

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Implementation Stakeholder Advisory Meeting

### MEETING SUMMARY

### February 01, 2022

All meeting attendees participated via teleconference using the WebEx platform or by phone. Questions or comments were submitted via the WebEx Q/A or microphone feature.

#### 1. Welcome

- Heather Tomley, Port of Long Beach (POLB) Managing Director of Planning and Environmental Affairs and Christopher Cannon, Port of Los Angeles (POLA) Director of Environmental Management made opening remarks.

#### 2. San Pedro Bay Ports Annual Emissions Inventory

- The Ports provided a presentation on the results of the San Pedro Bay Ports joint 2020 Air Emissions Inventory.
  - A number of unique factors affected emissions in 2020.
  - While the average number of containers per call continues to increase from 2005 levels, the total number of container ship calls continues to decline.
  - While container throughput increased by 22% since 2005, emissions continue to decrease. Greenhouse gas emissions did increase when comparing 2019 to 2020, however.
  - The San Pedro Bay complex has achieved and surpassed the 2023 Emission Reduction Standards for diesel particulate matter (DPM), sulfur oxides, and nitrogen oxides.
  - Each Port's annual Emission Inventory reports are posted on their respective website and can be accessed via the [CAAP website](#).
- The public was invited to provide comments and ask questions to Port staff.
  - One attendee asked whether or not data from the last 6 months of 2020 and December 2020 are available for review in order to understand the anchorage emissions expected for the 2021 Emissions Inventories. The Port of Long Beach does not break out their annual emissions inventory by month. However, the Port of Los Angeles provided 2020 month-to-month NOx emissions for container, cruise, and tanker vessels in their 2020 Air Emissions Inventory Highlights document which is posted [here](#).
  - One attendee inquired how local communities, especially low-income/disadvantaged neighborhoods like Wilmington, are able to help offset the greenhouse gas (GHG) emissions from the Ports. The two Ports are focused on implementing their Clean Air Action Plan, which was updated in 2017, and includes a multitude of strategies to address zero emissions. In addition, Port staff noted that the AB 617 effort led by the South Coast Air Quality Management District (SCAQMD) for Wilmington, Carson, and West Long Beach communities is trying to further reduce emissions from goods

movement. The Port of Los Angeles is a member of the Community Steering Committee. Staff from the Port of Long Beach noted that they provide grants to community-based projects capable of reducing GHG emissions through their Community Grants Program. Information on this program can be found at [www.polb.com/grants](http://www.polb.com/grants).

- One attendee asked when the 2020 Emissions Inventories are going to be posted online. Both inventories were posted in October 2021 on each Port's respective website. The Port of Los Angeles' 2020 Emissions Inventory is available [here](#) and the Port of Long Beach's 2020 Emissions Inventory can be found [here](#).
- One attendee clarified that the State asked vessels to disconnect from shore power in August and September of 2020 in order to preserve power amid extreme heat. Governor Newsom's Proclamations of a State of Emergency were released on [August 16, 2020](#) and [September 3, 2020](#).
- One attendee inquired when the Ports' 2021 Emissions Inventories would be completed. The Ports' staff responded that they are targeting a release in mid to late summer. Port related sources including cargo handling equipment, rail, ocean going vessels, harbor craft, and heavy-duty trucks will be accounted for in the 2021 Emissions Inventory as the inventories are based on actual equipment and activity throughout the calendar year.

### **3. 2021 Accomplishments & 2022 Priorities**

- The Ports presented a number of their achievements in 2021 and highlighted their priorities for 2022.
  - The Ports' 2022 priorities include initiatives and actions for all five source categories (trucks, cargo handling equipment, ocean-going vessels, harbor craft, and locomotives).
- The public was invited to provide comments and ask questions to Port staff.
  - One attendee expressed concern that there were few Technology Advancement Program (TAP) projects targeting harbor craft in 2020 and urged that the Ports allocate additional funds through the TAP for zero emission projects. The attendee also commented that the Ports need to further invest in infrastructure and help accelerate the transition to zero emission ocean-going vessels particularly by providing more incentives.

### **4. Status Update on the 2021 Feasibility Assessments for Drayage Trucks & Cargo Handling Equipment**

- The Ports' consultant, Gladstein, Neandross, and Associates (GNA), provided updates on the 2021 Feasibility Assessments for drayage trucks and cargo handling equipment (CHE).
  - GNA outlined the structure of the feasibility assessments, including the basic parameters evaluated, the fuel-technology platform considered, and the sources of information used.

- GNA highlighted changes in the way information will be presented between the 2018 and 2021 feasibility assessments.
  - GNA presented on the progress seen in the CHE types evaluated in the feasibility assessments.
  - The draft feasibility assessments will be released for public review and comment in Q1 and Q2 2022.
- The public was invited to provide comments and ask questions to Port staff.
  - One attendee expressed concern with the inclusion of natural gas platforms as part of the cargo-handling equipment and drayage truck feasibility assessments. The Ports emphasized that they are focused on getting to zero emissions as quickly as possible and highlighted their work to deploy zero emissions technologies at the Ports. The Port of Long Beach responded that currently available technologies are being used to address health concerns and continue achieving emissions reductions, while focusing on the long-term goals to get to zero emissions.

## **5. Status Update on the Clean Truck Fund Rate Implementation**

- The Ports provided a presentation on the Clean Truck Fund (CTF) rate.
  - A summary of the truck population in the Port Drayage Truck Registry (PDTR) was provided.
  - Port staff presented on the steps for implementation of the CTF rate, differences in exemptions, and spending plan and priorities for the CTF rate.
- The public was invited to provide comments and ask questions to Port staff.
  - Several attendees commented that the CTF rate is too low and must be raised to make necessary progress to transition to ZE trucks and to improve air quality. The attendees emphasized that a higher rate would result in more money that can be used for subsidies and incentivize the transition to zero emissions. The Ports responded that the level of the CTF rate was decided on by each ports respective Board of Harbor Commissioners (Board). Ports' staff will be monitoring the implementation and level of the rate. Ports' staff will provide regular updates to their Boards on the effectiveness of the CTF rate to allow for Boards' consideration of adjustments and revisions. The two Ports are closely monitoring whether or not the CTF rate is having impacts to truck drivers, despite our best efforts to ensure the BCOs or their agents are responsible for paying the CTF rate. One attendee suggested that a health risk assessment, associated with the Clean Truck Program (CTP), be conducted. The attendee noted that tracking negative health impacts would help demonstrate the effectiveness of the CTP. The Ports responded that they do not have any plans to move forward with a health risk assessment at this time. The CTP has been successful at reducing DPM, a cancer causing pollutant, and it has been a major focus since the beginning of the program. Additionally, the SCAQMD conducts a Multiple Air Toxics Exposure Study, where health risk is assessed throughout the Southern California air basin.

The most recent [MATES V](#) report shows reduced health risk in and around the Ports.

- Several attendees commented that non-zero emission trucks should not be exempt or incentivized.
- One attendee inquired when the spending plans will be brought to the Boards for approval and when funds collected through the CTF rate will be available for use. The Ports responded that the spending plan will be presented to the Boards for approval prior to commencement of rate collection. The Ports' priority is to get the funding out as quickly as possible in order to incentivize the deployment of cleaner trucks.

## 6. Additional Comments & Questions

- Participants provided additional comments and questions regarding port-related topics.
  - One attendee inquired about the port and terminal plans submitted to the California Air Resources Board for compliance with their updated At Berth Regulation and what changes are expected in 2023. Port staff responded that CARB is currently reviewing the submitted plans. Starting in January 1, 2023, the currently regulated container, cruise, and passenger vessels will have increased compliance requirements for control of emissions at-berth. They will no longer be evaluated on a fleet basis, rather a per vessel visit basis. The terminal and vessel operators will be allowed a limited number of exceptions based on the number of vessel visits made in the previous year. These exceptions will be for extenuating circumstances. Starting on January 1, 2025, tanker and roll-on/roll-off (RORO) vessels and terminal operators will be required to comply with the At Berth Regulation. The challenge moving forward is having additional types of control strategies that may be used at berth to control emissions from tanker and RORO vessels.
  - One attendee inquired about the status of the Port of Los Angeles' air monitoring stations and timeline to reinstate all stations at their full capacity. Port of Los Angeles staff are actively working on completing the procurement of the new instrumentation and equipment. As a department of the City of Los Angeles, the Port is required to purchase the equipment through a formal procurement process, which includes multiple phases. Port of Los Angeles staff released Requests for Bid for the equipment. Due to the overall cost of the equipment, Port of Los Angeles staff must seek approval from the Board of Harbor Commissioners for the purchase of the equipment once bid evaluations are complete.
  - One attendee commented that the Ports need to increase their investments in emission reduction strategies as well as zero emission infrastructure and technologies.
  - One attendee suggested involving community-based projects and investing in community driven solutions to achieve zero emission targets.