

SAN PEDRO BAY PORTS

CLEAN AIR ACTION PLAN

Clean Air Action Plan Implementation Stakeholder Advisory Meeting MEETING SUMMARY March 29, 2018

1. Near-Term Priorities for CAAP Implementation
 - The Ports presented the near-term priorities for CAAP, which includes tariff amendments for the Clean Trucks Program for MY 2014 new registration requirements, the start of developing the truck rate study, development of feasibility assessments for terminal equipment and trucks, infrastructure planning and funding advocacy.
 - One attendee requested a more detailed implementation plan with details of proposed actions, tasks, and dates.
 - The Ports clarified that Ports staff would prepare and provide quarterly updates to their respective mayors.
2. Clean Trucks Program
 - The Ports presented near-term milestones for the Clean Trucks Program changes.
 - There was a discussion about the availability of the 0.02 g NOx/bhp-hr trucks. Clean Energy reported that of the 5 major truck manufacturers, 2 can deliver the trucks this summer and 1 in 2019. Some trucks will be ready to go in April.
 - One attendee asked if the model-year requirement for trucks would go away after the state adopts new opacity requirements. The Ports agreed to look into the matter.
 - One attendee asked if there would be a rebate for zero-emission (ZE) and near-zero-emissions (NZE) trucks that would need to pay the annual registration fee prior to CARB's adoption of new engine standards. The Ports agreed to look into the matter.
 - There were several questions about whether the Ports would waive the registration fee for ZE/NZE trucks participating in a demonstration through other public agencies or private industry. The Ports agreed to consider this.
 - South Coast Air Quality Management District raised concerns about the timeline for adopting the truck rate and suggested using definitions for ZE and NZE provided by AQMD. The Ports requested that AQMD provide more information on the definitions they use for NZE and ZE trucks through their funding programs.
 - One attendee identified a short-term demonstration program that allows truckers to try out NZE trucks for a few days to a week. They are interested in expanding the program, but they need additional funding support.
 - One attendee suggested that trucks funded under grant programs, such as Proposition 1B, be exempted from the rate.
 - One attendee brought up the issue of truck ownership. If pre-2014 trucks are grandfathered in, and an owner sells the truck, that truck can no longer be registered. The lack of registration may unintentionally make that truck not viable for scrappage, thus making the owner ineligible to replace their truck using grant



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funding. There was discussion about the need for a “cascading scrappage” program, such as the one being currently piloted by SCAQMD.

- Attendees emphasized that trucking companies need to make long-term decisions and the sooner they know the truck rate the better. The suggestion was made to accelerate the rate study.
- SCAQMD requested more information on how to determine emission reductions from a reservation system. Benefits will be gained from reduced turn times and increasing dal transactions, however the effect of those changes are difficult to predict.
- One attendee suggested none of the public dollars should go to NZE, but rather ZE only, and requested cost information and a more detailed timeline to get to ZE at the next meeting.

3. Feasibility Assessments

- The Ports presented the process, timeline and scope for the feasibility assessments.
- One attendee stated that short-term incentive funding should not be a factor in feasibility assessments. They also said that equipment users should be a part of the determination of feasibility, not just interviewed. Users can provide more detailed information on maintenance and operational requirements.
- A stakeholder wanted to make sure the ports are looking at technologies from other countries as well.

4. CAAP Website Update

- The Ports encouraged stakeholders to use the CAAP website as a resource and to look for documents there.

5. Closing Comments

- One attendee made a comment about the importance of the workforce to the local communities and that a priority should be placed on making sure equipment is human-operated.
- One attendee said we need to look at the whole system when considering how much power to bring down to the ports.
- A stakeholder reminded the group that Tier 3 ships focus on GHGs and not particulate matter.
- SCAQMD stated we need a retrofit technology for ships.