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HOUSE BILL 1689

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State of Washington

69th Legislature

2025 Regular Session

By Representatives Reed, Berry, Parshley, Doglio, Pollet, and Ramel

Read first time 01/29/25. Referred to Committee on Environment & Energy.

1 AN ACT Relating to adopting emission standards for ocean-going  
2 vessels at berth; adding a new section to chapter 70A.30 RCW; and  
3 creating new sections.

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

5 NEW SECTION. **Sec. 1.** The legislature finds that:

6 (1) The largest port complex in Washington is the northwest  
7 seaport alliance, comprised of the Ports of Tacoma and Seattle. Port  
8 operations, including vessel emissions, are a significant contributor  
9 to diesel particulate matter and greenhouse gases in the Seattle-  
10 Tacoma airshed;

11 (2) Maritime-related emissions make up 20 percent of total diesel  
12 particulate matter emissions in the Puget Sound airshed - a huge  
13 avoidable risk;

14 (3) In the United States, nearly 40 percent of Americans live  
15 within three miles of a port where ocean-going vessels are the number  
16 one driver of cancer risk to frontline communities at ports due to  
17 their diesel particulate emissions;

18 (4) Reduction of greenhouse gas emissions and toxic air pollution  
19 is necessary to protect port communities, where pollution has  
20 disproportionately harmed working class communities and communities  
21 of color living in and near United States ports;

1 (5) Opting into the California emission standards for ocean-going  
2 vessels at berth will provide significant and necessary air quality  
3 and climate benefits to residents of the state of Washington;

4 (6) Under the federal clean air act, Washington has the option to  
5 implement California's vehicle emission standards such as the control  
6 measures for ocean-going vessels at berth;

7 (7) Adoption of California's control measures for ocean-going  
8 vessels at berth coincides with record levels of federal and state  
9 funding available for ports that will support compliance with the  
10 emission standards. The Washington state legislature has allocated  
11 tens of millions of dollars for shore power at the state's ports;

12 (8) The Washington state transportation electrification strategy  
13 report supports such recommendation: "In addition to infrastructure  
14 upgrades, the state should explore adopting California's 2020 ocean-  
15 going vessels at-berth regulation to ensure that shipping companies  
16 utilize the shore power being added to the ports"; and

17 (9) Construction of shore power helps support jobs. A study  
18 conducted by MARAD in 2017 indicates that employment projections for  
19 100 percent shore power by 2050 in Washington state range from 302 to  
20 526 job-years at the state level, and from 232 to 405 job-years at  
21 the county level. The Port of Tacoma's TOTE terminal shore power  
22 project sustained an estimated 50 manufacturing and local  
23 installation jobs.

24 NEW SECTION. **Sec. 2.** A new section is added to chapter 70A.30  
25 RCW to read as follows:

26 (1) Pursuant to the federal clean air act, the department of  
27 ecology may adopt California's emission standards for ocean-going  
28 vessels at berth in Titles 13 and 17 of the California Code of  
29 Regulations. Rules adopted by the department of ecology must maintain  
30 consistency with the California emission standards and 42 U.S.C. Sec.  
31 7507 (section 177 of the federal clean air act).

32 (2) Rules adopted under this section may take effect no earlier  
33 than January 1, 2028. The department of ecology may extend the  
34 compliance timeline by no more than three years.

35 NEW SECTION. **Sec. 3.** Nothing in section 2 of this act limits or  
36 otherwise affects the obligation of a vessel on shore power and  
37 conducting cargo to meet proper crewing levels as per the vessel's  
38 certificate of inspection or to meet other requirements established

1 under state or federal law to protect public health or the  
2 environment.

3 NEW SECTION. **Sec. 4.** If any provision of this act or its  
4 application to any person or circumstance is held invalid, the  
5 remainder of the act or the application of the provision to other  
6 persons or circumstances is not affected.

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