

SAN PEDRO BAY PORTS

CLEAN AIR ACTION PLAN

Clean Air Action Plan Implementation Stakeholder Advisory Meeting

MEETING SUMMARY

December 19, 2018

1. Welcome – Executive
 - Richard Cameron from Port of Long Beach and Mike DiBernardo from Port of Los Angeles made opening remarks.
2. Status Update on Technology Feasibility Assessments
 - GNA, the consulting firm which is leading the effort on the drayage truck feasibility assessment, presented a summary of their findings. The Draft Drayage Truck Feasibility Assessment is available at the Clean Air Action Plan website, and the Ports are accepting comments until Wednesday January 23, 2019. The final Drayage Feasibility Report is expected Q1 2019.
 - The Port reported that the Draft Cargo Handling Equipment Feasibility Assessment is expected to be publicly released in Q1 2019.
 - One attendee asked if the Port of Los Angeles expected any rate changes for electricity from the Los Angeles Department of Water and Power, and if those changes were concerned in the assessment. Utility rates are discussed in the assessment.
 - There was discussion around defining “commercialized” and GNA explained that they used the “Technology Readiness Level” rating system, which is explained in detail in the draft report.
 - An attendee felt biodiesel is a strong alternative fuel which could ensure emission reductions from drayage trucks.
 - An attendee pointed out that some trucks only serve the ports for a percentage of their routes, and that they do make other trips which are not port-specific. This may affect the operational requirements of the truck. GNA tried to capture port-specific trips in the survey by incorporating “port-specific” into the question language.
 - Attendees suggested the Ports include analysis of truck deployment in 2021 as part of the feasibility assessment because Volvo and other major OEMs are planning to release new clean truck models in this timeframe.
 - According to an attendee, zero-emissions trucks are commercialized today, and that the list of zero emissions trucks provided is not comprehensive. He also asked that the Ports differentiate between drayage trucks and yard trucks in this report – as “truck feasibility” can be confusing without context.
 - An attendee suggested the report should include recommendations for next steps. The Ports pointed out this is a technical assessment, providing a snapshot on the development status of the technologies to help inform future discussions about next steps. The assessment is not a policy document, and thus, there are no recommendations included.



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- The next update of the drayage truck feasibility assessment will occur in three years or sooner if any large change in technology occurs, per the CAAP Update.
 - It was suggested that the Ports create an appendix in the assessment which details the different grant projects and manufacturers mentioned in the presentation.
 - An attendee requested the title of the assessment be adjusted to reflect that the trucks under study do not include yard trucks.
 - GNA explained that there is not a significant difference in model years between frequent and semi-frequent callers currently servicing the ports.
 - Port staff encouraged submittal of written comments on the draft assessment.
3. Status Update on Clean Trucks Program
- Port staff shared that the 2018 tariff modification which allows only model year 2014 trucks to newly register in the Ports Drayage Truck Registry went into effect October 1, 2018. The existing fleet is grandfathered in, and therefore will remain registered.
 - The Ports are conducting a truck rate study, which will analyze cargo diversion, effects on the local drayage industry, and potential revenues generated from a truck rate. The consultant selected to perform the work is Davies Transportation Consulting, Inc. A Request for Proposals (RFP) will be released in Q1 2019 for establishing the mechanism for collection of the rate from Beneficial Cargo Owners.
 - The Ports identified their participation in the Low NOx Truck Early Deployment Program, which will deploy 140 Low NOx trucks. South Coast Air Quality Management District (AQMD) received an \$8M grant from the California Energy Commission for this project. The Ports and AQMD each committed \$2M for this program which will launch in 2019.
 - An attendee expressed concern that a truck rate would hurt the trucking companies, and suggested a container fee be charged to importers.
4. Greenhouse Gas 1990 Baseline Discussion
- The Ports reported on their Greenhouse Gas Baseline Inventory. This inventory was developed as a means to assess progress for achieving the greenhouse gas goals - a 40% reduction from 1990 levels by 2030 and a further 80% by 2050 - set forth in the CAAP Update.
 - An attendee asked for disclosure of the methodology used to calculate the baseline greenhouse gas levels. The Port will release the methodology in Q1 2019.
 - A stakeholder reminded staff that production, storage, and transfer of natural gas can lead to increases in greenhouse gases.
 - An attendee asked if the Ports have plans to install solar electric panels on train routes, or LED lights and motion sensors at Port buildings. The Ports expressed they both have energy programs that seek to implement renewable energy production and energy efficiency projects, including to install additional solar panels, LED lights, and motion sensors at Port facilities.
5. Looking Ahead to 2019
- Port staff outlined efforts for 2019 to continue to work towards the CAAP Update's ambitious goals. These efforts include continued technology advancement, deployment of near-zero and zero-emissions trucks, and the development of a Clean Harbor Craft Program.
6. Closing Comments
- One attendee from the University of Southern California provided a report which points out a Port of Los Angeles cruise ship has experienced challenges with shore power, with additional comments for the Ports to consider.