Charge for MSTRS Ports Initiative Workgroup

EPA asked for recommendations on:
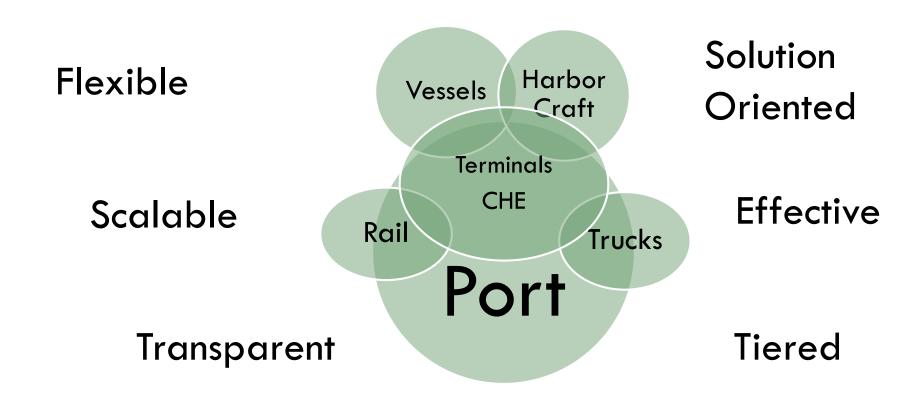
➢ How to effectively measure air quality and GHG performance of ports and/or terminals within ports.

➢ Design elements for an EPA lead voluntary program to improve environmental performance as goods move through ports.

    ➢ Begin with air quality and climate improvements

    ➢ Include requirements for meaningful engagement between the port communities and the ports

    ➢ Explore opportunities to address other environmental media

MSTRS Ports Workgroup

Co-chairs:	Lee Kindberg, Maersk Line, and Mike Geller US EPA
Ports:	Baltimore, Charleston, Long Beach, New Orleans, Virginia
Terminals:	Ports America
Shippers:	Cargill, Target, Walmart
Equipment:	Caterpillar, Manufacturers of Emission Controls Association
Rail:	Burlington Northern Santa Fe (BNSF)
Trucking:	Evans Delivery
Port Communities:	East Yard Communities for Environmental Justice, Greater Southeast Development Corporation, Steps Coalition
Tribes:	Fond du Lac Environmental Air Program
NGOs:	Environmental Defense Fund, Natural Resources Defense Council
Transportation analysis:	International Council on Clean Transportation (ICCT)
Regulators:	New Jersey DEP, SC DHEC, EPA, MARAD
Non-voting:	American Association of Port Authorities, Bruce Anderson

Goal: Reduced air emissions from port-related operations

Flexible

Scalable

Transparent

Vessels

Harbor Craft

Terminals
CHE

Rail

Trucks

Port

Solution Oriented

Effective

Tiered

L. Kindberg, 11/2015

Program Design

Mission: Identify and encourage environmental improvements, dialogue and understanding in the maritime ports and their nearby and affected communities.

Building Blocks		
Voluntary	Identifying Environmental Impacts	Technologies
Executive Buy-In	Confirm Results	Reduction Strategies
BCO Leadership and Buy-In	Systematic Program Assessment/Update	Funding and Resources
Community and Stakeholder Impacts, Education, Engagement		Tools, Resources, Training for Achieving Improvements

The current concept is an "open resource" initiative rather than a membership program.

- ➢ Information and tool resources:
  - ➢ Standardized methodologies and metrics and guidance -- clear and accessible.
  - ➢ A well-designed web portal to access a variety of tools and information.
  - ➢ Clearinghouse on technologies, verification and barriers to technology implementation.
  - ➢ Ombudsman function for assistance and expertise
- ➢ Funding sources are vital to accelerating future progress.
  - ➢ DERA should be reauthorized, sustainable and fully funded.
  - ➢ Add a planning / seed grant option.
  - ➢ Coordination of funding from a variety of agencies
  - ➢ Sustainable funding source
- ➢ Port community and stakeholder resources, materials and best practices in port community outreach and communications.
  - ➢ Ports 101; EJ 101; Toolbox in draft form fall 2015
- ➢ Connect to and be a resource for other programs

Next Steps

- Working on gaps:
  - Benefits for engagement
    - E.g., should there be an opportunity to register / track goals?
    - Advantage in grant applications?
    - Recognition
    - Networking opportunities
  - Funding sources and grant qualifications
  - Specific key metrics
- Test with Port stakeholders (AAPA, CCWG, others)
- Draft recommendations to the Fall/Winter MSTRS

L. Kindberg, 11/2015