

SAN PEDRO BAY PORTS

CLEAN AIR ACTION PLAN

Clean Air Action Plan Implementation Stakeholder Advisory Meeting

MEETING SUMMARY

March 18, 2024

The meeting was held in person at the Bob Foster Civic Chambers located at 411 W. Ocean Blvd in Long Beach and webcasted via WebEx.

1. Welcome

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

2. San Pedro Bay Ports 2023 Accomplishments & 2024 Priorities

- The Ports presented joint Ports' 2023 accomplishments including Green Shipping Corridors, Clean Truck Fund Voucher Program, and grant awards
- The Ports highlighted the release of the POLA, POLB, and Port of Shanghai Implementation Plan Outline along with the Maritime and Port Authority of Singapore, POLA, and POLB Partnership Strategy for a Green and Digital Shipping Corridor.
- The Ports continue to collect the Clean Truck Fund (CTF) Rate. Approximately \$73.2 million in CTF Rate dollars was collected in 2023 from both Ports. Approximately \$88 million in CTF Rate funds have been allocated to zero-emission (ZE) truck equipment and infrastructure projects/programs. This includes \$60 million in ZE truck vouchers in partnership with California Air Resources Board (CARB) and CALSTART and a proposed funding of \$14 million per Port for public charging infrastructure in partnership with the Mobile Source Air Pollution Reduction Review Committee.
- POLB secured \$224.9 million in CalSTA Port Freight and Infrastructure Program funds for air improvement quality projects and completed the \$8.8 million California Energy Commission ZE Terminal Equipment Transition Project. POLB advanced contracting for the \$30.1 million US Maritime Administration Port Infrastructure Development Program 2022 award to POLB for 60 ZE yard tractors and infrastructure at LBCT.
- The Electronic Power Research Institute, Inc (EPRI) completed a study for POLA and the City of Los Angeles Department of Water and Power (DWP) to look at POLA terminal electrical needs for ZE technology deployment on terminal.



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The San Pedro Bay Ports Clean Air Action Plan was developed with the participation and cooperation of the staff of the US Environmental Protection Agency, California Air Resources Board and the South Coast Air Quality Management District.

- POLA distributed \$3 million for 10 ZE trucks as part of the ZE 25 Truck Deployment project. In addition POLA completed several of ZE equipment grant projects including:
 - Everport Advanced Cargo Handling Equipment Project
 - Pasha Green Omni-Terminal Project
 - ZANZEFF Shore to Store Project
- POLA completed installation of new air monitoring equipment for all four monitoring stations and held quarterly public meetings to inform the public on the progress.
- Looking ahead into 2024 the Ports will continue to implement strategies to reduce emissions from port-related mobile sources and apply for grant funding opportunities.

- Public comments and questions to Port Staff:
 - A participant requested more detailed information about federal grant funding awarded to the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) under the U.S. DOE Hydrogen Hubs funding solicitation. Staff explained that the Ports are expected to receive a portion of a much larger funding amount awarded to the State. The funding dedicated to the Ports is expected to fund hydrogen fuel cell cargo handling equipment and infrastructure. The Ports are fuel neutral and recognize the value in participating in various demonstrations to help terminal operators determine the right technology for their operations.
 - A commentor raised concern that investments made by the Ports do not match the needs of the region and that there should be an investment plan that shows how Port funds will be spent. The Ports responded that they are making substantial investments with Clean Truck Fund Rate dollars in addition to working with other agencies to invest in truck infrastructure and applying for infrastructure grants; however, the burden of infrastructure cannot be borne only by the Ports.
 - A commentor asked if there are any demonstrations underway for ocean-going vessels (OGVs) using green fuels? The Ports responded that there are demonstration projects under their joint Technology Advancement Program, including partnerships with South Coast Air Quality Management District (SCAQMD). In addition, Green Shipping Corridor efforts will evaluate the feasibility, availability, implementation, and benefits of clean fuels with the shipping industry and may result in demonstration projects at participating ports.
 - A commentor asked how much money and infrastructure will be needed to meet Clean Air Action Plan (CAAP) goals, and will there be enough infrastructure to meet the Ports' demands? More specifically can the Los Angeles Department of Water and Power meet the infrastructure needs? Will there be plans for bunkering of future, cleaner fuels near the Ports and have you evaluated the safety of these fuels? The Ports responded that the EPRI study performed a detailed evaluation of the terminals needs if all equipment on terminal would need electrical power. Both Ports are working with their terminals to determine their future energy/fueling needs. There are some limitations on knowing what the final technology of choice will be for harbor craft and locomotives as the technology is still in development, so it limits infrastructure planning. The Ports are involved in demonstrations of new

technologies for harbor craft and locomotives. Staff reiterated that the Green Shipping Corridor efforts will help to determine future ship fuel needs which would determine what type of fuel would be required at the Ports. Any large-scale planning on bunkering will go through the necessary safety and environmental evaluation and permitting procedures. Meeting the CAAP goals will require substantial funding as the Ports are the first in the world to attempt many of these new technologies and given the size of the complex. The Ports are advocating for additional funding from the federal government focusing on regional needs. Additionally, the Ports are also actively applying for multiple grants for ZE infrastructure and equipment.

3. Grant Progress and Applications

- The Ports provided an update on current grant projects and future grant applications.
- More than \$406 million in grant funding has been secured by the Ports to implement ZE demonstrations and deployments. These projects include clean technology projects, infrastructure, and related workforce development.
- The Ports are actively seeking more than \$2 billion in grant funding from local, state, and federal sources to implement ZE deployment projects in pursuit of CAAP goals. In addition, terminals are also applying for grant funding directly.
- A major grant solicitation for ports opened on February 28, 2024. The U.S. Environmental Protection Agency (EPA) released the Clean Ports Program for zero-emission technologies. The maximum award available for large ports is \$500 million. The project life is for 4 years and Ports can apply in partnership with private entities. Each Port plans to apply separately, but will have coordinated narratives to try to secure funding that benefits the region. There is a minimum of 20% cost share from non-federal sources. Port staff discussed challenging provisions within the solicitation including “Foreign Countries of Concern” and “Build America, Buy America” requirements.
- The Ports plan continue to take a collaborative approach with SCAQMD to obtain the most grant funding for the region. The Ports will prioritize terminal/OGV projects including cargo-handling equipment, ship to shore power, harbor craft, and terminal infrastructure through the EPA Clean Ports Program. SCAQMD will prioritize goods movement projects including mobile sources operating throughout the South Coast region including trucks, locomotives, off-road equipment, and infrastructure through the EPA Climate Pollution Reduction Grant (CPRG) Program.
- The Ports provided information on the extensive public engagement underway with stakeholders on near-term grant applications and provided input to SCAQMD’s EPA CPRG application.
- The Ports have additional engagement planned with stakeholders on the grant applications. The Ports asked attendees to provide comments on how the Ports should engage Port stakeholders prior to grant application submission and throughout the project life if awarded the grant.
- Public comments and questions to Port Staff:
 - A participant requested clarification on non-federal sources of funding mentioned in the presentation. The Ports explained that most grants require match share from project partners. For the EPA Clean Ports Program at least 20% of total project costs must come from non-federal funds. Voluntary

- match share such as cash or in-kind match from project partners are eligible under the EPA Clean Ports Program.
- An attendee asked if the Ports still have plans to engage and partner with community groups for grant applications? POLB and POLA will have separate grant applications for the current EPA Clean Ports Grant solicitation. Both Ports will be engaging with community groups outside of the CAAP Implementation Stakeholder meeting. POLA intends to pursue community engagement through the Harbor Community Benefits Foundation (HCBF). POLB has plans to reach out to their own local community groups to participate in their application. Both Ports grant applications are competing with each other, but synergies with the applications are being identified in the project narratives to express common goals and to demonstrate the value in both Ports receiving awards.
 - An participant asked what came out of the recent meeting between POLA and the U.S. Environmental Protection Agency (EPA) Director? The Port of Los Angeles explained that the EPA Director came to their Port to announce the EPA Clean Ports Program solicitation opening and to meet specifically with community groups that were instrumental in bringing to fruition the Clean Ports Program. The Port of Los Angeles provided a boat tour of the and did not have an official meeting with the EPA Director.
 - A commentor requested more information about the Sustainable Supply Chain Advisory Committee and a forthcoming community meeting on hydrogen that were mentioned in the presentation as part of future stakeholder engagement.
 - The Ports provided a background on the establishment of the Sustainable Supply Chain Advisory Committee. Approximately 8 years ago, the City of Los Angeles Mayor established a group of stakeholders including CARB, SCAQMD, labor, environmental justice groups, and industry. After the first year of the group's establishment, Port of Long Beach joined the meetings as well. The meetings are held quarterly on average.
 - The forthcoming hydrogen meeting is where the Ports plan to provide a platform for the community to learn about hydrogen from experts at CARB, SCAQMD, Hydrogen Safety Committee, and academia. Equally important, the Ports plan to request input from the community on their concerns with hydrogen as a fuel for mobile sources at the Ports. This will be one of many meetings for community and environmental justice groups to discuss with experts and the Ports hydrogen safety, environmental impacts, and industry uses.
 - A commentator stated that all the reductions the Port has made have stagnated and the Ports must transition to ZE technology immediately to reduce health impacts on the local community. The commentator believes the SCAQMD Port Indirect Source Rule (ISR) is necessary for the transition to ZE technology and wanted to know the Ports' stance on the ISR. The Ports stated there was not enough information currently provided to understand how the ISR will help the Ports transition to ZE. The Ports are actively engaging with SCAQMD in the draft concept workshops. A Port ISR will not change what the Port has authority over. The Ports continue to work towards meeting CAAP goals regardless of Port ISR. Another commentor stated that the Ports

should reduce emissions without adversely effecting port operations. Current port operations do not have truck fueling on terminal, so it does not make sense to put ZE truck charging or fueling on terminal. In addition, the commentor stated that overly aggressive regulations may have unforeseen consequences on port operations and reduce revenue. Reduced revenue will make it harder for industry to invest in ZE technology.

4. Closing Remarks

- Attendees in person and online were thanked for attending the meeting. The Ports encouraged everyone to submit any further public comments to be sent to caap@cleanairactionplan.org.