



West Coast Collaborative
Marine Vessels and Ports Workgroup
June 15, 2005 Teleconference Meeting Summary

The Marine Vessels and Ports Workgroup met by conference call on June 15, 2005. The purpose of this meeting was to hear from regional efforts along the West Coast, including reports from Los Angeles, Puget Sound, and British Columbia with time for follow-up questions.

Los Angeles No Net Increase

Ralph Appy, Port of Los Angeles, and others involved with the Los Angeles No Net Increase (NNI) Task Force shared information on the process completed, success achieved thus far, and some of the challenges that lie ahead.

The NNI Task Force began meeting approximately eight months ago in response to Mayor Hahn's commitment. The first portion of the process has gathered various stakeholders and interests to undertake a consensus approach in identifying actions required to return to 2001 PM and NOx emissions levels. In so doing, the group identified 68 measures that were released in a March 2005 interim draft report. The group identified measures that would apply to activity within the port boundary as well as approximately 40 nautical miles out to sea. The measures directed at the two pollutants include actions for captive and ocean-going marine vessels, cargo handling equipment, trains, and trucks.

The last meeting was June 21, 2005 to wrap-up a report to deliver to Mayor Hahn before his departure from office on June 31, 2005. Two primary areas of concern that are being addressed by separate workgroups for this final submission are: 1) Financial benefit analysis, and 2) Legal authority analysis.

There are some disagreements with projections for costs and benefits. On the cost side, early financial analysis indicates that \$9 billion is required to implement all of the measures, of which \$6-\$7 billion would be non-regulatory measures to be initiated by the port authority or its customers. On the benefit side, California Air Resources Board analysis has identified upwards of \$20 billion in health benefits.

With respect to legal issues, there are concerns about the legal authority to enforce some of the measures, especially those that aren't voluntary in nature or include international vessels. It's unclear whether the port has the legal reach to enact measures via lease agreements or other means. And while incentive programs have been used with success at both Port of L.A. and Port of Long Beach, most port customers have long-term leases that may be difficult to change to require emission reduction action.

Thus far, the Port of L.A. Board has approved \$62 million for near-term measures. These measures include:

- Replacing and retrofitting older trucks via the Gateway Cities Program
- Replacing, with the Port of Long Beach, 16 local locomotives to Tier 2 standards

- Changing out yard equipment to replace equipment with the best available technology by 2007
- Incentivizing alternative fuels (primarily ultra-low sulfur diesel) for port equipment and auxiliary engines.

Furthermore, the port plans to undertake a revised emission inventory.

It was suggested that the NNI effort was comparable to a CARB rule-making in terms the process. However, in this case, it was an extremely accelerated timeline. The quick pace reduced the public comment opportunities, which has caused significant push back from some stakeholders. Some involved in the process believe NNI may be looked at as a dynamic, continual improvement process to be revisited periodically rather than a final mark in the sand.

Additional information about NNI and interim reports from the Task Force can be found at <http://www.portoflosangeles.org/environment.htm>.

The discussion that ensued encouraged collective action from the Marine workgroup in two areas in particular.

1. Ratifying IMO Annex VI and supporting a SECA application

The vocal majority of the workgroup appears to strongly support encouraging Congress to ratify IMO Annex VI, which is a pre-condition of being able to submit a SECA application or petition IMO for stronger standards on a number of issues. While the Canadian and U.S. federal governments are conducting the technical work to consider a SECA application, other interests in the workgroup suggested applying political pressure to encourage congressional action. Already, industry and environmental groups have teamed to support a joint resolution in support of a SECA in the California legislature. Information from this resolution can be found at:

http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ajr_8&sess=CUR&house=B&author=canciamilla

2. Influencing construction of new ships with the latest technology

With much of the cargo fleet to be replaced in the coming years with new ships, there is a window of opportunity to influence the construction of new ships with the latest emission control technology. There was significant discussion around SCR technology and various demonstrations around the world to explore the technical feasibility of the technology in large-engine vessels. To date, experience in Sweden and elsewhere has primarily been in smaller engines and there are complications with temperature levels in larger engines. Regardless of whether SCR, or slide valves, or other, are appropriate technologies to encourage, there was enthusiasm to jointly consider near term and longer term options to promote in new ship construction.

Actions

- A letter from PMSA to Senator Boxer to support ratification of Annex VI was mentioned as an example of what could be used by others.
- Bill Jones, EPA Region 9, will be the point of contact for interest around a sub-group to consider influencing construction of new ships. Such a group could research and develop a report to better understand the technology options viable for new vessel construction.

Puget Sound Maritime Air Forum

Sarah Flagg, Port of Seattle, led the discussion on Puget Sound Maritime Air Forum efforts. Spearheaded by the Port of Seattle and including all the ports in Puget Sound and many other stakeholders, 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.

The Forum's first task is to create an emission inventory for the region. They have a Steering Committee made up of the financial contributors and a Technical Workgroup to help direct the contractor (Starcrest) with issues such as spatial allocation. While many issues are still to be determined, they plan to use Coast Guard tracking data and will draw a line between U.S. and Canada. The work is scheduled to be completed by 2006.

The Puget Sound Forum meets periodically (next in September) and will have more information available on a website in the next few months.

British Columbia Marine Vessel Air Quality Workgroup

Rick Bryant, British Columbia Chamber of Shipping, shared information of the British Columbia Marine Vessel Air Quality Workgroup. With interest in such a workgroup mounting since 2002, marine stakeholders in British Columbia formed the air quality workgroup in June 2004. The primary purpose is as a communication forum involving B.C. Ferries, government entities, environmental and community organizations, port authorities, the B.C. cruise association, Canadian Petroleum Products Institute, and the Chamber of Shipping.

The group's primary activities have been supporting conferences (on fuel efficiency and "Green Marine" practices, for instance), projects (such as testing CombustAll fuel additives for Port of Vancouver harbor equipment), and cross-border communication and coordination with Puget Sound.

In addition the workgroup will support an inventory project for all B.C. waters for criteria pollutants and greenhouse gases. The inventory will be funded by the Greater Vancouver Regional District, Environment Canada, and Transport Canada. The inventory will use vessel movement data that continuously tracks activity every five minutes. They are conducting a survey for engine size, fuel type, and auxiliary engine use in order to better define emission factors. SENES is the assisting contractor and the inventory is scheduled to complete by mid-2006.

Actions

Additional information on the fuel additive study is available at:

http://www.portvancouver.com/media/news_20040930-1.html

Summary

There is significant activity taking place within regional efforts on the West Coast. This call introduced Workgroup participants to three such efforts. As the Collaborative website is upgraded with an information clearinghouse, reports and other products coming out of regional efforts will be posted.

Attendees

Contact Name	Contact Organization	Contact Phone	Contact E-mail
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