
HOUSE BILL 2601

State of Washington 65th Legislature 2018 Regular Session

By Representatives Fey, Jinkins, Sawyer, Appleton, Wylie, and Pollet

Read first time 01/11/18. Referred to Committee on Environment.

1 AN ACT Relating to reducing air emissions associated with certain
2 port trucking operations; adding a new section to chapter 70.94 RCW;
3 and creating a new section.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 NEW SECTION. **Sec. 1.** (1) The legislature finds that certain
6 ports in Washington state that feature high volumes of container
7 traffic long ago committed to taking steps to reduce the air quality
8 impacts associated with their operations. Among these commitments,
9 the ports promised to use only trucks that met 2007 federal emissions
10 control standards by 2017. However, more recently, it has become
11 apparent that not all of the state's high-volume ports have lived up
12 to their public commitments to improving air quality. A failure to
13 live up to these commitments is unfair to both drayage truck
14 operators that have invested in low-emission vehicles that meet the
15 ports' public commitments and to the communities in which the ports
16 are located. Air quality in the areas around these ports fell below
17 federal standards in the not-distant past, resulting in a
18 nonattainment designation under the federal clean air act; this
19 history of air quality problems that threaten both public health and
20 the economic vitality of the communities adds extra import to

1 ensuring that port operations prioritize the protection of air
2 quality.

3 (2) Furthermore, in recognition of the impacts that port
4 operations can have on the air quality of their host communities,
5 other large ports in the western United States, such as the ports of
6 Long Beach and Los Angeles, California, have committed to an
7 emissions-reduction strategy that includes the phasing out of high-
8 polluting drayage vehicles that service the port, including by
9 establishing a goal of complete reliance by those ports on zero
10 emission drayage vehicles by 2035.

11 (3) Therefore, it is the intent of the legislature to ensure that
12 certain high-volume ports follow through on their public commitments
13 to improving air quality, and remain competitive with other west
14 coast ports.

15 NEW SECTION. **Sec. 2.** A new section is added to chapter 70.94
16 RCW to read as follows:

17 (1) The definitions in this subsection apply throughout this
18 section unless the context clearly requires otherwise.

19 (a) "Drayage truck" means a motor vehicle used to transport
20 shipping containers to or from a high-volume port.

21 (b) "High-volume port" means a port whose total tonnage of
22 domestic and foreign waterborne trade, as measured by the United
23 States bureau of transportation statistics, exceeded twenty million
24 tons during the most recent year such statistics were available, as
25 of January 1, 2018.

26 (c) "Zero emission vehicle" means a motor vehicle that does not
27 produce exhaust emissions of air pollutants or greenhouse gases. Zero
28 emission vehicles may include, but are not limited to, battery-
29 electric vehicles and hydrogen fuel cell vehicles.

30 (2) By January 1, 2019, all drayage trucks delivering or
31 receiving goods from a high-volume port must meet the emission
32 standards adopted by the United States environmental protection
33 agency for new vehicles with heavy duty highway engines applicable to
34 2007 and later model years, as codified at 40 C.F.R. Sec. 86.007-11,
35 as those standards existed as of January 1, 2018.

36 (3)(a) By January 1, 2035, all drayage trucks delivering goods to
37 or receiving goods from a high-volume port must be zero emission
38 vehicles.

1 (b) A high-volume port must develop a plan to achieve the
2 requirements established in (a) of this subsection. A high-volume
3 port must submit the report to the appropriate committees of the
4 house of representatives and senate by January 1, 2020.

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