

To: Jackson, Ryan[jackson.ryan@epa.gov]
From: Lott, Trent
Sent: Tue 11/21/2017 7:56:49 PM
Subject: RE: TOTE Permit

Ryan,

Not sure if you heard back from the Senator but our firm contact would be John Flynn. I've cc'd him on this email.

Jennifer

From: Jackson, Ryan [mailto:jackson.ryan@epa.gov]
Sent: Sunday, November 19, 2017 5:34 PM
To: Lott, Trent <trent.lott@squirepb.com>
Subject: RE: TOTE Permit

Senator, who could we work with at your firm or with the company to gather any technical information we may need?

From: Lott, Trent [mailto:trent.lott@squirepb.com]
Sent: Monday, November 6, 2017 1:01 PM
To: Jackson, Ryan <jackson.ryan@epa.gov>
Subject: TOTE Permit

Ryan,

Thanks for your response last Friday and update that you are working through the TOTE permit situation.

TOTE prefers and I see merit with moving forward with an extension on the preexisting application approach that was discussed during the September 27, 2017 meeting with you and Administrator Pruitt.

In addition to the preexisting application and other documents previously advanced with EPA (attached), I thought it would be helpful to share the text below from the International Maritime Organization (IMO) which allows for the 5 year extension to the permit.

Please know that TOTE and I very much appreciate your attention and support of the LNG vessel permit issue.

Trent

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<http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-%28MEPC%29/Documents/MEPC.176%2858%29.pdf>

Trials for ship emission reduction and control technology research

2 The Administration of a Party may, in cooperation with other Administrations as

appropriate, issue an exemption from specific provisions of this Annex for a ship to conduct trials

for the development of ship emission reduction and control technologies and engine design programmes. Such an exemption shall only be provided if the applications of specific provisions of the Annex or the revised NO_x Technical Code 2008 could impede research into the development of such technologies or programmes. A permit for such an exemption shall only be provided to the minimum number of ships necessary and be subject to the following provisions;

.1 for marine diesel engines with a per cylinder displacement up to 30 litres, the

duration of the sea trial shall not exceed 18 months. If additional time is required,

a permitting Administration or Administrations may permit a renewal for one

additional 18-month period; or

.2 for marine diesel engines with a per cylinder displacement at or above 30 litres,

the duration of the ship trial shall not exceed 5 years and shall require a progress

review by the permitting Administration or Administrations at each intermediate

survey. A permit may be withdrawn based on this review if the testing has not adhered to the conditions of the permit or if it is determined that the technology or programme is not likely to produce effective results in the reduction and control of ship emissions. If the reviewing Administration or Administrations determine that additional time is required to conduct a test of a particular technology or programme, a permit may be renewed for an additional time period not to exceed five years.



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