



PORT METRO
vancouver

Greening West Coast Port Drayage Trucks

Faster Freight
Cleaner Air-
Pacific Northwest

Sept 17, 2008

Overview

- Air quality, climate change and port drayage trucks
- California
- Northwest Ports Clean Air Strategy
- British Columbia
- Washington



Air Quality, Climate Change and Port Drayage Trucks

- Air Quality
 - Local and regional issue
 - Diesel PM
 - 1% of all DPM
 - 3% of all *port* DPM
- Climate Change
 - Global issue
 - Greenhouse gases (GHG)
 - 10% of all *POS* GHG
 - 3% of all *POT* GHG



Example: Port Container Truck Emissions in Puget Sound (2005 Emission Inventory)

Port of Los Angeles and Port of Long Beach

Legal Mechanism	Port Tariff
Schedule	<p>Oct 1, 2008: Ban all pre-1989 trucks</p> <p>2009: Ban all 1989-1993 trucks</p> <p>2010: Ban all 1994-1996 trucks</p> <p>2011: Ban all unretrofitted 1996-2003 trucks</p> <p>2012: Ban all trucks that don't meet 2007</p>
Funding	<p>\$2 billion program</p> <p>\$1.6 billion from container fees</p> <p>\$400 million in Proposition 1-B funding from State</p>
Fees	<p><u>Container Fees</u></p> <p>\$80 per TEU for Clean Truck Program and infrastructure projects</p> <p>\$30 per TEU State fee for goods movement clean air projects</p> <p><u>Registration Fees</u></p> <p>L.A.: \$2,500 initial registration</p> <p>Long Beach: \$250 initial registration + \$100 annual</p>
Verification	<p>Relies on RFID system for verification at gates</p> <p>Establishes a San Pedro Bay Ports Drayage Truck Registry</p>

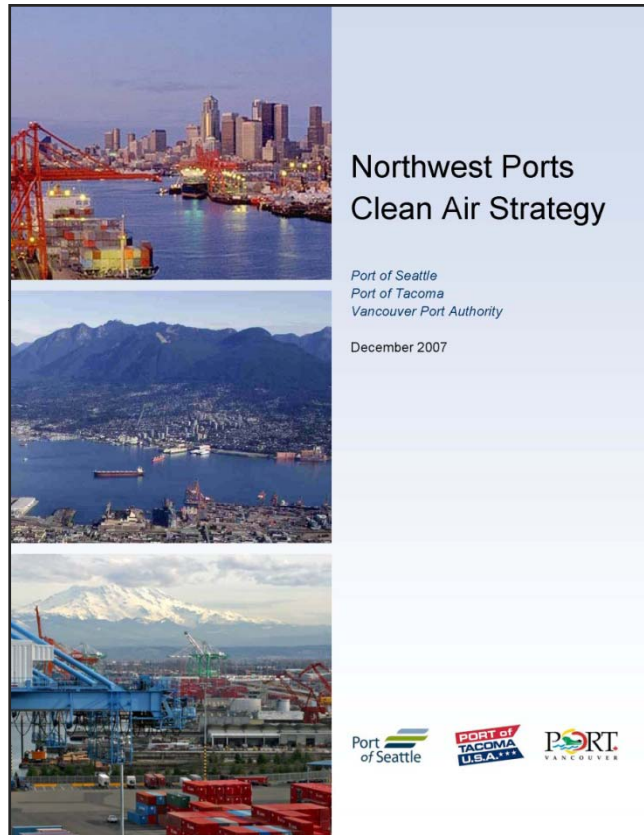
California Air Resources Board (CARB) Drayage Truck Rule

Legal Mechanism	State authority (CARB) under Federal Clean Air Act
Schedule	2009: All truck engines must meet 1994-2003 with a Level 3 retrofit or be 2004+ 2013: All trucks must meet 2007
Funding	Proposition 1-B funding
Fees	CARB fees to be assessed on non-compliant trucks
Verification	Establishes a state-wide Drayage Truck Registry

Port of Oakland

Legal Mechanism	CARB Drayage Truck Rule
Schedule	CARB Drayage Truck Rule schedule 2009: All truck engines must meet 1994-2003 with a Level 3 retrofit or be 2004+ 2013: All trucks must meet 2007
Funding	\$140 million in Proposition 1-B funding from State for the Bay Area Trade Corridor Port of Oakland to provide matching funds
Fees	\$30 per TEU State fee for goods movement clean air projects
Verification	CARB Drayage Truck Registry

Northwest Ports Clean Air Strategy (NWPCAS)



Legal Mechanism	May vary port-by-port
Schedule	2010: All trucks must meet 1994 PM emission standard 2015: 80% of trucks must meet 2007 PM emission standard 2017: All trucks must meet 2007 PM emission standard
Funding	May vary port-by-port
Fees	May vary port-by-port
Verification	May vary port-by-port

Port Metro Vancouver

Legal Mechanism	Federal authorization under Canada Marine Act
Schedule	<p><u>Age Phase Out (New to fleet)</u></p> <p>2008-2012: must be of model year allowed without age exception 2013: must be 2007+ 2016: must be 2010+</p> <p><u>Opacity</u></p> <p>2008: Pre-1994 trucks must be tested and pass 40% (1991+) or 55% (1990 and older) opacity 2009: Trucks 10 years and older must be tested and pass 20% opacity (<i>annual</i>). One year exemption for ≤10% opacity.</p> <p><u>Awareness Program</u></p> <p>2008: license requirement (<i>annual</i>)</p> <p><u>Idling limit</u></p> <p>2008: maximum 3 consecutive minutes in a 60 minute period (<i>ongoing</i>)</p>
Funding	None
Fees	None
Verification	Mandatory Container Truck Licensing System

Port Metro Vancouver (Existing Fleet)

Apr 1	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	
Pre 1989	AE			Banned							
1989-1990		AE									
1991-1993		AE									
1994-1998				AE					AE		
1999-2003					AE						
2004						AE					
2005							AE				
2006								AE			

AE = age exception required

Port of Seattle

- Working with stakeholders to develop recommendations to achieve the 2010 NWPCAS truck performance measures
 - Recommendations to Commissioners going forward
October 14, 2008
- Conducted age analyses to better understand drayage fleet
- Created South Harbour Truck Parking Work Group to collaboratively address neighborhood impacts from drayage truck operations



Port of Tacoma

- Encouraging voluntary action e.g. EPA's SmartWay Program
- Inventory of drayage truck fleet and age distribution
- Providing efficient gate operations and congestion relief
- Evaluating feasibility of truck gate parking
- Next steps...
 - Path forward to meeting NWPCAS truck performance measures





PORT METRO
vancouver

Thank You

Christine Rigby

Environmental Specialist-Air Emissions

Christine.Rigby@portmetrovancover.com

604 665 9237

Sarah Flagg

Environmental Management Specialist II

Flagg.S@portseattle.org

206-728-3249