



**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

Trucks and NWSA:

Our intersections with a key supply chain industry

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Overview

- Introduction
- Review of federal and state oversight
- Operations and NWSA's role in encouraging efficiency
- Truck parking and support from NWSA assets
- Clean truck program and transition to zero-emission vehicles
- Wrap-up and next steps



Introduction

- Trucks and the supply chain
- New NWSA Truck Working Group
- Goals for today's briefing
- Long road ahead



Regulatory Framework - Federal

- **Federal Motor Carrier Safety Administration** – primary regulatory agency for commercial trucks. Its main mission is to prevent commercial motor vehicle-related fatalities and injuries.
- **Federal Highway Administration** – Trailer weight and length maximums for the Interstate Highway System. States can set their own standards for their own roads.
- **National Highway Traffic Safety Administration** – vehicle performance standards and recalls.
- **Occupational Safety and Health Administration** – worker health and safety.
- **Fair Labor Standards Act** – Minimum wage and overtime. Does not apply to independent contractors.
- **FAAAA of 1994** – Establishes supremacy of federal law and prevents state/local governments from enacting laws on trucking.



State-Level Initiatives



- Commercial driver licenses
 - Feds set standards but states issue.
- Air emissions
 - Authorized ports to invest in clean air technology; Clean Fuel Standard; Climate Commitment Act; investments in NWSA programs.
- Truck parking and bathrooms
- Workforce development
- Freight mobility infrastructure



Ongoing and emerging issues in trucking

- Hours of service
- Driver classification
- Trucker overtime
- EPA rulemakings on truck emissions
- Biden Administration Trucking Action Plan



Operations and NWSA's Role in Encouraging Efficiency

- Providing visibility into terminal operations.
 - Turn Times
 - Gate cameras

Husky

Total Experience
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Truck Parking

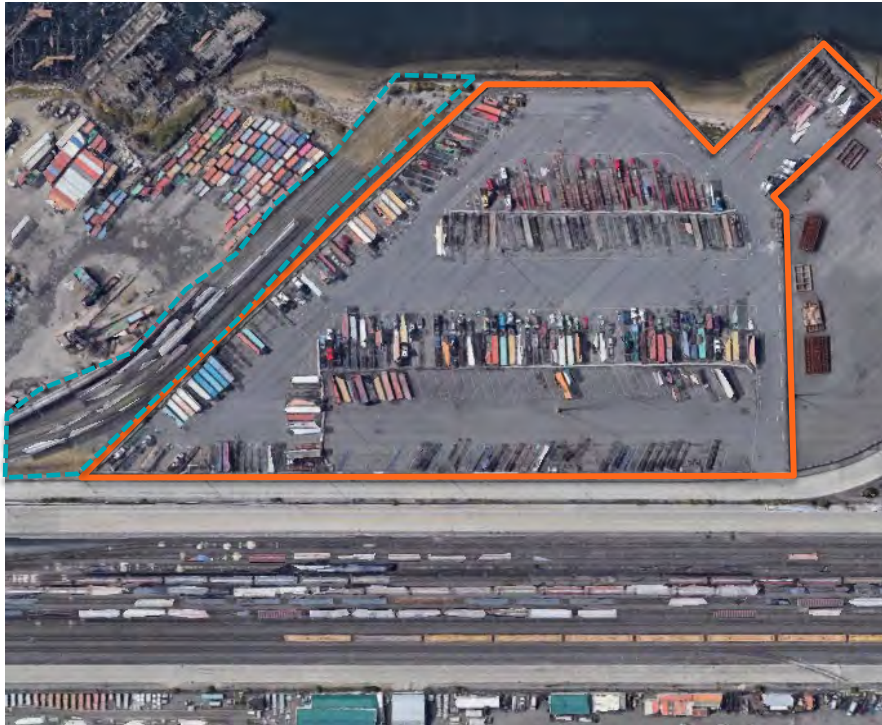
- **Primary Issues:**
 - Truck and chassis/chassis parking
 - Bobtail free truck parking



Truck Parking continued

- **Terminal 10 - Seattle**

- RFP Lease Negotiations
- Independent Business Owners



- **Terminal 25 South - Seattle**

- Free Truck Parking
- Scenario Analysis



Truck Parking continued

- **City Engagement - Seattle**



- **Milwaukee Ave - Tacoma**

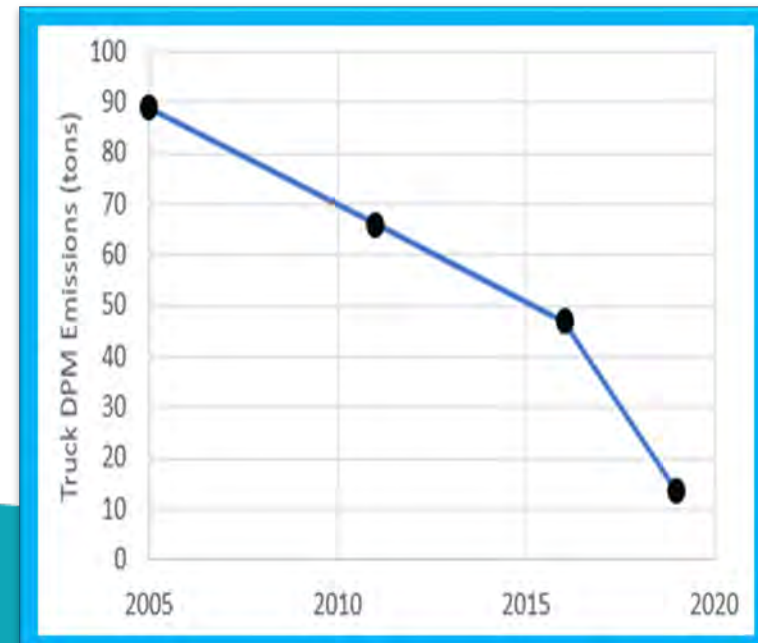
- 11th Street to Lincoln Ave
- City engagement



Clean Truck Program: Overview



- ≈ 4,000 drayage trucks; mostly independent owner/operators and small businesses
- High priority due to % of emissions and proximity to people/communities w/environmental health disparities
- Strong progress to date
 - Diesel emissions from trucks down 85% since 2005
 - Clean truck rule (2019) reduced emissions another 70%
 - Regionally, NWSA share down from 13% to 7% (2011-16)
- New goal: zero emissions by 2050
- Two-pronged approach:
 - Further reductions from existing fleet
 - Transition to zero-emission vehicles



Reducing emissions from existing fleet

- Clean truck rule (Model Year 2007 or newer)
 - At international terminals since January 2019
 - To be extended to domestic terminals by 2025
- Scrap/replace incentive program
 - > 450 pre-2007 scrapped/replaced to date
 - ≈ 40 more planned by end of 2023
- Trucker outreach and assistance
 - Trucker Outreach Forum (with WTA)
 - Education/technical assistance
 - Financial counseling/assistance



Transitioning to zero-emission trucks

- Opportunities:
 - Policy developments
 - Manufacturers making progress
 - Learning from CA experience
 - Increased funding opportunities(?)
- Challenges:
 - Cost/availability/affordability
 - Reliability
 - Lack of charging/fueling infrastructure
 - Drayage providers concerned about risk
- Strategy: Catalyze formation of Zero Emission Truck Collaborative to:
 - Facilitate demonstration projects
 - Develop Decarbonizing Drayage Roadmap



Wrap-up and Next Steps

