



*West Coast Collaborative*  
**Marine Vessels and Ports Workgroup**  
**May 12, 2005 Teleconference Meeting Summary**

The Marine Vessels and Ports Workgroup met by conference call on May 12, 2005. The purpose of this meeting was to provide a general update on the Collaborative, highlight current resources available, and present on key issues for the marine sector on the West Coast.

**General Update on the Collaborative**

*Debrief on March Workshop* – The Workshop was structured around identifying the areas of interest for each Sector Workgroup and orienting that interest toward resources that are available or will be available. There were almost 200 people in attendance and sponsoring partners contributed approximately \$30,000 toward the conference to support non-profit scholarships, the dinner cruise, and other meeting needs.

The primary goal and purpose of the Public Workshops is to create an opportunity for face-to-face interaction beyond virtual conference call meetings to push projects forward. It also gives an opportunity to interact with other federal agency and federal headquarters staff. EPA got some feedback on the Seattle Workshop that while the funding information was well appreciated, workgroups would have liked more opportunity for Workgroup-specific meetings. The Interim Steering Committee members will be called on to help ensure that future Public Workshops are structured to best serve the needs of Workgroups.

*Website revisions and progress* – All presentations and materials from the Seattle Workshop are posted on the website and are available for download. EPA has also designed a Collaborative “Resources” page that has a substantial list of current grant opportunities. This will be an important gateway and focus of attention in the next year to facilitate interest and applications to existing grant opportunities. ([www.westcoastcollaborative.org](http://www.westcoastcollaborative.org))

*Status of EPA RFIP* – Over 50 grant applicants responded to the RFIP with a total of \$13.5 million in potential projects; EPA choose 13 finalists for \$1.25 million in grants. Finalists have been notified and EPA is working with finalists to complete the remaining grant process. EPA expects to announce and make the grants in late summer, with corresponding media outreach in August. In addition, EPA is still working to increase the amount of grant money it can make available, so that additional RFIP respondents could receive grants.

*Status of federal, state and local budget* – The President’s FY 2006 proposed budget included a \$15 million Clean Diesel initiative for EPA, the majority of which would be for the West Coast. This was EPA’s largest budget increase behind salaries and rent. In addition, the FY06 proposed budget included \$10 million for Clean School Buses and \$9 million to Community Action for a Renewed Environment (CARE) to reduce air toxics, which would also be important for diesel reductions. In the House Appropriations sub-committee, these figures were reduced to \$10 million for clean diesel, \$10 million for clean school buses, and \$1 million for CARE. The appropriations process will continue with the Senate through the summer.

*Collaborative activities* - In the first year “start-up” phase of the organization, the Collaborative has developed a pattern of activity. As the Collaborative enters its second year of existence, it is important to confirm the direction it’s headed. Building on the existing pattern, the following list is a suggestion of Collaborative activities that could guide the organization over the next year:

- Host one-hour Sector Workgroup teleconference meetings every other month focused on information exchange (grants and conferences and public agency initiatives) and coordination of regional projects
- Initiate one or two large-scale Public Workshops each year (alternating NW and SW)
- Conduct ISC meetings every other month, generally preceding Sector Workgroup teleconference meetings
- Conduct periodic press events to highlight successes along the West Coast and the need for ongoing efforts
- Fund an annual EPA Region 9 and Region 10 RFIP for regional diesel emissions reductions projects
- Possibly fund and/or advertise other federal RFIPs
- Continue federal agency efforts to try to secure additional funds for diesel projects in the President’s Budget and individual agency budgets
- Support outreach activities by non-federal government members through the ad hoc education and resources committee
- Continue to develop and add to the Collaborative website and develop other outreach materials as needed
- Initiate multiple small scale “funding forums” for Collaborative partners to educate local decision makers on the impacts of diesel and how to apply for/better utilize existing federal resources

An education and resources group, led by Seyed Sadredin, San Joaquin Valley, Lynn Terry, California Air Resources Board, and Richard Stedman, Olympic Region Clean Air Association, has formed to coordinate the non-federal partners for outreach. While EPA is providing leadership and administrative coordination for the Collaborative, it is up to the non-federal partners to advocate for federal funds and the hope is to do so in a coordinated way. The most effective outreach effort will include state and local agencies in partnership with private interests. For example, one primary focus of the education and resources group would be to support the federal budget initiatives currently in the appropriations process. And specific to the marine sector, another interest would be to urge the federal government to ratify Marpol Annex VI, which is necessary if a SECA is to be successfully approved. The group presented at the Seattle workshop and is interested in recruiting additional volunteers to join the effort.

Those interested can contact one of the three leads directly or can contact Dennis McLerran:

Seyed – [seyed.sadredin@valleyair.org](mailto:seyed.sadredin@valleyair.org)

Lynn – [lterry@arb.ca.gov](mailto:lterry@arb.ca.gov)

Richard – [richard@orca.org](mailto:richard@orca.org)

Dennis – [dennism@psccleanair.org](mailto:dennism@psccleanair.org)

There was some discussion as to the organization of the Interim Steering Committee (ISC) and the ISC’s consideration of alternative structures. Some participants were concerned about the lack of transparency into the ISC meetings. It was suggested that a better mechanism be made available to share information with and from the ISC. For example, agendas could be posted on the Collaborative website prior to meetings, and meeting notes posted afterward.

### **Current Funding Opportunities Update**

EPA reported on several grant opportunities currently open and relevant to the Marine sector. In addition, the new Collaborative website has a significantly revised and updated “Resources” page to provide quick links to current and on-going potential diesel emissions reductions funding sources: <http://www.westcoastcollaborative.org/resources.htm>.

*Diesel Retrofit Program* - For partnership projects that demonstrate the applicability and feasibility of implementation of EPA and/or California Air Resources Board verified (or certified) pollution reduction retrofit technologies in nonroad vehicles and equipment such as those used in construction or port-related activities. The total estimated funding for this project is up to \$800,000. EPA anticipates awarding 8-12 cooperative agreements, each ranging from \$50,000 to \$150,000. Notification of intent to apply is due by May 27, 2005, and complete applications must be submitted and received no later than July 1, 2005.

*Community Action for a Renewed Environment (CARE)* - CARE is a new and unique community-based, community-driven, multimedia demonstration program designed to help communities understand and reduce risks due to toxics from all sources. \$1.65 million is available to either 1) create a local collaborative partnership, or 2) if a partnership exists, fund priority projects. Grants will be between \$75,000 and \$300,000.

*SmartWay grants for truck anti-idling* - EPA will award up to \$5 million in grants as part of its SmartWay Transport Partnership to demonstrate innovative idle reduction technologies along the spectrum of the trucking industry, from the manufacturer level to trucking fleets and at truck stops, ports, and borders. EPA anticipates awarding 3-4 grants each in three areas:

- Technologies that small trucking fleets can use to equip trucks they already own;
- Technologies that can be packaged by truck engine manufacturers into an easily-used installation kit for aftermarket use; and
- Technologies designed for use by trucks parked at truck stops, terminals, ports and borders

### **West Coast Marine Priorities**

#### **No Net Increase**

As many marine interests along the West Coast know, Los Angeles has a No Net Increase (NNI) policy that was initiated by a commitment from Mayor James Hahn. In response to that policy, Los Angeles conducted an emission inventory for baseline year of 2001. Following the emission inventory development, in 2004, a Task Force formed to identify measures to reduce emissions below the 2001 baseline for NO<sub>x</sub> and PM. The Task Force includes labor group, port representatives, rail, environmental groups, agencies, and local interests. Over the course of eight months, the task force identified over 70 different measures to reduce emissions for captive fleets, ocean-going vessels, and shore-side equipment. The measures identified projected emissions and suggested controls to mitigate those emissions.

The initial phase of work to identify the measures is completed; however, additional work remains under a Financial Working Group, a Health Benefits Working Group, and a Legal Working Group. The Task Force anticipates a report with these other pieces to be sent to the Mayor by early June.

In the meantime, some efforts to implement the recommended measures are currently underway. Many of the measures are quite ambitious and there is equipment and cost information coming out of this process that could be used elsewhere on the West Coast. Finally, the Port of Los Angeles has commissioned a fuels study on worldwide bunker availability that will be completed early this summer.

An electronic copy of "Working Draft No Net Increase Strategy with Preliminary Recommendations, Subject to Further Legal and Economic Review" has been posted on the web, accessible via: [http://www.portoflosangeles.org/environment\\_studies.htm](http://www.portoflosangeles.org/environment_studies.htm)

#### *Next Steps*

Due to the level of interest and the lack of time to further explore the findings coming out of NNI, the Workgroup collectively decided to conduct a follow-on call in mid-June.

### **Clean Diesel and Retrofit FACA update**

The federal Clean Diesel and Retrofit FACA (Federal Advisory Committee Act) was formed in light of earlier successful school bus efforts. The FACA was charged with providing consensus advice on structuring incentives to encourage the expanded use of clean diesel and retrofit technologies. Within the FACA, there are several working groups, including a ports group. The ports group has members from several marine interests relevant to the West Coast, including American Association of Port Authorities (AAPA), Barbara Cole, Port of Seattle, and Dennis McLerran, Puget Sound Clean Air Agency.

Following a meeting in Corpus Christi where the ports group discussed barriers and incentives to reduce diesel emissions, the group is producing a report with a draft expected in June. On June 23<sup>rd</sup>, the ports group will meet again to finalize the report to be delivered to the FACA in September. Although there is significant input from West Coast interests, some smaller ports may be under-represented. Other call participants were interested in hearing more about the ports group recommendations and in having a chance to provide input.

Additional information can be found at:

<http://www.epa.gov/airprogm/oar/caaac/cleandieselWG.html>, and at <http://www.cleanfleetsusa.net/>

#### *Next Steps*

Again, due to significant workgroup interest and lack of time, a follow-up call will be scheduled to provide additional two-way communication; both to hear more about initial recommendations from the ports group and to allow for additional input.

### **Puget Sound Maritime Air Forum**

Spearheaded by the Port of Seattle, the Puget Sound Maritime Forum formed last year with three purposes in mind:

1. To build greater technical understanding of marine air emissions and their impacts on public health and the environment, starting with preparation of a high quality maritime emissions inventory;

2. To support implementation of cost effective maritime air pollution control strategies by sharing expertise and resources and building partnerships when activities require the cooperation of multiple organizations for success; and
3. To serve as the Puget Sound forum for the ports and vessels track of the West Coast Diesel Emission Reduction Collaborative.

Thus far, based on contributions from participants and grants, the Forum has collected nearly \$500,000 to conduct an emission inventory for the whole 140 miles of water way in Puget Sound from the Canadian border to the South Sound and out to the “J” buoy of the Strait of San Juan de Fuca. The Forum expects to begin this work in summer of 2005.

In addition, several Forum members have moved forward with air pollution control strategies without waiting for the emission inventory to be complete. For example, the Ports of Tacoma and Everett have chosen to install new electric cranes, Washington State ferries has switched to ultra-low sulfur diesel, and the Port of Seattle plugged in the first Princess Cruise ship of the season last week. The Port of Seattle has also commissioned a 60-day study on best practices to further explore mitigation opportunities.

#### *Next Steps*

The Puget Sound Forum is developing a website to facilitate information sharing to be available in upcoming months. In addition, again with significant workgroup interest, the workgroup requested additional time to learn more about the Puget Sound efforts and to have an opportunity to ask questions.

#### **Sulfur Emission Control Area (SECA)**

The U.S. and Canada (and Mexico) are currently evaluating the potential for a SECA application to put forward to the International Maritime Organization (IMO). Should there be sufficient support; the intent is to submit a full, tri-nation (Canada, U.S., and Mexico) SECA application. The U.S. would only consider a full U.S. SECA application (as opposed to a West Coast only application). Should the U.S. and Canada choose to submit an application, the current SECA application submission to IMO timing goal is spring 2007. California Air Resources Board (CARB) is the lead agency for the West Coast and is the primary point of contact to EPA; Environment Canada's Pacific and Yukon Region plays a similar role as CARB for Canada.

West Coast agencies recently met in California with the national agencies (EPA and Environment Canada) to discuss the technical analysis required to support a SECA and to identify a workplan to meet the spring 2007 submission goal. The meeting set out plans for working on emissions inventories, air quality modeling, and evaluating health and ecological impacts of diesel sulfur emissions. Especially pertinent to the West Coast, previous SECA applications in Europe have focused on acid rain and the East Coast of North America is likely to have similar claims. The West Coast, however, is likely to make a stronger case for the need to reduce diesel sulfur for public health reasons.

#### *Next Steps*

The Workgroup will continue to have periodic updates about the SECA in the regularly planned teleconference meetings every other month.

#### **Conclusion**

There was a renewed energy on the call with every major port on the West Coast, shippers, fuel interests, and air agencies represented. The Workgroup collectively requested additional time to be scheduled to get more information about the important marine issues along the West Coast. Consequently, there will be three additional teleconferences in the next two months:

1. Clean Diesel and Retrofit FACA follow-up – early June
2. Los Angeles NNI and Puget Sound Forum continuation – mid June
3. Regular Workgroup call (approximately every other month) – mid July