



Shore power infrastructure

Position

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

Background

In 2018 the legislature appropriated \$1.2 million to the NWSA 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 NWSA would like to make a comparable investment at Husky Container Terminal in Tacoma where an estimated 54 percent of vessels currently calling on the terminal are shore power capable. The alliance proposes the state reprogram its \$1.2 million contribution from the NWSA clean truck program to the NWSA's shore power efforts.

Project funding	
NWSA	\$2.2 million
US DERA grant	\$1.0 million
TransAlta grant	\$1.0 million
<i>State (proposed)</i>	<i>\$1.1 million</i>
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 NWSA projects shore power at Husky would reduce carbon emissions by 3,163 tons per year and NO_x 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.

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What's next?

The NWSA has developed a ten year plan for deploying shore power infrastructure at all of its international container terminals across both harbors.

The NWSA estimates total on-terminal shore power infrastructure will cost slightly more than \$25 million over ten years. It also estimates an additional \$8.3 million in utility distribution network upgrades will also be needed.

As part of this strategy, the NWSA is prepared to provide up to half of the funding needed for these investments. Additional revenue from other sources will be needed, however, to make this plan a reality.



	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
TOTE	Operate										
T-5	Construct			Operate							
Husky	Design/ Construct		Operate								
T-18				Design/ Construct		Operate					
WUT						Design	Construct		Operate		
S. Harbor substation								Design/ Construct		Operate	
PCT									Design/ Construct		Operate

10-year plan for shore power infrastructure investment