



Sustainable Freight Advisory Committee *Meeting Summary - DRAFT*

Date: October 26th, 2016 | 11 am – 3 pm

Location: In-person at the Port's Harbor Administrative Building and via phone conference

Attendees: Attachment A

Meeting Agenda: Attachment B

Overview:

The October Sustainable Freight Advisory Committee (i.e. the Committee) meeting was kicked off by an update on the effect of Hanjin's bankruptcy on Port of Los Angeles operations including the availability of chassis in the Port complex. In addition, a review of the San Pedro Bay Port cargo forecast study was provided by Mike Keenan, Port of LA Planning Director, and a presentation of the City's Sustainable City pLAN by Matt Petersen. The Committee reviewed and approved two recommendations on zero-emission top handlers and zero-emission drayage trucks. The Committee also worked on a recommendation on accelerating the deployment of clean trucks in the harbor but consensus was not reached; therefore continued discussion of the recommendation will take place in advance of the November Committee meeting.

Key Discussion Items (Action items in green)

1. Review and approve September meeting summary

- The Committee agreed to approve the minutes as is. The group agreed to revisit later in the meeting a discussion that took part about the Port's truck sun-setting initiative as part of the Clean Truck Program.
- **ACTION ITEM: GNA to send the approved meeting summary to Mayor Eric Garcetti, via Matt Petersen, and Gene Seroka.**

2. Update on Hanjin

- Jonathan provided an update on the Hanjin situation and potential shortage of chassis. The current availability of chassis is leveling out but if another bankruptcy were to occur, there will be a critical shortage of chassis in the harbor. Michele noted that a shortage in chassis will ultimately back up ships in the harbor.



- **ACTION ITEM:** Gene to provide an update to the group at the next meeting to follow his quarterly meetings with the chassis providers

3. Review Mercator San Pedro Bay Ports Cargo Forecast

- Mike Keenan, Director of Planning at the Port of Los Angeles reviewed the various growth models from the Mercator Study with the Committee.
 - The current forecast illustrates that the Ports cargo could grow to 41 million TEUs by 2040. The low growth forecast illustrates cargo at 31 million TEUs and the high growth forecast illustrates 53 million TEUs. The current capacity of the Port complex is around 32 million TEUs so the Port complex needs to plan for this growth accordingly.
- There was no action item taken on this report by the Committee.

4. Sustainable City pLAN presentation

- Matt Petersen provided an overview of the goals outlined in the City's pLAN, with a specific focus on the Port and regional goods movement issues.
 - A few key goals and strategies that impact the Committee:
 - 15% of all goods movement trips to be zero emissions by 2025 and 25% by 2050
 - Zero non-attainment days
 - a. Port is the biggest opportunity to help the region reach this goal
 - Reduce emergency room visits to 14 per 1,000 children
 - a. City of LA is currently at 9; Central City is 31; Harbor Gateway is 16 per 1,000.
 - Reduce GHG emissions 45% by 2025, 60% by 2035, and 80% by 2050
 - There is a big focus on electric vehicles. The Mayor wants to lead by example and has committed that 50 percent all new city fleet purchases will be battery electric plug in by 2017. The City is leading an effort to issue an RFI to EV manufacturers using the combined fleets of Los Angeles, Seattle, Portland and San Francisco.

5. Electric top handler update and review recommendation

- The following recommendation was approved:
 - The SFAC recommends to the Mayor and the Port of Los Angeles that by December 31, 2016, the Port issue an RFP for the demonstration of zero-emission top handlers at one or more port terminals. The project should include the following elements:
 - Demonstration of top handlers from two or more OEMs to provide comparative information on different system technologies.



- Integration of the zero-emission top handlers with electric UTRs in terminal operations to demonstrate the potential for these technologies to work as a system.
- Demonstrate the ability to move containers in rail operations entirely using zero-emission equipment (UTR, top handler, RMG). Following the successful demonstration of the equipment in a rail operation, further demonstrate the technology in all other terminal operations in order to demonstrate the feasibility of the equipment in all applications it could eventually be asked to serve.
- Collection of key performance indicators, including operational, criteria pollutant emissions, energy usage, and GHG emissions data documented in a publicly available report together with a comprehensive economic analysis documenting all capital, operating, maintenance and overall life-cycle compared to traditionally fueled equipment. Performance testing to first take place in rail operations so that an electrified unit can be compared against a traditionally fueled unit (a unit typically consists of 2 top handlers and 6 to 7 UTRs), with additional performance testing in other applications to follow the successful demonstration in the rail operation.
- Identify opportunities and barriers to ensure standardization of charging infrastructure and fittings for both top handlers and UTRs.
- **ACTION ITEM:** GNA to send the approved recommendation to Mayor Eric Garcetti, via Matt Petersen, and Gene Seroka.

6. Electric truck project concept update and recommendation

- The following recommendation was approved:
 - The SFAC recommends to the Mayor and the Port of Los Angeles that the Port pursue the evaluation and demonstration of zero-emission drayage trucks in preparation for a feasibility report in 2020, or sooner. The project should include the following elements:
 - Survey and summarize the status of currently funded zero-emission (battery and fuel cell) drayage truck projects in California.
 - Assess the likely timeframe that POLA could begin to develop a “second wave” ZE drayage truck deployment based on developments and outcomes from on-going ZE drayage truck projects.
 - Identify potential additional needs in on-going projects that relate to types of drayage truck operations, demonstration of feasibility, scale of demonstrations, and/or other such factors.



- Provide a publicly available report documenting the assessment and identification of additional needs.
 - Based upon the identified additional needs, support a “second wave” deployment of a meaningful number of units (50 to 100, if not more), with the deployment anticipated in the 2018 – 2019 timeframe. This deployment will be means to augment or expand the existing funded projects and move toward a determination of feasibility for 2020 feasibility report.
 - Document in the 2020 feasibility report the next steps for additional ZE drayage truck deployments and feasibility reports in 2025 and 2030.
 - Work to commence scaled deployments of ZE drayage trucks in 2020 in order to achieve an ultimate goal of a 100 percent ZE drayage truck fleet in the ports by 2035.
- **ACTION ITEM:** GNA to send the approved recommendation to Mayor Eric Garcetti, via Matt Petersen, and Gene Seroka.

7. Acceleration of cleaner trucks in the harbor recommendation

- After much discussion and deliberation, the Committee did not come to a consensus on a recommendation for accelerating the deployment of cleaner trucks in the harbor.
- **ACTION ITEM:** GNA to continue to work with the Committee over the next month and to prepare language for the Committee to review at the November meeting.

8. Increase use of bonnet system

- Due to time limitations, this item was not discussed. It will be on a future meeting agenda.

9. POLA Open House Meetings

- Due to time limitations, this item was not discussed. It will be on a future meeting agenda.



Attachment A

Meeting Attendees

COMMITTEE MEMBERS

Louis Dominguez

Michele Grubbs

James Jack (via phone conference)

Joe Lyou

Adrian Martinez (via phone conference)

Cynthia Marvin (via phone conference)

Henry Hogo

Peter Peyton (via phone conference)

Jonathan Rosenthal

Elizabeth Warren

CITY OF LOS ANGELES

Matt Petersen

Michael Samulon

PORT OF LOS ANGELES & CONSULTANTS

Doane Liu

David Libatique (via phone conference)

Amber Coluso

Mike Keenan

Erick Martell

Erik Neandross

Patrick Couch

Alexis Wiley

Chair of the Port & Environment Committee,
Coastal San Pedro Neighborhood Council

Vice President, Pacific Merchant Shipping
Association

Executive Director, Coalition for Responsible
Transportation

President & CEO, Coalition for Clean Air &
Governor's Appointee to the SCAQMD Governing
Board

Staff Attorney, Earthjustice

Division Chief, California Air Resources Board

Matt Miyasato's proxy, SCAQMD

Former President, ILWU Marine Clerks Association
of Los Angeles & Long Beach

Co-Portfolio Manager, Saybrook Capital

Executive Director, FuturePorts

Sustainability Officer, City of Los Angeles Mayor's
Office

Policy Analyst, Sustainability Office, City of Los
Angeles Mayor's Office

Deputy Executive Director & Chief of Staff, Port of
Los Angeles

Senior Director of Government Affairs, Port of Los
Angeles

Port of Los Angeles

Port of Los Angeles

Port of Los Angeles

Chief Executive Officer, GNA

Vice President, GNA

Communications & PR Manager, GNA



Attachment B
Sustainable Freight Advisory Committee
October 26th | 11 am – 3 pm
Meeting Agenda

1. Review and approve meeting summary from September meeting – **5 min**
2. Update on Hanjin (POLA) – **10 min**
3. Review Mercator San Pedro Bay Ports Cargo Forecast – **15 min**
Report attached
4. Sustainable City pLAN presentation (Matt Petersen, see) – **45 min**
Supplemental materials:
 - Sustainable City pLAN:
https://www.lamayor.org/sites/g/files/wph446/f/landing_pages/files/The%20pLAN.pdf
 - 2015 Port of LA Air Emissions Inventory (summary of emissions on page ES-1):
https://www.portoflosangeles.org/pdf/2015_Air_Emissions_Inventory.pdf
5. Electric top handler update and review recommendation – **15 min**
6. Electric truck project concept update and recommendation – **15 min**
7. Acceleration of cleaner trucks in the harbor recommendation – **30 min**
8. Increase use of bonnet system – **15 min**
9. POLA Open House Meetings – **20 min**
 - a. Summary of October meeting
 - b. Planning for January meeting
 - i. Outreach strategy
 - ii. Agenda planning
10. Agenda planning for November meeting – **10 min**
 - a. Catenary Siemens project overview
 - b. System efficiency / short-haul rail discussion
 - c. Innovative financing solutions for clean truck technology deployments