

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Implementation Progress Report Third Quarter 2018

### ACCOMPLISHMENTS

#### GENERAL

- The Ports continue to prepare a 1990 baseline greenhouse gas emissions inventory. The inventory will be used to gauge progress toward the 2030 and 2050 greenhouse gas goals identified in the 2017 CAAP Update. The baseline inventory is expected to be completed in Fourth Quarter 2018.
- In September, the Ports received two major new grants from the California Air Resources Board (CARB) to support the deployment of zero-emissions freight equipment throughout California. These large grants, awarded under the Zero and Near Zero Emission Freight Facilities program, will demonstrate a wide variety of zero and near-zero emission equipment in the San Pedro Bay and at many Port complexes throughout California. The Port of Long Beach received \$50 million for a project primarily focused on near-port operations, including ships, harbor craft, and terminal equipment, while the Port of Los Angeles received \$41 million for a project primarily targeting medium-haul trucking to and from the California Inland Empire region. More details are included in the appropriate section below.
- The Ports held their third CAAP Implementation Advisory Working Group meeting on September 26 in Long Beach. Meetings are planned quarterly.

#### TRUCKS

- ***New Registration Requirements for MY 2014 Trucks.*** As of October 1, new trucks entering the Port Drayage Truck Registry must meet 2014 model year or better.
- ***Feasibility Assessment for Trucks.*** The Ports' consultant has begun data gathering in preparation for the Draft Report. In September, the consultant issued a survey to trucking companies. Results of this survey will be synthesized along with results of an earlier survey of drayage truck manufacturers. The Ports have had third-party reviewers, National Renewable Energy Lab and Starcrest Consulting, review and provide comments on some of the initial findings.
- ***Truck Rate Study.*** The Ports are going through a selection process to find a consulting firm with the economic expertise to prepare the truck rate study. The Ports plan to execute a contract with the selected consulting firm in Q4 2018. A draft report is expected in early 2019.
- ***Zero-Emission Pilot Truck Demonstration.*** The Ports have developed a conceptual level scope for demonstrating a large-scale deployment of 50 to 100 zero-emission trucks in drayage truck operations. The Ports sent out a survey to gauge the interest from trucking companies in participating in a demonstration and received positive responses from small, medium, and large companies. The Ports plan to hold a workgroup call with truck operators, manufacturers, and funding agencies in October to

receive feedback on the initial concepts. The Ports will be refining these concepts and plan to have a workshop in late 2018 or early 2019 to further discuss.

- **Early Deployment and Demonstrations.** In September, the Ports received two major new grants from the California Air Resources Board (CARB) in part to support the deployment of zero-emissions trucks. As part of a \$41 million grant, the Port of Los Angeles will deploy 10 hydrogen fuel-celled trucks in partnership with Kenworth/Toyota, alongside two heavy-duty hydrogen fueling stations to support their operation. As part of a \$50 million grant under the same program, the Port of Long Beach will deploy 15 battery-electric trucks in partnership with Peterbilt/TransPower. The Ports continue to manage several other grant-funded demonstrations of zero-emissions trucks and to support regional demonstrations.
- **Inspection and Maintenance Pilot.** The Ports held meetings with CARB to discuss a small-scale pilot program to collect information from the On-Board Diagnostic Systems on heavy-duty (HD) vehicles that serve the Ports. Feedback from this initial pilot will help to inform CARB's development of a potential future statewide HD inspection/maintenance program. CARB staff expects the pilot program to begin in Q1 2019.

## TERMINAL EQUIPMENT

- **Feasibility Assessment for Terminal Equipment.** The Ports' consultant has begun collecting and analyzing data. A survey was sent to zero and near-zero-emissions cargo-handling equipment manufacturers, and discussions are underway with the marine terminal operators.
- **Early Deployment and Demonstrations.** In September, the Ports received two major new grants from the California Air Resources Board (CARB) to support the deployment of zero-emissions freight equipment throughout California. Through these grants, the Port of Long Beach will deploy 34 pieces of zero-emissions terminal equipment at a Long Beach terminal and will support the deployment of several other pieces of equipment at the Ports of Oakland and Stockton, while the Port of Los Angeles will be supporting the deployment of two electric yard tractors at the Port of Hueneme. The Ports continue to manage several grant funded demonstration projects, including electric and fuel cell yard hostlers, electric top handlers, and electric rubber-tired gantry cranes, as well as innovative approaches to charging infrastructure and demonstration of supporting electrical infrastructure including microgrid controls with distributed generation and battery storage.

## SHIPS

- **At-Berth Emission Control Systems.** The Ports, through the Technology Advancement Program (TAP) released a request for proposals (RFP) for at-berth emission control systems in December 2017. The Ports and the TAP Advisory Committee are continuing to evaluate the proposals. The Ports anticipate presenting their recommendation to their Boards in early 2019.
- **Vessel Speed Reduction Enhancements.** The Ports have begun outreach to the shipping lines to explore ways of enhancing participation at the 40 nm marker for vessel speed reduction. This includes preparing alternative compliance plans for interested shipping lines.
- **Ship Incentive Programs.** The Ports continue to collaborate with other West Coast ports on ways to enhance participation in our clean ship incentive programs.

## OTHER

- **Harbor Craft.** Through a previously issued RFP and competitive review process conducted through the TAP, the Ports have selected a technology developer to install and test an emission-control device on a tugboat. The contract with Nett Technologies was approved this quarter and the demonstration will begin shortly.
- **TAP Call For Projects.** Earlier this year, the Ports issued a call for projects through the TAP. Eighteen proposals were received, and are currently being evaluated by the Ports and the TAP Advisory Committee.

### PLANNED ACTIONS NEXT QUARTER

- Hold a workgroup call for the Large-Scale Zero-Emission Truck Pilot.
- Release of the Draft Truck Feasibility Assessment for public comment and continue compiling the draft Terminal Equipment Feasibility Assessments for release in Q1 2019.
- Select an economist to prepare the Truck Rate Study.
- Continue to conduct outreach on the Clean Truck Program Tariff Amendment for new registration requirements for MY 2014 or newer trucks to the trucking community.