



THE NORTHWEST
SEAPORT ALLIANCE
Gateway to Solutions

Volkswagen settlement

Position

Support the use of federal funds flowing through the Department of Ecology associated with the partial Volkswagen settlement Agency for port-related projects to reduce nitrogen oxide (NOx) emissions. This includes projects related to port drayage trucks and shore-power for ocean-going vessels.

Background

Volkswagen has reached settlements involving 2.0-liter Volkswagen and Audi diesel vehicles with the United States Environmental Protection Agency the Federal Trade Commission, and others. Included in the consent decree agreement, the German automaker will pay \$2.7 billion to mitigate air emissions and \$2 billion to invest in green vehicle technology in areas where its defective cars are in operation.

The mitigation part of the agreement is to pay for reducing nitrogen oxides (NOx) emissions. It states that port projects, such as those related to port drayage trucks and ocean-going vessels using shore power and federal Diesel Emissions Reduction Act (DERA) projects, are eligible for funding.

Northwest Ports Clean Air Strategy

The use of VW settlement funds for port-related projects would support the Northwest Ports Clean Air Strategy— a collaborative effort between the ports of Seattle, Tacoma and Metro Vancouver, B.C., to reduce seaport-related air emissions from port operations.



Longshore plugging TOTE vessel into shore power

Developed in 2007, the Strategy aims to reduce diesel particulate emissions per ton of cargo 80 percent by 2020, and greenhouse gas emissions per ton of cargo 15 percent by 2020.

The NWSA has identified a variety of port-related clean air projects that could benefit from the settlement fund, including shore power infrastructure, reefer plugins, and cleaner locomotives, trucks and cargo handling equipment.

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