



Port of Tacoma position

The Port is seeking to redirect a capital budget appropriation of \$1.1 million from the NWSA's clean truck program to a shore power infrastructure investment at Husky Container Terminal.

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(Printed October 2019)

Background

In 2018 the Legislature appropriated \$1.2 million to The Northwest Seaport Alliance for its Clean Truck Program. This money was used to support a lending pool managed by a Community Development Financial Institution (CDFI) for truckers to purchase newer, less polluting trucks. The state's contribution was to help lower the CDFI's risk of lending the funds. Since then, the truck fleet serving the alliance used these funds and successfully converted to newer, cleaner vehicles. Only a small fraction of the money was spent and the principal contributed by the state can now be used for other purposes, including investments for additional air quality benefits.

In the meantime, the state is partnering with the NWSA to install shore power at Terminal 5 in Seattle. This would allow vessels at berth to shut their engines off and plug into the local electrical grid for their energy needs.

The Port of Tacoma and the NWSA would like to make a comparable investment at Husky Container Terminal in Tacoma, where an estimated 54% of vessels using the facility are shore power capable. The Port proposes the state reprogram its \$1.2 million contribution from the NWSA clean truck program to the Port of Tacoma's shore power efforts

PROJECT FUNDING	
NWSA/Port of Tacoma	\$3.2 million
U.S. DERA grant	\$1.0 million
State (proposed)	\$1.1 million
TOTAL	\$5.3 million

How does the state benefit?

Shore power at the Husky Container Terminal would have meaningful public health and environmental benefits, reducing air emissions beyond what is required by law. The Port of Tacoma projects shore power at Husky would reduce carbon emissions by 3,163 tons per year and NOx emissions by 63 tons per year. The state would also see reduced diesel particulate matter emissions.

Shore power infrastructure, however, is not essential to the operation of the terminal. It is expensive and often does not "pencil out" for the terminal operators without outside capital. It is for the reason, that we are seeking state funds to partner with the alliance in achieving cleaner air.