



## Voluntary Environmental Programs: Preparing for the Future

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Nations most intermodal ports with access to all six class 1 railroads, 14500 miles of inland waterways, and the interstate highway system.

**Port of New Orleans BMP Standards for New Storm Drain Grates:** Must maintain current weight loading standards.

Must allow for adequate flow of stormwater.

Hole size must be smaller than 2" square; 1.25" width maximum if rectangular slots.

- 10 cubic yard dumpster with 4x8 foot (Facility Services)
- Location approved by terminal operators
- Location considers employee safety and convenience

Not just measurable – VISIBLE Matters

Facetime matters – and involve new and unlikely partners, like Global Maritime Ministries etc.

## At the Port of New Orleans Our Connections Run Deep.

- We're connected to global markets as a vital link in the supply chain.
- We're connected to the economy as a job creator and revenue generator.
- We're connected to the community as a neighbor and resource for more than 120 years.



We are not an energy port – but many of our biggest imports and exports are part of the energy supply chain – steel, plastics, crude oil, fracking sands.

## MULTI-PURPOSE LANDLORD PORT

We serve over 66% of the US consuming population due to our superior inland connectivity of barge, rail and highway access.



**CARGO**



**CRUISE**



**INDUSTRIAL  
REAL ESTATE**



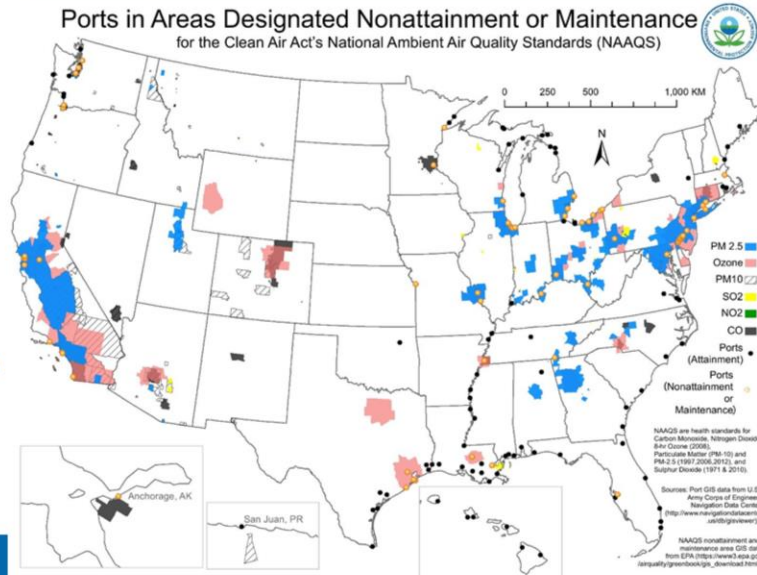
We are in the middle of a master planning exercise – environmental issues are not at the forefront for us from an energy commodity standpoint, but we anticipate more of an interest going forward from environmental communities and EJ interests...



## EPA Ports Workgroup Initiative (2014-2016): How can EPA measure and improve air quality at Ports?

Many ports are in areas with existing air quality challenges and nearby populations.

The largest sources of port-related emissions are vessels and trucks.



Million of people live near ports and rail yards, including a disproportionate number of low-income households, African-Americans, and Hispanics  
Trade is growing, and port expansion projects are underway.  
Emission reduction technologies and strategies have been slow in implementation

NON-ATTAINMENT IS JUST ONE INDICATOR OF AIR QUALITY AND IMPACTS

- **Based on GIS data, approximately 40% of “Principal Ports” were located in or near current nonattainment or maintenance areas (see Figure below).**
- **However, nearby community and worker exposure to diesel emissions can occur at all ports.**

The map was based on a comparison of GIS data on the Army Corps of Engineer’s 2014 list of 150 “Principal Ports” and EPA’s latest NAAQS designations.  
Nonattainment and maintenance area maps reflect the latest EPA NAAQS for all pollutants

## US EPA Ports Initiative Workgroup

*Established Summer 2014*

EPA asked their mobile sources advisory group (MSTRS\*) for recommendations on:

- Development of an EPA-led voluntary environmental port initiative
- How to effectively measure air quality and GHG performance of ports and/or terminals within ports

Considerations:

- “Ports” includes all the operators that move cargo in and out of ports
  - not just the Port Authorities.
- Existing port and port-related environmental improvement programs
- Ports in the context of the broader transportation supply chain
- Previous studies/recommendations and other relevant programs

\* MSTRS is the US EPA's Clean Air Act Advisory Committee's Mobile Sources Technical Review Subcommittee

## EPA Ports Workgroup Members

Co-chairs:	Lee Kindberg, Maersk Line, and Sarah Froman, EPA
Ports:	Maryland, Charleston, Long Beach, New Orleans, Virginia
Terminals:	Ports America
Shippers:	Cargill, Walmart, HP
Equipment:	Caterpillar, Manufacturers of Emission Controls Association
Rail:	Burlington Northern Santa Fe
Trucking:	Evans Delivery
Port Community Advocates:	East Yard Communities for Environmental Justice, Southeast CARE Coalition, Steps Coalition
Tribes:	Fond du Lac Air Program
NGOs:	Environmental Defense Fund, Natural Resources Defense Council
Research/analysis:	International Council on Clean Transportation
Government:	New Jersey DEP, SC DHEC, MARAD, CMTS
Non-voting:	American Association of Port Authorities, StarCrest (B. Anderson)
EPA Support	Office of Transportation Air Quality (OTAQ), Office of Environmental Justice, Office of Water Region 1, Region 2, Region 6, Region 9

The MSTRS Ports Workgroup includes representatives from **marine shippers, ports, terminal operators, beneficial cargo owners, technology experts, rail, trucking, environmental groups, state environmental agencies, tribal representation, and community groups.**

In addition we have included other federal agencies (MARAD and CMTS) and internal EPA offices (OW and OEJ) plus the regions. Region 2 as sub-lead for mobile sources is coordinating regional engagement with MSTRS.



Recommendation: EPA should establish a voluntary ports environmental performance program.

“PACE: Port Action for a Clean Environment”

- Intent: Drive continuous improvement by
  - providing access to resources and tools,
  - sharing expertise on freight and passenger movement and port-related health impacts,
  - better aligning federal agency programs and funding, and
  - advancing the adoption of clean, innovative technologies and operational strategies.

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While we realize that EPA will need to consider a number of factors before finalizing a name, we did develop one to use for the purposes of this study – it is PACE:

Port Action for a Clean Environment (or Port Action for Communities and Environment)



## Key themes

- Port Authorities are the common denominators and natural conveners, but usually do not own, operate or control most equipment and activities.
- Federal and state funding has been effective in reducing diesel emissions, and should be continued and increased.
- Community – Port engagement is essential.
- Measurement and science-based decision making are critical.
- EPA should streamline the testing and implementation of new technologies.
- Effective communications are essential to success.

## Program Design:

*Provide funding, technical resources, and expertise to enable and encourage environmental improvements*

### Structural components:

- Set goals, track progress, and incorporate ongoing feedback
  - Example: Work collaboratively with a specified number of ports in a given timeframe (e.g., 20 ports by 2020)
  - Establish a voluntary registry of goals and progress
  - Publish results
- Evaluate the feasibility and added value of a formal tiered program
  - Support existing programs like Green Marine, SmartWay and Clean Cargo

### Focal Areas

- Emission Reduction Strategies (technologies and operations)
- Community-Port Engagement
- Coordinating Relevant Government Programs
- Increasing and Targeting Funding
- Information Clearinghouse and Communications
- Inventories and Metrics

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Set goals to work collaboratively with a specified number of ports in a given timeframe (e.g., 20 ports by 2020)

Establish a voluntary registry of goals and progress  
Publish results

Roadmap to be developed and kept current

## What this could mean for Ports:

- The scope of this work is measurement and voluntary improvements as part of an EPA Ports strategy.
- Increased emphasis on community input and ongoing interaction to Port environmental programs and strategies.
- Increased funding and initiatives directed to:
  - Vessels, trucks, trains, cargo-handling equipment and operational improvements
  - Upgrade and modernize equipment
  - Streamline verification of emissions benefits for new technologies and methods
- Recognition that operational and energy efficiency improvements also result in environmental improvements:
  - Mechanisms are to be established to quantify and recognize these in both voluntary and regulatory programs
- More critical need to align with and leverage other programs to better support environmental improvement in and around ports.
  - Green Marine, SmartWay and Clean Cargo are specifically recognized.

## Next Steps

- Recommendations were approved unanimously on Sept. 7 by the national Clean Air Act Advisory Committee, and will be sent to the US EPA Administrator for action.
  - 35 specific recommendations, 6 program areas
  - 97 page report
  - An Addendum will be added at the end of the report to contain the MSTRS cover letter to CAAAC, and CAAAC member comments.
- EPA Administrator responds with planned actions.
  - Implementation planning is already underway in OTAQ\*

\* OTAQ is the EPA Office of Transportation Air Quality

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The Workgroup report is essentially unchanged from the report submitted to MSTRS. A few very minor edits have been made to correct typos, and also:

- Sec. 3.2 add example on electrification: “For example, EPA should work with port operators and energy companies to evaluate potential emission reduction opportunities through port electrification.”
- Sec. 6.4 add other settlement sources (such as VW funds): “EPA should encourage the use of Supplemental Environmental Projects and other legal settlements to fund port emission reductions.”

Based on CAAAC comments we will also:

- Review the report to clarify references to “ozone” vs. “ozone precursors”, as needed, in response to the CAAAC member comment on yesterday’s call.
- Add an addendum to the report with the MSTRS cover letter and any substantive comments by CAAAC members received in writing by September 14<sup>th</sup>.