

PORT OF SEATTLE
MEMORANDUM

COMMISSION AGENDA – STAFF BRIEFING

Item No. 7b
Date of Meeting December 7, 2010

DATE: December 1, 2010

TO: Tay Yoshitani, Chief Executive Officer

FROM: Stephanie Jones Stebbins, Director, Seaport Environmental Programs
Sarah Flagg, Air Quality Program Manager, Seaport Environmental Programs

SUBJECT: Northwest Ports Clean Air Strategy Implementation Status

BACKGROUND:

The purpose of this staff briefing is to present the current status of implementation of the short-term 2010 Northwest Ports Clean Air Strategy (“Strategy”) performance measures.

On January 22, 2008, the Port of Seattle Commission 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. Developed in close collaboration with the Puget Sound Clean Air Agency, Washington Department of Ecology, US Environmental Protection Agency, and Environment Canada with input from stakeholders, customers, and citizens, the Strategy will result in emission reductions to further improve air quality throughout the region. The Strategy has three primary emissions reduction objectives:

- Reduce maritime and port-related air quality impacts on human health, the environment and the economy;
- Reduce contribution to climate change through co-benefits associated with reducing air quality impacts; and
- Help the Georgia Basin-Puget Sound region continue to meet air quality standards and objectives.

The Strategy builds on the significant efforts the Ports of Seattle, Tacoma and Vancouver, BC have invested in emission reductions and established common short-term (2010) and long-term (2015) performance measures for further reducing emissions from cargo-handling equipment, rail, harbor vessels, ocean-going vessels, and trucks.

Reported 2009-2010 Success toward the 2010 Strategy Performance Measures is as follows:

COMMISSION AGENDA

Tay Yoshitani, Chief Executive Officer

December 1, 2010

Page 2 of 3

Ocean-Going Vessels (OGV):

- 63.5% of all frequent ocean-going vessel calls (cruise and container ships) met the 2010 OGV performance measure.
 - Container vessels: 40% of frequently calling container vessel calls (236 calls) met the 2010 OGV performance measure using $\leq 0.5\%$ sulfur fuel in auxiliary engines while at berth.
 - Cruise Vessels: 100% of frequent callers used 1.5% or less sulfur fuel or shore power.
 - 38.5% (84 calls) met the 2010 OGV performance measure by using $\leq 1.5\%$ sulfur fuel in diesel electric main engines while at berth.
 - 61.5% exceeded the 2010 OGV performance measure through use of shore power (84 calls) or participation in the At-Berth Clean Fuels Vessel Incentive Program (ABC Fuels), utilizing fuel containing $\leq 0.5\%$ sulfur fuel in diesel electric main engines while at berth (50 calls).

Cargo-Handling Equipment (CHE):

- 68% of all CHE at Port of Seattle met the 2010 performance measure.
- 100% of all CHE used ultra low sulfur diesel (ULSD) fuel and/or biodiesel blends.

Rail

Port continues to support commitments made by UP and BNSF Railway to the U.S. EPA SmartWay Transport Partnership (<http://www.epa.gov/smartway/>)

- Louis Dreyfus switched to ULSD/B20 fuel for locomotive and facility operations at T86
- BNSF installed the first all-electric, wide-span, rail mounted gantry cranes at their North Seattle International Gateway (SIG) intermodal yard. This electrification investment eliminated diesel powered cranes and increased terminal efficiency.

Harbor Craft

- Port is supporting PSCAA in reducing emissions from harbor tug operations

Trucks

- 77.4% of drayage trucks met or exceeded the 2010 performance measure (based on the Port of Seattle 2008 Fleet Age Analysis).
- In 2009, 27 drayage trucks were scrapped and recycled under the Scrappage and Retrofits for Air in Puget Sound (ScRAPs) program. As of 11/29/2010, 244 trucks have been scrapped.

OTHER DOCUMENTS ASSOCIATED WITH THIS BRIEFING:

PowerPoint presentation

COMMISSION AGENDA

Tay Yoshitani, Chief Executive Officer

December 1, 2010

Page 3 of 3

PREVIOUS COMMISSION ACTION:

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

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

On April 14, 2009, the Commission approved transfer of \$2.3 million to Puget Sound Clean Air Agency over the 2009 and 2010 budget years in support of maritime air emission reduction efforts.

On June 8, 2010, the Commission approved an additional transfer of \$541,000 to Puget Sound Clean Air Agency to support maritime clean air efforts. The agency utilized the funds for programs such as the At-Berth Clean Fuels Vessel Incentive Program (ABC Fuels).

On November 9, 2010, the Commission approved an additional transfer of \$110,250 to Puget Sound Clean Air Agency support maritime clean air efforts. The agency utilized the funds for programs such as the At-Berth Clean Fuels Vessel Incentive Program (ABC Fuels).