



West Coast Collaborative
Marine Vessels and Ports Workgroup
September 21, 2006 Teleconference Meeting Summary

The Marine Workgroup met by teleconference on September 21, 2006. This was a regularly scheduled meeting to hear about the San Pedro Bay Ports Clean Air Action Plan, the Holland Cruise Lines Grant project, and to cover general updates on Collaborative activities.

San Pedro Bay Ports Clean Air Action Plan

Dr. Ralph Appy, Director of Environmental Management, Port of Los Angeles, provided an overview of the San Pedro Bay Ports Clean Air Action Plan. The plan was a product of a meeting by the boards of the Port of Los Angeles and Port of Long Beach on how to help resolve air quality problems in San Pedro Bay. The main goal of the Plan is to reduce health risks by setting project-specific standards while still enabling port development and growth. Over 500 pages of comments were received during the public review period from June 28 through August 28, 2006. The final version of the plan will be released on October 31 and taken to the two Port boards for approval in mid-November. The document is a living document and will be modified annually to ensure all projects meet health risk criteria.

Reduction targets include NO_x, SO_x, and Particulate Matter (PM), with an emphasis on PM. The plan includes twelve measures: two for heavy-duty trucks, five for Ocean Going Vessels, one for cargo handling equipment, three for rail, and one for harbor craft. The plan also includes technology advancement programs and three levels of standards. One level of standards covers both ports and focuses on reducing public health risk on a broad, region-wide scale. The second level is voluntary project-specific standards driven by the 10 in 1,000,000 excess cancer risk threshold. The third level is source specific standards. The China shipping EIR on the Port of Los Angeles website provides an example of how the measures will be applied and linked to health risk assessment.

The plan can be found at:

http://www.portoflosangeles.org/DOC/REPORT_Clean_Air_Overview_English.pdf

Dr. Appy answered a number of questions from the Workgroup:

How much of the plan is guaranteed to happen and how much relies on securing funding? What is the customers' share of cost?

There is quite a bit of money going toward the plan and strong support for its implementation. The two ports have committed \$2 million each over the next five years and the California Air Quality Monitoring District (AQMD) has also committed money. However, as the plan could require up to \$2 billion dollars for full implementation, additional outside funding is needed. Unlike the shipping sector which was able to take on some divided cost burden, the trucking sector proves harder to take on costs of new trucks and new technology as heavy-duty trucks are individually owned and cost burden can not be divided. One potential option is to have a bonding measure to change out the truck fleet. A Request for Proposals (RFP) will be issued to help efficiently utilize funding for acquisition of new trucks.

Is there a list of pollutants regarding the 10 million cancer threshold? Are the risk factors tied down?

Yes to both questions. Particulate matter is the toxic of concern and the Ports, working with AQMD and the California Air Resources Board, are performing related health risk assessments. Since the standards are applied project by project, they differ a little depending on the net data. The plan generally adopted the AQMD – California Environmental Quality Act (CEQA) section thresholds.

Are you looking at systems that reduce in-cab emissions?

There is an assumption that improved emissions in general will improve in-cab emissions. Fuel neutral technologies are being considered.



Has there been discussion and planning around a macro-level, large infrastructure change?
Yes, this is a component of the Plan. The Ports just released an RFP for researching advanced technology and how cargo moves in general. Rail yards with a large number of drayage trucks may be good candidates for demonstration projects for local advanced technology that would lend itself to a first step for new cargo handling.

Holland Cruise Lines Grant Project

David Kircher, Puget Sound Clean Air Agency, provided an overview of the recent EPA / West Coast Collaborative grant (with additional contribution from the Puget Sound Clean Air Agency) to conduct a seawater scrubber demonstration project aboard one of Holland America's cruise ships. The purpose of the project is to demonstrate the feasibility and reliability of scrubber technology in the marine environment. It is known that the natural alkalinity of marine water can reduce SO₂ emissions and emulsification reduces NO_x. Smaller scale demonstrations show reductions of 50-80% for PM, 95-98% for SO₂, and 10% for NO_x. The project will occur in two phases. The first phase is the design phase which includes projecting costs. If the projected numbers are within the parameters of available funding, the second phase, consisting of installing the equipment on a 1500 passenger cruise ship while it is dry docked in Vancouver, BC in the spring of 2007, will occur. The project is managed through involvement of the funding partners – US EPA, Cat Marine Engines, Holland America, Port of Seattle, Port of Vancouver, British Columbia Ministry of the Environment, Environment Canada, British Columbia Clean Air Research Fund, and the Puget Sound Clean Air Agency. The total cost of the project is estimated around \$1.3 million dollars.

Mr. Kircher addressed two questions:

Will there be a component that will monitor the discharge?

Yes. Part of the project is wastewater treatment. Although it is known that discharge will not occur immediately, there is still a question about how often a discharge needs to occur. Water is part of the cooling system discharge, not an individual discharge, and a change in pH is only thing that would remain in the water. Potentially, seawater scrubbing could eliminate the need for shore power. Scrubbing technology is being looked at as a bridge technology to lower sulfur fuels, and could be used to get past spot shortages and price spiked until the fuels become more widely available. In addition to installing the equipment in the spring, there will be a series of tests on effectiveness, including discharge.

Is there a website for the project or other way to be involved and keep up-to-date with progress?

There is no official website, however there will be a web presence on the Collaborative website (www.westcoastcollaborative.org) and all technical documents and reports will be distributed. The goal is to involve all interested West Coast parties in the technical side to help set-up the design parameters.

Collaborative Updates

Conferences

- Pacific Ports Conference, December 13-15, 2006
 - This will be the first conference in response to an interest to create a collaborative of Pacific Rim ports. Due to cultural sensitivities, the conference is invitation only. Letters were sent to all West Coast ports, and good international participation has been confirmed including Pusan, Hong Kong, Tokyo, and Shanghai.
 - There is a proposal to have a conference website with a members-only section.
- Ocean Going Vessels Conference, February 6-8, 2007 in San Diego
 - A draft agenda, website, and save the date were created.
- Faster Freight Conference, February 26-28, 2007 at the Long Beach Convention Center
 - The 2006 Faster Freight conference was very well-received with over 600 attendees and a significant amount of press coverage. The conference was three days with a two day expo, including a goods movement session open to the public. The five tracks were:



- marine, rail, on-road, off-road, and infrastructure. All presentations are posted on www.ffca2006.com.
- A Steering Committee has been established to set goals and begin developing the agenda for the 2007 Conference. The 2007 Conference will include a new track focusing on air freight activities. A goal for this conference is to conduct broader outreach with other North American ports. The conference will include an expo, vehicle ride and drive, as well as off-site tours. The conference website is: www.ffca2007.com.
 - A possible mini-conference in the Puget Sound region is under discussion.
 - Please direct questions to: Jaime@gladstein.org.

Marine Workgroup Activities

- Bill Jones requested suggestions for agenda items for the next Marine Workgroup call.
- The two Marine Workgroup sub-groups created this spring, the executive dialogue group and technical clearinghouse will be started again. An additional subgroup on cruise ships could possibly be formed.
- There is a holding pattern in at EPA Headquarters regarding the 2007 budget. The next West Coast Collaborative ISC meeting is in October. The ISC is currently working with the sector workgroup leads to identify goals and targets for the near and long-term.
- There was a motion on the call to move the marine vessels and ports part of the Tri-state climate initiative into this arena. The group agreed there should be discussions on how to integrate climate issues into Workgroup discussions.

Regional Administrators Meeting

A meeting of the Regional Administrators and other key political appointees occurred the first week of September. The day and half meeting focused on ports and goods movement, providing the RAs with a better sense of scope and scale of issues. The RAs called for increased national EPA leadership, consistent regulations governing Ocean Going Vessels, Annex VI implementing legislation, completion of the SECA process, Federal action to address infrastructure, consistent policies and guidance for voluntary actions, and timely verification of new technologies. The second day of the meeting was an EPA internal caucus to discuss how responsiveness to the issues raised. A key to the success of the meeting was that all EPA decision makers were in the room at same time focusing on issues that they had never thought about/focused on before. There will be post-meeting follow-up with all the collaborative across the country, as well as ample opportunities for the West Coast Collaborative to move things forward.

Conclusion

The next full Marine Workgroup Collaborative teleconference is scheduled for October 12, 2006, 10:00 – 11:30 a.m. PT.