



**THE NORTHWEST
SEAPORT ALLIANCE**
Gateway to Solutions

Clean Truck Program Update Tacoma Transportation Club

NWSA Organizational Structure

King County Voters

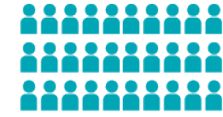


Port of Seattle Commission



Executive Director
Stephen Metruck

Pierce County Voters



Port of Tacoma Commission



CEO John Wolfe



CEO John Wolfe

Approved Clean Truck Program Policy

1. Clean Truck Program will require:

- Contractually obligate the NWSA international marine terminal operators to limit truck entries to trucks with engines 2007 or newer, or trucks with equivalent emission controls certified by the US EPA or the California Air Resources Board;
- Enforcement to begin April 1, 2018, as extended from the January 1, 2018 deadline,
- Allow a temporary deferral program (limited to December 31, 2018); and,
- Clean Truck requirements will be in effect through 2025

2. Approval to amend leases with marine terminal operators to carry out the Clean Truck Program requirements: ITS (Husky), Ports America (TCT), Everport (PCT), and Washington United Terminals (WUT).

3. Modify state law (underway) and create a Clean Truck Fund (\$1 million) to help secure truck loan financing.



Clean Truck Pass – *Proposed Extension for In-Process Truck Acquisition*

- **Recommended Extension: January 1, 2019**
 - Must register a “NWSA - In-Process Form” by April 1, 2018 to receive interim truck pass
 - Must currently be serving the gateway
 - Must have compliant truck no later than Jan 1, 2019
 - Request continued engagement of truck conversion & maintenance information

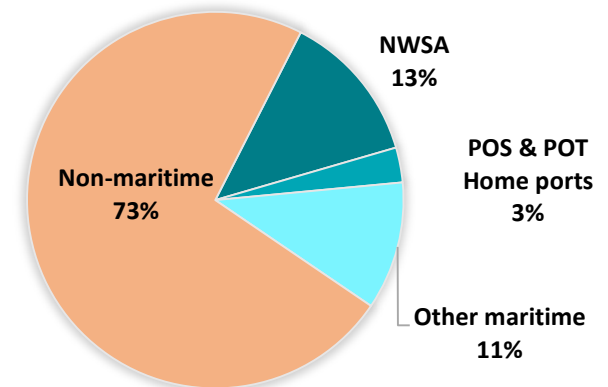


Regional Perspective

- Air quality is improving.
- Fine particulates are the primary air pollutant of concern.
- Port activity is focused on reducing particulate pollution, particularly for near-port communities.

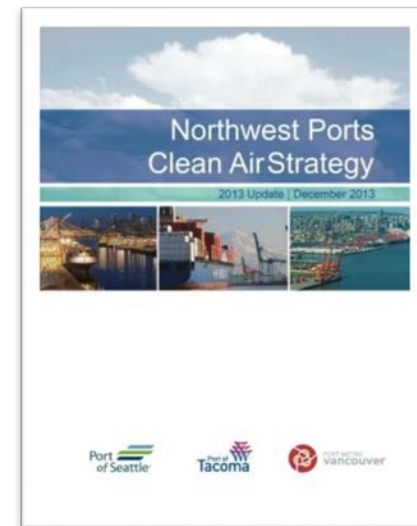


2011 AIRSHED EMISSION SOURCES - DPM



NW Ports Clean Air Strategy (NWPCAS) Overarching Program

- NWPCAS adopted in 2007, revised in 2013, will be revised in 2018
- Collaboration with Port of Vancouver, Port of Seattle and Port of Tacoma, The Northwest Seaport Alliance
- 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



Clean Air Strategy Goals & Progress to Date

Goal 1: Reduce diesel particulate matter (DPM) emissions per ton of cargo by 75% by 2015 and by 80% by 2020, relative to 2005.

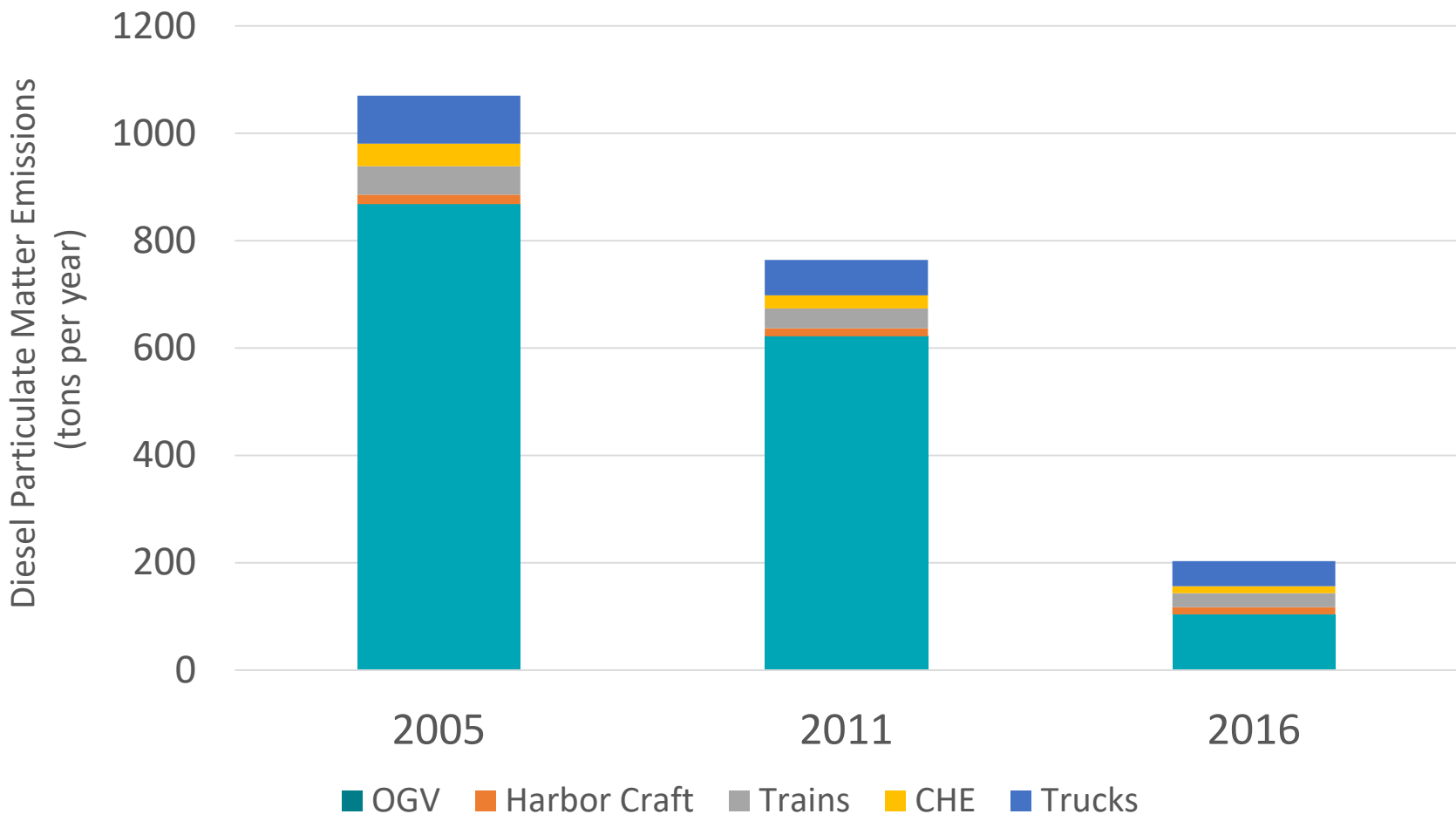
- The preliminary 2016 data for NWSA shows an **80.4%** reduction in DPM emissions per ton of cargo within the Puget Sound airshed – surpassing the 2020 goal four years ahead of schedule.

Goal 2: Reduce greenhouse gas (GHG) emissions per ton of cargo by 10% by 2015 and by 15% by 2020, relative to 2005.

- The preliminary 2016 data for NWSA shows an **19.3%** reduction in GHG emissions per ton of cargo within the Puget Sound airshed – surpassing the 2020 goal four years ahead of schedule.



Clean Air Strategy Progress to Date



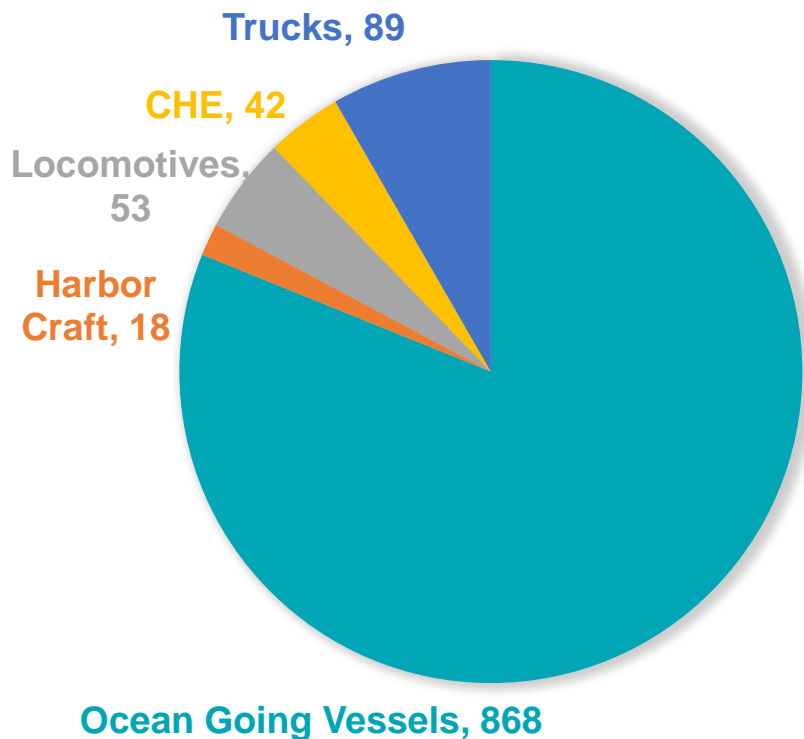
* Emissions inventory data is preliminary and subject to change

** Includes emissions from NWSA throughout the Puget Sound Airshed

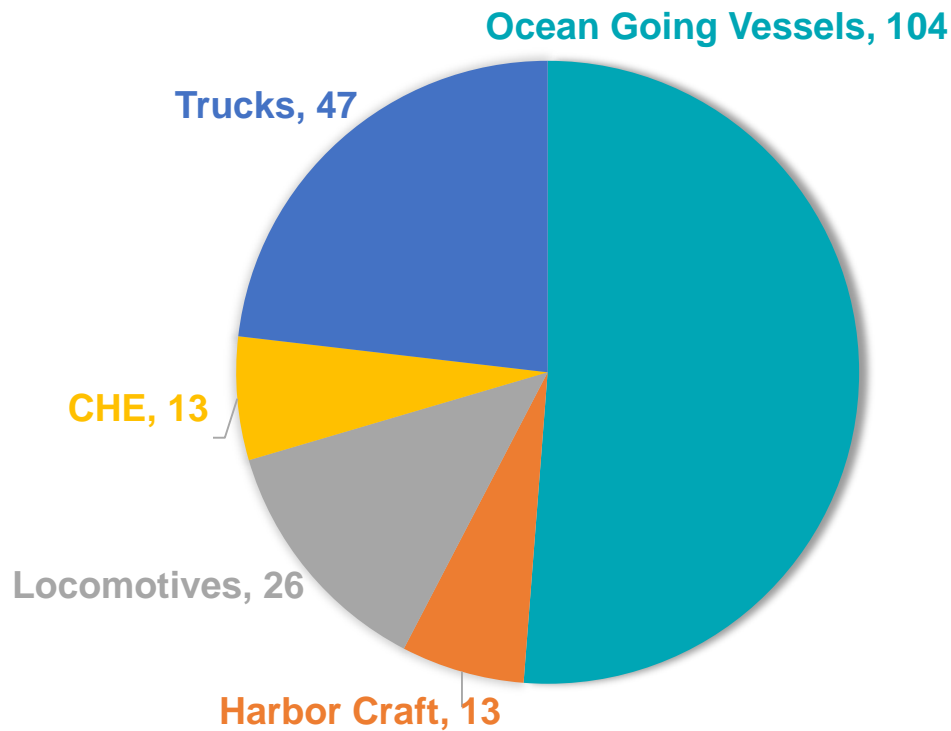


NWSA Airshed Emissions by Segment, 2005 vs. 2016

DPM emissions in tons/year



2005



2016

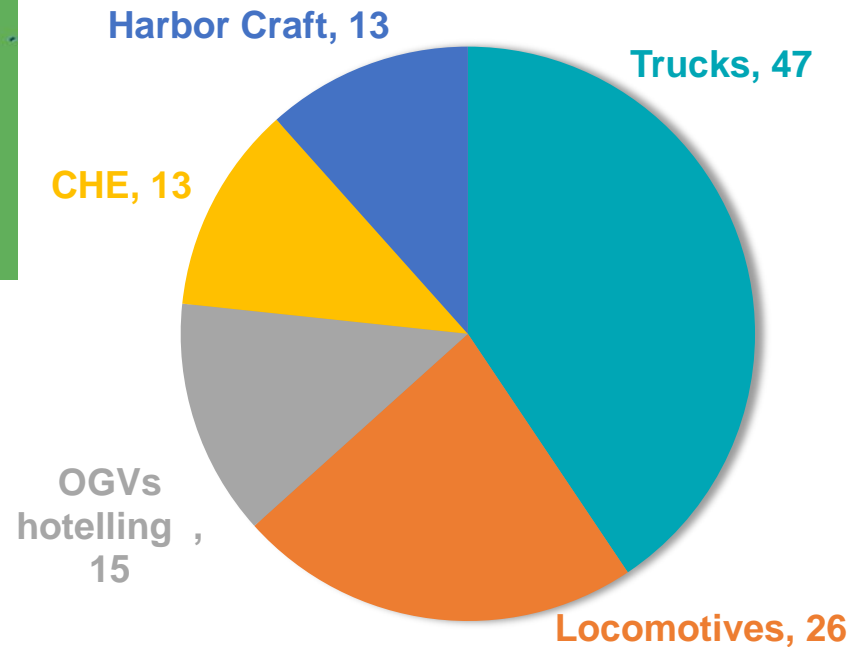
NWSA Airshed Emissions Inventory 2016








- The Emissions Inventory includes emissions from throughout the Puget Sound Airshed
- DPM emitted near population centers has much greater chance to impact local community

Within on-shore and near-shore DPM emissions, trucks make up 41% of NWSA's DPM emissions

Emissions from Near Shore and on Shore Sources (Tons per year)

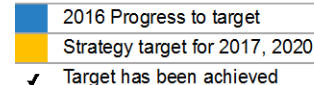


Clean Air Strategy 2016 Progress Report

Sector	2020 Performance Targets*	Results	Status
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.



Striving for Operational Excellence & Environmental Improvement



Goals 1B2 and 1B3 of the Alliance's strategic business plan:

The Operations Service Center (OSC) provides both day-to-day operational engagement and strategic improvements initiatives to drive 'best in class' service delivery to make the PNW Gateway the easiest to do business with.



LAND BRIDGE MODEL

(1980-2005)



Inland Delivery



Local Delivery

CURRENT MODEL

(MORE TRUCKS, LONGER LINES)



Bigger Ships



Inland Delivery



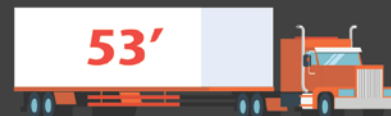
Local Delivery



IPI



Transload Facility



Domestic

Operational Initiatives to Improve Cargo Velocity & Help Reduce Emissions

	T18	T30	T46	Husky	TCT	PCT	WUT
Initiative							
Peel Off Pile	✓		✓	✓			✓
Extra Gate Hours	✓			✓	✓	✓	✓
Appointments – Trial			✓				✓
Pre-Advise	✓						
RFID	✓	✓	✓				
Quick Gate	✓		✓	✓		✓	
Export Gate			✓				
Continuous (Gate)	✓						
Continuous (VSL)	✓						
Automatic Gates	✓						
Truck Staging Lot				✓	✓	✓	✓
Text Notification	✓	✓	✓	✓	✓	✓	✓



Operational Initiatives to Improve Cargo Velocity & Help Reduce Emissions

- **Technology Investment**
 - Drayage Visibility → RFID and pilot emerging technology
 - Drayage forecasting and scheduling
 - Port Community System (2019) – Data exchange between supply chain stakeholders
- **Sustainable Extended Gate Program**
- **Continuous Operations**
- **Empty container exchange outside of the port complex**



Washington State Legislature

2018 Session – House Bill 2601

The bill requires all trucks calling on The Northwest Seaport Alliance (not just its international container facilities) to have 2007 model-year engines or newer by January 1, 2019.

The bill also calls for all trucks entering NWSA terminals to be zero-emission by 2035.

The bill was voted out of committee on a party line vote Jan. 25. The bill will now sit in rules awaiting a pull to the floor.

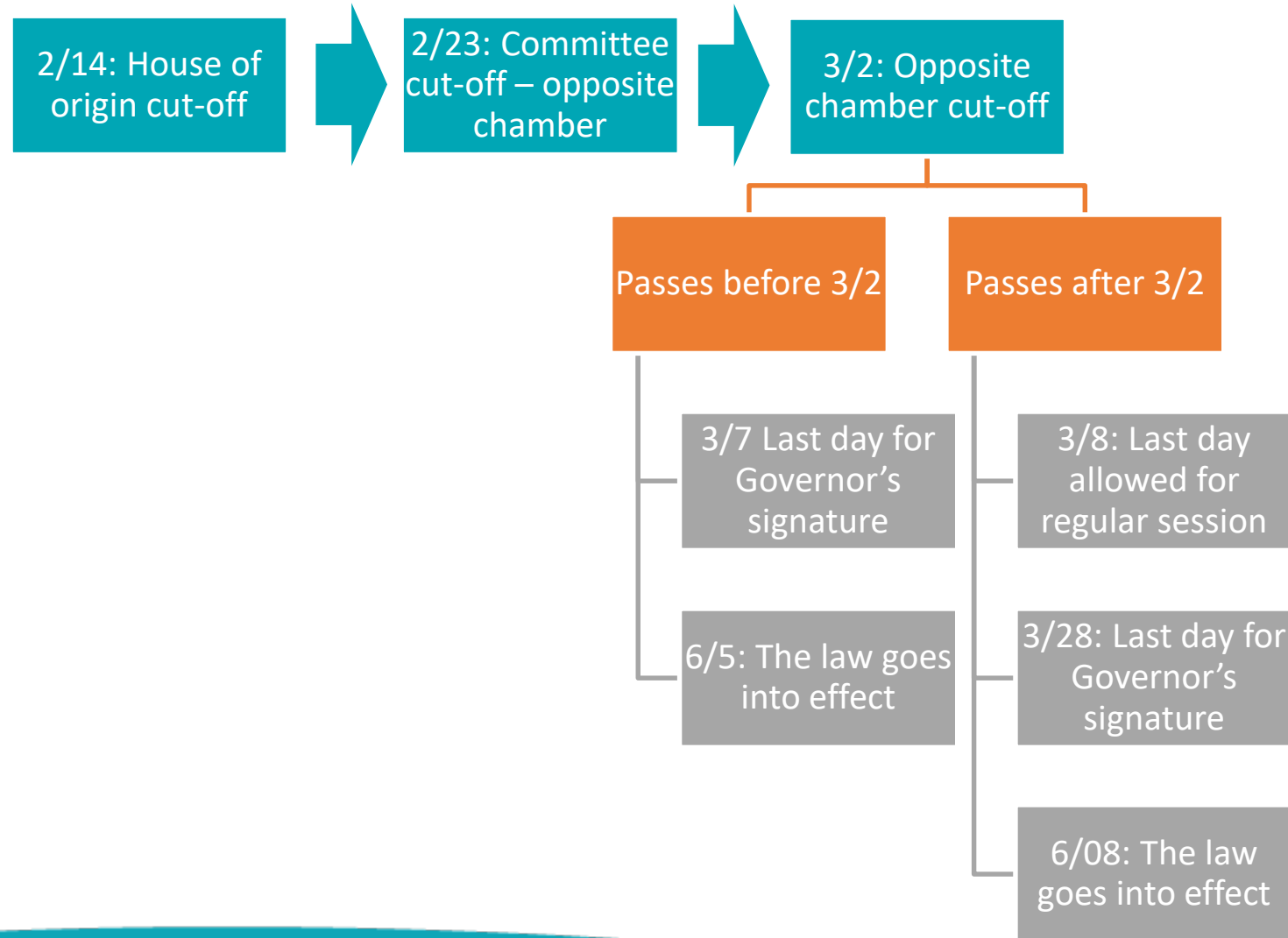


NWSA Clean Truck Legislation

- Historically, ports in Washington have been prohibited from spending port dollars on emission control investments because of gift of public funds issues.
- In 2007, Washington State legislature passed a law intended to allow ports to use tax revenue to support this type of investment (E2SHB 1303). The language adopted had the opposite effect.
- Managing Members directed staff to provide legislative clarity and draft a technical amendment to clarify state law and fulfill the original intent.
- The House Local Government Committee heard and passed HB 2540 on January 24. The Senate Local Government Committee took similar action on SB 6207 on January 18. Both bills are now pending a Rules Committee vote in their respective chambers.



Schedule – NWSA Clean Truck Legislation



Ongoing NWSA Clean Truck Outreach

- **Quarterly Trucker Outreach Meetings**
- **Clean Truck Advisory Groups**
- **Multiple Rounds of ScRAPS Grant Funding**
- **PSCAA Outreach**
- **African Chamber of Commerce**
- **Truckers Outreach Forum**
- **NWSA Executive Advisory Council**
- **Over 800 Flyers**
- **Revised Communications and Outreach Strategy**
- **Feb 3, 2018 Open House in Both Harbors**