

A JOINT RESOLUTION OF
THE NORTHWEST SEAPORT ALLIANCE 2021-01,
PORT OF SEATTLE 3785 AND PORT OF TACOMA 2021-05-PT

Northwest Ports Clean Air Strategy

A resolution to adopt the updated 2020 Northwest Ports Clean Air Strategy developed by the Port of Seattle, Port of Tacoma, The Northwest Seaport Alliance, and the Vancouver-Fraser Port Authority.

WHEREAS, the Port of Seattle, the Port of Tacoma, and The Northwest Seaport Alliance (hereinafter collectively referred to as “the Ports”) facilitate intra- and international trade and commerce and provide significant economic benefits to the Puget Sound region and the State of Washington, together supporting more than 125,000 jobs and over \$19 billion in economic activity; and

WHEREAS, the Ports value their neighbors, environmental quality, equity and inclusion, and their long-standing commitments to sustainable practices that integrate economic, environmental, and social goals; and

WHEREAS, in 2008, the ports of Seattle and Tacoma, along with the Vancouver-Fraser Port Authority, first developed and adopted the Northwest Ports Clean Air Strategy (NWPCAS) to serve as a common framework for voluntary clean air and climate action, investment, and leadership across the four port authorities and throughout the Georgia Basin-Puget Sound airshed; and

WHEREAS, in 2013 the NWPCAS was updated and adopted by the ports of Seattle and Tacoma, and in 2015 the newly created The Northwest Seaport Alliance (NWSA) joined the NWPCAS collaborative; and

WHEREAS, in 2017 the Ports adopted greenhouse gas emission reduction targets aligned with the 2015 Paris Agreement: 50 percent below 2005 levels by 2030; 80 percent below 2005/2007 levels for Scope 3 (i.e., indirect) emissions by 2050; and carbon neutral for Scope 1 and Scope 2 emissions by 2050; and

WHEREAS, under the NWPCAS and through international policy engagement and direct action, initiatives such as shore power installations at cruise and container ship terminals and the Clean Truck Program, the Ports have made significant progress in reducing air and climate pollution since the first emissions inventory in 2005, including an 80 percent reduction in diesel particulate matter (DPM) and a 17 percent reduction in climate-disrupting greenhouse gas emissions per metric ton of cargo; and

WHEREAS, further reducing and ultimately eliminating DPM – especially in communities experiencing environmental health disparities as portrayed on the Washington Environmental Health Disparities Map – remains an urgent priority and a central goal of the NWPCAS; and

WHEREAS, further reducing and ultimately eliminating climate pollution (carbon dioxide and other greenhouse gas emissions) is critical to reducing climate risk to public health and economic vitality, and staving off the worst impacts of the global climate crisis, according to scientific consensus; and

WHEREAS international shipping accounts for 90 percent of global trade and is over 90 percent more carbon-efficient than air transport; and

WHEREAS, according to the International Maritime Organization (IMO), greenhouse gas emissions from international shipping increased 10 percent between 2012 and 2018, and are projected to increase by another 50 percent by 2050 if no additional actions are taken; and

WHEREAS, more than 90 percent of the greenhouse gas emissions from seaport-related activities are outside of the direct control of port authorities, such that further reducing and ultimately eliminating those emissions will require significant action and investment by a wide range of partners, including government agencies, beneficial cargo owners, ocean carriers, cruise lines, marine terminal operators, trucking, fishing, harbor vessel and rail companies, port authorities and others. Actions and investment areas include:

- development, commercialization and deployment of reliable, accessible, equitable, and affordable zero-emission technology solutions;
- installation of accessible, equitable, and affordable fueling and charging infrastructure;
- international, federal, state/provincial, and local policies that create a “level playing field” across ports and incentivize, financially support, and otherwise facilitate necessary investments in zero-emission technologies and infrastructure; and
- funding and/or access to capital necessary to support widespread adoption of zero-emissions technologies and related infrastructure development; and

WHEREAS, port authorities have played, and will continue to play, a critical, multi-faceted role in facilitating and accelerating the transition to zero-emissions, through a mix of direct action; collaboration with tenants and a wide range of tribal, government, industry, and labor partners; and active engagement in international, federal, state, and local policy development; and

WHEREAS, in 2018 the Ports initiated a second update to the NWPCAS, based on the 2016 Puget Sound Emissions Inventory, with the goal of building on success to date to eliminate climate and air emissions by mid-century and by aligning with the latest science and key changes and trends in policy and technology development; and

WHEREAS, since that time a wide range of partners – including federal, state, and local government agencies, marine terminal operators and other tenants, trucking and rail companies, labor unions, residents, community-based and non-profit organizations – have engaged in the development of the 2020 NWPCAS update through a series of workshops, webinars, focus groups, individual and small-group consultations, on-line surveys, and written comments.

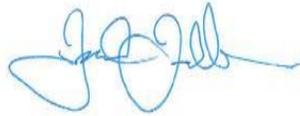
NOW, THEREFORE, BE IT RESOLVED BY THE PORT OF SEATTLE COMMISSION, PORT OF TACOMA COMMISSION, AND MANAGING MEMBERS OF THE NORTHWEST SEAPORT ALLIANCE that:

The 2020 NORTHWEST PORTS CLEAN AIR STRATEGY, AS SET FORTH IN EXHIBIT A, IS ADOPTED, including the following:

1. The Ports embrace the aspirational vision articulated in the 2020 NWPCAS: “Phase out emissions from seaport-related activities by 2050, supporting cleaner air for our local communities and fulfilling our shared responsibility to help limit global temperature rise to 1.5°C.”
2. The Ports commit to continue striving – individually and together, and in ongoing partnership with government, industry, and labor partners; tribes; customers; tenants; near-port residents and community-based organizations; and nonprofit organizations and others – to advance the vision and joint objectives of the 2020 NWPCAS;
3. Each of the Ports by the end of 2021 will develop an individualized implementation plan tailored to its respective lines of business, policy context, financial circumstances, and community priorities;
4. The Ports will take an adaptive management approach to NWPCAS implementation intended to ensure that NWPCAS implementation is aligned with the most recent and reliable data and information; that economic, environmental, and social goals are strategically integrated; and that unintended consequences such as the diversion of cargo to higher-carbon ports, are avoided. This will include five-year check-ins featuring an assessment of the key “conditions for success,” including: the reliability, accessibility, and “total cost of ownership” of zero-emission technologies; the accessibility and affordability of associated fueling and charging infrastructure; international, national, state, and local policy changes; funding and/or access to capital necessary to support implementation; industry and workforce readiness; and financial circumstances. Implementation plans and the 2050 vision and objectives may be adjusted based on these five-year check-ins; and
5. Beginning in 2022, the Ports will report annually on progress toward the 2020 NWPCAS vision and objectives

ADOPTED by a majority of the members of the Port of Seattle Commission and the Port of Tacoma Commission, and by Managing Members of The Northwest Seaport Alliance at a duly noticed regular meeting of the NWSA and special meetings of the Ports of Seattle and Tacoma held on the 6th day of April, 2021, a quorum of the Managing Members of the NWSA and of the Commissions of both the Port of Seattle and the Port of Tacoma being present and voting on this resolution and signed on behalf of the NWSA, by its Co-Chairs and attested by its Co-Secretaries, on behalf of the Port of Seattle by its commissioners, and on behalf of the Port of Tacoma, by its commissioners in authentication of its passage this **6th day of April, 2021**.

THE NORTHWEST SEAPORT ALLIANCE:



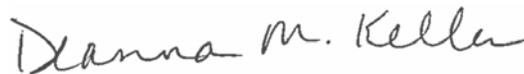
Fred Felleman, Co-Chair
The Northwest Seaport Alliance



Dick Marzano, Co-Chair
The Northwest Seaport Alliance

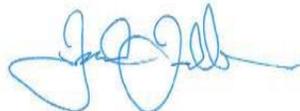


Sam Cho, Co-Secretary
The Northwest Seaport Alliance



Deanna Keller, Co-Secretary
The Northwest Seaport Alliance

PORT OF SEATTLE:



Fred Felleman, President
Port of Seattle Commission



Ryan Calkins, Vice President
Port of Seattle Commission



Sam Cho, Secretary
Port of Seattle Commission



Stephanie Bowman
Port of Seattle Commission



Peter Steinbrueck
Port of Seattle Commission

PORT OF TACOMA:



Dick Marzano, President
Port of Tacoma Commission



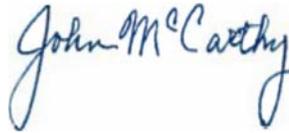
Don Meyer, Vice President
Port of Tacoma Commission

Deanna M. Keller

Deanna Keller, Secretary
Port of Tacoma Commission



Kristin Ang, 1st Assistant Secretary
Port of Tacoma Commission



John McCarthy, 2nd Secretary
Port of Tacoma Commission