



Terminal 5 modernization

Position

Support funding mechanisms for environmental improvements associated with the Terminal 5 Modernization Project in Seattle that result in substantive and measurable sustainable benefits, while ensuring the facility meets changing container industry requirements.

Reducing air emissions

The Northwest Seaport Alliance (NWSA) plans to modernize Terminal 5 to make it “big ship ready” to grow cargo volumes and maritime jobs in Puget Sound. As part of the improvements to Terminal 5, the NWSA would like to introduce shore power to reduce air emissions. This would allow vessels at berth to shut their engines off and plug into the local electrical grid for their energy needs.

While our customers are interested in shore power, these features are expensive and often do not “pencil out” without outside capital.

How can the state help?

Clean Energy Fund

Both the House and Senate proposed 2017-19 capital budgets contained funding for transportation electrification demonstration projects. This includes “Maritime electrification,

Project budget	
General site improvements	\$ 20.5 mil.
Dock rehabilitation	\$ 2.2 mil.
Berth deepening	\$ 70.2 mil.
Crane rail improvements	\$115.7 mil.
Power supply	\$ 63.0 mil.
<i>Shore power</i>	<i>\$ 7.0 mil.</i>
Permit conditions	\$ 15.1 mil.
TOTAL	\$293.7 mil.

such as electric ferries, water taxis, and shore power infrastructure.”

The NWSA supports the House proposed-funding level of \$13 million and request that the final budget be funded at this level.

Municipal utility investments

While utilities may invest conservation projects to reduce energy use, they do not have authority to invest in electrification projects that would reduce pollution.

The NWSA supports legislation, like SB 6137, that would provide authority for utilities to offer programs to assist their customers in acquiring transportation electrification equipment.

Volkswagen mitigation dollars

Due to VW's violation of the Clean Air Act, the U.S. Department of Justice and Environmental Protection Agency's civil and criminal enforcement in 2016 has resulted in funding to mitigate NOx emissions from the 'cheat devices' installed on VW vehicles since 2009.

Based on the number of affected diesel vehicles registered within the state, Washington State will receive \$112.7 million from the Mitigation Trust. In order to receive the money, the state must submit a mitigation plan that explains how the \$112.7 million will be allocated. The Department of Ecology will administer the funds for the state as the designated beneficiary

The federal Consent Decree has specific requirements for eligible project the funds can be spent on. Shore power for ocean going vessels is one authorized use.

The NWSA supports the use of the state's VW settlement funds for Terminal shore power investments.



Longshore workers plugging a vessel into shore power