

*West Coast Diesel Emissions Reductions Collaborative*  
**Marine Vessels and Ports Workgroup**  
*Fuels Issues Focus Area*

**AGENDA**

Tuesday, September 28, 2004 2-4 p.m. PDT

1-866-299-3188 passcode: 415-947-4143#

**Locations**

CA: EPA R9 Office, 75 Hawthorne Street, San Francisco, 94105

WA: Puget Sound Clear Air Agency, 110 Union Street - Suite 500, Seattle, WA 98101, Conference Room

BC: Environment Canada, 401 Burrard St. (at Hastings St.), please see reception 2nd Floor, downtown Vancouver, B.C.

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***Purpose***

*The Focus Area will aim to share information and support fuel supply analysis, alternative fuel use, and SECA consideration.*

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**2:00 Welcome**

**2:10SOx Emission Control Area (SECA) Considerations**

Currently, EPA and Environment Canada are independently having internal discussions to prepare to consider a potential SECA application. In addition, the federal governments are coordinating bilaterally to consider a potential SECA. While it is expected that EPA and Environment Canada will provide guidance to or ask for information from the Collaborative partners, this information is not yet ready. Furthermore, Western States Petroleum Association (WSPA) has organized a group around SECA consideration.

**2:30 Fuel Supply Analytics**

There are two sides to the fuel supply issue; 1) regional lower-sulfur diesel fuel supply, and 2) pacific bunker fuel supply.

Lower sulfur diesel supply, including ultra-low sulfur diesel (ULSD), varies throughout the coast. In particular, Portland, Oregon and Vancouver, British Columbia lack the ULSD fuel supply of other major port areas on the west coast. Various industry associations and agencies, such as WSPA and California Air Resources Board (CARB), are currently working to better understand the dynamics of fuel supply along the west coast. Analysis includes supply capacity, identified demand, and infrastructure requirements. The Focus Area will help coordinate and share information from, and provide support for the various groups involved analyzing the west coast diesel supply.

In the event of a SECA application, it will be critical to understand the entire pacific bunker fuel supply availability, including the North American west coast. While there may be some information or efforts underway by Collaborative partners, this analysis is likely a longer-term process. Participants will identify interested partners or contacts, potential resources and determine the timing appropriate to pursue this analysis.

**3:20 Promoting Early Adoption of Alternative Fuels**

Recent successes up and down the coast to promote alternative fuel use in captive fleets, such as ferries and tugs, and on-shore equipment suggest the possibility for wide-spread adoption. Alternative fuels to consider include ULSD, biodiesel, and compressed or liquid natural gas (CNG and LNG). Discussion could share lessons learned and identify additional equipment or fleets that could switch fuels.

**3:50 Wrap up and Adjourn**

