

SAN PEDRO BAY PORTS

CLEAN AIR ACTION PLAN

Clean Air Action Plan Implementation Stakeholder Advisory Meeting

MEETING SUMMARY

June 26, 2018

1. Welcome Remarks

- Eugene D. Seroka, Port of Los Angeles Executive Director
- Duane L. Kenagy, Port of Long Beach Acting Assistant Executive Director

2. Clean Trucks Program

- Port staff provided an update on the Clean Trucks Program and next steps that will be taken
- Both Ports Boards of Harbor Commissioners have approved tariff amendments to the Clean Truck Programs to require any new trucks that register in the Ports Drayage Truck Registry (PDTR) to be 2014 model year or newer effective October 1, 2018.
- Clarification was made that this restriction does not apply to any trucks registered in the PDTR prior to the October 1, 2018 date, as long as they are current on their registration dues.
- The truck rate that is proposed to come into effect in 2020 will be determined through a public process after the Truck Rate Study is completed. Each Port's Board of Harbor Commissioners will ultimately need to approve the truck rate.
- Port staff provided an update on the development of the 50 to 100 ZE truck pilot demonstration. A truck company interest survey was recently sent to the trucks included in the drayage truck registry. As a next step, a request for information will also be sent to zero emission truck manufacturers. In the next few months, the Ports intend to hold a workshop with multiple zero emission truck stakeholders, including the trucking industry, truck manufacturers, utilities, and potential funding agencies, to further discuss and refine the concept.
- One attendee would like the Ports to make sure that smaller trucking companies are able to obtain funding for zero-emission trucks. The attendee felt grant funding has a tendency to be given to larger trucking companies over smaller companies because they have more resources.
- One attendee asked if after October 1st they purchase a used pre-2014 model year truck that has previously been used in port drayage service, will they be able to continue to use it at the ports. Port staff clarified that as long as the truck was previously registered in the PDTR and the registration dues remained current as of September 30, 2018, that truck could continue to operate, regardless of who owns the truck.
- Emphasis was made on the significant cost to change the existing truck fleet and infrastructure and the need for more public and private funding.

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- One attendee pointed out that public taxes should not be used to pay for private investment.

3. Feasibility Assessments

- Port staff presented on the current status of the technology feasibility assessments for on-road trucks and cargo handling equipment.
- One attendee wanted to know the survey questions sent out to equipment manufacturers and responses to date. The Ports provided clarification on the type of information that was being requested, however not enough feedback had been received from the surveys at the time of the meeting to provide information on the responses.
- One attendee was concerned that only survey information would be used to determine feasibility of the technology. Port staff clarified that the surveys were only one part of the data collection process; information is being gathered from multiple sources. Infrastructure, survey responses, California Air Resources Board technology assessments, fuel/energy costs, and other information will be used in the feasibility assessments, not just the surveys.
- Attendees asked about the status of zero emission vehicles, including warranties, range, etc. Port staff clarified this information is being collected and will be included in the assessments.
- Clarification was provided that the feasibility assessments would be for on-road trucks and cargo handling equipment.
- Comments were raised about the need for standardization of the charging equipment. The Ports have ongoing efforts to encourage standardization of electric charging for trucks and CHE, including work with original equipment manufacturers, terminal operators, trucking companies. Some audience members that have participated in technology demonstrations suggested a working group be formed and the ports committed to follow up.
- One attendee wanted to know if City of Los Angeles Department of Water and Power (LADWP) and Southern California Edison (Edison) would provide competitive rates for electric charging. A representative from Edison spoke about proposals to reduce rates including near-term adjustments to demand charges.

4. Update on Current Demonstration Projects

- Port staff presented updates on current and near future near-zero and zero-emission technology demonstration projects at the Ports.
- Port of Los Angeles (POLA)
 - Green Omni Terminal Demonstration Project
 - Everport Advanced Cargo Handling Equipment Demonstration Projects
 - POLA Advanced Infrastructure Deployment Project
- Port of Long Beach (POLB)
 - GE Port Optimizer (testing at both Ports)
 - POLB's Electric Vehicle Blueprint

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- Zero Emission Terminal Equipment Transition Project
- Commercialization of the Port of Long Beach Off Road Technology Demonstration Project (C-PORT)
- POLB Microgrid- Resilience for Critical Facilities
- Port Advanced Vehicle Electrification (PAVE) Project
- One attendee wanted to know if the Ports' Technology Advancement Program (TAP) will fund efficiency projects. TAP is used for equipment technology demonstrations. However, the Ports said that efficiency project ideas can be brought to the Ports and possibly could be funded through other means.

5. Ocean Going Vessels (OGV)

- Port staff provided updates on current strategies for lowering emissions from OGVs and the new strategies outlined in the CAAP.
- OGVs remain the highest emitter of all the port source categories (except CO₂).
- The Ports further explained the voluntary programs and regulations that have helped lower OGV emissions.
- One attendee stated preference for regulation and voluntary programs are not effective enough.
- One attendee would like the Ports to coordinate with CARB on regulatory advocacy to U.S. Environmental Protection Agency to "level the playing field" so all companies operating in the U.S. has to meet the same regulations.
- Same attendee wanted to know about the future of liquefied natural gas (LNG) at the Ports. POLB wrote a white paper on LNG fueled OGV status, potential future demand for LNG fuel for OGVs, fueling infrastructure, and barriers. POLB will be updating the LNG fueled OGV white paper in the near future.
- A comment was made that there has been community concern about bunkering LNG for fueling OGVs.
- One attendee noted that the recent HCBF Harbor Community Off-Port Land Use Study that was released in Oct 2017 supported the installation of LNG infrastructure for OGV fueling.
- One attendee wanted to know if POLA & POLB's are doing to work with domestic & international ports to make sure our region is not at an economic disadvantage to other ports around the world. The Ports spoke about their current efforts with various ports around the world on best management practices and clean technologies used at ports, including the recent Pacific Ports Clean Air Collaborative Conference.
- Ports are also working together with other ports to increase participation and awareness of all of the available OGV incentive programs. This effort may include a central website which provides shipping companies easy access to information on all the incentive programs along their route, encouraging cleaner ships to visit the west coast ports.
- In response to a question about efficiencies, POLA noted that vessels with higher efficiency are given higher scores in the Environmental Ship Index incentive program.

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- One attendee wanted to know the quantity of emissions still left to be reduced and projection of emissions for next 20 years. The Ports publish an annual emissions inventory of emissions from port operations. In addition, the 2017 CAAP Update maintained long term emission reduction goals for 2023, and established new emission reduction goals for 2030 and 2050. The Ports have not recently updated their previously developed emissions forecast and have not specifically developed a 20-year projection.
- One attendee stated there would be a drive for LNG OGVs due to a likely shortage of low sulfur marine fuel and the new LNG OGV fueling facilities being built in the state of Washington could be utilized. POLB noted that the Tacoma LNG facility is fairly small and was built to meet the local demand. Infrastructure for LNG fueling would have to be local.

6. General Comments

- One attendee would like the next meeting to go over work being done on standardization of electric vehicle charging.
- One attendee wanted to know more about energy efficiency. The POLB spoke about new construction had to meet LEED building certification and the development of an energy audit template for port operations.