

**SEATTLE PORT COMMISSION  
MOTION IN SUPPORT OF  
THE FEDERAL CLEAN PORTS ACT OF 2010  
DECEMBER 7, 2010**

**Statement in Support of Motion**

The Port of Seattle (the “*Port*”) is a major international trade gateway that generates jobs and economic vitality for Martin Luther King, Jr. County, Washington State and the entire nation. Expanding trade through the Port will contribute to needed regional economic growth. The Seattle Port Commission (the “*Commission*”) has endorsed the goal of the Port becoming “the greenest, cleanest, most energy efficient port in North America,” and in line with that goal, the Commission is committed to ensuring the port-related economic activities and growth is aligned with our responsibilities to the regional environment and to local public health.

The Port has become a national leader in promoting sustainable business models in airport and seaport-related industries. The Commission unanimously adopted the Northwest Ports Clean Air Strategy (the “*Clean Air Strategy*”) on January 22, 2008, which together with the ports of Tacoma and Vancouver, B.C. sets goals collaboratively with our respective tenants and stakeholders for increasing emissions generated by seaport-related activities, improving air quality and addressing public health issues impacting both port workers and residents of communities around seaport operations.

Pursuant to the Clean Air Strategy, the Port has committed to decreasing emissions from the port drayage truck industry. Air quality and public health, particularly in immediate port-adjacent communities, have historically suffered due to old and poorly maintained diesel trucks hauling containerized cargo to and from Port terminals.

The Clean Air Strategy sets (i) the near-term goal of reaching the equivalent particulate matter (“*PM*”) emissions level of 1994 or newer heavy-duty truck engine model year harbor-wide by the end of 2010, and (ii) the medium-term goal of reaching the equivalent PM emissions level of 2007 or newer heavy-duty truck engine model year harbor-wide by the end of 2015. While the Port has seen significant improvement in air quality pursuant to its current Clean Trucks Program operated in collaboration with the Puget Sound Clean Air Agency and Cascade Sierra Solutions, the Commission believes that it is important that the Port have the flexibility to adopt additional measures as needed to address ongoing air quality and public health issues.

In the face of ongoing litigation in the case of American Trucking Association v. the City of Los Angeles, et.al., there remains substantial legal uncertainty over the ability of local port authorities to establish policies that address truck emissions. The Commission believes that clarity in the federal law surrounding the Port’s authority over drayage trucking would facilitate planning and implementation of truck-related environmental programs and would give the Port certainty that it would not face potentially lengthy and expensive litigation over the details of its current, or any future, clean truck plan. The Commission further believes that the Clean Ports Act of 2010 would clarify the Port’s ability to adopt policies affecting port trucks that address environmental pollution, traffic congestion, highway safety and the efficient utilization of seaport facilities.

Pursuant Section 8 the Commission Working Rules and Operating Procedures (incorporated by reference into Article 2 of the Commission Bylaws), the Commission has the responsibility to establish Port positions on significant governmental legislation.

**Motion**

The Commission calls on the United States Congress to pass H.R. 5967, the Clean Ports Act of 2010.