

Overview of Day 1

WPCCI
2008
LOS ANGELES
Symposium

In general

This meeting:

- Rotterdam WPCC → LA WPCI → aim at measurable progress:
 - Action oriented: successful when we leave with concrete actions agreed
 - Orientation to solutions that combine economic and environmental sustainability: *“implement on business basis, not on penalty basis”*
- IAPH and member ports take leadership role
- Need for open and transparent sharing of best practices

RT1: Greenhouse Gas Inventories

- *“Need a good inventory to develop a sound plan”*
- Discussion focused on:
 - Scope 1 (port direct), 2 (electricity use), 3 (everything else)
 - Boundaries (scope 3)
- Scopes 1 and 2: need for technical assistance
- Scope 3: defining boundaries, work on protocol framework
 - Keep in mind scopes 1 and 2
 - Get input from aviation sector
 - How to involve shipping lines for data input

RT2: projects in progress

- **CHE: hybrid yard hostlers**
 - Promising project regarding fuel savings and local air pollution
 - Several similar pilots, electric (NW coast)
- **Environmental Ship Index:**
 - SO_x (PM), NO_x, CO₂
 - Simple, world-wide practice for ocean-going shipping
 - Compliance with or exceeding IMO regulations and current developments
 - Initiation of technological innovations
 - Next steps, a.o.: how to involve shippers and carriers₄

RT2: projects in progress

- **On-shore Power Supply**
 - Clean air quality initiative and GHG emissions reduction
 - Draft Toolkit available - efforts led by Goteborg
 - Decision-making guidance based on cost/benefit and technology analyses
 - Next workshop: Luebeck, discussion on demo programs and costs
 - Need to examine US ports experience
 - World-wide practice

RT2 *(continued)*: projects in progress

- **How the Clinton Climate Initiative can help**
 - Assist to accelerate and scale up GHG-reduction projects
 - Assist in setting up “The Mechanism”
 - EE Building retrofits program
 - Lighting
 - CHE (bridging transportation and port sectors; assist in comparative studies)
 - Carriers and shippers in ESI
 - OPS toolkit and project assistance

RT2 *(continued)*: projects in progress

- **Ports of Long Beach, San Diego and Seattle**
 - Initiated from clean air programs, later tied into GHG-emissions inventory efforts
 - Clean air control measures also benefit GHG-reductions (mostly)
 - Shore power and CHE electrification/hybrid most promising
 - Vessel speed reduction programs also reduce GHG
 - Incentives programs encourage accelerated participation
 - Cost benefit of control measures is port and/or application specific

Overall Conclusions

- Desire to cooperate on GHG-inventory efforts taking into account current situation (utilize experience from lead ports or parties)
- Many good examples & available knowledge: SHARE
- Explore IAPH's role to provide center of excellence for info./data sharing or exchanging
- Cost–benefit analyses of control measures for GHG need to be considered along with those for criteria pollutants
- Port electrification effort should consider source of electricity (renewable or otherwise)

And Tomorrow (now Today):.....

- Discuss:
 - How to share information: best practices and lessons learned?
 - How to start up an approach on GHG inventories?
 - Other ports to utilize project ports experience
 - Utilize, integrate, and possibly expand activities based on Rotterdam's Five Themes
 - Scope 3, boundaries → protocol framework
 - What measures to develop jointly?
 - How to involve shippers and carriers in ESI?
 - How to best encourage transparency of GHG cost benefit analyses?