

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Implementation Stakeholder Advisory Meeting

### MEETING SUMMARY

January 15<sup>th</sup>, 2020

#### 1. Welcome

- a. Christopher Cannon from Port of Los Angeles made opening remarks

#### 2. Status Update on Current Technology Demonstrations

- a. Ports provided updates on the current technology demonstrations including:
  - Update on the Ports' Technology Advancement Program, including updated program guidelines and a new Call for Projects process
  - Status of the Port of Long Beach grant-funded technology demonstrations, including progress towards converting 9 eRTGs cranes to all-electric at Pier J, the installation of EVSE at Pier G for 7 battery-electric yard tractors, and the decision to discontinue demonstration of the Sinotruk fuel-cell yard tractor at LBCT.
  - Status of the Port of Los Angeles grant-funded technology demonstrations, including progress on the buildout of a Shell hydrogen station in Ontario, receipt of 2 battery-electric top handlers and 5 battery-electric yard tractors at Everport, and demonstration of 24 battery-electric yard tractors, 3 battery-electric heavy duty forklifts, and 1 shore-side emissions treatment system for ships at PASHA.
- b. No comments were made

#### 3. Clean Truck Program Rate Proposal

- a. The Ports provided a presentation on the Clean Truck Program Rate proposal including:
  - Considerations for the proposed Clean Truck Fund (CTF) Rate
  - Discussion of the draft economic study that evaluated the potential impact on cargo routing/diversion and the impact of potential CTF Rates on the drayage sector
  - The proposed CTF Rate recommendation
  - Potential uses of the CTF Rate revenues
  - The proposed CTF Rate development timeline and public process
- b. The public was invited to provide comments and ask questions of port staff. Major themes included:
  - Multiple commenters stated that \$10 per TEU was too low and would not achieve the CAAP goal of 100% zero emission (ZE) trucks by 2035. Several noted that \$30-50 per TEU would be needed for full fleet turnover to ZE, as indicated by the economic study. Some suggested even higher rates up to \$100 per TEU would be needed to achieve the Ports' goals.
  - Some commenters noted that any rate charged to beneficial cargo owners (BCOs) would cause cargo to be diverted from the San Pedro Bay Port complex, which is already losing market share to other domestic ports. It was suggested that the draft economic study is underestimating the diversion of cargo that \$10 per TEU will cause
  - There were concerns regarding communities around the Ports being impacted by port operations, and so public health needs to be put at the

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center of the analysis. The goal should be eliminating health risks by reducing diesel emissions in and around the port complex.

- Concerns were raised with the CTF Rate falling on the backs of Port drayage drivers, in addition to the drivers needing to pay for the new technologies.
- Various stakeholders felt that timelines for CTF Rate exemptions for low NOx trucks should be adjusted.
- The Ports should focus on ZE trucks, not near-zero emission trucks, and provide interim percentage goals. Additionally, the Ports will need to support infrastructure planning and development efforts as well as workforce training.
- The Ports should prepare feasibility assessments more frequently.

Additionally, a video of the entire meeting is available at:

[Joint Ports' CAAP Stakeholder Meeting \(1 15 2020\)](#)