

PORT OF SEATTLE COMMISSION MOTION TO CONSIDER

ACCELERATED EMISSIONS STANDARDS

STATEMENT IN SUPPORT OF MOTION

The Port of Seattle Commission has established guiding policy directing that that Port will strive in all its business operations to become “the greenest, cleanest, most energy efficient port in North America.” This vision recognizes that Port operations must be economically, environmentally and socially sustainable as the Port moves into its second century of operations. The need to develop sustainable business practices has been a key impetus for the Port’s Clean Air Strategy and its trucking programs. A comprehensive strategy for addressing the impacts of the Port’s maritime activities is a priority that will enable future increases in cargo movement through Puget Sound and the job growth associated with that economic activity.

While the Port’s current truck program will improve the drayage fleet, it does not meet the high bar that the Commission has set for Port activities. The program’s truck replacement timeline and enforcement strategy should be leading national programs. The impact of trucks operations, including particularly truck emissions, on residents and workers in Port-adjacent neighborhoods remains an issue that requires concerted attention.

As the first elements of the Port’s truck program go into full effect as of January 2011, it is time to analyze whether stronger measures to clean up the Port’s truck fleet are appropriate. Therefore, the Commission wants to consider proposals in the coming year that would move the truck fleet serving the Port towards becoming the greenest, cleanest and most efficient in North America.

Motion

The executive shall present to the Commissioners sitting in public session three alternative plans for improving the Port’s drayage fleet no later than July 15, 2011. The alternative plans shall each contain the following elements:

- 1) A timeline for bringing 100% of trucks operating at the Port into compliance with EPA 2007 standards no later than 2013 and EPA 2010 standards by 2015;
- 2) Measures to enforce truck program requirements that allow the Port to directly monitor compliance; directly gather and analyze data; and exclude non-compliant trucks and trucking companies from Port terminals; and
- 3) Identified stable funding mechanisms for purchasing and maintaining trucks that meet EPA standards.

To allow for appropriate public discussion, the plans should be made available to all identified stakeholders and the general public no later than June 15, 2011.