



**West Coast Collaborative Marine Vessels and Ports Workgroup
AGENDA**

*October 5, 2005 8:30 a.m. – 5 p.m.
Port of San Francisco Pier 1 – Embarcadero*

While the Workgroup has thus far concentrated on information sharing and project funding, recently there has been increasing discussion exploring if the Workgroup is capable of and interested in supporting collective coast-wide action on specific issues or topics. The purpose of the meeting is to consider and/or confirm desired areas of collective action and to develop plans to set in motion any agreed upon collective actions.

8:30 Welcome and Meeting Purpose Review

- o Welcome – Jay Ach, Port of San Francisco
- o Welcome – Deborah Jordan, U.S. EPA
- o Review meeting purpose and objectives, agenda, and ground rules - Dennis McLerran, Puget Sound Clean Air Agency

9:00 Emerging Technology, Best Practices, and Policy Opportunities

Operations along the West Coast and in other areas are piloting, testing, and demonstrating cutting edge technology throughout the marine sector. There appear to be opportunities to accelerate the diffusion of improved practices and equipment. In considering emerging options, partners have also identified potential to address the full life cycle impact of equipment and practices. In particular, several of these activities both create efficiencies and reduce emissions, generating convincing win-win scenarios.

While there are several examples of tested technologies, Workgroup members have found it difficult to easily find detailed information about results. In some cases the information is hard to access and in others it may not be easy to understand. One specific action could include creating a technology clearinghouse. The purpose would be to increase the adoption of emerging technologies, best practices, and/or policies by:

- o Sharing results from pilot programs and technology demonstrations
- o Supporting joint research and drafting case studies
- o Aligning multiple locations for technology demonstration or testing

Key Question: Does it make sense to pursue such a clearinghouse, and if so, how might it operate to provide significant value to the partners?

10:45 Break

11:00 Partnering between Ports and with Port Customers

Workgroup members have suggested that there may be partnership opportunities between ports and their customers to address major port operations at the design/construction phase. In particular, there may be opportunities to collectively influence equipment construction (such as new ships, cargo handling equipment and/or cranes), terminal design, construction contract specifications and operation conditions.

Key Question: Is there support to approach a specific sector with proposals or requests; if so, is there a better way to engage the shipping and/or the terminal operator sector(s) to influence changes to equipment design, purchase, or operation?

12:30 Working Lunch – Funding Update

Meeting participants will have the opportunity to purchase lunch for approximately \$12

- o Terry Goff , Director Public Policy & Regulatory Affairs, Power Systems, Caterpillar Inc. will join to help inform the discussion with the latest federal funding developments in Washington D.C.

There are several specific opportunities to increase appropriations in Congress. For example, the Diesel Emission Reduction Provision in the federal energy bill is particularly relevant to the marine sector. The Workgroup will learn about the recent funding developments and consider any potential actions to take.

2:00 International Shipping Standards

International ship traffic represents a large and growing portion of the emissions at ports. While all ports face similar issues with ship emissions, competition between ports may make port-by-port unilateral action to control these emissions difficult. Equitable policies or standards that address international ship emissions might best be approached through the International Maritime Organization (IMO) and/or federal governments. West Coast partners could also come together to support equipment and/or fuel controls on ocean going vessels. Actions could include letters of support and other expressions of advocacy from multiple voices to:

- o Advocate for stricter IMO and/or federal standards, such as engine or fuel specifications
- o Support Annex VI ratification in the United States, Canada, and Mexico as a precursor to a SECA application

Key Question: Are there specific issues to support, and if so, does it make sense to approach the IMO, the federal government, or state/provincial governments?

3:45 Break

4:00 Identifying a Workgroup Collective Action Plan

Should particular topics generate sufficient support to pursue collectively, we will define a Collective Action Plan to guide the Workgroup. The Action Plan could explicitly identify areas of interest, partners willing to participate and/or lead actions, and appropriate timing for action. Such an Action Plan could inform the Workgroup's pattern of communication and efforts for the next 12-24 months on any selected topic.

5:00 Adjourn