

**Houston-Galveston Area Council of Governments Meeting with  
Texas Commission on Environmental Quality and Marine / Ports  
Stakeholders Concerning the Houston-Galveston-Brazoria Eight-  
Hour Ozone State Implementation Plan**

**MEETING SUMMARY**

December 15, 2008  
H-GAC Conference Room C  
3555 Timmons Lane, 2nd Floor  
Houston, Texas 77027

**Persons Present:**

Dana Blume (PoHA), Ken Gathright (PoHA), Linda Henry (PoHA), Kenneth Kidwell (Shippers Stevedoring Company, (SSC) USA), Shareen Larmond (West Gulf Maritime Association (WGMA)), Chris Lindhjem (Environ), Lisa McMichae (Port of Freeport), Chuck Moss (Oxid, LP), Rebecca Rentz (Bracewell & Giuliani)

**Staff Present:**

Kelli Angelone (H-GAC), Connie Chao (H-GAC), Ben Finley (H-GAC), Graciela Lubertino (H-GAC), Mary Schuwerk (H-GAC), Shelley Whitworth (H-GAC), Lola Brown (TCEQ), Koy Howard (TCEQ), Donna Huff (TCEQ), Santos Olivarez (TCEQ)

**Environ Presentation:**

Chris Lindhjem gave a summary of voluntary non-road control measure #5 which affects the Marine/Port industry. This measure is based on retrofit and replacement of marine engines as the primary means to reduce emissions. By replacing older engines and equipment with those meeting lower emission standards, NOx and VOC emissions are drastically reduced. EPA has announced new emission standards for marine engines such that older marine equipment will have to be replaced in the future. Current state funding (TERP) already assists in engine retrofits and replacements especially for projects that focus on harbor craft (tugboats, ferries, towboats, dredges). Other techniques that could be used to achieve emission reductions could be: shore power, clean fuel, after treatment controls, plug in operations, other idling reductions.

**PUBLIC COMMENTS:**

1. H-GAC reached out to Marine stakeholders to consider consenting to a Memorandum of Understanding/Memorandum of Agreement to reduce emissions- The MOU/MOA did not have to contain any specific details about what type of technique will be used to achieve the emission reductions, but just a number of tons per day or year.
  - a. PoHA and others did not disagree, but will require more time than the January 2009 deadline allowed them to devise a MOU/MOA.
  - b. Bracewell & Giuliani asked a clarification question about whether marine stakeholders had to come up with a draft MOU by January 2009 or whether marine stakeholders can just come to an agreement to write an MOU by then.

- 1) H-GAC's response: In the past, stakeholders just came up with a consensus for an MOU and then hashed out the details after that date to devise the MOU agreement document.
2. H-GAC conducted a discussion to solidify where each segment of the marine industry could reduce emissions.
  - a. Stevedoring: Can own or lease equipment. The highest emitting equipment: forklifts, cranes, and on-road trucks (which take cargo on the site and also onto highways).
  - b. Voluntary emission reductions could also come from harbor crafts. This can occur naturally through advances in technology, and by other strategies such as the use of a bonnet (device to place over exhaust to collect and treat emissions).
3. What is each marine stakeholder doing to reduce emissions?
  - a. Port of Freeport: It is a landlord port. This port is working on its emissions inventory and is coming up with control measures for the site.
  - b. Port of Houston: It is a partially landlord port, but also owns equipment. The cruise ships at the port are a big source of pollution, and PoHA offers shore power for them. The bulk carriers are also a big source of pollution since they can be at PoHA from 2 to 10 days. This port has done its emissions inventory but an MOU but will require a lengthy approval process with the Board of Directors and Transportation Commission. If an MOU is to be passed, this will require separate meetings for approval with each stakeholder before such an agreement can be decided.
  - c. City of Houston: COH had no comment.
  - d. Port of Galveston: Was not represented but was anticipated that no emissions inventory had been started.
4. H-GAC suggested that maybe PoHA could try an anti-idling policy again.
  - a. PoHA responded saying it was extremely hard to enforce except for when the price of gas was high and people would not idle out of financial constraint. At one time there was a desire to increase fuel efficiency because gas was so expensive so the no idling policy came into play. However, when gas is cheaper, it's hard to get the support.
    1. H-GAC confirmed by saying that the no idling policy was voluntary.

#### **Announcements**

The next Public meeting for the State Implementation Plan is scheduled for January 8, 2008.

#### **ACTION ITEMS: Marine/Port Stakeholders**

- 1) **Stakeholders should consult among themselves to decide on a Memorandum of Agreement or Understanding that they would be able to enter into with H-GAC or TCEQ.**