPA Region 4	No	No	No	Yes	Yes
	2			*please provide state first*										
	3			*please provide state first*										
	4			*please provide state first*										
	5			*please provide state first*										
	6			*please provide state first*										
	7			*please provide state first*										
	8			*please provide state first*										
	9			*please provide state first*										
	10			*please provide state first*										

Table 3b: Additional Project Locations *Use this table to identify additional project locations found outside of the ports listed in Table 3a above.*

Site Name *If an Additional Site spans more than 1 county, please enter a new line for each unique county.*	**Project Site ID**	**Port(s)/Port Facilities Served by Location** *(separate additional ports by semicolon)*	**State** *(Select from dropdown)*	**County** *(Select from dropdown)*	**City**	**Description of Project Activity at Site** *(if known)*	**Estimate of the Share of Project Activity at this site** *(Enter a value between 0-1, where 1 is 100%)*	**County FIPS Code**	**EPA Region**	**County Contains PM2.5 or Ozone Nonattainment Area?**	**County Contains Severe or Extreme Ozone Nonattainment Area?**	**County Contains PM2.5 or Ozone Maintenance Area?**	**County Contains High Ambient Diesel PM Concentration?**	**County Meets Disadvantaged Community Definition in Section IV.C.2, Section 4 in the NOFO?**
Hialeah Fueling Depot	*Example Site 1*	*Port of Miami: Port Everglades*	*FL*	*Miami-Dade County*	*Miami*	*EV Infrastructure Planning*	*100%*	*12086*	*EPA Region 4*	*No*	*No*	*No*	*Yes*	*Yes*
	Additional Site 1			*please provide state first*										
	Additional Site 2			*please provide state first*										
	Additional Site 3			*please provide state first*										
	Additional Site 4			*please provide state first*										
	Additional Site 5			*please provide state first*										
	Additional Site 6			*please provide state first*										
	Additional Site 7			*please provide state first*										
	Additional Site 8			*please provide state first*										
	Additional Site 9			*please provide state first*										
	Additional Site 10			*please provide state first*										

Table 4: Zero-Emission Technology Deployment Project Overview

Onroad Vehicles	
Cargo Handling Equipment & Other Nonroad	X
Locomotive	X
Vessels	

Solar and Wind Power Generation
Battery Energy Storage System
Other Infrastructure

U.S. Environmental Protection Agency
Clean Ports Program | Zero-Emission Technology Deployment Competition
Scrappage Information

Instructions

The Scrappage Information table should detail all vehicles and pieces of equipment that will be scrapped or otherwise replaced under the project. Please only fill out shaded cells highlighted blue with a diagonal pattern (///). This Scrappage and/or Disposal Information table is connected to the New Fleet Description table (Tab 4a), and fields in yellow will autopopulate with corresponding entries on previous page. The sheet has capacity for 100 vehicles or equipment. Please refer to the Data Dictionary (Tab 6) for additional guidance on each field.

Table 6. Current Vehicle or Equipment Committed for Scrappage Information

Table 6a. Basic Vehicle Information and Place(s) of Performance | Note: Yellow fields for the Basic Fleet Information will Automatically Populate upon selecting the corresponding new equipment

Table 6b. Current Vehicle or Equipment Specifications

Table 6c. Current Engine Information (Only to be completed for engine replacement projects)

											Primary Place of Performance									Secondary Place of Performance (if applicable)								Additional Location Details (if applicable)																		
Current Vehicle or Equipment	Corresponding New Vehicle, Equipment, or Engine (select from dropdown)	Vehicle or Equipment Type	Vehicle or Equipment Subtype	Vocation	If 'Other' Vocation selected, please describe	Technology Type	If 'Other' selected for Technology Type, please describe	Vehicle or Equipment Total Battery Capacity, (kWh)	Fuel Cell Capacity (kW)	Fleet Owner	Vehicle or Equipment Operates in Multiple Performance Locations Within this project? (Yes/No)	Primary Port or Port Facility	If Primary location of vehicle/equipment is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Project Site ID	State	County	Percentage of Time operated in County	City	Zip Code	Secondary Port or Port Facility (select from dropdown, if applicable)	If Secondary location of vehicle/equipment is not at a port or port facility, provide the Name of the Additional Project Location	Project Site ID	State	County	Percentage of Time operated in County (enter value 0-1, where 1= 100%)	City	Zip Code	Additional Counties where Vehicle Operates	% of time operated in each Additional County	Current Vehicle Class (Onroad Current Vehicles only)	Current Vehicle GVWR (Onroad Current Vehicle Only)	Current Vehicle or Equipment Manufacturer	Current Vehicle or Equipment Model	Current Vehicle or Equipment Model Year	Current Fuel Type (Select from Dropdown)	Estimated Remaining Life of Current Vehicle or Equipment (years):	Current Engine Make	Current Engine Model	Current Engine Model Year	Current Engine Tier (nonroad, locomotive, and marine only)	If Current Engine Tier is Tier 4, Provide Tier 4 Standards (Tier 4 only)	Current Engine After-Treatment Technology (Tier 4 nonroad only)	Current Engine Horsepower	Current Engine Cylinder Displacement (liters/cylinder; marine only)	Total # of Propulsion Engines (per vessel; marine only)	Total # of Auxiliary Engines (per vessel; marine only)
Example Old Vehicle	*Example New Vehicle*	*Onroad*	*Short Haul - Combination*	*Drayage*	*0*	*New Vehicle - Battery Electric*	*0*	*250*	*NA*	*Sarah Smith*	*Yes*	*Port of Miami*	*Hialeah Fueling Depot*	*Example Site*	*FL*	*Miami-Dade County*	*50%*	*Miami*	*33032*	*0*	*0*	*0*	*0*	*0*	*45%*	*0*	*0*	*Broward County, FL; Monroe County, FL*	*4% in Broward County; 1% in Monroe County*	*Class 7*	*12000*	*Manufacturer Name*	*Taurus*	*1995*	*ULSD (diesel)*	*3*	*ABC*	*ABC1000*	*1995*	*Tier 2*	*N/A*	*No DPF, Yes SCR*	*660*	*5.0 <= size <15.0*	*N/A*	*N/A*
Current Vehicle or Equipment 1	Vehicle / Equipment 1	Locomotive	Switch Locomotive	0	0	New Locomotive - Battery Electric	0	1200	0	TASD	No	Port of Mobile	0	Primary Place of Performance	AL	Mobile County	1	Mobile	0	0	0				0			0	0					1972	ULSD (diesel)	3			1972	Tier 2	N/A	No DPF, No SCR	1500			
Current Vehicle or Equipment 1	Vehicle / Equipment 1	Cargo_Handling_Equipment_and_Other_Nonroad	Other Material Handling Equipment	0	Material Handler	Other	Material Handler powered directly from the grid	250 kW	N/A	Cooper Marine, Inc.	No	Port of Mobile	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Exporting bulk material from barge to ship via ZE material handlers	0	0				0			0	0			CLYDE	Model 24	1976	ULSD (diesel)	15	CAT	398	1976	Tier 0	N/A	None	800	3.5 <= size <5.0	1	1
Diesel Terminal Truck	Vehicle / Equipment 1	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 2	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 3	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 4	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 5	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 6	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 7	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2006	ULSD (diesel)	0 Years										
Diesel Terminal Truck	Vehicle / Equipment 8	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 9	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 10	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 11	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 12	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 13	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 14	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 15	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2012	ULSD (diesel)	8 Years										
Diesel Terminal Truck	Vehicle / Equipment 16	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 17	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 18	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 19	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 20	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 21	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2016	ULSD (diesel)	2 Years										
Diesel Terminal Truck	Vehicle / Equipment 22	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 23	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 24	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 25	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 26	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 27	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 28	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 29	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 30	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
Diesel Terminal Truck	Vehicle / Equipment 31	Cargo_Handling_Equipment_and_Other_Nonroad	Terminal Tractor	Other Onroad Vehicle	Cargo Handling Equipment	New Cargo Handling Equipment - Battery Electric	0	260 kWh	0	Don Jameson	No	APM Terminals Mobile LLC	0	Primary Place of Performance	AL	Mobile County	1	Mobile	Alabama Port Authority Container Port Operator	0	0				0			0	0	Class 8	14500	Kalmar	[illegible]	2020	ULSD (diesel)	11 Years										
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U. S. Environmental Protection Agency
Clean Ports Program | Zero-Emission Technology Deployment Competition
Infrastructure Description

Instructions

Below are 5 tables (7-11), and one text response. Please complete all applicable tables. The electric vehicle supply equipment (EVSE) & other electric charging information (Table 7) should detail all EVSE and other charging equipment and supporting infrastructure purchased under the project. Table 8 focuses on shore power systems, Table 9 covers hydrogen fueling stations, Table 10 captures solar and wind power generation systems, Table 11 covers battery energy storage systems (BESS), and the bottom text response focuses on any other eligible infrastructure activity funded by this grant.

Please only fill out shaded cells highlighted blue with a diagonal pattern (///); additional rows for each table are hidden and may be unhidden and completed be added as needed to capture all infrastructure components of this project. Please refer to the Data Dictionary (Tab 6) for additional guidance on each field.

Key Reminders:
►All Level 2 EVSEs and DC Fast Chargers must be ENERGY STAR certified.
►All zero-emission supporting infrastructure must comply with Build America, Buy America (BABA) requirements.

Build America, Buy America (BABA) requirements

On August 16, 2022, the Inflation Reduction Act ("IRA"), Pub. L. No. 117-169, which includes the Build America, Buy America Act (BABA), Public Law 117-58, §§ 70901-52, was signed into law. BABA requires that on or after May 14, 2022, all of the iron, steel, manufactured products, and construction materials used in infrastructure project are produced in the United States. If award recipient will be installing, upgrading, or replacing "infrastructure," then BABA requirements apply to the infrastructure project, regardless of whether or not the infrastructure project was the primary basis for the award. Additionally, BABA requirements apply even if the award recipient will be using another source of funding, whether in part or wholly, for the infrastructure project. For more information, please visit https://www.epa.gov/cwsrf/build-america-buy-america-baba.

Table 7. Electric Vehicle Supply Equipment (EVSE) & Other Electric Charging Equipment (not including vessel shore power)

Table 7a. EVSE & Charger Overview / Table 7b. Location of Charging Infrastructure

	Type of Charger	If Level 2 or DC Fast Charging, is it ENERGY STAR certified?	EVSE or Other EV Charger Manufacturer	EVSE or Other EV Charger Model	EVSE or Other EV Charger Maximum Output Power (kW)	Number of EVSE or Other EV Charger Units	Port or Port Facility Where Infrastructure is Installed *(select options from dropdown, based on Table 3a of this template)*	If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b *(select from dropdown, based on Table 3b of this template)*	Project Site ID	State	County	City	Zip Code
Example EV Infrastructure	*Level 2*	*Yes*	*Manufacturer Name*	*Model Name*	*24*	*2*	Port Facility A	Additional Site B	Example Site	*VA*	*Arlington County*	*Alexandria*	*22305*
EVSE Group 1	Level 2	Yes	ABB	Terra 184CC	180	[illegible]	Port of Mobile		Primary Place of Perform	AL	Mobile County	Mobile	[illegible]
EVSE Group 4	DC Fast Charger	Yes	[illegible]	[illegible]	400 kW	[illegible]	[illegible] Equipment Company, LLC		Primary Place of Perform	AL	Mobile County	Mobile	[illegible]
Electric Terminal Tractor chargers	DC Fast Charger	Yes	[illegible]	IPERION 240 DC, dual gun	240	12	APM Terminals Mobile LLC		Primary Place of Perform	AL	Mobile County	Mobile	36603
Electric Container Handling Equipment chargers	DC Fast Charger	Yes	[illegible]	IPERION 240 DC, dual gun	240	1	APM Terminals Mobile LLC		Primary Place of Perform	AL	Mobile County	Mobile	36603
EVSE Group 5													
EVSE Group 6													
EVSE Group 7													
EVSE Group 8													
EVSE Group 9													
EVSE Group 10													

Table 7b (cont.) / Table 7c. EVSE BABA Details

	Does the EVSE or Other EV Charger serve multiple port areas within this application?	Primary Port or Port Facility Served by EVSE and/or EV Charger *(select options from dropdown, based on Table 3a of this template)*	Secondary Port or Port Facilities served by EVSE and/or EV Charger *(use semicolon to separate between multiple port locations)*	Is the EVSE or Other EV Charger and associated Equipment, Housing, and all Accessories BABA Compliant?	If No, Partly Compliant, or Unsure, explain	Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? *(For more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA)*
Example EV Infrastructure	*Yes*	Port Facility A	*Port of Galveston; UP Englewood Yard*	*Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant*		*No - Infrastructure meets all BABA requirements*
EVSE Group 1	No	Port of Mobile		No	Selected components made [illegible]	BABA Waiver
EVSE Group 4	No	[illegible] Equipment Company, LLC		Yes - Equipment, Housing, Wiring, [illegible]		No - Infrastructure meets all BABA requir[illegible]
Electric Terminal Tractor chargers	No	APM Terminals Mobile LLC		Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant		No - Infrastructure meets all BABA requir[illegible]
Electric Container Handling Equipment chargers	No	APM Terminals Mobile LLC		Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant		No - Infrastructure meets all BABA requir[illegible]
EVSE Group 5						
EVSE Group 6						
EVSE Group 7						
EVSE Group 8						
EVSE Group 9						
EVSE Group 10						

Table 7d. EVSE Cost Summary

	Does the Infrastructure Equipment Cost Include Installation?	Total Estimated Acquisition Cost for each EVSE or Other EV Charger Equipment:	Total EPA Funds Requested for Acquisition of each EVSE or Other EV Charger Unit	Total Estimated Acquisition Cost for EVSE or Other EV Chargers	Total EPA Funds Requested for Acquisition of EVSE or Other EV Chargers	Total Estimated Cost for Installation of EVSE or Other EV Chargers	Total EPA Funds Requested for Installation Cost of EVSE or Other EV Chargers	Total Estimated Cost for All other Eligible EVSE or Other EV Charger Related Expenses (e.g., Shipping)	Total EPA Funds Requested for All other Eligible EVSE or Other EV Charger Related Expenses (e.g., Shipping)	Description of Other Eligible EVSE or Other EV Charger Administrative Expenses	Total Estimated Cost on EVSE or Other EV Charger Equipment, Installation, and Other Eligible EVSE or Other EV Charger Related Expenses	Total EPA Funds Requested for EVSE or Other EV Charger Equipment, Installation, and Other Eligible EVSE or Other EV Charger Related Expenses
Example EV Infrastructure	*No*	$ 16,000.00	$ 12,000.00	$ 32,000.00	$ 24,000.00	$ 12,000.00	$ 7,000.00	$ 750.00	$ 250.00	*shipping ($1000)*	$ 44,750.00	$ 31,250.00
EVSE Group 1	Yes	$ [illegible]	$ [illegible]	$ 44,000.00	$ 35,200.00	$ [illegible]	$ [illegible]				$ 119,000.00	$ 95,200.00
EVSE Group 4	No	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	Network subscription and [illegible]	$ [illegible]	$ [illegible]
Electric Terminal Tractor chargers	Yes	$ [illegible]	$ [illegible]	$ 912,780.00	$ 730,224.00	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	Shipping and Taxes ($4000)	$ 941,780.00	$ 753,424.00
Electric Container Handling Equipment chargers	Yes	$ [illegible]	$ [illegible]	$ 76,065.00	$ 60,852.00	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	Shipping and Taxes ($4000)	$ 105,065.00	$ 84,052.00
EVSE Group 5				$ -	$ -						$ -	$ -
EVSE Group 6				$ -	$ -						$ -	$ -
EVSE Group 7				$ -	$ -						$ -	$ -
EVSE Group 8				$ -	$ -						$ -	$ -
EVSE Group 9				$ -	$ -						$ -	$ -
EVSE Group 10				$ -	$ -						$ -	$ -

Table 8. Shore Power Equipment Information

Table 8a. Shore Power Equipment Information & Demand Overview

	Type of Shore Power Connection	Total Voltage Service Provided *(select from dropdown)*	Total Voltage Service Provided, if not listed	Manufacturer	Model	Estimated Number of Annual Vessel Calls to Berth where Shore Power is to be Installed	Estimated Average Hotel Hours per Vessel Call per Berth where Shore Power is to be Installed	Estimated Number of Vessel Berths that can be served by Shore Power Pedestal	Maximum Output Power *(kW)*	Estimated Annual Total Energy Dispersed in MW-h	Number of Shore Power Pedestals
Example Shore Power Infrastructure	*High voltage shore power connection (HVSC)*	*6.6 kV*	*10 kV*	*Manufacturer Name*	*Model Name*	*500*	*72*	*1*	*24*	*1 MW-h*	*2*
Shore Power Group 1	High voltage shore power connection (HVSC)	6.6 kV		PowerCon AS		104	48	1	24		1
Shore Power Group 1	High voltage shore power connection (HVSC)	6.6 kV		IGUS	Igus Mobile Shore Power Outlet system (IMSPO)	367	22	2	7,125	8.54	2
Shore Power Group 2											
Shore Power Group 3											
Shore Power Group 4											
Shore Power Group 5											
Shore Power Group 6											
Shore Power Group 7											
Shore Power Group 8											
Shore Power Group 9											
Shore Power Group 10											

Table 8b. Location of Shore Power Infrastructure / Table 8c. Shore Power BABA Details

	Port or Port Facility Where Infrastructure is Installed *(select options from dropdown, based on Table 3a of this template)*	Project Site ID	State	County	City	Zip Code	Are the Shore Power Equipment, Housing, and all Accessories BABA Compliant?	If No, Partly Compliant, or Unsure, explain	Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? *(For more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA)*
Example Shore Power Infrastructure	Port Facility A	Example Site	*VA*	*Arlington County*	*Alexandria*	*22305*	*Yes - Equipment, Housing, Wiring, …*		*No - Infrastructure meets all BABA requirements*
Shore Power Group 1	Port of Mobile	PortMiami	FL	Miami-Dade County	Miami	36602	Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant		No - Infrastructure meets all BABA requirements
Shore Power Group 1	APM Terminals Mobile	Primary Place of Perform	AL	Mobile County	Mobile	36603	Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant	IMSPO mobile Alternative Maritime Power mature system (track incl. anchors, template, trough, e-chain, cables, trolley, socket box, control) is not available yet in America market. All the independent parts [illegible]	Unsure
Shore Power Group 2									
Shore Power Group 3									
Shore Power Group 4									
Shore Power Group 5									
Shore Power Group 6									
Shore Power Group 7									
Shore Power Group 8									
Shore Power Group 9									
Shore Power Group 10									

Table 8d. Shore Power Cost Summary

	Total Estimated Acquisition Cost for each Shore Power Pedestal:	Total EPA Funds Requested for Acquisition of each Shore Power Pedestal	Does the Infrastructure Equipment Cost Include Installation?	Total Estimated Cost for Installation of Shore Power Pedestals	Total EPA Funds Requested for Installation Cost for Shore Power Pedestals	Total Estimated Cost for All other Eligible Shore Power Acquisition & Installation Related Expenses	Total EPA Funds Requested for All other Eligible Shore Power Acquisition & Installation Related Expenses	Description of Other Eligible Shore Power Related Expenses	Total Estimated Cost for Shore Power Equipment Acquisition (total # of pedestals x Funds Expended/pedestal)	Total EPA Funds Requested for Shore Power Equipment Acquisition (total # of pedestals x EPA Funds Expended/pedestal)	Total Estimated Cost for Shore Power Equipment Acquisition, Installation, and Other Costs	Total EPA Funds Requested for Shore Power Equipment Acquisition & Installation, and Other Costs
Example Shore Power Infrastructure	$ 16,000.00	$ 12,000.00	*No*	$ 12,000.00	$ 7,000.00	$ 750.00	$ -	*shipping ($500)*	$ 32,000.00	$ 24,000.00	$ 44,750.00	$ 31,000.00
Shore Power Group 1	$ 2,000,000.00	$ 1,600,000.00	No	$607,231.25	$ 485,785.00	$ 52,000	$ 41,600		$ 2,000,000.00	$ 1,600,000.00	$ 2,659,231.25	$ 2,127,385.00
Shore Power Group 1	$ 1,675,135.14	$ 1,340,108.11	No	$ 961,560.00	$ 769,248.00	$ 6,564,831.72	$ 5,251,865.37	################################	$ 3,350,270.28	$ 2,680,216.22	$ 10,876,662.00	$ 8,701,329.60
Shore Power Group 2												
Shore Power Group 3												
Shore Power Group 4												
Shore Power Group 5												
Shore Power Group 6												
Shore Power Group 7												
Shore Power Group 8												
Shore Power Group 9												
Shore Power Group 10												

Table 9. Hydrogen Fueling Station Information

Table 9a. Hydrogen Fueling Station Information Overview

	Type of Station *(Select from dropdown)*	Type of Hydrogen Storage *(select from dropdown)*	Total Hydrogen Storage Tank Capacity (kg)	Hydrogen Dispenser Pedestal Manufacturer	Hydrogen Dispenser Pedestal Model	Hydrogen Storage Tank Manufacturer	Hydrogen Storage Tank Model	Hydrogen Compressor Manufacturer	Hydrogen Compressor Model	Hydrogen Cooling System Manufacturer	Hydrogen Cooling System Model	Estimated Annual Total Hydrogen to be Dispensed in kg	Hydrogen Generation Pathway *(Select from dropdown menu)*
Example Hydrogen Fueling Station	*Gas*	*Above Ground*	*1,200*	*H2 Hoses & Co.*	*Magic Hose 1*	*H2 Super Tank*	*ST001*	*Cool Engineering Co.*	*H2+HD*	*Cool and Beyond*	*Cool H2+ Mark I*	*200,000*	*Electrolysis - Electric …*
Hydrogen fueling station 1													
Hydrogen fueling station 2													
Hydrogen fueling station 3													
Hydrogen fueling station 4													
Hydrogen fueling station 5													
Hydrogen fueling station 6													
Hydrogen fueling station 7													
Hydrogen fueling station 8													
Hydrogen fueling station 9													
Hydrogen fueling station 10													

Table 9b. Location of Hydrogen Fueling Station / Table 9c. H2 Fueling Infrastructure BABA Details

	Port or Port Facility Where Infrastructure is Installed *(select options from dropdown, based on Table 3a of this template)*	If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b *(select from dropdown, based on Table 3b of this template)*	Project Site ID	State	County	City	Zip Code	Does the fueling station serve multiple port facilities within this application?	Primary Port or Port Facility Served by Hydrogen Fueling station	Secondary Port or Port Facilities served by Hydrogen fueling station (use a semicolon between facilities)	Are the Hydrogen Fueling and related Equipment, Housing, and all Accessories BABA Compliant?	If No, Partly Compliant, or Unsure, explain	Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? *(For more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA)*
Example Hydrogen Fueling Station	Port Facility A	Additional Site B	Example Site	*VA*	*Arlington County*	*Alexandria*	*22305*	*Yes*	Port Facility A	*Port of Galveston; UP …*	*Yes - Equipment, Housing, Wiring, …*		*No - Infrastructure meets all BABA …*
Hydrogen fueling station 1													
Hydrogen fueling station 2													
Hydrogen fueling station 3													
Hydrogen fueling station 4													
Hydrogen fueling station 5													
Hydrogen fueling station 6													
Hydrogen fueling station 7													
Hydrogen fueling station 8													
Hydrogen fueling station 9													
Hydrogen fueling station 10													

Table 9d. H2 Fueling Infrastructure Cost Summary

	Total Estimated Cost for Acquisition of Hydrogen Fueling Pedestal(s):	Total EPA Funds Requested for Acquisition of Hydrogen Fueling Pedestal(s):	Total Estimated Cost for All Additional Hydrogen Supporting Infrastructure (e.g., tanks, pipes, compressors, cooling systems):	Total EPA Funds Requested for all Additional Hydrogen Supporting Infrastructure (e.g., tanks, pipes, compressors, cooling …)	Total Estimated Cost for Installation of Hydrogen Fueling Infrastructure	Total EPA Funds Requested for Installation of Hydrogen Fueling Infrastructure	Total Estimated Cost for All other Eligible Hydrogen Fueling Infrastructure Acquisition & Installation Related Expenses	Total EPA Funds Requested for All other Eligible Hydrogen Fueling Infrastructure Acquisition & Installation Related Expenses	Description of Other Eligible Hydrogen Fueling Related Expenses	Total Estimated Cost for Hydrogen Infrastructure Acquisition, Installation, and Other Eligible Expenses (Total cost of acquisition + supporting infrastructure + installation + other eligible …)	Total EPA Funds Requested for Hydrogen Infrastructure Acquisition, Installation, and Other Eligible Expenses (Funds requested for acquisition + supporting infrastructure installation + other eligible …)
Example Hydrogen Fueling Station	$ 200,000.00	$ 150,000.00	$ 100,000.00	$ 80,000.00	$ 25,000.00	$ 12,000.00	$ 100.00	$ 100.00	*Shipping*	$ 325,100.00	$ 242,100.00
Hydrogen fueling station 1											
Hydrogen fueling station 2											
Hydrogen fueling station 3											
Hydrogen fueling station 4											
Hydrogen fueling station 5											
Hydrogen fueling station 6											
Hydrogen fueling station 7											
Hydrogen fueling station 8											
Hydrogen fueling station 9											
Hydrogen fueling station 10											

Table 10. Solar and Wind Power Generation Equipment Information | Note: If the solar and wind power generation system includes an energy storage system, information for such system needs to be documented in the table below this one (Table 11).

Table 10a. Solar and Wind Power Generation Equipment Information / Table 10b. Solar and Wind Power Generation System Location Details

	Type of energy generation	Manufacturer of Solar or Wind Power Generation System	Model of Solar or Wind Power Generation System	Generation Capacity of the System *(please indicate kW or MW)*	Port or Port Facility Where Infrastructure is Installed *(select options from dropdown, based on Table 3a of this template)*	If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b *(select from dropdown, based on Table 3b of this template)*	Project Site ID	State	County	City	Zip Code	Does the Solar or Wind Power Generation System serve multiple ports …?	Primary Port or Port Facility Served by Solar or Wind Power Generation System	Secondary Port or Port Facilities served by Solar or Wind Power Generation System *(use a semicolon between facilities)*
Example solar and wind Power Generation	*Solar*	*Manufacturer Name*	*Model Name*	*15 kW*	Port Facility A	Additional Site B	Example Site	*VA*	*Arlington County*	*Alexandria*	*22305*	*Yes*	Port Facility A	*Port of Galveston; UP Englewood Yard*
Solar or Wind Power Generation 1														
Solar or Wind Power Generation 2														
Solar or Wind Power Generation 3														
Solar or Wind Power Generation 4														
Solar or Wind Power Generation 5														
Solar or Wind Power Generation 6														
Solar or Wind Power Generation 7														
Solar or Wind Power Generation 8														
Solar or Wind Power Generation 9														
Solar or Wind Power Generation 10														

Table 10c. Solar and Wind Power Generation BABA Details / Table 10d. Solar and Wind Power Generation System Cost Summary

	Is Solar or Wind Power Generation System and related Equipment, Housing, and all Accessories BABA Compliant?	If No, Partly Compliant, or Unsure, explain	Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? *(for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers, US EPA)*	Total Estimated Acquisition Cost for Solar or Wind Power Generation System Equipment	Total EPA Funds Requested for Acquisition Cost of Solar or Wind Power Generation System Equipment	Total Estimated Cost for Installation of Solar or Wind Power Generation System Equipment	Total EPA Funds Requested for Installation of Solar or Wind Power Generation System Equipment	Total Estimated Cost for All other eligible Solar or Wind Power Generation System Related Expenses	Total EPA Funds Requested for All other eligible Solar or Wind Power Generation System Related Expenses	Description of Other Eligible Solar or Wind Power Generation System Related Expenses	Total Estimated Cost for Solar or Wind Power Generation Equipment, Installation, and other Eligible Expenses	Total EPA Funds Requested for Solar or Wind Power Generation Equipment, Installation, and other Eligible Expenses
Example solar and wind Power Generation	*Yes - Equipment, Housing, Wiring, Cables, and All …*		*No - Infrastructure meets all BABA requirements*	$ 45,000.00	$ 45,000.00	$ 7,000.00	$ 5,000.00	$ 100.00	$ 100.00	*shipping*	$ 52,100.00	$ 50,100.00
Solar or Wind Power Generation 1												
Solar or Wind Power Generation 2												
Solar or Wind Power Generation 3												
Solar or Wind Power Generation 4												
Solar or Wind Power Generation 5												
Solar or Wind Power Generation 6												
Solar or Wind Power Generation 7												
Solar or Wind Power Generation 8												
Solar or Wind Power Generation 9												
Solar or Wind Power Generation 10												

Table 11. Battery Energy Storage System (BESS) Equipment Information

Table 11a. BESS Equipment Overview / Table 11b. Location of BESS Infrastructure

	Type of Battery	Manufacturer of BESS	Model of BESS	Total Energy Capacity *(please indicate unit; kWh or MWh)*	Maximum Continuous Discharge AC Power (kW)	Maximum Continuous Discharge DC Power (kW)	Number of Units	Port or Port Facility Where Infrastructure is Installed *(select options from dropdown, based on Table 3a of this template)*	If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b *(select from dropdown, based on Table 3b of this template)*	Project Site ID	State	County	City	Zip Code
BESS Example	*Lithium-Ion*	*Manufacturer Name*	*Model Name*	36 kWh	1200	2400	2	Port Facility A	Additional Site B	Example Site	VA	Arlington County	Alexandria	22305
BESS Group 1														
BESS Group 2														
BESS Group 3														
BESS Group 4														
BESS Group 5														
BESS Group 6														
BESS Group 7														
BESS Group 8														
BESS Group 9														
BESS Group 10														

Table 11b (cont.) / Table 11c. BESS BABA Details

	Does the BESS serve multiple port facilities within this application?	Primary Port or Port Facility Served by BESS	Secondary Port or Port Facilities served by BESS: Associated Port(s) (use a colon between facilities)	Is BESS and related Equipment, Housing, and all Accessories BABA Compliant?	If No, Partly Compliant, or Unsure, explain	Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? *(for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA)*
BESS Example	Yes	Port Facility A	Port of Galveston; UP Englewood Yard	*Yes - Equipment, Housing, Wiring, …*		*No - Infrastructure meets all BABA requirements*
BESS Group 1						
BESS Group 2						
BESS Group 3						
BESS Group 4						
BESS Group 5						
BESS Group 6						
BESS Group 7						
BESS Group 8						
BESS Group 9						
BESS Group 10						

Table 11d. BESS Cost Summary

	Total Estimated Acquisition Cost for each BESS Unit	Total EPA Funds Requested for each BESS Unit Acquisition	Total Estimated Cost for BESS Acquisition	Total EPA Funds Requested for BESS Acquisition	Total Estimated Cost for Installation of BESS	Total EPA Funds Requested for Installation of BESS	Total Estimated Cost for All other Eligible BESS Related Expenses	Total EPA Funds Requested for All other Eligible BESS Related Expenses	Description of Other Eligible BESS Related Expenses	Total Estimated Cost for BESS Equipment, Installation, and Other Eligible Expenses	Total EPA Funds Requested BESS Equipment, Installation, and Other Eligible Expenses
BESS Example	$ 48,000.00	$ 20,000.00	$ 96,000.00	$ 40,000.00	$ 12,000.00	$ 10,000.00	$ 100.00	$ 100.00	shipping	$ 108,100.00	$ 50,100.00
BESS Group 1			$ -	$ -						$ -	$ -
BESS Group 2			$ -	$ -						$ -	$ -
BESS Group 3			$ -	$ -						$ -	$ -
BESS Group 4			$ -	$ -						$ -	$ -
BESS Group 5			$ -	$ -						$ -	$ -
BESS Group 6			$ -	$ -						$ -	$ -
BESS Group 7			$ -	$ -						$ -	$ -
BESS Group 8			$ -	$ -						$ -	$ -
BESS Group 9			$ -	$ -						$ -	$ -
BESS Group 10			$ -	$ -						$ -	$ -

Are there any other infrastructure projects associated with this grant that are not listed above? *(select Yes or No)*

If no, *please leave this section blank.* If yes, please provide details in the box below on the infrastructure project and describe how BABA compliance was determined.

Cooper Marine: Electrical upgrades between the meter and the material handlers will be required to supply continuous power to each material handler. This infrastructure includes switchgear, transformers, electrical wire, and a cable tray that connects to each machines's cable reel to feed them power. The budget in order to get the electrical infrastructure from the meter to the ZE material handlers is $1,625,400 which includes a 26% contigency. This project will also require site improvement for the material handlers to be able to travel up and down the dock easily discharging cargo. The budget for the site improvements is $1,936,080 which includes a 20% contigency. SSA: Pier C routing for power from electrical service building to the interior of the C South warehouse. New 4160V to 480V transformer is required to serve three chargers. The cost for the conduit, cable, transformer and switch panel installed would be about 120 K not including chargers. The additional infrastructure cost for the transformer upgrades that we need included in the application is estimated at $312,000 .
Approximate buildout cost to serve three SSA chargers in warehouse C south is $120,000. As the Port Authority continues to expand in Mobile Alabama, we have identified a critical requirement to support the additional zero emission equipment, the existing electrical system and infrastructure. After careful consideration, it has been identified the urgent necessity for a dedicated substation to support our operations efficienly and sustainably as the current set up is insufficient for the future electrical demands. The proposed substation will serve as a central hub for power distribution, enabling APM Terminals Mobile to accommodate increasing energy demands and facilitate the integration of renewable energy sources into port operations. It will enhance APMT's ability to manage and mitigate risks associated with power outages and fluctuations, ensuring uninterrupted service to shippers and carriers and enhancing overall safety and security within the terminal.

Considering the terminal's existing electrical capacity and proposed future electrical demands, a new substation and associated infrastructure will be required. The requirement of the new infrastructure has been analyzed by APM Terminals Asset and Design Engineering team and ran through Alabama Power. The below breakdown are the considerations met for the Main substation and the equipment included in this application:

- **Civil and Concrete foundations including MV room, HVAC room, control room, aux trafo room, battery room, lighting, HVAC system, etc.**
- **Earthworks**
- **Electrical Works**

The future electrical loads include providing shore power to container ships while berthed for unloading and loading operation (12 MVA), powering electric charging stations for E- terminal tractors and E- Top[Loader (3 MVA)

U. S. Environmental Protection Agency

Clean Ports Program | Data Dictionary

This data dictionary contains descriptions for all fields and detailed instructions for how to complete all fields found on Tabs 2, 3, 4a, 4b, and 5.

Tab 2. CAQP Supplemental Application	For applicants to the Climate and Air Quality Planning Competition, this is the only tab that needs to be completed.
Table 1: Applicant & Project Details	
Applicant Name/Organization	Enter Name of Applicant or Applying Organization
Applicant Address – Street	Provide the street name and number of mailing address of Applicant or Applying Organization
Applicant Address – City	Provide the city of mailing address of Applicant or Applying Organization
Applicant Address – State (select from dropdown)	Provide the state of mailing address of Applicant or Applying Organization
Applicant Address – Zip Code	Provide the Zip Code of mailing address of Applicant or Applying Organization
Primary Contact Information– Name	Provide the name of the Primary Contact for this application
Primary Contact Information– Title/Role	Provide the title or role of the Primary Contact for this application
Primary Contact Information– Phone	Provide the phone number of the Primary Contact for this application
Primary Contact Information– email	Provide the email address of the Primary Contact for this application
Applicant Type (See NOFO Section III.A for details)	Select from dropdown which of the following options best describes the applicant: Port Authority; State Agency with jurisdiction over a port authority or port; Tribal agency with jurisdiction over a port authority or a port; Regional Agency with jurisdiction over a port authority or port; Local Agency with jurisdiction over a port authority or port; Air Pollution Control Agency; Eligible Private Entity
Affiliate Port Authority (if applicable)	For applicants that are not Port Authorities or which have affiliated port authorities, provide the name(s) of the port authorities
SAM.gov Unique Entity ID (UEI)	Enter the SAM.gov Unique Entity Identification Number for the applicant
Small Water Port Project? See NOFO section II.B for specifications	Select Yes or No from Dropdown
Dry Port Project? (See NOFO Section I.B. for specifications)	Select Yes or No from Dropdown
Does the applicant use LOGINK or any other prohibited logistics platform as described in NOFO Section III.D.?	Select Yes or No from Dropdown
Proposed Project Title	One descriptive sentence only
Project Period–Project start date	For Climate & Air Quality Planning projects, project periods may be up to three years.
Project Period–Project end date	For Climate & Air Quality Planning projects, project periods may be up to three years.
Short Project Description	Briefly describe your project in one to three sentences only, especially noting the expected outputs and outcomes.
Does this project include planning activities related to emissions inventory and accounting exercises?	Select Yes or No from Dropdown
Total EPA Funding Requested	Use the definitions provided in Section IV.C., Section 7 "Budget" to fill out this budget summary. The amount listed in this summary should match the amounts listed in the budget table in Section 7. As noted in Section II.B. of the NOFO, each application can request between $200,000 and $3,000,000.
Other Federal Funding Sources	If the applicant has applied or plans to apply for funding for this project (or portions of this project) from another federal funding source, the applicant should list the potential funding source(s). Otherwise, enter N/A

Table 2: Project Partners	
Project Partner Organization Name	Provide the name(s) of the organizations working in partnership with the applicant on this project
Primary Contact Information for Project Partner(s) – Name	Provide the name(s) of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Title/Role	Provide the title or role of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Email	Provide the email address of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Phone	Provide the phone number of the primary contact at this partner organization
Type of Organization	Select from dropdown which of the following options best describes the applicant: Port Authority; State Agency with jurisdiction over a port authority or port; Tribal agency with jurisdiction over a port authority or a port; Regional Agency with jurisdiction over a port authority or port; Local Agency with jurisdiction over a port authority or port; Air Pollution Control Agency; Eligible Private Entity
Type of Organization—If Other, describe	Enter in a brief description of the type of organization
Nature of Partnership with Applicant	Select from Dropdown: Statutory Partner or Collaborating Entity (non-statutory)
Role in Project—Select from dropdown	Select from the dropdown one of the following options: Recipient of funds; Other
Role in Project – If Other, describe	Enter in a brief description of the role this project partner is expected to have
Table 3: Project Location(s)	
Table 3a: Port/Port Facility Location(s)	
Port/Port Facility Name	If a port or port facility spans more than 1 county, please enter a new line for each unique county.
Project Site ID	Prepopulated; used for looking up tables in other tables
Port Authority Name (if applicable)	Enter in the Port Authority Name associated with this Port or Port Facility, if applicable.
State	Select the state abbreviation from the dropdown list provided
County	Select the county name from the dropdown list provided; note the dropdown menu will only work if the state field for that row is completed
City	Enter in the name of the city in which the Port/Port Facility is located
Description of Project Activity at Port/ Port Facility	Provide a brief comment about which project activity or activities are expected to be completed at this site
Estimate of the Share of Overall Project Activity at this site	Enter a value between 0-1, where 1 is 100%. Values in this field for Tables 3a and 3b should total to 100%
County FIPS Code	Autopopulates
EPA Region	Autopopulates
Does this county contains a PM2.5 or Ozone Nonattainment Area?	Autopopulates
Does this county contains a Severe or Extreme Ozone Nonattainment Area?	Autopopulates
Does this county contains a PM2.5 or Ozone Maintenance Area?	Autopopulates
Does this county contain an area with High Ambient Diesel PM Concentration?	Autopopulates
Does this county meet the Disadvantaged Community Definition in Section IV.C.2 of the NOFO?	Autopopulates

Table 3b: Additional Project Locations: *Use this table to identify additional project locations found outside of the ports and port facilities listed in Table 3a above.*	
Site Name	If an Additional Site spans more than 1 county, please enter a new line for each unique county.
Project Site ID	Prepopulated; used for looking up tables in other tables
Port(s)/Port Facilities Served by Location	Separate additional ports by semicolon
State	Select the state abbreviation from the dropdown list provided
County	Select the county name from the dropdown list provided; note the dropdown menu will only work if the state field for that row is completed
City	Enter in the name of the city in which the Port/Port Facility is located
Description of Project Activity at Site	Provide a brief comment about which project activity or activities are expected to be completed at this site
Estimate of the Share of Project Activity at this site	Enter a value between 0-1, where 1 is 100%. Values in this field for Tables 3a and 3b should total to 100%
County FIPS Code	Autopopulates
EPA Region	Autopopulates
Does this county contains a PM2.5 or Ozone Nonattainment Area?	Autopopulates
Does this county contains a Severe or Extreme Ozone Nonattainment Area?	Autopopulates
Does this county contains a PM2.5 or Ozone Maintenance Area?	Autopopulates
Does this county contain an area with High Ambient Diesel PM Concentration?	Autopopulates
Does this county meet the Disadvantaged Community Definition in Section IV.C.2 of the NOFO?	Autopopulates
Table 4. Climate and Air Quality Planning Project Overview	
Project Includes this Activity	For each of the listed Planning Activity Types in columns A & B, select whether this project features that activity using the dropdown menu provided
Requested EPA Funds for this Activity	For each of the planned Activities selected in the previous column, enter the requested funds to support this specific activity
Is it the intent that this Activity will be fully funded by EPA	For each of the planned Activities selected in the first column, use the dropdown menu to select whether or not it is the intent for this activity to be fully funded by the Clean Ports Program Climate and Air Quality Planning Competition. Options include: "Yes", "No", and "Unsure at this Time"
Other Activities	If project features other Planning Activities not listed, please provide here; additional rows hidden if needed.

Tab 3. Cover Sheet for App_ZE	For applicants to the Zero-Emission Technology Deployment Competition, this is the first of up to 4 tabs that may be completed.
Table 1: Applicant & Project Details	
Applicant Name/Organization	Enter Name of Applicant or Applying Organization
Applicant Address – Street	Provide the street name and number of mailing address of Applicant or Applying Organization
Applicant Address – City	Provide the city of mailing address of Applicant or Applying Organization
Applicant Address – State (select from dropdown)	Provide the state of mailing address of Applicant or Applying Organization
Applicant Address – Zip Code	Provide the Zip Code of mailing address of Applicant or Applying Organization
Primary Contact Information– Name	Provide the name of the Primary Contact for this application
Primary Contact Information– Title/Role	Provide the title or role of the Primary Contact for this application
Primary Contact Information– Phone	Provide the phone number of the Primary Contact for this application
Primary Contact Information– email	Provide the email address of the Primary Contact for this application
Applicant Type	Select from dropdown which of the following options best describes the applicant: Port Authority; State Agency with jurisdiction over a port authority or port; Tribal agency with jurisdiction over a port authority or a port; Regional Agency with jurisdiction over a port authority or port; Local Agency with jurisdiction over a port authority or port; Air Pollution Control Agency; Eligible Private Entity
Affiliate Port Authority (if applicable)	For applicants that are not Port Authorities or which have affiliated port authorities, provide the name(s) of the port authorities
SAM.gov Unique Entity ID (UEI)	Enter the SAM.gov Unique Entity Identification Number for the applicant
Small Water Port Project? See NOFO section II.B for specifications	Select Yes or No from Dropdown
Dry Port Project? See NOFO section I.B. for specifications	Select Yes or No from Dropdown
Does the applicant use LOGINK or any other prohibited logistics platform as described in Section III.D. of the NOFO?	Select Yes or No from Dropdown
Proposed Project Title	One descriptive sentence only
Project Period–Project start date	For zero-emissions Technology projects, project periods may be up to 4 years.
Project Period–Project end date	For zero-emissions Technology projects, project periods may be up to 4 years.
Short Project Description	Briefly describe your project in one to three sentences only, especially noting the expected outputs and outcomes.
Total EPA Funding Requested	Use the definitions provided in Section IV.C., Section 7 "Budget" to fill out this budget summary. The amount listed in this summary should match the amounts listed in the budget table in Section 7. As noted in Section II.B. of the NOFO, each application can request between $200,000 and $3,000,000.
Total Applicant Costs	Use the definition provided in Section IV.C., Section 8 "Budget" to fill out this field. The amount listed in this summary should match the amounts listed in the budget table in Section
Total Project Costs	Autopopulates the sum of the EPA Funding Requested and Total Applicant Costs
Other Federal Funding Sources	If the applicant has applied or plans to apply for funding for this project (or portions of this project) from another federal funding source, the applicant should list the potential funding source(s). Otherwise, enter N/A
Total Funding for Zero-Emission Equipment	This field will auto-populate upon completing 'Fleet Description' tab.
Total Funding for Charging and/or Fueling Infrastructure	This field will auto-populate upon completing 'Infrastructure' tab
Table 2: Project Partners	
Project Partner Organization Name	Provide the name(s) of the organizations working in partnership with the applicant on this project
Primary Contact Information for Project Partner(s) – Name	Provide the name(s) of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Title/Role	Provide the title or role of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Email	Provide the email address of the primary contact at this partner organization
Primary Contact Information for Project Partner(s) – Phone	Provide the phone number of the primary contact at this partner organization
Type of Organization – Select from dropdown	Select from dropdown which of the following options best describes the applicant: Port Authority; State Agency with jurisdiction over a port authority or port; Tribal agency with jurisdiction over a port authority or a port; Regional Agency with jurisdiction over a port authority or port; Local Agency with jurisdiction over a port authority or port; Air Pollution Control Agency; Eligible Private Entity

Type of Organization—If Other, describe	Enter in a brief description of the type of organization
Nature of Partnership with Applicant	Select from Dropdown: Statutory Partner or Collaborating Entity (non-statutory)
Role in Project—Select from dropdown	Select from the dropdown one of the following options: Recipient of funds for Zero-Emission equipment deployment; Recipient of funds for Zero-Emission infrastructure deployment and/or installation; Other
Role in Project – If Other, describe	If Other selected for previous field, supply a brief description of the Project Partner's Anticipated Role in Project
Table 3: Project Location(s)	
Table 3a: Port Location(s)	
Port/Port Facility Name	Enter the name(s) of the Port or Port Facility where this project will take place. If a port spans more than 1 county, please enter a new line for each unique county
Project Site ID	Prepopulated; used for looking up tables in other tables
Port Authority Name (if applicable)	Enter the name of the Port Authority (if applicable to site)
State	Select the state abbreviation from the dropdown list provided
County	Select the county name from the dropdown list provided; note the dropdown menu will only work if the state field for that row is completed
City	Enter in the name of the city in which the Port/Port Facility is located
Description of Project Activity at Port	Provide a brief comment about which project activity or activities are expected to be completed at this site
Estimate of the Share of Project Activity at this site	Enter a value between 0-1, where 1 is 100%. Values in this field for Tables 3a and 3b should total to 100%
County FIPS	Autopopulates
EPA Region	Autopopulates
County Contains PM2.5 or Ozone Nonattainment Area?	Autopopulates
County Contains Severe or Extreme Ozone Nonattainment Area?	Autopopulates
County Contains PM2.5 or Ozone Maintenance Area?	Autopopulates
County Contains High Ambient Diesel PM Concentration?	Autopopulates
County Meets Disadvantaged Community Definition in Section IV.C.2, Section 4 in the NOFO?	Autopopulates
Table 3b: Additional Project Locations: *Use this table to identify additional project locations found outside of the ports listed in 3a above*	
Site Name	If an Additional Site spans more than 1 county, please enter a new line for each unique county.
Project Site ID	Prepopulated; used for looking up tables in other tables
Port(s) Served by Location	Separate additional ports by semicolon
State	Select the state abbreviation from the dropdown list provided
County	Select the county name from the dropdown list provided; note the dropdown menu will only work if the state field for that row is completed
City	Enter in the name of the city in which the Port/Port Facility is located
Description of Project Activity at Site	Provide a brief comment about which project activity or activities are expected to be completed at this site
Estimate of the Share of Project Activity at this site	Enter a value between 0-1, where 1 is 100%. Values in this field for Tables 3a and 3b should total to 100%
County FIPS	Autopopulates
EPA Region	Autopopulates
County Contains PM2.5 or Ozone Nonattainment Area?	Autopopulates
County Contains Severe or Extreme Ozone Nonattainment Area?	Autopopulates
County Contains PM2.5 or Ozone Maintenance Area?	Autopopulates
County Contains High Ambient Diesel PM Concentration?	Autopopulates
County Meets Disadvantaged Community Definition in Section IV.C.2, Section 4 in the NOFO?	Autopopulates

Table 4: Zero-Emission Technology Deployment Project Overview	
Port Sectors Affected- Onroad	These fields will auto-populate with

Table 5b: Place(s) of Performance	
Vehicle or Equipment Operates in Multiple Performance Locations Within this project? (Yes/No)	Select Yes/No from Dropdown menu
Primary Port or Port Facility	Select options from dropdown which will be populated based on entries supplied into Table 3a of this template.
If Primary location of vehicle/equipment is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select options from dropdown which will be populated based on entries supplied into Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
Percentage of Time operated in County (enter value 0-1, where 1= 100%)	Enter the percentage of the time the vehicle or equipment will operate at the site listed by entering a value from 0 to 1, where 1 = 100%.
City	Autopopulates
Zip Code	Autopopulates
Secondary Port or Port Facility	Select options from dropdown which will be populated based on entries supplied into Table 3a of this template.
If Secondary location of vehicle/equipment is not at a port, provide the Name of the Additional Project Location (select from dropdown)_2	Select options from dropdown which will be populated based on entries supplied into Table 3b of this template.
(Secondary Port) Project Site ID_2	Autopopulates
(Secondary Port) State_2	Autopopulates
(Secondary Port) County_2	Autopopulates
Percentage of Time operated in County	Enter the percentage of the time the vehicle or equipment will operate at the site listed by entering a value from 0 to 1, where 1 = 100%.
City_2	Autopopulates
Zip Code_2	Autopopulates
Additional Counties where Vehicle Operates	List the names of the additional counties where the vehicle operates; separate multiple counties using a semicolon
% of time operated in each Additional County	List the relative share of time each vehicle or equipment operates in the additional counties listed in the field before
Table 5c: Details of New Vehicle, Vessel, and/or Equipment	
Vehicle Class	Select from the dropdown menu the Vehicle/Equipment Class for onroad vehicles, as appropriate. This field will be hatched out for all nonroad
Vehicle GVWR	Enter the onroad vehicle's gross vehicle weight rating. This field will be hatched out for all nonroad equipment
Vehicle or Equipment Manufacturer	Enter the manufacturer of the New Vehicle
Vehicle or Equipment Model	Enter the model of the New vehicle
Vehicle or Equipment Model Year	Enter the model year of the new vehicle or equipment
Acquisition Cost per Vehicle or Equipment	Enter the total cost anticipated for acquiring this vehicle or equipment
Total EPA Funds Expended Per Vehicle or Equipment Acquisition	Enter the total EPA funds requested from this grant for acquiring this vehicle or equipment

Table 5d. Engine Replacement Details (only to be completed if 'Technology Type' selected is "New Engine")	
New Engine Make	Enter the manufacturer of the new Engine.
New Engine Model	Enter the model of the new Engine.
New Engine Model Year	Enter the model year of the new engine.
New Engine Horsepower	Enter the average horsepower of the new engine .
Number of Propulsion Engines (Vessels only)	Enter the total number of new propulsion engines on the vessel.
Number of Auxiliary Engines (Vessels only)	Enter the total number of new auxiliary engines on the vessel.
Total Estimated Acquisition Cost per New Engine	Enter the total cost anticipated for acquiring each engine
EPA Funds Requested for New Engine Acquisition	Enter the total EPA funds requested from this grant for acquiring each engine
Total Estimated Cost for Labor related to Engine Replacement	Enter the total cost anticipated for labor related to this engine replacement
EPA Funds Expended for Labor Cost related to Engine Replacement	Enter the total EPA funds requested from this grant for labor related to this engine replacement
Total Combined Costs for New Engine Acquisition and Labor of Engine Replacement	Autopopulates
Total EPA Funds Requested for New Engine Acquisition and Labor of Engine Replacement	Autopopulates
Fuel Cell Capacity (kW)	

Tab 4b. Scrappage Information	For applicants to the Zero-Emission Technology Deployment Competition, this is the third of up to 4 tabs that may be completed, and only applicants with proposed scrappage should complete this tab
Table 6. Current Vehicle or Equipment Committed for Scrappage Information	
Table 6a. Basic Fleet Information and Place(s) of Performance | Note: Yellow fields for the Basic Fleet Information will Automatically Populate upon selecting the corresponding new equipment	
Current Vehicle or Equipment	Prepopulated Field
Corresponding New Vehicle, Equipment, or Engine (select from dropdown)	Dropdown menu with the Vehicle/Equipment IDs from Tab 4a, Table 5; select the vehicle or equipment that will be the 'Replacement' for each scrapped or disposed of vehicle you will describe in Table 6.
Vehicle or Equipment Type	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Vehicle or Equipment Subtype	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Vocation	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
If 'Other' Vocation selected, describe	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Technology Type	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
If 'Other' selected for Technology Type, please describe	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Vehicle or Equipment Total Battery Capacity, (kWh)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Fuel Cell Capacity (kW)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Fleet Owner	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Vehicle or Equipment Operates in Multiple Performance Locations Within this project? (Yes/No)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Primary Place of Performance	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Primary Port (select from dropdown, if applicable)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Project Site Name	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Project Site ID	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
State	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
County	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Percentage of Time operated in County (enter value 0-1, where 1= 100%)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5

City	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Zip Code	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Secondary Place of Performance (if applicable)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Secondary Port (select from dropdown, if applicable)_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Project Site Name_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Project Site ID_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
State_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
County_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Percentage of Time operated in County (enter value 0-1, where 1= 100%)_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
City_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Zip Code_2	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Additional Location Details (if applicable)	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Additional Counties where Vehicle Operates	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
% of time operated in each Additional County	No action needed; this field autopopulates based on responses entered in Tab 3a, Table 5
Table 6b. Current Vehicle or Equipment Specifications	
Current Vehicle Class (Onroad Current Vehicles only)	Enter current vehicle's classification (only required for Onroad Vehicles)
Current Vehicle GVWR (Onroad Current Vehicle Only)	Enter current vehicle's gross vehicle weight rating in lbs. (only required for Onroad Vehicles)
Current Vehicle or Equipment Manufacturer	Enter the manufacturer of the existing vehicle or equipment
Current Vehicle or Equipment Model	Enter the model of the existing vehicle or equipment
Current Vehicle or Equipment Model Year	Enter the model year of the existing vehicle or equipment
Current Fuel Type	Select fuel type of current vehicle or equipment from dropdown menu
Estimated Remaining Life of Current Vehicle or Equipment (years):	Enter the estimated number of years of remaining life of the vehicle or equipment
Table 6c. Current Engine Information (Only to be completed for engine replacement projects)	
Current Engine Make	Enter the manufacturer of the existing Engine.
Current Engine Model	Enter the model of the existing Engine.
Current Engine Model Year	Enter the model year of this engine set.
Current Engine Tier	Enter the engine tier using the dropdown menu
If Current Engine Tier is Tier 4, Provide Tier 4 Standards	If you selected "Tier 4" for the previous answer, provide details about which Tier 4 standards the existing engine met
Current Engine After-Treatment Technology	Describe any after-treatment technology
Current Engine Horsepower	Enter the average horsepower of the engine/equipment.
Current Engine Cylinder Displacement	Use the dropdown menu to select the current engine's cylinder displacement
Total # of Propulsion Engines (per vessel; marine only)	Enter the number of propulsion engines
Total # of Auxiliary Engines (per vessel; marine only)	Enter the number of auxiliary engines
Tab 5. Infrastructure	For applicants to the Zero-Emission Technology Deployment Competition, this is the fourth and final of up to 4 tabs that may be completed.
Table 7: Electric Vehicle Supply Equipment (EVSE) & Other Electric Charging Equipment (not including vessel shore power)	
Table 7a. Electric Vehicle Supply Equipment (EVSE) Overview	
Type of Charger	Enter the type of charger, either Level 2 (AC charging up to 19.2 kW), DC Fast Charging, or Other (including non-standard or megawatt charging system).
If Level 2 or DC Fast Charging, is it ENERGY STAR certified?	Confirm and select yes if applicable. Please see https://www.energystar.gov/
EVSE or other EV charger Manufacturer	Enter the manufacturer of the charging equipment
EVSE or other EV charger Model	Enter the model name of the charging equipment.
EVSE Maximum Output Power (kW)	Enter the maximum power output of the charging equipment, measured in kilowatts.
Number of EVSE or other EV Charger Units	

Table 7b. Location of Charging Infrastructure	
Port or Port Facility Where Infrastructure is Installed	Select from the dropdown menu, options which will be populated based on Table 3a of this template.
If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select from the dropdown menu, options which will be populated based on Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
City	Autopopulates
Zip Code	Enter the zip code in which the charging equipment will be located.
Does the EVSE or other EV charger serve multiple port areas within this application?	Select whether or not the charging equipment serve more than one port area within the project submitted in this application.
Primary Port or Port Facility Served by EVSE and/or EV Charger	Select from the dropdown menu the port area which the charging equipment will primarily serve; options will be populated based on Table 3a of this template.
Secondary Port or Port Facilities served by EVSE and/or EV Charger (use semicolon to separate between multiple port locations)	Enter the name of the other port areas in which the charging equipment will serve. If it will serve multiple secondary port areas, list all and separate with a semicolon (e.g., Port of Galveston; Port of Corpus Christi).
Table 7c. EVSE BABA Details	
Is the EVSE or Other EV Charger and associated Equipment, Housing, and all Accessories BABA Compliant?	Select from the dropdown menu which parts of the infrastructure project are BABA compliant. Options include: Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant, Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant, No, and Not Sure
If No, Partly Compliant, or Unsure, explain	For the previous column, explain which parts are not compliant or enter N/A.
Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? (for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA).	Select from the dropdown menu how BABA requirements are being met for the infrastructure project. Options include: No - Infrastructure meets all BABA requirements, Yes - EPA's De Minimis Waiver, Yes - EPA's Small Project Waiver, Yes - EPA's Pacific Island Territories General Applicability Waiver, Yes - Project-Level Waiver, and Unsure
Table 7d. EVSE Cost Summary	
Does the Infrastructure Equipment Cost Include Installation?	Select whether or not the equipment cost includes installation of the EVSE or other EV charger system.
Total Estimated Acquisition Cost for each EVSE or Other EV Charger Equipment:	Enter the equipment cost for each unit of the charging infrastructure system.
Total EPA Funds Requested for Acquisition of each EVSE or Other EV Charger Unit	Enter the EPA funds requested for the equipment in each unit of the EVSE or other EV charging system.
Total Estimated Acquisition Cost for EVSE or Other EV Chargers	No action - autopopulated
Total EPA Funds Requested for Acquisition of EVSE or Other EV Chargers	No action - autopopulated
Total Estimated Cost for Installation of EVSE or Other EV Chargers	Enter the total amount of funds anticipated for installation of all the units in the charging infrastructure system.
Total EPA Funds Requested for Installation Cost of EVSE or Other EV Chargers	Enter the total amount of EPA funds anticipated for installation of all the units in the charging infrastructure system.
Total Estimated Cost for All other Eligible EVSE or Other EV Charger Related Expenses (e.g., Shipping)	Enter the total amount of funds anticipated for all other eligible expensed related to the charging infrastructure project in this application, including shipping, etc.
Total EPA Funds Requested for All other Eligible EVSE or Other EV Charger Related Expenses (e.g., Shipping)	Enter the total amount of EPA funds anticipated for all other eligible expenses related to the charging infrastructure project in this application, including shipping, etc.
Description of Other Eligible EVSE or Other EV Charger Administrative Expenses	Describe the items corresponding to the previous two columns.

Total Estimated Cost on EVSE or Other EV Charger Equipment, Installation, and Other Eligible EVSE or Other EV Charger Related Expenses	No action - autopopulated
Total EPA Funds Requested for EVSE or Other EV Charger Equipment, Installation, and Other Eligible EVSE or Other EV Charger Related Expenses	No action - autopopulated
Table 8. Shore Power Equipment Information	
Table 8a. Shore Power Equipment Information & Demand Overview	
Type of Shore Power Connection	Select the type of shore power connection, either high-voltage (HVSC) or low-voltage (LVSC).
Total Voltage Service Provided	Select the total voltage provided from the dropdown menu, if listed.
Total Voltage Service Provided, if Not Listed	Enter the total voltage service provided if the amount is not listed in the dropdown menu.
Manufacturer	Enter the manufacturer of the shore power system.
Model	Enter the model name of the shore power system.
Estimated Number of Annual Vessel Calls to Berth where Shore Power is to be Installed	Enter the estimated number of annual vessel calls per berth where the shore power system is to be installed.
Estimated Number of Vessel Berths that can be served by Shore Power Pedestal	Enter the estimated average hotel hours per vessel call per berth where the shore power system is to be installed
Number of Vessel Berths that can be served by Shore Power Pedestal	Enter the estimated number of vessel berths that may be served by the shore power system.
Maximum Output Power (kW)	Enter the maximum power output of the shore power system, measured in kilowatts.
Estimated Annual Total Energy Provided in MW-h	Enter the estimated total annual energy output of the shore power system in megawatt-hours.
Number of Shore Power Pedestals	Enter the total number of shore power pedestals installed.
Table 8b. Location of Shore Power Infrastructure	
Port or Port Facility Where Infrastructure is Installed	Select from the dropdown menu, options which will be populated based on Table 3a of this template.
If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select from the dropdown menu, options which will be populated based on Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
City	Autopopulates
Zip Code	Enter the zip code in which the charging equipment will be located.
Table 8c. Shore Power BABA Details	
Are the shore power equipment, Housing, and all Accessories BABA Compliant?	Select from the dropdown menu which parts of the infrastructure project are BABA compliant. Options include: Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant, Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant, No, and Not Sure
If No, Partly Compliant, or Unsure, explain	For the previous column, explain which parts are not compliant or enter N/A.
Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? (for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA).	Select from the dropdown menu how BABA requirements are being met for the infrastructure project. Options include: No - Infrastructure meets all BABA requirements, Yes - EPA's De Minimis Waiver, Yes - EPA's Small Project Waiver, Yes - EPA's Pacific Island Territories General Applicability Waiver, Yes - Project-Level Waiver, and Unsure

Table 8d. Shore Power Cost Summary	
Total Estimated Acquisition Cost for each Shore Power Pedestal	Enter the equipment cost for each unit of the shore power infrastructure system.
Total EPA Funds Requested for Acquisition of each Shore Power Pedestal	Enter the EPA funds expended for the equipment in each shore power pedestal.
Does the Infrastructure Equipment Cost Include Installation?	Select whether or not the equipment cost includes installation of the shore power equipment.
Total Estimated Cost for Installation of Shore Power Pedestals	Enter the total estimated cost for installation of all the units in the shore power system.
Total EPA Funds Requested for Installation Cost for Shore Power Pedestals	Enter the total amount of EPA funds requested installation of all the units in the shore power system.
Total Estimated Cost for All other Eligible Shore Power Acquisition & Installation Related Expenses	Enter the total estimated cost for installation of all the units in the shore power system.
Total EPA Funds Requested for All other Eligible Shore Power Acquisition & Installation Related Expenses	Enter the total amount of EPA funds requested installation of all the units in the shore power system.
Description of Other Eligible Shore Power Related Expenses	Describe the items corresponding to the previous two columns.
Total Estimated Cost for Shore Power Equipment Acquisition *(total # of pedestals x Funds Expended/pedestal)*	No action - autopopulated
Total EPA Funds Requested for Shore Power Equipment Acquisition *(total # of pedestals x EPA Funds Expended/pedestal)*	No action - autopopulated
Total Estimated Cost for Shore Power Equipment Acquisition, Installation, and Other Costs	No action - autopopulated
Total EPA Funds Requested for Shore Power Equipment Acquisition & Installation, and Other Costs	No action - autopopulated
Table 9. Hydrogen Fueling Station Information	
Table 9a. Hydrogen Fueling Station Information Overview	
Type of Station	Select from the dropdown menu what type of hydrogen fueling station is installed under this project.
Type of Hydrogen Storage *(select from dropdown)*	Select from the dropdown menu what type of hydrogen storage is installed under this project.
Total Hydrogen Storage Tank(s) Capacity (kg)	Enter the capacity of the hydrogen storage tank in kilograms.
Hydrogen Dispenser Pedestal Manufacturer	Enter the manufacturer of the hydrogen dispensing pedestal equipment.
Hydrogen Dispenser Pedestal Model	Enter the model name of the hydrogen dispensing pedestal equipment.
Hydrogen Storage Tank Manufacturer	Enter the manufacturer of the hydrogen storage tank.
Hydrogen Storage Tank Model	Enter the model name of the hydrogen storage tank.
Hydrogen Compressor Manufacturer	Enter the manufacturer of the compressor.
Hydrogen Compressor Model	Enter the model name of the compressor.
Hydrogen Cooling System Manufacturer	Enter the manufacturer of the cooling system.
Hydrogen Cooling System Model	Enter the model name of the cooling system.
Estimated Annual Total Hydrogen to be Dispensed in kg	Enter the estimated amount of total annual hydrogen dispensed from the fueling station in kilograms.
Hydrogen Generation Pathway	Select the hydrogen generation pathway from the menu provided below. Options include: Steam Reforming - Natural Gas, Steam Reforming with Carbon Capture & Storage - Natural Gas, Methane cracking - Natural Gas, Gasification - Coal, Gasification with Carbon Capture & Storage - Coal, Gasification - Biomass, Gasification with Carbon Capture & Storage - Biomass, Electrolysis - Electric Grid Mix, Electrolysis - Renewable Energy, Fermentation - Biomass, Thermal water splitting - Nuclear, Thermal water splitting - Renewables, Purchased from Vendor, and Unknown

Table 9b. Location of Hydrogen Fueling Infrastructure	
Port or Port Facility Where Infrastructure is Installed	Select from the dropdown menu, options which will be populated based on Table 3a of this template.
If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select from the dropdown menu, options which will be populated based on Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
City	Autopopulates
Zip Code	Enter the zip code in which the charging equipment hydrogen fueling station will be located.
Does the fueling station serve multiple port facilities within this application?	Select whether or not the hydrogen fueling station serve more than one port area within the project submitted in this application.
Primary Port or Port Facility Served by Hydrogen Fueling station	Select from the dropdown menu the port area which the charging equipment will primarily serve; options will be populated based on Table 3a of this template.
Secondary Port or Port Facilities served by Hydrogen fueling station	Enter the name of the other port areas which the hydrogen fueling station will serve. If it will serve multiple secondary port areas, list all and separate with a semicolon (e.g., Port of Galveston; Port of Corpus Christi).
Table 9c. Hydrogen Fueling Infrastructure BABA Details	
Are the Hydrogen Fueling and related Equipment, Housing, and all Accessories BABA Compliant?	Select from the dropdown menu which parts of the infrastructure project are BABA compliant. Options include: Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant, Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant, No, and Not Sure
If No, Partly Compliant, or Unsure, explain	For the previous column, explain which parts are not compliant or enter N/A.
Is the plan to use a waiver to fulfill BABA compliance for this infrastructure?	Select from the dropdown menu how BABA requirements are being met for the infrastructure project. Options include: No - Infrastructure meets all BABA requirements, Yes - EPA's De Minimis Waiver, Yes - EPA's Small Project Waiver, Yes - EPA's Pacific Island Territories General Applicability Waiver, Yes - Project-Level Waiver, and Unsure
Table 9d. Hydrogen Fueling Infrastructure Cost Summary	
Total Estimated Cost for Acquisition of Hydrogen Fueling Pedestal(s):	Enter the total estimated cost for acquiring all hydrogen fueling pedestals needed for this project
Total EPA Funds Requested for Acquisition of Hydrogen Fueling Pedestal(s):	Enter the total EPA funds requested for acquiring all the hydrogen fueling pedestals needed for this project
Total Estimated Cost for All Additional Hydrogen Supporting Infrastructure (e.g., tanks, pipes, compressors, cooling systems):	Enter the total estimated cost for acquiring additional supporting infrastructure such as tanks, compressors, pipes, cooling systems, etc.
Total EPA Funds Requested for all Additional Hydrogen Supporting Infrastructure (e.g., tanks, pipes, compressors, cooling systems):	Enter the total EPA funds requested for acquiring additional supporting infrastructure such as tanks, compressors, pipes, cooling systems, etc.
Total Estimated Cost for Installation of Hydrogen Fueling Infrastructure	Enter the total estimated cost for installation of all the units in the hydrogen fueling station.
Total EPA Funds Requested for Installation of Hydrogen Fueling Infrastructure	Enter the total amount of EPA funds requested for installation of all the units in the hydrogen fueling station.
Total Estimated Cost for All other Eligible Hydrogen Fueling Infrastructure Acquisition & Installation Related Expenses	Enter the total estimated cost for acquisition and installation of all the units in the hydrogen fueling system.
Total EPA Funds Requested for All other Eligible Hydrogen Fueling Infrastructure Acquisition & Installation Related Expenses	Enter the total amount of EPA funds requested for acquisition and installation of all the units in the hydrogen fueling system.
Description of Other Eligible Hydrogen Fueling Related Expenses	Describe the items corresponding to the previous two columns.

Total Estimated Cost for Hydrogen Infrastructure Acquisition, Installation, and Other Eligible Expenses	No action - autopopulated
Total EPA Funds Requested for Hydrogen Infrastructure Acquisition, Installation, and Other Eligible Expenses	No action - autopopulated

Table 10. Solar and Wind Power Generation System Equipment Information	
Table 10a. Solar and Wind Power Generation System Equipment Information	
Type of energy generation	Select from the dropdown menu the renewable source of energy for power generation: solar or wind.
Manufacturer of Solar or Wind Power Generation System	Enter the name of the manufacturer of the solar or wind power generation system.
Model of Solar or Wind Power Generation System	Enter the model name of the solar or wind power generation system.
Generation Capacity of the System (please indicate kW or MW)	Enter the energy generation capacity of the solar or wind power generation system, including the appropriate units (kW or MW).
Table 10b. Solar and Wind Power Generation System Location Details	
Port or Port Facility Where Infrastructure is Installed	Select from the dropdown menu, options which will be populated based on Table 3a of this template.
If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select from the dropdown menu, options which will be populated based on Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
City	Autopopulates
Zip Code	Enter the zip code in which the solar or wind power generation system will be located.
Does the Solar or Wind Power Generation System serve multiple ports within this application?	Select whether or not the solar or wind power generation system serves more than one port area within the project submitted in this application.
Primary Port or Port Facility Served by Solar or Wind Power Generation System	Enter the name of the port area in which the solar or wind power generation system will primarily serve.
Secondary Port or Port Facilities served by Solar or Wind Power Generation System (use a semicolon between facilities)	Enter the name of the other port areas in which the solar or wind power generation system will serve. If it will serve multiple secondary port areas, list all and separate with a semicolon (e.g., Port of Galveston; Port of Corpus Christi).
Table 10c. Solar and Wind Power Generation System BABA Compliance	
Is Solar or Wind Power Generation System and related Equipment, Housing, and all Accessories BABA Compliant?	Select from the dropdown menu which parts of the infrastructure project are BABA compliant. Options include: Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant, Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant, No, and Not Sure
If No, Partly Compliant, or Unsure, explain	For the previous column, explain which parts are not compliant or enter N/A.
Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? (for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA)	Select from the dropdown menu how BABA requirements are being met for the infrastructure project. Options include: No - Infrastructure meets all BABA requirements, Yes - EPA's De Minimis Waiver, Yes - EPA's Small Project Waiver, Yes - EPA's Pacific Island Territories General Applicability Waiver, Yes - Project-Level Waiver, and Unsure
Table 10d. Solar and Wind Power Generation System Cost Summary	
Total Estimated Acquisition Cost for Solar or Wind Power Generation System Equipment	Enter the total estimated cost for the acquisition of the solar or wind power generation infrastructure system(s)
Total EPA Funds Requested for Acquisition Cost of Solar or Wind Power Generation System Equipment	Enter the EPA funds requested for the acquisition of the solar or wind power generation infrastructure system(s)
Total Estimated Cost for Installation of Solar or Wind Power Generation System Equipment	Enter the total estimated cost for installation of the solar or wind power generation infrastructure system(s).
Total EPA Funds Requested for Installation of Solar or Wind Power Generation System Equipment	Enter the total amount of EPA funds requested for installation of the solar or wind power generation infrastructure system(s).
Total Estimated Cost for All other eligible Solar or Wind Power Generation System Related Expenses	Enter the total estimated cost for all other eligible expenses related to the solar or wind power generation system(s).

Total EPA Funds Requested for All other eligible Solar or Wind Power Generation System Related Expenses	Enter the total amount of EPA funds requested for all other eligible expenses related to the solar or wind power generation system(s).
Description of Other Eligible Solar or Wind Power Generation System Related Expenses	Describe the items corresponding to the previous two columns.
Total Estimated Cost for Solar or Wind Power Generation Equipment, Installation, and other Eligible Expenses	No action - autopopulated
Total EPA Funds Requested for Solar or Wind Power Generation Equipment, Installation, and other Eligible Expenses	No action - autopopulated
Table 11. Battery Energy Storage System (BESS) Equipment Information	
Table 11a. Battery Electric Storage System (BESS) Equipment Overview	
Type of Battery	Select the type of battery from the dropdown menu; options include: Lithium-ion, lead-acid, Flow, Flywheels, Other, and Not Sure
Manufacturer of BESS	Enter the manufacturer of the BESS equipment.
Model of BESS	Enter the model name of the BESS equipment.
Total Energy Capacity (please indicate unit; kWh or MWh)	Enter the total energy capacity of the BESS system and indicate the unit of energy (kWh or MWh)
Maximum Continuous Discharge AC Power (kW)	Enter the maximum continuous discharge alternative current power in kW
Maximum Continuous Discharge DC Power (kW)	Enter the maximum continuous discharge direct current power in kW
Number of Units	Enter the number of BESS units installed in this infrastructure project.
Table 11b. Location of BESS Infrastructure	
Port or Port Facility Where Infrastructure is Installed	Select from the dropdown menu, options which will be populated based on Table 3a of this template.
If Infrastructure is not at a port or port facility listed in Table 3a, provide the Name of the Additional Project Location as listed in Table 3b	Select from the dropdown menu, options which will be populated based on Table 3b of this template.
Project Site ID	Autopopulates
State	Autopopulates
County	Autopopulates
City	Autopopulates
Zip Code	Enter the zip code in which the BESS equipment will be located.
Does the BESS System serve multiple ports within this application?	Select whether or not the BESS system serves more than one port area within the project submitted in this application.
Primary Port or Port Facility Served by BESS System	Enter the name of the port area in which the BESS system will primarily serve.
Secondary Port or Port Facilities served by BESS System (use a semicolon between facilities)	Enter the name of the other port areas which the BESS system will serve. If it will serve multiple secondary port areas, list all and separate with a semicolon (e.g., Port of Galveston; Port of Corpus Christi).
Table 11c. BABA Compliance	
Is BESS and related Equipment, Housing, and all Accessories BABA Compliant?	Select from the dropdown menu which parts of the infrastructure project are BABA compliant. Options include: Yes - Equipment, Housing, Wiring, Cables, and All Accessories are BABA Compliant, Some Equipment, Housing, Wiring, Cables, and Accessories are BABA Compliant, No, and Not Sure
If No, Partly Compliant, or Unsure, explain	For the previous column, explain which parts are not compliant or enter N/A.
Is the plan to use a waiver to fulfill BABA compliance for this infrastructure? (for more information on approved waivers, see Build America, Buy America (BABA) Approved Waivers US EPA).	Select from the dropdown menu how BABA requirements are being met for the infrastructure project. Options include: No - Infrastructure meets all BABA requirements, Yes - EPA's De Minimis Waiver, Yes - EPA's Small Project Waiver, Yes - EPA's Pacific Island Territories General Applicability Waiver, Yes - Project-Level Waiver, and Unsure

Table 11d. BESS Cost Summary	
Total Estimated Acquisition Cost for each BESS Unit	Enter the equipment cost for each unit of the BESS.
Total EPA Funds Requested for each BESS Unit Acquisition	Enter the total amount of EPA funds expended for the equipment in each BESS unit.
Total Estimated Cost for BESS Acquisition	Autopopulates
Total EPA Funds Requested for BESS Acquisition	Autopopulates
Total Estimated Cost for Installation of BESS	Enter the total estimated cost for installation of BESS.
Total EPA Funds Requested for Installation of BESS	Enter the total amount of EPA funds requested for installation of BESS.
Total Estimated Cost for All other Eligible BESS Related Expenses	Enter the total estimated cost for all other eligible BESS-related expenses such as shipping of equipment, etc.
Total EPA Funds Requested for All other Eligible BESS Related Expenses	Enter the total amount of EPA funds requested for all other eligible BESS-related expenses such as shipping of equipment, etc.
Description of Other Eligible BESS Related Expenses	Describe the items corresponding to the previous two columns.
Total Estimated Cost for BESS Equipment, Installation, and Other Eligible Expenses	No action - autopopulated
Total EPA Funds Requested BESS Equipment, Installation, and Other Eligible Expenses	No action - autopopulated
Are there any other infrastructure projects associated with this grant that are not listed above? (select Yes or No)	Select Yes or No from Dropdown
If no, please leave this section blank. If yes, please provide details in the box below on the infrastructure project and describe how BABA compliance was determined.	If other infrastructure elements are part of this project, please provide details in the text field on the infrastructure components, cost, and describe how BABA compliance was determined.

Attachment G - SF 424 Form

Attachment H - Letters of Support

ALABAMA
HOUSE OF REPRESENTATIVES

11 SOUTH UNION STREET, MONTGOMERY, ALABAMA 36130

REP. CHIP BROWN
DISTRICT 105
104 SOUTH LAWRENCE STREET
MOBILE, ALABAMA 36602

STATE HOUSE: 334-261-0447
DELEGATION: 251-208-5480
EMAIL: chip.brown@alhouse.gov

May 23, 2024

The Honorable Michael S. Regan
Environmental Protection Agency
1200 Pennsylvania Avenue, N.W. Washington, DC 20460

Re: Clean Ports Program: Zero-Emission Technology Deployment Competition
Grant Funding Opportunity: EPA-R-OAR-CPP-24-04

Dear Administrator Regan:

I am writing in support of the Alabama Port Authority's application for the EPA Clean Ports Grant. With this application, the Port's goal is to support the deployment of zero-emission technologies across the Port of Mobile for both its public and private terminals and launch the **P**ort **O**perations **W**ith **E**missions **R**eduction, or POWER, Program.

The grant includes the following components to help reduce carbon emissions at the Port – two electric switcher locomotives, installation of three shore power units (cold ironing) at two marine terminals, 36 electric terminal trucks, four electric container top loaders, two electric material handling cranes and two electric forklifts. This equipment will be deployed by the Port and several private operators who do business on the port – APM Terminals, Cooper Marine, SSA Marine, and CG Rail.

I believe that if the Alabama Port Authority and its project partners are selected for the Clean Ports grant, it will be an investment that will enable the Port to bolster its longstanding commitment to sustainability and further contribute to the goals of companies located around the Port of Mobile in reducing climate impacts. With this collective, Port-wide application, the POWER Program will benefit communities surrounding the Port and give citizens the opportunity to achieve a healthier quality of life for generations to come.

Thank you for considering the Alabama Port Authority's application for this opportunity.

Sincerely,

Chip Brown

Representative Chip Brown
Chair, Ports, Waterways, and Intermodal Transit Committee
Alabama House of Representatives, District 105

23 May 2024

The Honorable Michael S. Regan, Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Clean Ports Letter of Support
for APM Terminals

Dear Administrator Regan,

Ascend Performance Materials Inc. is pleased to offer support for the Alabama Port Authority (APA) and APM Terminals' joint grant application for the EPA Clean Ports program to implement a collection of transformative zero-emissions upgrades.

APM Terminals Mobile is a world-class, high productivity terminal located in the Port of Mobile with unprecedented opportunities for sea, road and rail. The port of Mobile has the second fastest growing port in the United States and is, with a deep-water port, an attractive gateway into and from the heart of the United States.

The recent expansion projects are doubling the capacity for future growth to be over 1.3 million TEU in 2025 and deepening and widening the Mobile harbor channel to 15.2m depth, enabling larger vessels to call the port. In addition to these investments, APM Terminals Mobile is keen to further improve the environmental impact in the port by reducing GHG emissions. An electrification pilot is ongoing for electric terminal trucks and since February 2024, a dedicated green electricity tariff is in place. To drive an even bigger impact, the application will replace diesel cargo handling equipment at APM Terminals Mobile with electric models, install shore power for vessels, build the required electric infrastructure for these improvements and provide worker training related to the new equipment and infrastructure.

The partners are well-positioned to deliver this investment efficiently and in compliance with the Build America, Buy America act to the greatest extent market conditions allow. APMT has also committed to be fully net-zero by 2040 and reduce scope 1 and 2 emissions 65% by 2030. This application is a key opportunity to deliver on these commitments.

Ascend Performance Materials Inc. fully supports the Alabama Port Authority, APMT and their application for the EPA Clean Ports program. This project is an opportunity to radically expedite the electrification of cargo handling equipment and implementation of shore power at the port.

Sincerely,

Ascend Performance Materials Inc.

Benny Sarbeck

Benny Sarbeck
Sr. Logistics Manager

May 24, 2024

The Honorable Michael S. Regan, Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Dear Administrator Regan:

The Environmental Defense Fund is pleased to offer support for the Alabama Port Authority (APA) and APM Terminals' joint grant application for the EPA Clean Ports Program to implement transformative zero-emissions upgrades.

The Environmental Defense Fund has a clear yet challenging mission: preserve the natural systems on which all life depends. Guided by science and economics, we find practical and lasting solutions to the most serious environmental problems. EDF's key priorities include slashing carbon dioxide and health-harming pollution in order to improve air quality and health outcomes, as well as focusing urgent relief in frontline communities most impacted by climate change.

The proposed joint grant application will deliver real improvements for the region. The Port of Mobile is the second fastest growing port in the United States and an important player in the Gulf Coast region. Furthermore, APM Terminals Mobile is a world-class, high productivity terminal – we have great confidence in their ability to deliver the stated goals of the project to improve air quality in the region.

The application is designed to ensure the growth for the Port of Mobile – the doubling of capacity for TEUs and deepening of the Mobile harbor channel – is balanced with net-zero technology that ensures economic growth is balanced with climate concerns. The project will replace diesel cargo handling equipment at APM Terminals Mobile with electric models, install shore power for vessels, build electric infrastructure, and provide worker training related to the new equipment and infrastructure.

We appreciate the capacity of the application partners to deliver this project effectively and in compliance with federal laws as well as the port's roadmap to achieve net-zero emissions by 2040 and reduce scope 1 and 2 emissions 65% by 2030. This grant application is a key opportunity to speed up delivery on these commitments.

To note, EDF does not have staff working on community engagement in the region. As we have with other Clean Ports Program applications, we encourage the EPA to develop mechanisms to follow-through with all grant recipients to ensure meaningful community engagement is a clear result from funds awarded.

We recognize that this project is an opportunity to significantly expedite the electrification of cargo handling equipment and implementation of shore power at the port - thereby lowering supply chain emissions for all customers of Port Elizabeth and improving air quality for the benefit of both neighboring communities and the men and women at work in the port every day.

EDF encourages you to fully fund the proposed grant application and look forward to working with the Alabama Port Authority, APMT, environmental justice groups, and the EPA on fulfilling our collective mission for a cleaner climate for all.

Sincerely,

Phillip Martin
Manager, Zero-Emission Truck Initiative
Environmental Defense Fund
pmartin@edf.org

16 May 2024

The Honorable Michael S. Regan, Administrator
Environmental Protection Agency
1200 Pennsylvania Avenue, NW
Washington, DC 20460

Clean Ports Letter of Support
for APM Terminals

Dear Administrator Regan,

Glovis America is pleased to offer support for the Alabama Port Authority (APA) and APM Terminals' joint grant application for the EPA Clean Ports program to implement a collection of transformative zero-emissions upgrades.

APM Terminals Mobile is a world-class, high productivity terminal located in the Port of Mobile with unprecedented opportunities for sea, road and rail. The port of Mobile has the second fastest growing port in the United States and is, with a deep-water port, an attractive gateway into and from the heart of the United States.

The recent expansion projects are doubling the capacity for future growth to be over 1.3 million TEU in 2025 and deepening and widening the Mobile harbor channel to 15.2m depth, enabling larger vessels to call the port. In addition to these investments, APM Terminals Mobile is keen to further improve the environmental impact in the port by reducing GHG emissions. An electrification pilot is ongoing for electric terminal trucks and since February 2024, a dedicated green electricity tariff is in place. To drive an even bigger impact, the application will replace diesel cargo handling equipment at APM Terminals Mobile with electric models, install shore power for vessels, build the required electric infrastructure for these improvements and provide worker training related to the new equipment and infrastructure.

The partners are well-positioned to deliver this investment efficiently and in compliance with the Build America, Buy America act to the greatest extent market conditions allow. APMT has also committed to be fully net-zero by 2040 and reduce scope 1 and 2 emissions 65% by 2030. This application is a key opportunity to deliver on these commitments.

Glovis America fully supports the Alabama Port Authority, APMT and their application for the EPA Clean Ports program. This project is an opportunity to radically expedite the electrification of cargo handling equipment and implementation of shore power at the port.

Sincerely,

Company: Glovis America
Name: Steve Walter
Title: Director, Freight Forwarding
Signature:

Hapag-Lloyd

Hapag-Lloyd (America) LLC
3 Ravinia Drive NE
Atlanta, GA 30346
www.hapag-lloyd.com

The Honorable Michael S. Regan
Administrator
US Environmental Protection Agency
1200 Pennsylvania Avenue NW
Washington, DC 20460

May 20th, 2024
Re: Clean Ports Letter of Support – APM Terminals

Dear Administrator Regan,

Hapag-Lloyd is pleased to offer support for the Alabama Port Authority (APA) and APM Terminals' joint grant application for the EPA Clean Ports program to implement a collection of transformative zero-emissions upgrades.

APM Terminals Mobile is a world-class, high productivity terminal located in the Port of Mobile with unprecedented opportunities for sea, road and rail. The port of Mobile has the second fastest growing port in the United States and is, with a deep-water port, an attractive gateway into and from the heart of the United States.

The recent expansion projects are doubling the capacity for future growth to be over 1.3 million TEU in 2025 and deepening and widening the Mobile harbor channel to 15.2m depth, enabling larger vessels to call the port. In addition to these investments, APM Terminals Mobile is keen to further improve the environmental impact in the port by reducing GHG emissions. To drive an even bigger impact, the application will replace diesel cargo handling equipment at APM Terminals Mobile with electric models, install shore power for vessels, build the required electric infrastructure for these improvements and provide worker training related to the new equipment and infrastructure.

The partners are well-positioned to deliver this investment efficiently and in compliance with the Build America, Buy America act to the greatest extent market conditions allow. APMT has also committed to be fully net-zero by 2040 and reduce scope 1 and 2 emissions 65% by 2030. This application is a key opportunity to deliver on these commitments.

Hapag-Lloyd fully supports the Alabama Port Authority, APMT and their application for the EPA Clean Ports program. This project is an opportunity to radically expedite the electrification of cargo handling equipment and implementation of shore power at the port.

Sincerely,

Phillip Summers,
Director of Procurement Region North America
Hapag-Lloyd (America) LLC
3 Ravinia Drive, Suite 1600
Atlanta, Georgia 30346
Phillip.Summers@hlag.com