

THE NORTHWEST SEAPORT ALLIANCE
MEMORANDUM

MANAGING MEMBERS
ACTION ITEM

Item No.	4D
Date of Meeting	May 7, 2019

DATE: April 24, 2019

TO: Managing Members

FROM: John Wolfe, CEO

Sponsor: Jason Jordan, Director, Environmental and Planning Services

Project Manager: Nicola Graham, Environmental Analyst II

SUBJECT: Green Marine Membership

A. ACTION REQUESTED

As referenced in NWSA Resolution No. 2018-01, Exhibit A, Delegation of Authority Master Policy, Paragraph 9.b.iii., memberships greater than \$10,000 require authorization from Managing Members.

Requesting Managing Members of The Northwest Seaport Alliance (NWSA) authorization for the Chief Executive Officer or their delegate authorization in the amount \$10,083 for a total authorized amount of \$10,083, for the Green Marine Membership.

B. SYNOPSIS

Green Marine is a voluntary marine industry initiative with the goal of achieving levels of environmental performance that exceed regulatory requirements. Participants must benchmark their annual environmental performance through the program's self-evaluation guides annually, have their results verified by an accredited external verifier and agree to publication of their individual results. The Northwest Seaport Alliance joined Green Marine in 2016 under the CEO's delegated authority. Prior to the formation of the NWSA, the Port of Seattle joined Green Marine in 2013, and continues to be a member.

This is the third year the NWSA is reporting its scores and paying its annual membership dues. In previous years, membership was below \$10,000, so did not require Managing Member approval. For the 2019 dues, there was a 2% increase on last year's fees, bringing the 2019 dues to \$10,083, requiring Managing Member approval. As referenced in NWSA Resolution No. 2018-01, Exhibit A, Delegation of Authority Master Policy, Paragraph 9.b.iii., memberships greater than \$10,000 shall be either included in Normal Operating Expense as part of the annual budget process and approved as part of the budget or be approved individually on an annual basis. Moving forward, with the Managing Member's permission, staff will include this membership in the annual budget/membership approval.

C. BACKGROUND

Green Marine is a voluntary marine industry initiative with the goal of achieving levels of environmental performance that exceed regulatory requirements. There are currently more than 100 ship owners, port authorities, terminals and shipyards from coast to coast, in Canada and the United States, participating in the program.

Across seven performance indicators, NWSA's performance has been rated by NWSA staff to meet Green Marine criteria and given a corresponding score between 1 and 5. Level 1 constitutes the monitoring of regulations, while Level 5 indicates leadership and excellence.

Green Marine requires participants to adopt practices and technologies that will have a direct impact on the ground. The progress that participants make in this respect is evaluated with the help of performance indicators, which are revised yearly, in the spirit of continuous improvement at the heart of the environmental program. The criteria required to meet each Level becomes more challenging every year, so a port has to continually improve its performance just to stay at the same level.

To remain enrolled in the program, participants must have their self-evaluated scores assessed on-site by a third-party verifier every two years. In April 2018, the NWSA had its first third-party verification of its performance by an external auditor, RC Helland Consulting, and passed with flying colors. The NWSA will have its self-evaluation scores verified externally again in 2020.

NWSA Self-Evaluation 2018

Table 1 highlights the NWSA's achieved levels across the seven applicable performance indicators in its third-party verified scores last year (2017), and self-certified scores for calendar year 2018.

NWSA scores increased considerably this year under the 'Greenhouse Gases and Air Pollutants' indicator due to the completion of the Puget Sound Maritime Air Emissions Inventory, and our Greenhouse Gas Glidepath. The NWSA also received special recognition from the Green Marine Secretariat under 'Environmental Leadership' for the NWSA Clean Truck Program.

In the spirit of continuous improvement under the program, and to further improve our scores in 2019, staff will focus on updating the Northwest Ports Clean Air Strategy (NWPCAS), and working further on underwater noise, a new performance indicator introduced this year, through our participation in the Maritime Blue initiative and the Governor's Southern Resident Killer Whale task force.

Table 1: Green Marine Self-Certification Results 2018 (green = improved scores in 2018)

Performance Indicator	2017 Level Achieved (Third-Party Verified)	2018 Level Achieved	Maximum Level Achievable
Aquatic Invasive Species	1	1	1
Greenhouse Gases and Air Pollutants	3	5	5
Spill Prevention	2	2	5
Community Impacts	2	2	5
Environmental Leadership	3	4	5
Waste Management	2	2	5
Underwater Noise	n/a (new criteria for 2018)	1	5

Green Marine Structure

Green Marine is managed by Green Marine Management Corporation, a not-for-profit organization. Members of the corporation are the leaders of companies participating in Green Marine's environmental program (voting members) and marine industry associations based in Canada and the United States (non-voting members). The organization is headed by a Board of Directors made up of Presidents and CEOs from both Canadian and U.S. companies representing the bi-national nature of the Green Marine and the diversity of its membership in numerous sectors of the industry. The Board of Directors of Green Marine Management Corporation include representation from executive leadership from the Vancouver Fraser Port Authority; Port of New Orleans; Port of Cleveland; Montréal Port Authority and St. Lawrence Seaway Development Corporation, alongside industry leadership. The Board's role is to represent the interests of all members in determining the vision and strategic direction of the organization and to provide oversight in the conduct of the business of the Green Marine Management Corporation.

NWSA technical staff provide input and advice on different aspects of the program's development through positions on Green Marine Advisory Committees (for Greenhouse Gases and Spill Prevention especially), which shape the criteria for each performance indicator making sure it is tailor-made for the marine transportation sector, addresses real environmental issues and aims at concrete actions to be undertaken by the participating companies, shippers and ports.

Green Marine operates an annual conference, GreenTech, for all industry and port partners to share new practices and technologies. The NWSA was represented by NWSA staff and Commissioner Felleman in Vancouver, BC, in April 2018.

Other Port Programs

Prior to joining Green Marine in 2016, other port certification programs were considered. Most third-party certification schemes for environmental performance in the maritime sector are focused on one type of equipment or technology, and so are not applicable for port operations. such as Environmental Ship Index, which assigns a numeric score to an individual ship based on its deployment of different technologies. Ports can utilize that ESI (or Clean Shipping Index) score to develop incentive programs to reward individual ships. However, these third-party schemes are not designed for ports.

Green Marine was, and is, the only program that assesses port operations, and allows participating ports to compare their policies and procedures with comparable ports. The transparent nature of the program, publishing all documentation and scores, and having them verified by a third-party on a regular basis, demonstrates the NWSA's commitment of being a good neighbor, and improving our environmental practices.

D. FINANCIAL IMPLICATIONS

This membership was not included in the 2019 operating budget. It will be expensed when incurred.

E. ATTACHMENTS TO THIS REQUEST

- Computer slide presentation.