



# SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN

July 2017  
DRAFT CAAP 2017 UPDATE

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# Outreach To Date

Community

Environmental  
Regulatory  
Agencies

Trucking Industry

Environmental  
Organizations

Shipping Lines

Railroads

Greater Los  
Angeles Business  
Community

Marine Terminal  
Operators





## Updates from Discussion Document

### Goals:

- Revise CAAP strategies based on comments from stakeholders, input from staff and legislative/regulatory updates
- Provide additional information in support of proposed strategies





## Recurring Themes

**costs**    accountability    feasibility assessments  
interim targets    infrastructure  
**zero-emissions**  
stakeholder process    more time to plan  
**community health**  
economic competitiveness    technology  
transparency    emission reductions    more detail  
regulatory coordination



## No Substantial Changes

- Modify Vessel Speed Reduction Program to incentivize only 40 nm participation
- Incentivize energy-efficiency improvements on ships
- Impose differential rate system to incentivize newer vessels
- Incentivize harbor craft repowers to Tier 3 and Tier 4
- Establish a terminal equipment idling reduction program



## No Substantial Changes

- Expand use of on-dock rail
- Develop charging standards for cargo-handling equipment
- Develop a Green Terminal Program
- Identify and implement supply chain efficiency incentives
- Develop infrastructure plans
- Develop and implement energy strategies



## Cargo Handling Equipment

### Original

Require ZE terminal equipment by 2030 (includes feasibility assessments every five years).

### New Proposed

Participate in development of CARB's regulation to achieve up to 100% ZE for CHE by 2030, and accelerate where feasible (includes feasibility assessments every three years).





## At-Berth Emission Reduction Strategy

### Original

Incentivize at-berth emission reduction technologies for non-regulated ships.

### New Proposed

Incentivize at-berth emission reduction technologies and participate in CARB's regulation to achieve up to 100% reductions in at-berth emissions by 2030, and accelerate where feasible.





## Clean Trucks Program

### Original

- 2018: Fee on trucks 10 years old or older
- 2020: Trucks must be MY 2010+
- 2023: New trucks entering service must be NZE (contingent on establishment of NZE engine standard)
- 2035: Trucks to be zero emissions

### New Proposed

- 2018: New trucks entering service must be MY 2014+
- 2023: New trucks entering service must be NZE; Initiate rate structure with exemptions for NZE and ZE trucks (contingent on establishment of NZE engine standard)
- 2035: Goal for all trucks to be ZE; modify rate structure to exempt only ZE trucks



## Clean Trucks Program

- Feasibility assessments every 3 years beginning in 2018
- Waive registration fee for ZE trucks
- By 2020, in partnership with the State and trucking industry, launch a pilot smog check program for heavy-duty trucks in San Pedro Bay to identify and eliminate gross polluters
- ZE truck pilot deployment at scale (e.g. 50-100 trucks)
- Starting immediately, secure incentive funding to accelerate introduction of NZE and ZE trucks



## Universal Truck Appointment System

### Original

Work with terminal operators to give preferential access to zero- and near-zero-emission trucks.

### New Proposed

By 2020, adopt a universal appointment system to improve overall efficiency and minimize truck turn times.





## Supporting Materials and Analyses

- Framework for Feasibility Assessments
- Preliminary Cost Estimates for Select CAAP Strategies
- Economic and Workforce Considerations
- Potential Emission Reductions from Select CAAP Strategies
- Bay-Wide Ocean Going Vessel Tier Forecast



## Incremental Cost Estimates

	Low End	High End
<b>Trucks</b>		
Near-Zero Emissions	\$1,002,000,000	\$1,026,000,000
Zero-Emissions	\$2,927,000,000	\$8,289,000,000
<b>Cargo-Handling Equipment</b>		
Equipment	\$914,000,000	\$2,105,000,000
Infrastructure	\$2,166,000,000	
<b>At-Berth Emission Reduction Technologies</b>	\$138,000,000	
<b>Incentive Programs for Ships</b>	\$137,000,000	
<b>Technology Demonstration &amp; Development</b>	\$22,000,000	
<b>TOTAL</b>	<b>\$7,306,000,000</b>	<b>\$13,888,000,000</b>



# Schedule

**Draft Discussion Document Released**  
11/17/16



Public Review and Comment Period through February 17, 2017

**Extended**

**Stakeholder Meetings**  
Ongoing Meetings & Public Workshop  
1/24/17



Continue to receive public comments – Verbal & Written

**Draft CAAP 2017**  
Released 7/19/17



Responding to comments and preparing supporting documents

**Public Comment**  
Through 9/18/17 & Public Workshop 8/30/17



Receive public comments – Verbal & Written

**Final CAAP 2017**  
Joint Board Meeting  
11/2/17



Joint Boards of Harbor Commissioners to consider approval





**For More Details**

**Draft CAAP 2017 available at:**

**[www.cleanairactionplan.org](http://www.cleanairactionplan.org)**

**Please provide comments:**

**[caap@cleanairactionplan.org](mailto:caap@cleanairactionplan.org)**