

## **MEMORANDUM**

Date **April 24, 2009**

**TO:** Tay Yoshitani, Chief Executive Officer, Port of Seattle  
Tim Farrell, Executive Director, Port of Tacoma

**FROM:** Wayne Grotheer, Director, Seaport Professional & Technical Svcs, Port of Seattle  
Louis W. Paulsen, Chief Sustainable Development Officer, Port of Tacoma

**SUBJECT:** Briefing on Northwest Ports Clean Air Strategy Implementation Status

The purpose of this briefing is to provide the respective Commissions of the Port of Seattle and Port of Tacoma an update on progress towards reaching the short-term (2010) performance measures under the Northwest Ports Clean Air Strategy.

### **BACKGROUND**

On January 7 and 22, 2008, respectively, the Commissioners of the Ports of Tacoma and Seattle jointly adopted the Northwest Ports Clean Air Strategy, a voluntary and collaborative effort of the Ports of Seattle, Tacoma and Vancouver (B.C.) to reduce maritime and port-related emissions that affect air quality and climate change in the Pacific Northwest. Both ports have made significant strides in implementing the Clean Air Strategy.

### **UPDATE ON THE CLEAN AIR STRATEGY**

#### **Trucks**

On March 19, 2009, the Port of Tacoma Commission adopted Resolution 2009-06, establishing the Port of Tacoma Drayage Truck Emissions Improvement Program, developed to implement the drayage truck diesel emission reduction goals set forth in the Northwest Ports Clean Air Strategy. The program also serves as the foundation for future implementation activities.

On April 14, 2009, the Port of Seattle Commission unanimously authorized the CEO to enter in to lease negotiations with the Marine Terminal Operators to require implementation of the Strategy performance measures for trucks, as well as unanimous approval to authorize the CEO to enter in to an agreement with Puget Sound Clean Air Agency (PSCAA) to transfer up to \$2.3 million to support implementation of the Strategy.

#### **Cargo-Handling Equipment (CHE)**

In late 2008 and early 2009, both Ports were awarded significant grant dollars from EPA and Washington State to retrofit CHE. The Ports of Seattle and Tacoma will continue to retrofit CHE working collaboratively with PSCAA, WA Dept. of Ecology, and marine terminal operators to reach the Strategy's 2010 goal.

## Ocean-Going Vessels

The Ports of Seattle and Tacoma vessel lines have made progress towards reaching the Strategy's 2010 goal for ocean-going vessels, which calls for a switch from high sulfur bunker fuels to 0.5% or less sulfur fuels in auxiliary hotelling engines while at berth. To date, 57% of vessels that frequently visit the Port of Tacoma to distillate. On March 19, 2009 the Port of Tacoma Commission recognized Evergreen Line, "K" Line, Maersk Line and Horizon Lines for their voluntary switch from ship bunker fuel to distillate use at the Port of Tacoma terminals. The Port of Seattle has partnered with PSCAA on the At-Berth Clean Fuels Vessel Incentive Program (ABC Program) to provide a \$1,500 incentive per call for vessels that meet the 2010 Strategy goal; in 2008, 31% of frequent calling vessels met the 2010 Strategy goal.

## Reporting

The Port of Seattle and Tacoma are currently working on the final draft of the first Northwest Port Clean Air Strategy Implementation Report representing port activities for 2008. This report is expected to be complete before the end of the second quarter, 2009.

## **PREVIOUS COMMISSION ACTION**

On February 16, 2007, the Port of Seattle Commission passed a series of environmental motions that required, in part, that staff present an air quality action plan for Commission approval.

On January 7, 2008, the Port of Tacoma Commission adopted the Northwest Ports Clean Air Strategy.

On January 22, 2008, the Port of Seattle Commission adopted the Northwest Ports Clean Air Strategy.