

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Implementation Stakeholder Advisory Meeting

### MEETING SUMMARY

September 26, 2018

#### 1. Welcome Remarks

- Mike DiBernardo, Port of Los Angeles Deputy Executive Director
- Heather Tomley, Port of Long Beach Acting Managing Director of Planning

#### 2. Air Emissions Inventory Results

- Port staff provided the results of the San Pedro Bay Ports Air Emissions Inventory.
- While container throughput is up 19% since 2005, emissions continue to decrease.
- It was noted that while the average number of containers per call continue to increase, total container ship calls are declining.
- Both Ports' Emissions Inventories are available on their respective websites.

#### 3. Clean Trucks Program

- Port staff provided an update on the Clean Trucks Program and next steps.
- Both Ports' Boards of Harbor Commissioners have approved tariff amendments to the Clean Truck Programs to require any new trucks that register in the Ports Drayage Truck Registry (PDTR) to be 2014 model year or newer, effective October 1, 2018.
- Clarification was made that this tariff amendment specifically requires 2014 model year trucks, not 2014 model year engines.
- The truck rate that is proposed to come into effect in 2020 will be determined through a public process after the Truck Rate Study is completed. A draft is expected 2<sup>nd</sup> quarter of 2019. Each Port's Board of Harbor Commissioners will ultimately need to approve the truck rate. One attendee wanted to know the consultant who would be performing the rate study. The Ports have preliminarily chosen a consultant, but have not finalized contracting.
- Port staff provided an update on the Near-Zero Emission (NZE) Truck Early Deployment Program, a joint incentive program with the South Coast Air Quality Management District which will deploy up to 140 NZE trucks.
- One attendee asked about the deployment timeline for these 140 NZE trucks. Staff said that the Ports will try to secure as many trucks as they can by the end of 2018, but because of a lack of truck availability, most deployments are likely to take place in 2019.
- An attendee asked if trucks that are repowered with NZE engines need to be 2014 MY or newer in order to comply with the tariff. Staff said that the tariff does require 2014 MY truck, but would work with a company to ensure access if a truck has been retrofit with a NZE or ZE technology in an older truck body.

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## 3. Feasibility Assessments

- Port staff presented on the current status of the technology feasibility assessments for on-road trucks and cargo handling equipment.
- Draft feasibility reports are expected to be released for public comment in the 4<sup>th</sup> quarter of 2018.

## 4. Technology Advancement Program

- Port staff presented on current efforts of the Ports' joint Technology Advancement Program, as well as two major grant awards the Port's received from the California Air Resources Board (CARB) under their Zero- and Near-Zero Emissions Freight Facility Funding Program (ZANZEFF).
- The Port of Los Angeles received a preliminary award of \$41 million for their Shore to Store Project, which will deploy 10 hydrogen-electric class 8 trucks, and supportive infrastructure for short, medium, and long haul drayage. Port of Hueneme is also partnering on this project, and will receive zero-emissions equipment.
- The Port of Long Beach received a preliminary award of \$50 million for Sustainable Terminals Accelerating Regional Transformation (START) – Phase 1, which will demonstrate 102 pieces of zero-emissions equipment, 1 near-zero emissions tugboat, two tier 3 container ships, and public charging for heavy-duty trucks. Port of Oakland and Port of Stockton will demonstrate some of the referenced zero and near-zero emissions equipment as well.
- One attendee wanted to know how many jobs would be created in the South Bay by these projects. The Ports do not have an estimate on job creation, but referenced the ongoing efforts both ports are undertaking to better understand the skills the workforce will need to build, operate, and maintain zero-emissions equipment, and to facilitate expansion of training and college programs.
- Port of Los Angeles staff confirmed hydrogen for the Shore to Store Project would be renewable.

## 5. Regulatory Updates

- Port staff provided updates on ongoing regulatory actions. The presentation included a timeline showing the overlap of CARB efforts and the items the Ports are making headway on as part of the Clean Air Action Plan.
- Four ongoing CARB actions were highlighted: the Airborne Toxic Control Measure for Auxiliary Diesel Engines Operated on Ocean-Going Vessels At-Berth in a California Port Regulation amendment, the Transportation Refrigeration Unit Airborne Toxic Control Measure amendment, the Heavy Duty Vehicle Inspection and Maintenance Pilot, and the effort to define NZE truck standards.
- One attendee asked whether or not conversations with the California Energy Commission (CEC) are occurring. The CEC has been holding monthly conference calls with the ports for approximately three years. One of the CEC commissioners runs the meetings, which are a good forum to identify priorities and challenges at the ports.

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- One attendee asked what would happen if CARB does not address a NZE standard on our timeline. The ports stated they would have to consider their options should that occur.
- A stakeholder asked whether or not NZE is equivalent to zero-emissions. The Ports are open to near-term solutions that can provide immediate health benefits to the communities surrounding the Ports, but ultimately will need zero-emissions solutions to meet the long-term goals.
- South Coast Air Quality Management District (SCAQMD) noted that there will be an Ocean-Going Vessel Technology Forum on December 5<sup>th</sup>, at SCAQMD Headquarters, 21865 Copley Drive, Diamond Bar, CA 91765