



West Coast Collaborative
Marine Vessels and Ports Workgroup
June 1, 2005 Teleconference Meeting Summary

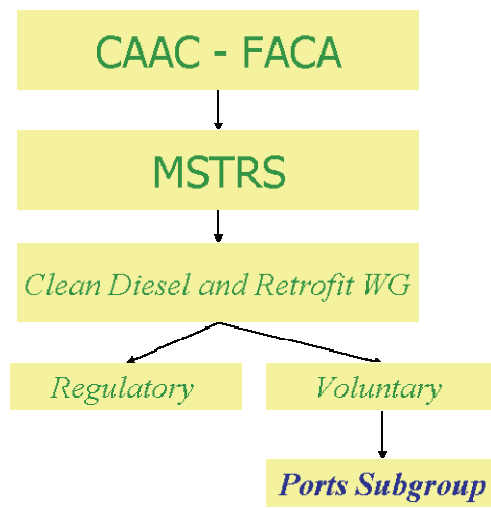
The Marine Vessels and Ports Workgroup met by conference call on June 1, 2005. The purpose of this meeting was to follow-up on the May 12 Marine Workgroup call to get information from and provide opportunity for input into the national Clean Diesel and Retrofit Work Group's Ports Subgroup.

FACA Overview and Discussion

The co-chairs of the Ports Subgroup, Trish Koman (U.S. EPA) and Michael Block, (Northeast States for Coordinated Air Use Management (NESCAUM)), joined the call to describe the Clean Diesel and Retrofit Work Group of the Clean Air Act Advisory Committee (CAAAC) Federal Advisory Committee Act (FACA). In addition, one of the co-chairs of the Clean Diesel and Retrofit Work Group, Gay Macgregor (U.S. EPA) joined the call.

By way of simple introduction, a FACA group is created when the federal government seeks consensus advice from a group of experts. EPA initiated a standing FACA group, CAAAC, following the 1990 amendments to the Clean Air Act. Within the CAAAC is the Mobile Source Technical Review Scientific (MSTRS) arm, and under the MSTRS is the Clean Diesel and Retrofit Work Group. This Work Group covers both regulatory (such as the 2003 mobile source rules) and voluntary diesel-focused programs. For the voluntary side, the Work Group has established a number of sector-specific groups (similar to the West Coast Collaborative structure), one of which is the Ports Subgroup. These sector-specific groups are focused on technology devices and behavior changes that reduce diesel emissions. Thus, the Ports Subgroup addresses many issues relevant to the West Coast Collaborative Marine Workgroup.

The figure below illustrates the structure and relation of these groups.



The Ports Subgroup is tasked to produce a report this fall to include recommendations from the sector. Through periodic public meetings, such as the January meeting in Corpus Christi and the upcoming June meeting in Washington D.C., the Subgroup develops input for the report that seeks to identify common interests at the national level. There are two documents, in particular, that have helped to inform the recommendations: first, an ICF Consulting report that investigated all incentives for voluntary action for ports and the construction sector (final version issued May 19, 2005—this report accompanies these notes); and second, a “retrofit database” that catalogs and categorizes technology (not yet finalized). While these reports are not necessarily the recommendations from the group, they provide an overview of what is already out there and working. The report from the Ports Subgroup will work its way up the chain as it goes through the formal procedures and processes dictated by the Clean Diesel and Retrofit Work Group, and, ultimately, the CAAAC FACA.

One issue raised was that of verified technologies, particularly in relation to SIP credit. In general, it is anticipated that the Ports Subgroup report will include a strong preference for EPA or ARB certified technologies. This discussion also prompted a reminder of an EPA grant aimed at projects that apply on-road technology to non-road applications. The application for this grant (RFA# OAR-CCD-05-14) is due on July 1, 2005. Information can be found at <http://www.epa.gov/oar/grants/05-14.pdf>.

In addition to widespread regional representation (including many West Coast representatives), members of the Ports Subgroup represent several aspects of the port industry. These include ports (such as the Port of Seattle), air agencies (such as ARB), and associations (such as the American Association Port Authorities). In addition, the group has developed relationships with other stakeholders through the public outreach process, including the National Association of Waterfront Employees (NAWE) and some specific terminal operators (such as APM).

The Ports Subgroup will meet on June 22, 2005, in Washington, D.C. to further develop the report. Should members of the West Coast Collaborative wish to provide input to that meeting, they should communicate through official members, most likely:

- Meredith Martino – AAPA - mmartino@aapa-ports.org; or
- Peggy Taricco – California Air Resources Board - ptaricco@arb.ca.gov; or
- Joe Monaco – Port of New York/New Jersey - (substitute for Barbara Cole, Port of Seattle)

Additional information is available on the Ports Subgroup webpage at <http://www.cleanfleetsusa.net/cleanports/>. Questions may be directed to Trish Koman (koman.trish@epa.gov) or Michael Block (mblock@nescaum.org).

West Coast Collaborative Workgroup Direction

As the Workgroup activity has changed in response to implicit and explicit workgroup participant input, the question at hand was, “Is this workgroup conducting itself in a way that best serves the collective interest of those involved? If not, what would workgroup members like to change?”

Several call participants made suggestions in four main areas that the workgroup could improve or change:

- More effectively advance or promote the SECA application.

Action/response: A West Coast SECA team made up of state and regional agencies meets monthly by teleconference to coordinate with U.S. EPA. This group will share the latest information at each regularly scheduled Workgroup call, particularly addressing how Collaborative members can most effectively engage in the process.

- Share information from the regional forums where project-level action is taking place.

Action/response: On June 15, 2005, a call with reports and information sharing from the Los Angeles multi-stakeholder NNI process, the Puget Sound Maritime Forum, and the British Columbia marine stakeholder group will take a big step in communicating that information. Furthermore, some areas are independently exchanging information on a regular basis, such as between Puget Sound and British Columbia. So while there is existing information sharing between Collaborative partners, additional communication is planned and this will hopefully become a stronger element of the regularly scheduled calls.

- Have more face-to-face time; for instance, some participants suggested that they couldn't justify traveling to the March Public Workshop in Seattle because there was no Workgroup face-to-face time.

Action/response: This has been an ongoing question for the Workgroup because of the many existing industry conferences and initiatives. The discussion centered on potential existing conferences to "piggy-back." Three suggestions were made:

1. September Port of Seattle Terminal Operator Workshop sponsored by Clean Ports USA
2. October Marine Fuels Sustainability Conference sponsored by Bunkerworld
3. January West Coast Collaborative Public Workshop

The Bunkerworld conference poses an interesting option since a primary audience is individual terminal operators and shippers, which, while well represented at nearly all Workgroup gatherings by the Pacific Merchant Shipping Association, are rarely engaged at the individual level.

Workgroup leadership (Dennis McLerran (Puget Sound Clean Air Agency) and EPA) will convene to discuss potential options for a face-to-face meeting on October 5, 2005, preceding the Bunkerworld conference.

- Share information on technologies by creating a clearinghouse as a central point to understand what efforts have been made and what we're the outcomes.

Action/response: Several demonstration and pilot projects on the West Coast and elsewhere have been well documented; however, that information is not yet centrally located. The West Coast Collaborative website Marine page could be a potential repository for those types of reports and information. Brewster Boyd (Ross & Associates) will begin to collect and solicit information for the website in an attempt to create a clearinghouse of information for the West Coast.

Next Steps

- Workgroup members may offer input to the Ports Subgroup report through members mentioned above.
- The next West Coast Collaborative Marine Vessels and Ports Workgroup call will be June 15, 2005, from 9 a.m. to 11 a.m. PDT to hear more about regional efforts in L.A., Puget Sound, and British Columbia.
- The next regular teleconference will be July 20, 2005, from 9 a.m. to 10 a.m.
- The Workgroup leadership will discuss the option of a face-to-face meeting on October 5, 2005, connected to the Bunkerworld conference. This will be revisited with the Workgroup at the July 20, 2005, teleconference.
- The Workgroup will develop a section of the website page on the West Coast Collaborative site as a clearinghouse of information focused on technology or projects information sharing.

Attendees

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