

Northwest Ports Clean Air Strategy 2008 Report

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Briefing Overview

- Northwest Ports Clean Air Strategy approach and performance measures
- 2008 Implementation Commitments
- First Annual Report
- 2009 Implementation Commitments

Strategy Approach

- Focused on diesel particulate matter and greenhouse gases
- Clear, measurable performance measures
 - Ocean-going vessels (OGV)
 - Cargo handling equipment (CHE)
 - Trucks
 - Rail
 - Harbor vessels
- Encourage ongoing innovation instead of mandated solutions
- Short Term (2010) and Long Term (2015) targets

Strategy Performance Measures

	2010	2015
Ocean-Going Vessels	Use distillate fuels at berth	Meet IMO standards
Cargo-Handling Equipment	2000 model year engine or better	Best available emission control devices
Rail	Expedite EPA SmartWay standards	Comply with EPA's 2007 locomotive rules
Trucks	1994 or better emission standards	80% to meet 2007 emission standards, 100% by 2017
Harbor Vessels	Low-sulfur fuels, new technologies	Advanced technology pilot projects

2008 Implementation Commitments

- Develop implementation details with stakeholders
- Verification and reporting requirements
- Identify and secure funding for incentives
- Port Metro Vancouver stakeholder consultation 2008; adoption to be considered in 2009
- Begin implementing the Strategy, seek to accelerate performance standard schedules

First Annual Report

- POS, POT and PMV report on progress towards NWPCAS goals through the end of 2008
- First report provides baseline
- Some difference in both reporting and measuring
- All three ports working together to improve consistency

POS Implementation Status

Ocean-Going Vessels

- **2008 success towards 2010 goal: 29% of frequent callers**
 - Container vessels: 7% of frequent callers
 - Cruise Vessels: 100% of frequent callers
 - 52% used shore power
 - 48% used 1.5% sulfur fuel
- **Ongoing Efforts:**
 - Shore power for Princess Cruises and Holland America Line relocated to Smith Cove Cruise Terminal
 - Application to U.S. DOE Transportation Electrification to fund 50% of shore power infrastructure at Pier 66
 - At-Berth Clean Fuels Vessel Incentive Program
 - Hapag-Lloyd
 - Matson
 - APL
 - CMA-CGM
 - Maersk
 - Norwegian Cruise Line
 - COSCO

POS Implementation Status

Cargo-Handling Equipment

- **2008 success towards 2010 goal**
 - 9% of CHE met or exceeded goal
 - 41% of CHE made progress toward the goal
 - 100% of CHE used ultra low sulfur diesel fuel and/or biodiesel blends
- **Ongoing Efforts:**
 - Grants awarded by U.S. EPA, PSCAA, and WA Dept. of Ecology to retrofit or replace CHE

- **2008 success towards 2010 goal**
 - Port continues to support commitments made by UP and BNSF Railway to the U.S. EPA SmartWay Transport Partnership
 - Louis Dreyfus switched to ULSD/B20 fuel for locomotive and facility operations at T-86
- **Ongoing Efforts:**
 - Supporting \$3 million proposal to U.S. EPA to repower 4 BNSF switcher locomotives
 - Working with PSCAA and Louis Dreyfus to install anti-idling equipment on switcher locomotives at T-86

POS Implementation Status

Harbor Vessels

- **2008 success towards 2010 goal**
 - Port is supporting PSCAA in reducing emissions from harbor tug operations
- **Ongoing Efforts:**
 - Supporting \$2.1 million proposal to U.S. EPA to repower the Andrew Foss tug
 - Foss Maritime and Crowley voluntarily switched to lower sulfur fuels in tug operations

POS Implementation Status

Harbor Vessels

- Puget Sound
 - PSCAA is promoting ULSD fuel and new technologies, with a focus on tugs and ferries
 - Washington State Ferries (WSF) implemented fuel and emission reduction strategies
 - Use of ULSD or low sulfur diesel fuel
 - On-going investigation of biodiesel

POS Implementation Status

Clean Truck Program

- **2008 success towards 2010 goal**
 - 76% of known drayage trucks are MY 1994 or newer
- **Ongoing Efforts**
 - Addressing the remaining 24% of trucks that do not meet the 2010 goal is a big challenge
 - Proposed negotiation of lease amendments with marine terminal operators to enforce standards
 - PSCAA doing a buy-back and scrap program for pre-1994 trucks
 - OSR is developing a Small Business Assistance program
 - Continue outreach efforts with stakeholders

Truck Parking

- South Harbor Truck Parking Work Group
 - Purpose: To provide input on south harbor neighborhood parking and routing issues.
 - Partners include City, SDOT, community, industry, labor, and environmental groups.
 - Recommendations presented to Commission and City Council in May 2009
- Status of Terminal 10 interim truck parking facility
- Selection of a temporary site at Terminal 25 South
 - 3 acres
 - Available July 2009
 - No fees

POS Implementation Status

Port Administration

- 25,500 gallons of ULSD/biodiesel fuel used in Port-owned diesel equipment in 2008
 - B99 used January-July
 - B20 used August-December
- Converted a Toyota Prius to a plug-in hybrid electric
- 29 hybrid vehicles in the Seaport fleet
- Reduced Pier 69 electricity consumption by 43%
- Diverted waste from landfills
 - 32.2 tons of solid waste
 - 17.5 tons of organic waste

2009 Implementation Commitments

- Continue to develop implementation details with stakeholders
- Refine data collection, verification, and reporting processes
- Work with PSCAA to implementing projects to meet the 2010 Strategy goals, seeking to accelerate performance standard schedules where practical
- Port Metro Vancouver stakeholder consultation 2008; adoption to be considered in 2009