



# SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN

## Clean Truck Fund (CTF) Rate Collection Process Update

**Stakeholder Meeting – 2<sup>nd</sup> CTF Rate Collection Webinar**

**March 22, 2022**



# CTF Stakeholder Outreach Update

- 1<sup>st</sup> Stakeholder Outreach Webinar held on January 25
  - See attached link to access video with PortCheck collection mechanism details on Clean Air Action Plan Website:  
<https://cleanairactionplan.org/strategies/trucks/>
- Presentation to Harbor Trucking Association held on February 16

# Clean Trucks Program

CAAP Goal of 100% Zero Emission Trucks by 2035

## Objectives:

- Reduce emissions to improve community health, meet criteria pollutant and greenhouse gas reduction goals
- Minimize economic impacts and disruption
- Utilize Port's authority within our jurisdiction





# Joint Port Trucks Today\*

- 20,176 trucks are in the Port Drayage Truck Registry (PDTR)
- 8,547 2014+ trucks registered in the PDTR and make 54% of moves
- 73% of trucks in the PDTR have engines meeting 2010 EPA standards
- 27% of trucks in the PDTR are engine year 2007-2009
- 682 LNG/CNG trucks are in the PDTR and perform 5% of moves
- 312 trucks with the Cummins natural gas fueled 0.02g/bhp-hr NOx engines are in the PDTR
- 28 Zero Emission (25 battery-electric, 3 Hydrogen Fuel Cell) trucks in the PDTR

\* Snapshot from January 2022



# Current Status

- Respective Boards of Harbor Commissioners adopted Tariff amendment to collect CTF Rate
- Starting April 1, 2022
- Charge \$10 per loaded TEU or \$20 per loaded FEU
  - Charged to BCOs for loaded containers hauled by truck
  - Zero emission trucks exempt
  - Exemption for low NOx trucks



# POLA Low NOx Exemptions

- Any low NOx truck registered in the Port Drayage Truck Registry (PDTR) and placed into service at POLA by December 31, 2022 are exempt until December 31, 2027
- Low NOx trucks registered January 1, 2023 and beyond will not receive an exemption



# POLB Low NOx Exemptions

- Exemption through **December 31, 2034** for low-NOx drayage trucks servicing the Ports and purchased before November 8, 2021, provided that the truck is owned by the original purchaser
- Exemption through **December 31, 2031** for low-NOx trucks:
  - Registered in the PDTR by December 31, 2022, OR
  - Purchased by July 31, 2022 and registered in the PDTR within 30 days of receipt of the truck from the manufacturer



# Exemption Confirmation Process Status

## C. Number of Low NOx and Zero Emissions Trucks Registered in PDTR:

\*Engine label and fuel type are self reported by LMC. All trucks will be verified by TAC staff by group inspections.

EY ≥ 2018 Cummins CNG/LNG	
Engine Label*	# of Trucks
ISX12-N	343
L9N 320	1
DS	27
4N6A7E	5
Blank	9
Total	385
Total Confirmed	78

Fuel Type*: Electric	
Manufacturer	# of Trucks
Caterpillar	2
Cummins	2
Detroit Diesel	2
Mercedes	6
Paccar	1
TransPower	4
VOLVO mfg.	2
Blank	7
Total	25
Total Confirmed	5

Fuel Type*: Hydrogen Fuel Cell	
Manufacturer	# of Trucks
Toyota	3
Total Confirmed	3

**Terminal Access Center**  
**1265 Harbor Ave.**  
**Long Beach, CA 90813**  
 Monday-Thursday 8 a.m.-5 p.m.  
 Friday 8 a.m.-4 p.m.

As of 3/21/2022



# How will the CTF Rate funds be used?

- Potential to generate approximately \$90 million per year initially (both Ports combined)
- 2017 CAAP Update commitment to use the funding for truck initiatives
- Small amount to cover administrative expenses
- Both Ports will go to their respective Boards with a Spending Plan on March 24



# Funding Objectives for Year 1

- Funded trucks must be deployed in port drayage service (registered and active in PDTR)
- Support early adopters
- No money to companies identified to have labor law violations
- Leverage CTF Rate funds against other funding programs



# Proposed Funding Priorities

- 100% of net revenues from CTF Rate will be used in support of ZE trucks and associated infrastructure
  - Majority of dollars to directly fund ZE truck purchases
  - Significant investments in ZE infrastructure
  - Specific set aside for early ZE truck deployments and demonstration projects
- Annual review of rate efficacy and spending plan



# CARB Truck Regulations

- Truck and Bus (adopted Dec 2008)
  - January 1, 2023 = All in use diesel trucks/buses in California must meet EPA 2010 engine emission standards or cleaner
- Advanced Clean Truck (adopted Mar 2021)
  - Large and public fleet reporting
  - Manufacturer requirements for ZE truck sales
- Heavy-Duty Engine and Vehicle Omnibus (adopted Dec 2021)
  - Manufacturing standard for low NOx engines
- Heavy Duty Vehicle Inspection & Maintenance (still under development)
- Advanced Clean Fleet (still under development)



# PortCheck Collection Mechanism



Clean Truck Program User Journey



# CTF Rate Next Steps

- PortCheck System available for registration and inputting of data – March 21, 2022
- Board Spending Plans – March 24, 2022
- Begin process of claiming containers on PortCheck System – March 29, 2022
- Verification of low NOx and ZE trucks at TAC - Ongoing
- CTF Rate Collection Start – April 1, 2022

An aerial photograph of a coastal city and harbor, likely Long Beach, California. The image shows a dense urban area on the left, a large harbor with several piers and ships in the center, and a body of water extending to the right. The sky is blue with some clouds. A semi-transparent teal overlay covers the top portion of the image, containing the text 'Thank you!'.

# Thank you!

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