

West Coast Diesel Emissions Reductions Collaborative
Marine Vessels and Ports Workgroup
Emission Inventory Focus Area
Teleconference September 13, 2004 Meeting Summary

This document is written as a meeting summary and is not designed as minutes. Any comments or additions to these notes will be shared with all Workgroup partners.

The Projects and Information Sharing Focus Area of the Marine Vessels and Ports Workgroup met by conference call on September 13, 2004.

West Coast Coordination

West Coast ports are in various stages of emission inventory work:

- ✦ L.A., Long Beach, and San Francisco have completed their inventories
- ✦ Oakland has completed its inventory (done for regulatory requirements) and indicated updates in the near term will be for specific projects or when regulatory requirements change.
- ✦ Portland is nearly finished with its inventory; the inventory is currently in technical review. Portland is focused on air toxics, eight criteria pollutants, and CO₂ using an activity-based methodology.
- ✦ Seattle is just getting started on its inventory and is bringing together a local forum in Puget Sound which will meet on September 27th. Seattle is looking at criteria pollutants, toxics and greenhouse gases. Seattle indicated that it has learned from other ports and has the necessary information and contacts to begin working.
- ✦ Vancouver completed its inventory with a base year of 2000 using an activity-based methodology, with some fuel-based emission factors where activity-based information was incomplete. Vancouver's inventory covered criteria pollutants and greenhouse gases; future inventories may include toxics and ammonia. It expects to update in line with Environment Canada's 2005 inventory.

The various inventories largely fall into two categories – those inventories driven by governments (in California) and those inventories driven by ports (in the northwest). In both cases, there has been a shift from a fuel-based methodology to more accurate, bottom-up, activity-based methodology. The improved inventory information leads to better modeling and a better understanding of emissions impacts. National requirements for a 2005 inventory (in both the U.S. and Canada) will need better marine emission information and it is expected that the national governments will provide additional guidance for that work some time in the relatively near future.

National Communication

EPA has commissioned technical guidance on emission inventory methodology that should be done in a few months. Environment Canada has also recently completed emission inventory guidance work and has scoped out a project for additional work. EPA and Environment Canada plan to complete comprehensive 2005 inventories, which will likely include marine emissions for the first time.

The U.S. Maritime Administration (MARAD) has also scoped work for an emission inventory study and may partner with others in its efforts.

Multi-National Communication and SECA

Other than the revised 2005 inventory, a potential SECA application is the other important driver for additional or revised emission inventory information. Ports are waiting for national government leadership to direct SECA-related information

requests. Currently EPA and Environment Canada are communicating and aligning to investigate together the potential for a SECA proposal; a bi-lateral air quality group meeting is scheduled for November. Initial information suggests Environment Canada and EPA are talking about a single bi-lateral (and maybe tri-lateral with Mexico) SECA proposal to the International Maritime Organization (IMO) for all or most of North America.

The latest information from EPA is that it supports consideration of a single SECA application for all three coasts (West, Gulf and East coasts and possibly the Great Lakes as well). It is important to note that no decision has been made to apply for a SECA designation, but rather EPA is examining the feasibility of doing a SECA. Upper management has been briefed and the agency is at the final stages of planning next steps. More information may be available at the Fuels Issues call on September 28th.

Initial plans suggest that information needs are considerable and EPA expects to work with the States as close partners to collect that information. This initial plan to work through the states may raise questions for how the Marine Vessels and Ports Workgroup can best participate in the future; this will be addressed as more information becomes available.

A brief initial list of information topic needs include:

- Marine port, ships, and vessel traffic data
- Stationary and land based sources of sulfur, including the control efforts and results
- Population information
- Projected health effects and ecological effects
(While a SECA has previously been used as a mechanism to combat acid rain in Europe, in North America (particularly on the West Coast) the justification may revolve more around health impacts and visibility. Federal land managers also have a significant interest in NOx and SOx emissions and may be helpful with some information.)
- Information on the fuels markets
(Western States Petroleum Association (WSPA) has a scope of work for a fuel issues and fuel availability study. WSPA has identified a contractor, but doesn't want to start something in a different direction from what might support the Collaborative. Other partners, such as the Canadian Petroleum Institute, may also be interested and could perhaps share costs.)

Ports are wary of inventory methodology differences resulting from a SECA proposal that could lead to regulatory questions about previous inventories. EPA and CARB could look at the California emission inventories that have been approved for California's State Implementation Plan (SIP) to consider whether they are sufficient for a SECA.

As the Workgroup website is developed (proposed by the Information Sharing and Projects Focus Area) SECA information requirements will be posted.

Next Steps

There are three areas of emission inventory work ongoing:

- 1) Local forums, particularly in Puget Sound, continue to work and will communicate with the Collaborative as appropriate.
- 2) EPA and Environment Canada continue to work on emission inventory guidance, especially in light of 2005 comprehensive inventories.
- 3) EPA and Environment Canada will share additional SECA planning information as it becomes available.

As for the Collaborative efforts, this Focus Area will wait for more information from the Fuels Issues teleconference before deciding if there's value to work together. One possibility is that this Focus Area could combine with the Fuels Issues Focus Area.

On potential action item partners discussed was the possibility that the Workgroup could draft a letter to EPA to communicate support for a SECA and to ask how the Workgroup might best help with any information needs. However, partners agreed that no action was necessary until after the Fuels Issues call on September 28th, which may help clarify next steps.

Attendees

Brewster Boyd	Ross & Associates
Les Browning	ICF Consulting
Rick Bryant	Chamber of Shipping – British Columbia
Barbara J. Cole	Port of Seattle, Environmental Programs
Fred Felleman	Ocean Advocates
Eric Flag	Port of Seattle
Ellen Garvey	Claire
Andrew Green	Environment Canada
Gina Grey	West States Petroleum Association
Frank Holmes	West States Petroleum Association
Dan Hrebenyk	Senes Consultants Lrd.
Roxanne Johnson	US EPA Region 9
Dave Kircher	Puget Sound Clean Air Agency
Lisa McArthur	US EPA Region 10
Dennis McLerran	Puget Sound Clean Air Agency
Morris Mennell	Environment Canada, Pacific & Yukon Region
Phil Ralston	Port of Portland
Joe Ray	Starcrest Consulting
Michelle Roos	US EPA Region 9
Bill Ross	Ross & Associates
Shelini Sidi	Greater Vancouver Regional District
Jay Willenberg	CH2M Hill
Dan Yuska	US Maritime Administration