

# SAN PEDRO BAY PORTS

# CLEAN AIR ACTION PLAN

## Clean Air Action Plan Implementation Stakeholder Advisory Meeting MEETING SUMMARY June 25, 2019

1. Welcome –
  - Heather Tomley from Port of Long Beach and Christopher Cannon from Port of Los Angeles made opening remarks.
2. Status Update on Clean Truck Program
  - Ports reported on the status of the Clean Truck Program near-term milestones, the final truck feasibility study, and the need for a new engine-manufacturing standard from a regulatory agency.
  - Final version of the Drayage Truck Feasibility Study was released on April 7<sup>th</sup>, 2019.
  - One attendee asked if the feasibility studies would be updated more frequently, as technology is evolving quickly in these fields, and if the comments on the draft studies would be posted. The Ports responded that there was a commitment to do feasibility studies at least every three years. Consideration of how to update more often than the three years is ongoing. Public comments submitted on the draft studies will to be posted on the CAAP website, pending internal discussions.
  - An attendee asked why the Ports needed to have the California Air Resources Board (CARB), to pass an engine-manufacturing standard, and if such a standard would require a waiver from the federal government. The Ports are not regulatory agencies, and as such must rely on official regulations in enacting any program that requires compliance. Any program that cannot cite a specific regulation passed by an authorized agency could be subject to legal challenge. The need for a federal waiver would be dependent on the specifics of CARB's standard.
  - An attendee wanted to know when/if the Ports planned to release definitions or a map that define Port boundaries for required zero emissions capabilities. The Ports are still evaluating how to define such boundaries, and whether a truck that is capable of zero-emissions within such areas would be considered zero-emissions under the Clean Truck Program.
  - Several attendees were Port drayage drivers or representatives thereof, and stressed the need to be sure that the burdens of the expanded program do not fall on the individual drivers. Specific examples of individuals purchasing old-model LNG trucks that were unreliable and severely damaged a driver's business were discussed, as well as issues with poor employer practices. The Ports will discuss with these comments internally to best address these concerns as the program moves forward.
3. Discussion on Draft Cargo Handling Equipment Feasibility Study
  - Ports provided details on the Cargo Handling Equipment Feasibility Study
  - Draft version of the Study was released on 04/26/2019, with public comments due by 05/31/2019.



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- Questions were asked about the exact usage of technology Readiness Levels (TRLs) in the draft document. Attendees stressed the need to be clear in the document what each TRL designation means, and indicated that the current draft implies a TRL 9 rating would indicate a given technology is fully feasible at the Ports. TRL levels in the Feasibility documents are used as reference benchmarks, not exact definitions. The final draft will make efforts to be clear in how the TRL definitions are used in this paper.
4. Ocean-Going Vessel (OGV) Energy Efficiency Measurement Demonstration Update
    - The Ports presented the OGV Energy Efficiency Measurement Demonstration project. Results showed a range of potential benefits to these upgrades, with further analysis needed to accurately quantify the benefits.
    - Staff also discussed the challenges of this demonstration and areas for improvement.
    - An attendee suggested that a summary of the latest emissions inventories by source category would be helpful context to present as an introduction to these meetings. It was recommended that when it comes to ocean-going vessels, the Ports should work with CARB to develop a rule to require Tier III ships in California Ports.
  5. Status Update on Current Technology Demonstrations
    - The Ports presented an overall summary of the various Technology Demonstration projects that each Port is currently managing.
    - Per a comment from the previous meeting, the presentation included a chart showing the percentages of funding from grants, the ports, technology developers, industries, and Southern California Edison.
    - No questions were asked.