



San Pedro Bay Ports Sustainable Supply Chain Advisory Committee *September Meeting Summary*

Date: September 16th, 2020 | 11:00 am – 3:00 pm

Location: Via phone conference

Attachments: Attachment A - Attendees
Attachment B - Meeting Agenda
Attachment C - Presentation
Attachment D - CARB Summary of Omnibus Regulation
Attachment E - Port of Long Beach Project Priorities
Attachment F - Draft Recommendation on Fueling Infrastructure

Meeting Summary

1. Review & Approve July Meeting Summary
 - a. The Committee members approved the July Meeting Summary, and it was posted to the Committee website.
2. POLA / POLB Opening Remarks
 - a. The ports reported an expectation of 2020 cargo volumes remaining approximately 10-15 percent below 2019 volumes for the remainder of the year. This is not expected to significantly impact their commitments to their environmental programs, and both ports said they will continue to enforce compliance among their tenant terminal operators.
 - b. The ports' 2019 emissions inventories have been finalized and indicate an overall decrease in DPM, NOx, SOx and GHG emissions during a period when cargo volumes had increased approximately 15 percent. *The public report will be released in early October, and both ports will present on the results in more detail at the Committee's next meeting.*
 - c. Representatives from Mayor Eric Garcetti's office stressed the importance of the committee remaining actively engaged in the ports' work on intersectional issues of environment, public health, and economic activity. The need for innovative financial mechanisms to meet clean truck goals were identified as a particular priority, and the mayor's office reminded the Committee and ports of the importance of coordinating with financiers and fleets in moving the Clean Truck Program forward.
3. Discussion - Port Infrastructure Needs & Access to Funding Programs
 - a. CEC Commissioner Patty Monahan participated in a discussion of the Energy Commission's funding horizon for near-zero- and zero- emission technologies, and the ways that these resources can be made available to the ports. A number of the current programs end by 2024, and in the interim, they allow approximately \$100MM annually for clean transportation. The Commissioner observed that there is a need for leadership for clean transportation. The Commissioner observed that there is a need for leadership on medium- and heavy- duty vehicles which the ports have the opportunity to fill, and



recommended engaging with the Committee in the future when these programs are due for re-authorization. The Committee agreed that this would be helpful to ensuring that these programs are accessible to the ports and their stakeholders.

- i. The Commissioner pointed out that the Clean Transportation Investment Program (CTIP) is being adjusted to respond to near-zero- and zero- emission fuels more explicitly than in previous years, when it has instead targeted a broad diversity of non-petroleum fuels. This program’s latest iteration is being proposed to the advisory committee in October, which provides approximately \$130MM through 2023 for medium- and heavy- duty electrification, as well as an additional \$20MM in public hydrogen infrastructure in 2021 and 2022 each, and \$10MM in 2023. The Commission is also making \$10MM available as a broad recovery fund, supporting community engagement.
 - ii. The Integrated Energy Policy Report (IEPR) was also flagged for its focus on transportation, and an upcoming report on charging needs across the state, were identified as important resources for the medium- and heavy- duty sectors. These are due to be published in the next few months. *The Commissioner suggested that it may be useful to present on the findings at a future Committee meeting, once the reports are published.*
- b. The Port of Long Beach said that an agreement among regional stakeholders on the coordinated deployment of zero-emission fueling infrastructure is critical, and added that its initial work developing small-scale blueprints with terminal operators through demonstration projects has laid the foundation for pursuing master planning over the next two years. Funding remains a challenge, however, which must be met with planning grants and partnerships.
- i. The joint ports added that resilience planning plays an important role in this work, and that they are engaged with their respective utilities to address shortfalls and solutions. The Committee advised that the Clean Transportation Coalition and the CEC should collaborate closely to ensure that a meaningful portion of the funds that are directed to transportation are used to support port corridor work, including resolving volatility in the price of electricity over the long term in order to reduce the investment risk of electric vehicles and equipment.
 - ii. Committee member South Coast AQMD agreed that planning requires attention to ensure that long-term goals are met, but advised that funding and policies supporting near-zero-emission technologies are needed now to meet air quality attainment standards.
 - iii. Mayor Garcetti’s office noted that the ports’ plan to reach its zero-emission target in drayage trucks is not as granular as expected, and recommended that the ports leverage an upcoming report from NREL and LAWDP to define their own plan in greater detail. The Mayors’ office suggested that collaboration with a transportation electrification partnership as well as with policy and industry experts are important pathways to pursue.
- c. *The Committee and the ports recommended submitting a letter recommending that upcoming legislation for AB1 has clear and comprehensive references to freight and port operations. GNA will develop a sub-committee to develop an initial draft for Committee review.*



4. Update on CARB Activities (CARB)

- a. Joint CARB/CEC ZE Drayage Truck RFP (\$40M)
 - i. This solicitation is expected to be released between late September and early October and will not stipulate a funding split between hydrogen fuel cell and battery electric technologies. However, the agency disclosed that the CEC's portion of this program will target infrastructure and workforce training, while CARB's portion will target vehicle equipment, in alignment with each agencies' respective area of expertise.
- b. ACT Regulation, and fleet rule
 - i. Two workshops will be held this fall to define the regulatory framework for the upcoming Fleet Rule, as well as the ACT Regulation's fleet reporting requirement. CARB advised that Committee share its insights on the role of beneficial cargo owners in fleet reporting so that they may be officially recognized and incorporated into the final program.
- c. Low NOx Omnibus Regulation
 - i. CARB identified this recently-passed rule as the agency's last opportunity to finetune its heavy-duty truck regulations. The regulation is expected to achieve a reduction of 23 tons of NOx daily by 2031 as well as notable reduction in DPM, preventing 4,000 premature deaths with a \$37Bn public health benefit over the program life. The agency measured a cost-effectiveness of the rule of \$5.45/lb NOx.
 - ii. Responding to the Committee's question about expectations of OEMs meeting a prescribed standard prior to 2027, CARB said it is confident that manufacturers will remain committed to meeting the standards over the 2024-2027 timeline and that fleet purchases will ultimately achieve significant emissions benefits. CARB added that the technology changes proposed in this rule are comparatively less dramatic than the changes propose in the 2007 and 2010 rules, when low NOx engines were relatively new to the market.
 - iii. The Committee urged CARB to move an in-use emissions rule forward to accelerate fleet turnover to the 0.02 g/bhp-hr standard, adding that incentives and funding are needed to move the needle in the near term. The ports noted that fleet turnover is an important piece of the meetings that they are currently having with CARB on a proposed drayage truck rule, but that these are focusing on achieving a fully zero-emissions transition by 2035.
 - CARB emphasized that budget constraints exist, and that their board is not currently stressing rulemaking for near-zero-emission technology in the next two years. However, this may not necessarily be true for mobile source rulemaking - that requires input from a different team within the agency.
 - iv. CARB agreed to provide an update at the November meeting on the possible availability of mitigation funds from Daimler's emissions penalties.
- d. At-berth Regulation
 - i. An interim evaluation of this rule will be presented to the board in December 2022. Under the current proposal, policies for container reefers and cruise



proposal for this program with two fleets deploying 50 trucks each, and incorporating onsite power generation and storage.

- i. The Committee recommended that it provide a letter of support once the terms of the proposal can be shared in further detail.
 - ii. Emphasizing the important of transparency, GNA encouraged Committee members to bring forward any questions or concerns they may have about GNA serving in the dual roles of committee facilitator and applicant consultant on this proposal, at any time.
6. Clean Truck Fueling Infrastructure
 - a. The Committee reviewed and approved the sub-Committee's draft recommendation (Attachment F), pending minor edits. GNA will circulate the finalized recommendation by email for final approval, and will facilitate onward submission to the target audience.
 - b. To continue the conversation about on-road drayage and off-road CHE fueling infrastructure, Committee members will independently review available funding programs that may be used to support such projects and share their findings at the Committee's January 2021 meeting.
7. Next SSCAC Meeting:
 - a. November 18th, 2020; 11 am - 3 pm PDT
 - b. GoTo Webinar
8. Conclusion & Next Steps
 - a. GNA will work with the appropriate Committee members to address the action items identified during this meeting, and with the ports to engage their executive directors for a future conversation.



Attachment A
List of Meeting Participants

SSCAC Committee Members	
Michele Grubbs	PMSA
Thomas Jelenic	PMSA
Matt Miyasato	South Coast AQMD
Heather Arias	CARB
Marnie Primmer	FuturePorts
Joe Lyou	CCA
Louis Dominguez	San Pedro Neighborhood Council
Stella Ursua	Grid Alternatives
Adrian Martinez	EarthJustice
Los Angeles Port & City Staff	
Chris Cannon	Port of Los Angeles
Tim DeMoss	Port of Los Angeles
David Libatique	Port of Los Angeles
Michael Samulon	City of LA, Mayor's Office
Lauren Faber O'Connor	City of LA, Mayor's Office
David Reich	City of LA, Mayor's Office
Irene Burga	City of LA, Mayor's Office
Jacob Haik	Councilman Joe Buscaino's Office
Long Beach Port & City Staff	
Heather Tomley	Port of Long Beach
Sam Joublat	Port of Long Beach
Morgan Caswell	Port of Long Beach
Wei Chi	Port of Long Beach
Justin Ramirez	City of Long Beach, Mayor's Office
Meeting Facilitation Staff	
Erik Neandross	GNA
Eleanor Johnstone	GNA
Patrick Couch	GNA
Benjamin Chan	GNA
Other Stakeholders	
Brian Choe	South Coast AQMD
Sydney Vergis	CARB
Kim Heroy-Rogalski	CARB
Naveen Berry	South Coast AQMD



Alejandra Vega	South Coast AQMD
Ben De Alba	CEC



Attachment B

Meeting Agenda

1. Review & Approve July Meeting Summary
2. POLA / POLB Opening Remarks
3. Discussion - Port Infrastructure Needs & Access to Funding Programs
 - a. Introduction - Commissioner Monahan
 - i. Clean Transportation Investment Program
 - ii. Integrated Energy Resource Plan
 - b. Applicability to Port Battery Electric and Hydrogen Fueling Infrastructure
4. Update on CARB Activities (CARB)
 - a. Joint CARB/CEC ZE Drayage Truck RFP (\$40M)
 - b. ACT Regulation, and fleet rule
 - c. Low NOx Omnibus Regulation
 - d. At-berth Regulation
 - e. Harbor Craft Regulation
5. Clean Truck Program Update (Ports)
6. Clean Truck Fueling Infrastructure
 - a. Review Clean Truck Fueling Infrastructure Recommendation
 - b. Future Discussion Planning
7. Next SSCAC Meeting:
 - a. November 18th, 2020; 11 am – 3 pm PDT
 - b. GoTo Webinar
8. Conclusion & Next Steps



Attachment C
Presentation



Attachment D
CARB Summary - Omnibus Regulation



Attachment E

Port Summary - Port of Long Beach Project Priorities



Attachment F
Draft Recommendation - Fueling Infrastructure