

SAN PEDRO BAY PORTS

CLEAN AIR ACTION PLAN

Clean Air Action Plan Implementation Progress Report First Quarter 2019

ACCOMPLISHMENTS

GENERAL

- The Ports have released their 1990 baseline greenhouse gas emissions inventory results. This baseline will be used to gauge progress toward the 2030 and 2050 greenhouse gas goals as identified in the 2017 CAAP Update. The baseline inventory report is now available on the CAAP website.
- The Ports held their fifth CAAP Implementation Advisory Working Group meeting on March 13, 2019 at the Port of Long Beach Administration Building. Future meetings are planned to occur on a quarterly basis.

TRUCKS

- **2018 Tariff Modification.** As of October 1, 2018. All new trucks entering the Port Drayage Truck Registry (PDTR) must meet 2014 model year or better. As of the end of the First Quarter 2019, 1,150 “2014 Model Year” or newer trucks have been added to the PDTR.
- **Feasibility Assessment for Trucks.** The Feasibility Assessment report assesses emerging zero-emission and near-zero emission fuel-technology platforms for 2018-2021 based on five essential parameters (commercial availability, technical viability, operational feasibility, infrastructure availability, and economic workability). The Final Drayage Truck Feasibility Report will be posted on the CAAP website in Second Quarter 2019.
- **Truck Rate Study.** The Ports selected Davies Transportation Consulting, Inc. to conduct the truck rate study (Study) and work has commenced. The goals of the Study are to analyze potential for cargo diversion over a range of rates, examine the potential effect on the local drayage industry, and identify potential revenues that might be generated. The Study is expected to be completed in Second Quarter 2019.
- **Rate Collection Mechanism.** In anticipation of establishment of the Truck Rate, the Ports released a Request for Proposals (RFP) in First Quarter 2019 which included minimum requirements for how to collect a rate from Beneficial Cargo Owners. The Ports released the RFP in early March. The Ports plan to make a selection of the contractor by the end of Second Quarter 2019.
- **Large-Scale Zero Emission Truck Deployment Pilot Project.** 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. This project will also evaluate the ability of truck manufacturers to produce and support large numbers of zero-emission trucks as well as the infrastructure requirements to support larger deployments. The ports are also coordinating and discussing the concept with other regional partners, such as South Coast Air Quality Management District (AQMD) and the Los Angeles Clean

Tech Incubator (LACI). The Ports are finalizing the Scope of Work, and preparing a Concept Paper which will be utilized to help secure the necessary funding.

- **Early Deployment and Demonstrations.** The Ports continue to manage several grant-funded demonstrations of zero-emissions trucks, including over 20 hydrogen fuel-cell or battery electric trucks as part of supply-chain pilots. The Ports have also committed to supporting regional demonstrations. This includes a near-zero natural gas drayage trucks deployment project through a CEC grant secured by AQMD that is expected to fund up to 140 low NO_x trucks. AQMD has begun contracting with trucking companies to deploy the low NO_x trucks which are expected to be deployed before the end of 2019.

TERMINAL EQUIPMENT

- **Feasibility Assessment for Terminal Equipment.** The Ports' consultant is finalizing the Draft CHE Feasibility Assessment and it is expected to be publicly released for comment and completed in Second Quarter 2019.
- **Early Deployment and Demonstrations.** The Ports continue to manage several grant funded demonstration projects, including electric yard tractors, electric top handlers, and electric rubber-tired gantry cranes, as well as innovative approaches to charging infrastructure and demonstrations of supporting electrical infrastructure, including microgrid controls with distributed generation and battery storage.

SHIPS

- **Vessel Speed Reduction Enhancements.** The Ports are continuing monitor and report on current participation levels and 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

- **Clean Harbor Craft Program.** The ports are evaluating opportunities to reduce harbor-craft-related emissions at the Ports. CARB has proposed amendments to the commercial harbor craft regulation, and the available incentive funding and technology advancement through demonstrations could drive the turnover to a cleaner, more efficient fleet. The Ports' harbor craft program is expected to conduct outreach, take advantage of grant opportunities for Tier 4 or other advanced technologies, as well as manage demonstrations, such as the Ports' Technology Advancement Program's Nett Technologies emission-control device tugboat project.
- **Technology Advancement Program (TAP).** In 2018, the Ports issued a call for projects (CFP) through the TAP. Four proposals were selected by the Ports and projects will commence in 2019. These projects consist of two Pasha ocean going vessel projects (one repower and one new build), an electric-drive tugboat project with Harley Marine Services, and a yard tractor anti-idle system upgrade at APMT. The 2018 TAP Annual Report was recently posted on the Clean Air Action Plan website on March 20, 2019.

PLANNED ACTIONS NEXT QUARTER

- Release the Final Drayage Truck Feasibility Report
- Release the Draft CHE Feasibility Assessment for public comment and release the Final CHE Feasibility Assessment

- Select a Contractor to provide Rate Collection Mechanism
- Completion of the Truck Rate Study