

Item No.: 4A_Supp
Date of Meeting: May 1, 2018

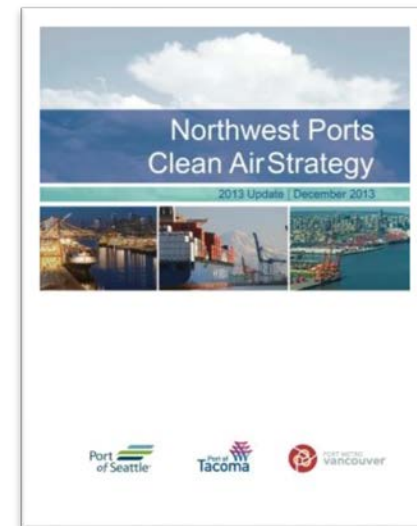







**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

2019 Northwest Ports Clean Air Strategy and Clean Truck Program Update

Northwest Ports Clean Air Strategy Background

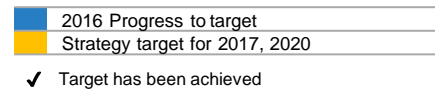
- NWPCAS adopted in 2007, revised in 2013, and revised again in 2018
- Collaboration with Port of Vancouver, Port of Seattle, and Port of Tacoma, The Northwest Seaport Alliance
- Continuous improvement framework that sets goals and targets to reduce air emissions from port-related sectors, including:
 - Ocean-Going Vessels
 - Harbor craft
 - Locomotives
 - Cargo-Handling Equipment
 - Administration activities
 - Heavy duty trucks



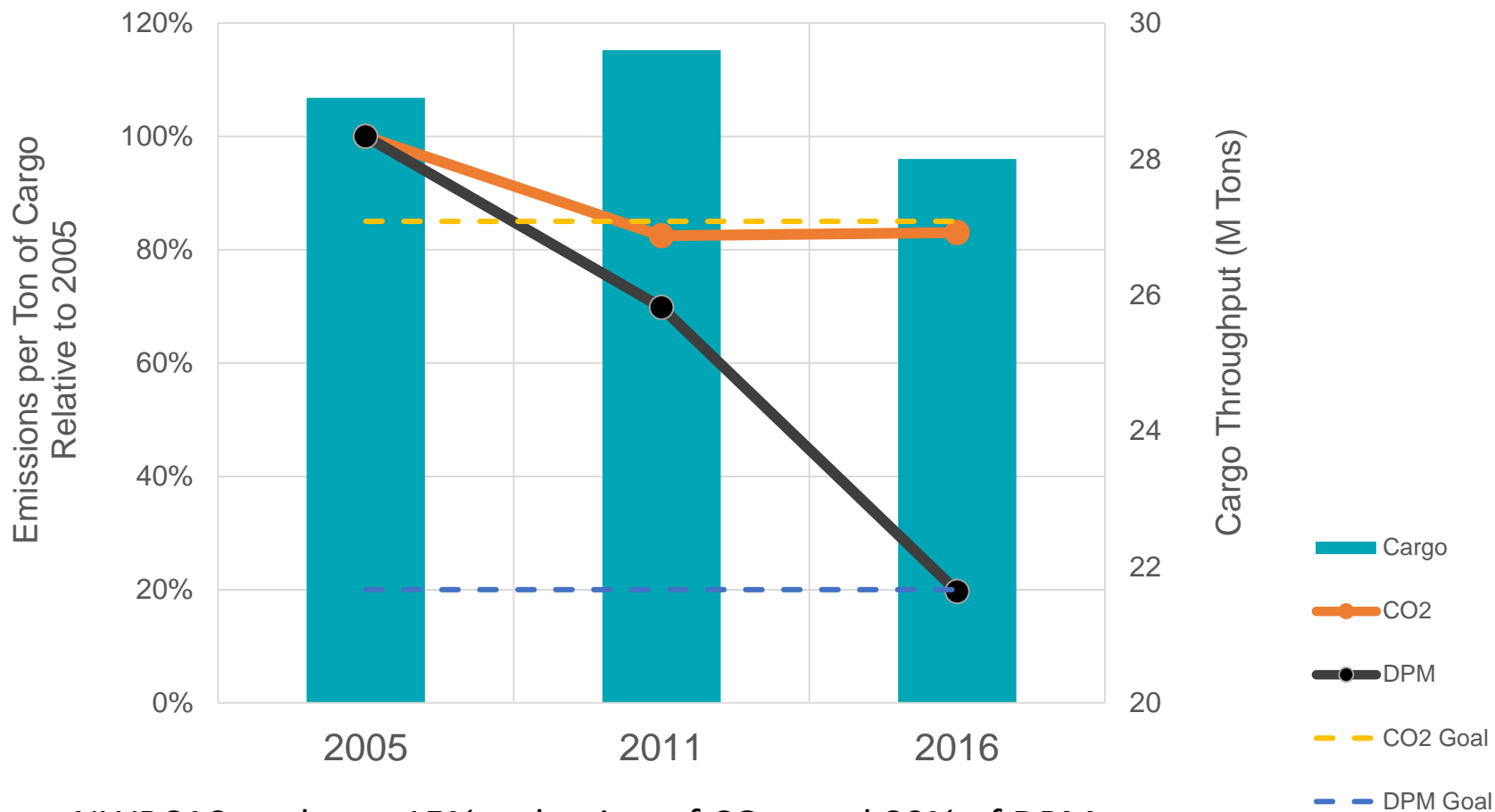
Ocean-Going Vessels	OGV 1:	Ports track number of vessel calls with Tier 3 marine engines, shore power use, cleaner fuel, or other emission-reducing technologies	4 of 4 Ports track these vessels, and 4% of vessel calls met this standard at the 4 ports	target met
	OGV 2:	A: Ports participate in third-party certification programs B: 40% vessel calls participate in Port-designed or third-party certification programs that promote continuous efficiency improvements	A: 3 of 4 Ports participated in Green Marine B:  53% exceeded target	A: not yet meeting B: target met
Harbor Vessels	Harbor 1:	A: Partners conduct outreach B: 90% of harbor vessel companies report best practices and engine upgrades	A: All ports conducted outreach events B: 30% of companies reported; 25% performed engine upgrades and best practices	A: target met B: not yet meeting
	Harbor 2:	A: Ports participate in third-party certification programs B: 40% vessels participate in Port-designed or third-party certification programs	A: 3 of 4 Ports participated in Green Marine B:  31% 40%	A: not yet meeting B: not yet meeting
Cargo-Handling Equipment	CHE 1:	80% of CHE meets Tier 4 interim (T4i) emission standards or equivalent	 39% 80%	not yet meeting
	CHE 2:	A: Ports have fuel-efficiency plans for CHE B: 100% of terminals have fuel-efficiency plans for CHE	A: 3 of 3 Ports with CHE have plans B:  24% 100%	A: target met B: not yet meeting
Trucks	Truck 1:	100% of trucks meet or surpass EPA emission standards for model year 2007, by 2017	 45% 100%	not yet meeting (2017 target)
	Truck 2:	A: Ports and terminals have fuel-efficiency plans for trucks B: 50% truck companies have fuel-efficiency plans	A: 0 of 4 Ports and 2 of 14 terminals at 1 of the ports had fuel-efficiency plans for trucks B: 25% of truck companies participated in SmartWay at 1 port	not yet meeting **
Rail	Rail 1:	100% of switcher locomotive owners/operators achieve performance measures of chosen fuel-efficiency program	1 owner/operator (5%) was known to report on performance measures	not yet meeting **
	Rail 2:	20% of unregulated switcher locomotive engines are upgraded or replaced to Tier 2 or better	7% unregulated engines were known to be upgraded or replaced since December 31, 2013 at 3 of the ports	not yet meeting **
Port Administration	Admin 1:	Ports increase use of cleaner vehicles and equipment	A: All Ports slightly reduced the size of fleets B: 20% (on-road) and 49% (non-road) fleets use alternative fuels C: 13% of fuel used in fleets was alternative D: 2 of 3 Ports have fuel efficiency plans in place	in progress
	Admin 2:	Ports apply clean construction practices for Port-led construction projects including idle-reduction requirements and enact a plan to address Tier 4 engine emission requirements	3 of 3 Ports have clean construction practices for Port-led projects, but 0 of 3 Ports require Tier 4 non-road engines	not yet meeting
	Admin 3:	Each Port completes 3 energy conservation projects	3 of 3 Ports have completed at least 3 projects since 2013	target met

* Partners are striving to meet targets by December 31st of the target year. Note that 2017 is the target year for Trucks.

** Incomplete data is available for the 2016 report.



Summary of Progress Towards NWPCAS Goals



- NWPCAS goals are 15% reduction of CO₂e and 80% of DPM emissions per ton relative to 2005 levels of cargo by 2020.
- NWSA achieved 17.4% and 80.4% reductions for CO₂e and DPM respectively on airshed scale

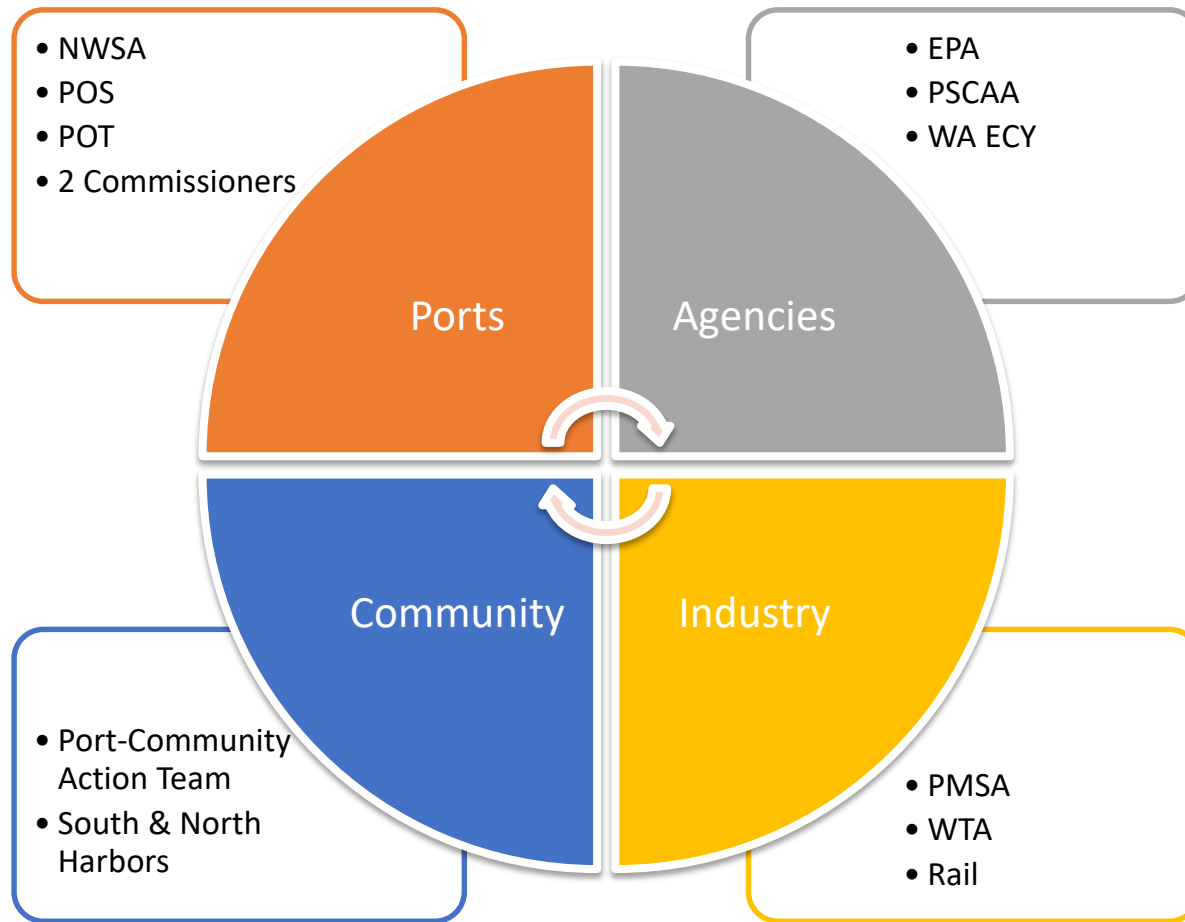


2019 Northwest Ports Clean Air Strategy Update



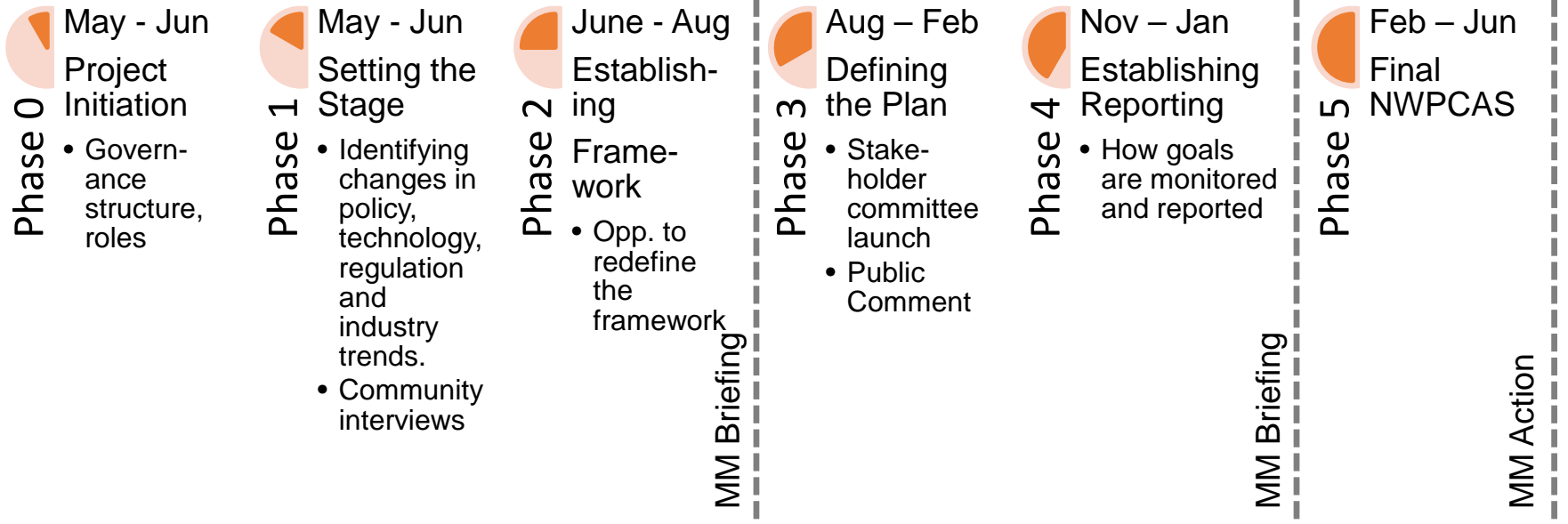
U.S. Partners

2019 Northwest Ports Clean Air Strategy



Schedule

2019 Northwest Ports Clean Air Strategy



Source of Funds

2019 Northwest Ports Clean Air Strategy

The cost of the support to the U.S. entities (NWSA, POS, POT) is capped at \$14,000 USD each. The total estimated cost of the update is \$60,000 USD.

Each participating US Port entity will expense these costs as incurred.

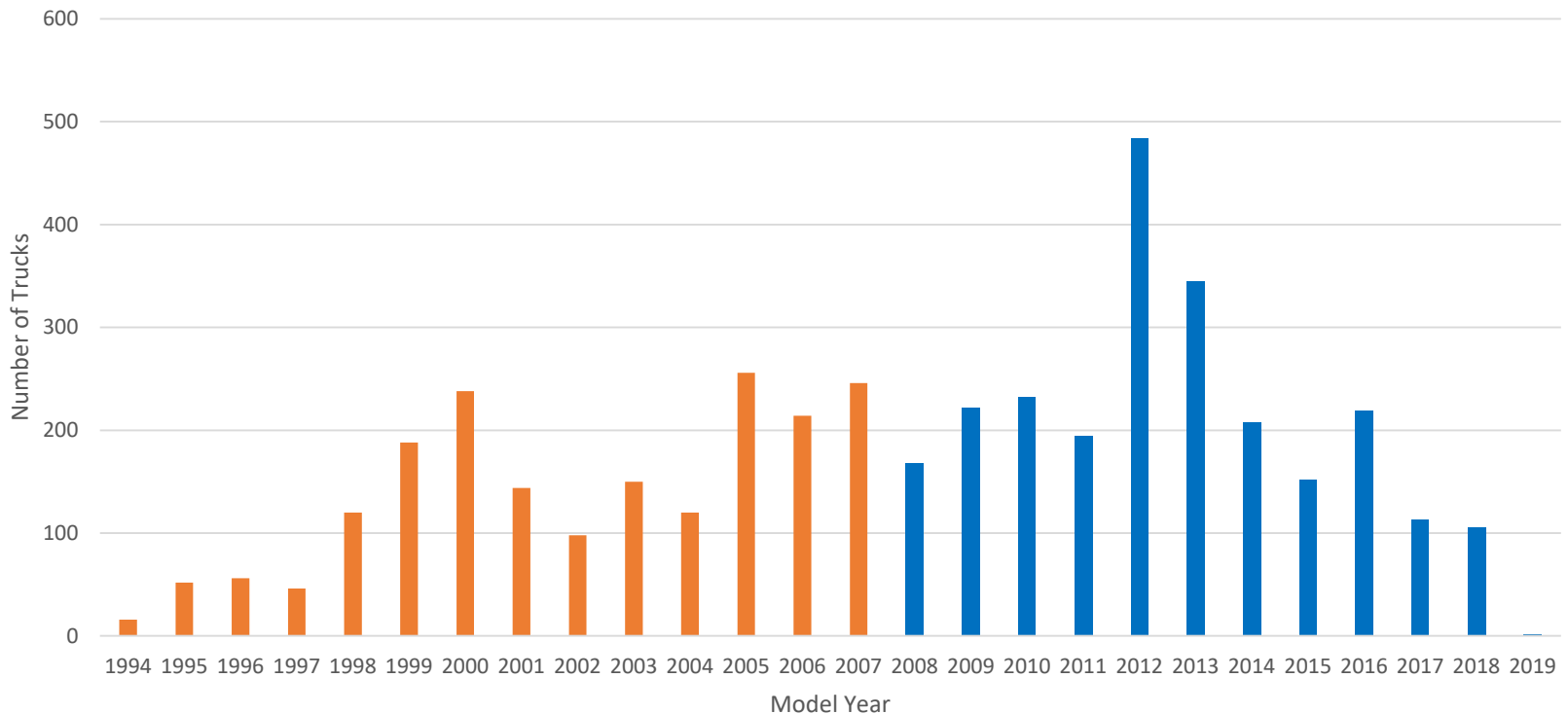
Source of Funds

- The current NWSA Capital Investment Plan allocates \$750,000 for this project under MID 201007.01 Northwest Ports Clean Air Strategy.
- The current POS Expense Budget allocates \$35,000 for this project under Project #105760 Air Program.
- The current POT Capital Investment Plan allocates \$130,000 for this project under MID 101044.01 POT Environmental Sustainability Initiatives.



Clean Truck Program Update

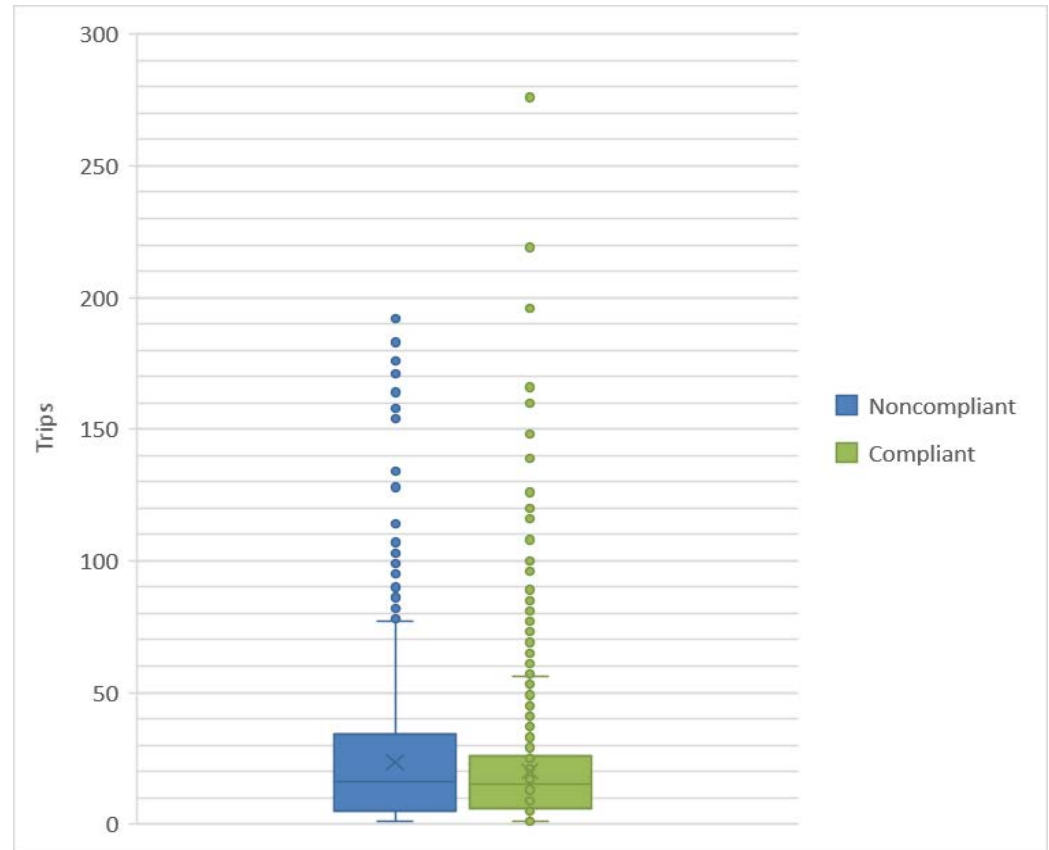
As of 3/31/2018, approximately 56% of the roughly 4,400 trucks calling at NWSA international container terminals met the 2007 standard. This has increased from 53% of the fleet at the end of 2017.



Clean Truck Program Update

52% of trips were made by compliant trucks.

The range of the number of trips completed is wider for those by noncompliant trucks.

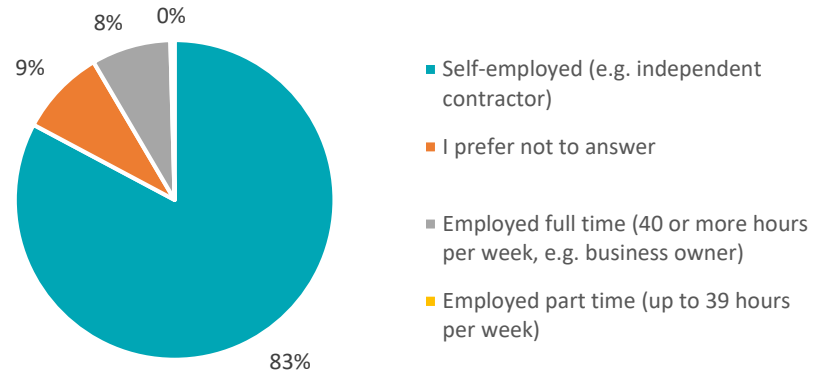


Clean Truck Program Update

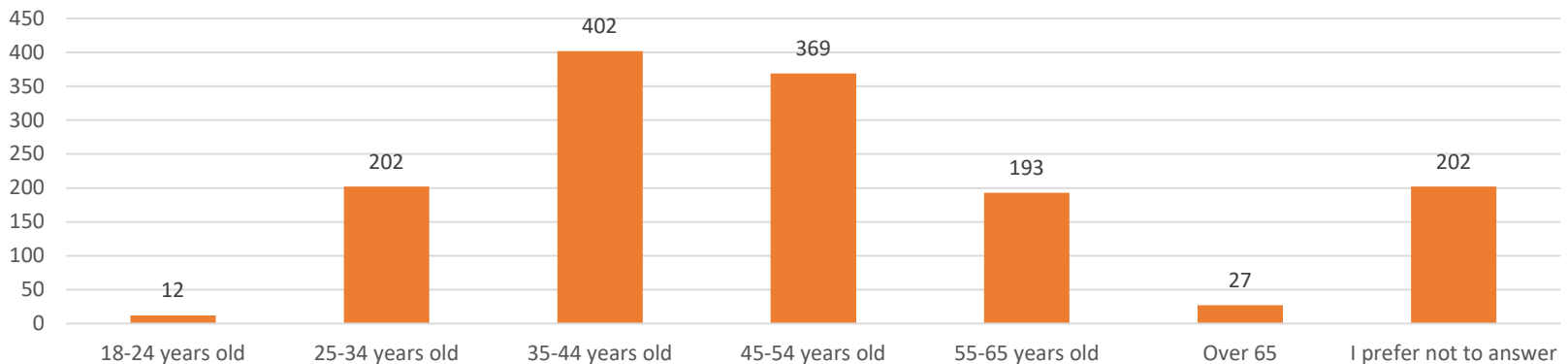
Over 1,400 applications representing 1,983 trucks were received and processed between March 1 and April 8.

This brings the total number of trucks eligible to serve the gateway to 4,382.

What is your current employment status?



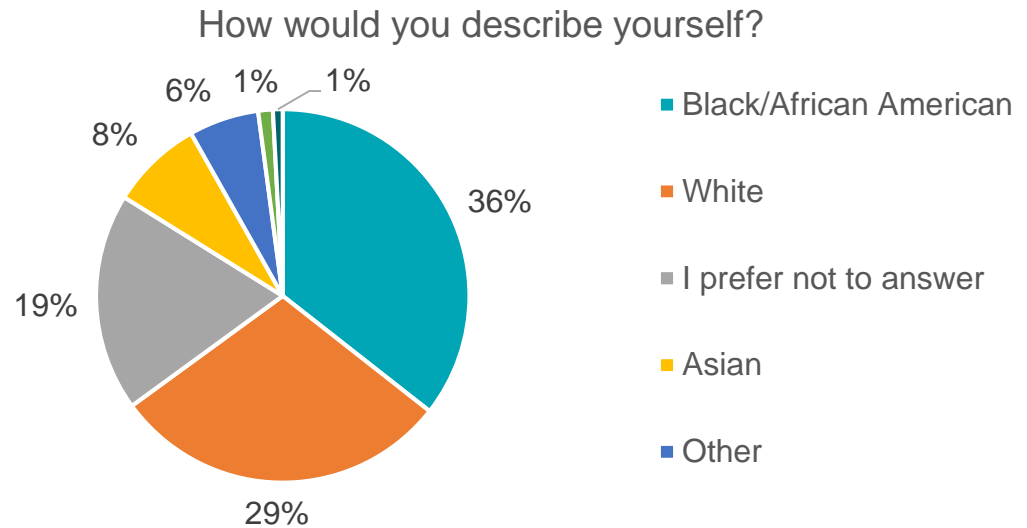
What is your age?



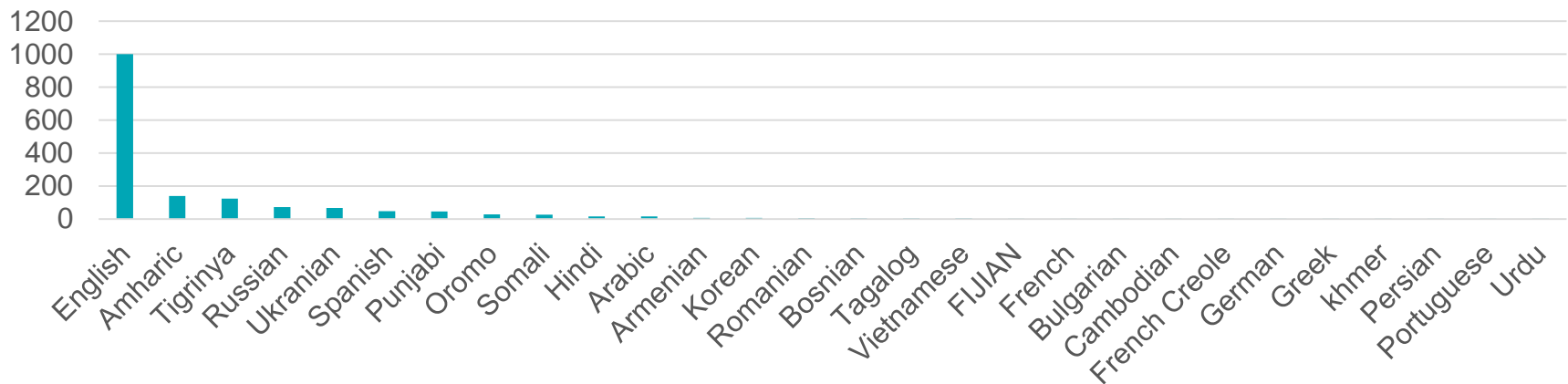
Clean Truck Program Update

46% identify as non-white, 29% white, and 25% declined to answer.

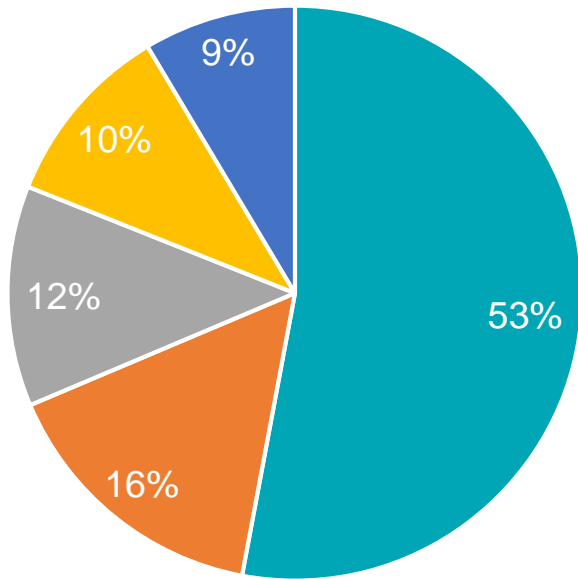
Predominant languages, other than English, include Amharic, Tigrinya, Russian, Ukrainian, Spanish, and Punjabi.



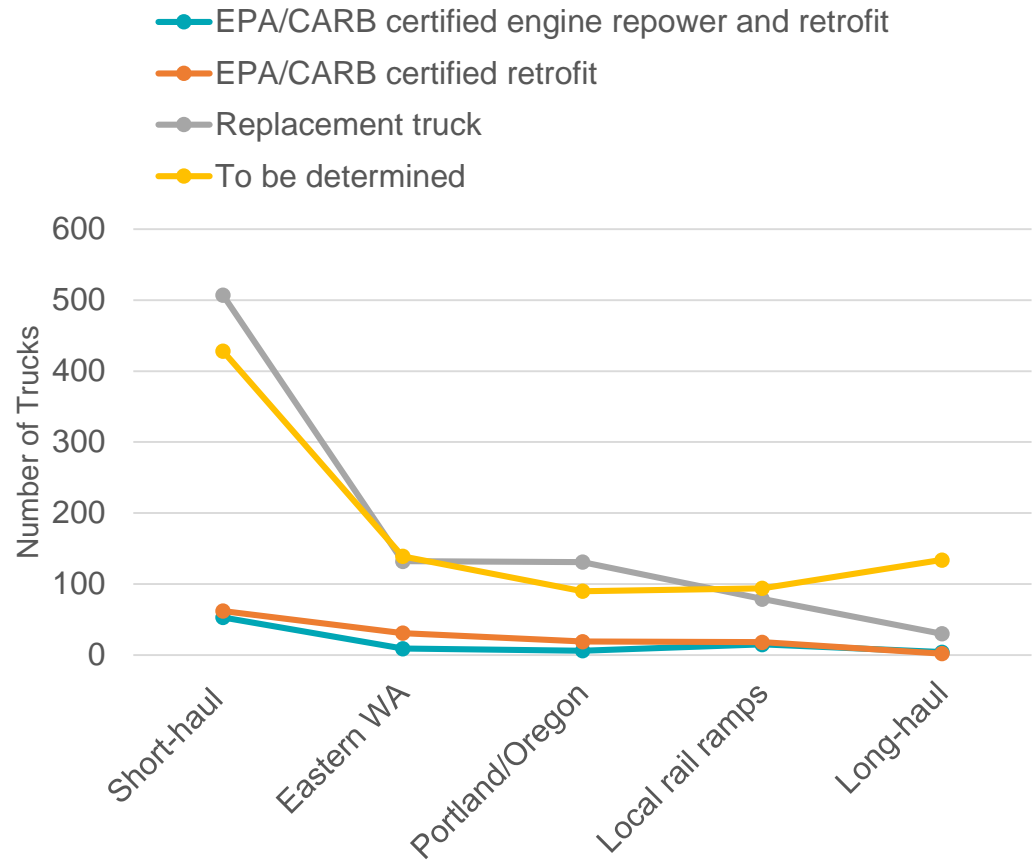
What language do you speak most often?



Clean Truck Program Update

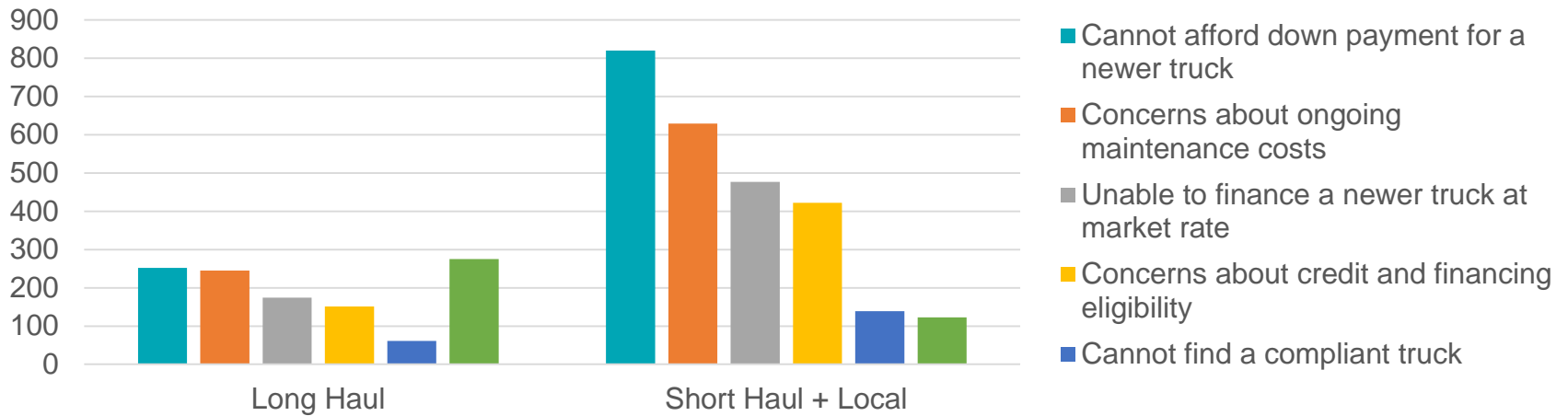
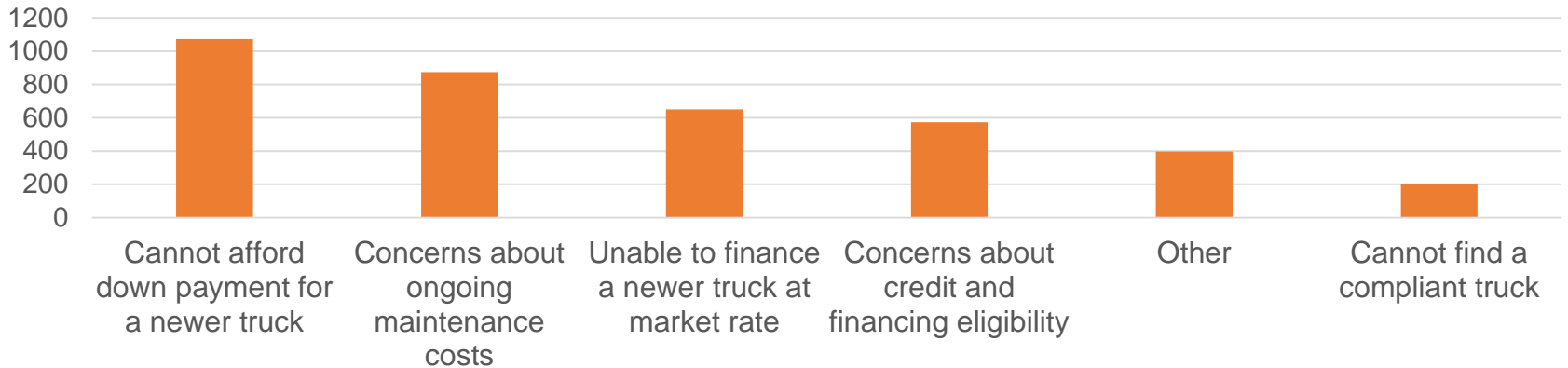


- Short-haul
- Eastern Washington
- Portland/Oregon
- Local rail ramps
- Long-haul



Clean Truck Program Update

Why is your truck not compliant?



Clean Truck Fund

Clean Truck Program Update

To assist truck owners in converting older trucks to compliant trucks, the NWSA is establishing a Clean Truck Fund to provide equal access to market rate loans for drivers.

The Governor signed Senate Bill 6207 – the bill to authorize use of port funds for engine emission reduction. The effective date is June 9, 2018.

- The Managing Members authorized \$1 million for the Clean Truck Fund
- The compromise state budget includes an additional \$1.2 million
- PSCAA has contributed an additional \$200,000

Timeline

- Meeting with funding agencies April 26
- Workshop with lenders early May
- RFP open Mid-May
- Program operational July 1

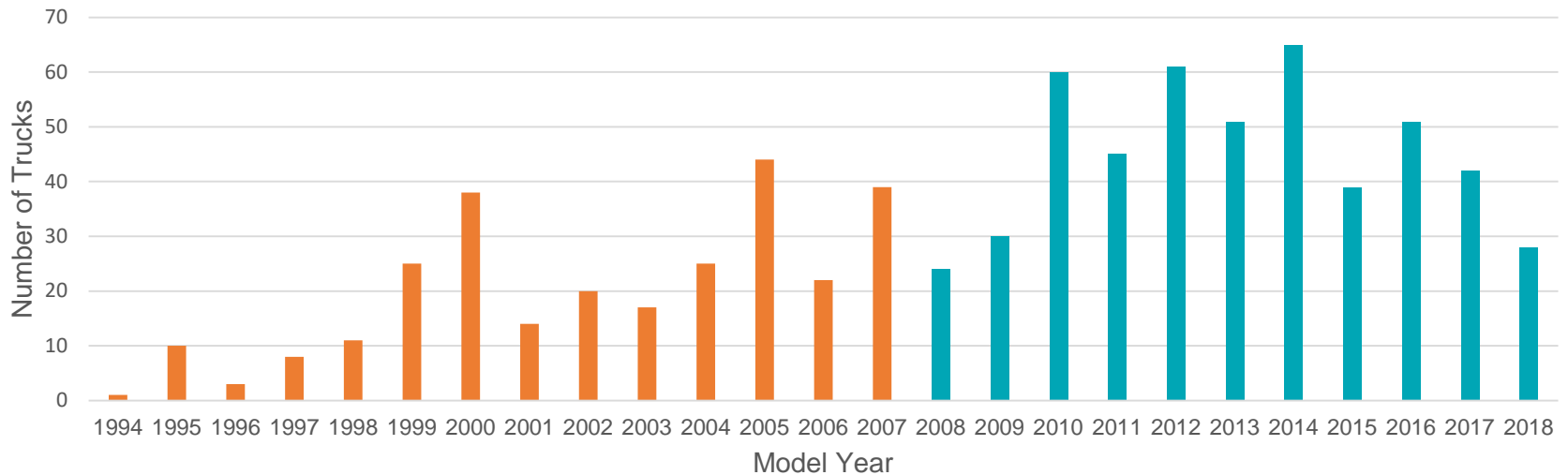


Domestic Terminals Clean Truck Program Update

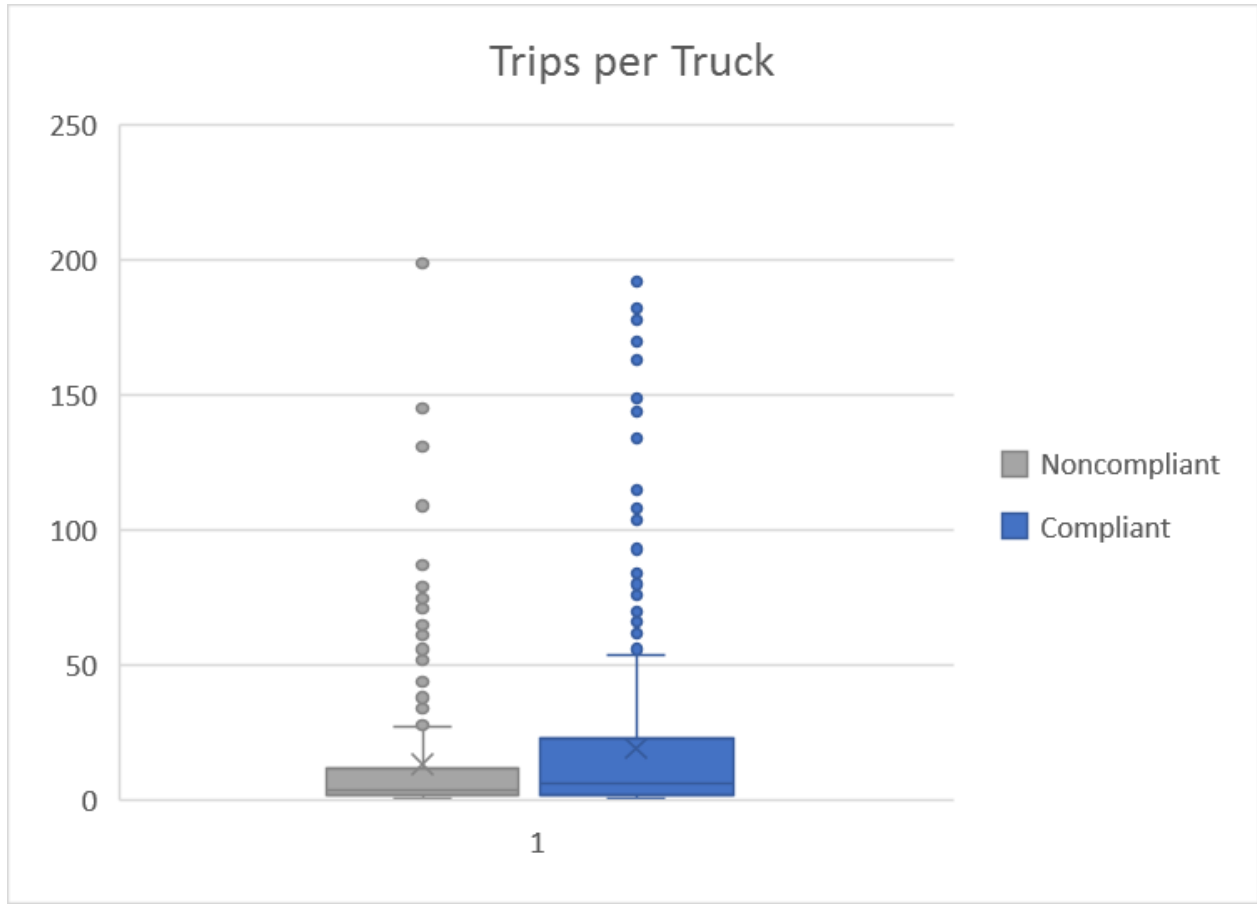
Staff recommend expanding the Clean Truck Program to the domestic container terminals: T-25, West Sitcum, and TOTE.

As of 3/31/18, 64% of trucks are compliant in the South Harbor terminals. Data is currently unavailable for T-25.

SH Domestic Terminals - Q1 2018



Domestic Terminals Clean Truck Program Update



72% of trips completed by compliant trucks

Conclusion

- **NWPCAS Next Steps**

- Finalize ILA
- Begin project set up in May

- **Clean Truck Next Steps**

- Monthly progress reports to the Managing Members
- Five driver workshops on maintenance, small business assistance, etc.
- Meetings with drivers on congestion issues
- Clean Truck Fund operational in July
- RFP for Domestic Terminals released in May

