



Sustainable Freight Advisory Committee *Meeting Summary*

- Date:** May 24th 2017 | 11:00 am – 3:00 pm PDT
- Location:** In-person at the Port's Harbor Administrative Building and via phone conference
- Attendees:** Attachment A
- Meeting Agenda:** Attachment B

Overview:

The May 2017 Sustainable Freight Advisory Committee (i.e. the Committee, or SFAC) meeting focused on the electrification of cargo handling equipment (CHE), a battery-electric vehicle demonstration project, and increasing on-dock rail to 50%. Language for a recommendation detailing a process for identifying opportunities for air pollution and greenhouse gas emission reductions from cargo handling equipment was approved.

Key Discussion Items (Action items in green)

1. Review and approve April meeting summary

- The Committee agreed to approve the minutes as is
 - **ACTION ITEM:** GNA to send the approved meeting summary to Mayor Eric Garcetti, via Matt Petersen, and Gene Seroka.
 - **ACTION ITEM:** GNA to post meeting summary on website

2. Update from POLA

- Michael DiBernardo provided an update on SA Recycling's new hybrid crane that, when plugged in, is fully electric.
- Michael informed the Committee that the Port had the best April in a 110 year history. The Committee discussed what this means in terms of diversion of cargo to other ports and if the San Pedro Bay Port Complex has seen a loss market share.
- Michael also gave an overview of the GE Transportation Portal project, which went live earlier this month. The project includes several BCOs and a few shipping lines that will have access to a dedicated website to where cargo is and when it will reach its destination.

3. Update on previous recommendations

- Zero-emission top handlers:



- The Port is finalizing their agreement with the CEC to accept the money.
- Zero-emission trucks:
 - A discussion around the 50-100 BET pilot project was discussed and whether or not the Committee would put forth a more detailed recommendation on this concept. The Committee tabled the discussion to agenda item #5.
- HPEC
 - The project is moving through the CEQA process.
- LADWP-POLA Committee
 - It was reported that the kick off meeting occurred earlier in the month with approximately 12 people where they discussed how to move the LED lighting recommendation forward. They also discussed power reliability and how the group could best plan for electrification needs in the near future.
 - The next meeting is set for June.
- LED Lighting
 - LADWP and the Port are working together to develop a scope, timeline and cost to switch over to LED lights.
- West Coast Ports RFI
 - The Mayor's office staff reported that this effort will be rolled into a larger Green Port Initiative the Mayor is leading.

4. EIR Updates

- Everport
 - Port staff informed the Committee that the EIR is out for public comment until June 5th.
 - One of the key elements of the EIR is a dredging work to deepen the berth to 53' and 47', which coincides with deepening of the main channel.
 - It is expected that the EIR will go to the Board in the Fall of 2017.
- China Shipping
 - Port staff informed the Committee that the SEIR, which looks to address mitigation measure that are outstanding, is expected to be released for public comment by the end of June.
- Other EIRs
 - Port staff mentioned that there are several other EIRs that the Port is expecting to release over the next year.

5. BEV Project Update

- The Committee discussed developing a recommendation on what it would take to demonstrate a 50-100 battery-electric drayage truck project.
- Financing and ownership of the vehicles were key issues that various members raised. The Committee using an RFP approach to seek proposals from vehicle makers on how best to structure a demonstration project rather than prescribing a specific project scope.



- The Committee discussed several key questions that need to be answered in the scoping phase of this project. Several Committee members volunteered to work in a sub-committee approach to further evaluate the development of this effort. Additionally, several non-Committee members were recommended to be included in these forward discussions.
 - **ACTION ITEM:** GNA to coordinate a working group to meet and further discuss this project effort.

6. CHE Recommendation

- An update was provided on the status of CARB's letter regarding the SB-1 interpretation. The letter is still being drafted and reviewed.
- The Committee reviewed a revised version of the CHE recommendation and provided a few minor edits and approved the recommendation. **See Attachment C for the approved recommendation.**
 - **ACTION ITEM:** GNA to post recommendation to website.

7. Clean Truck Program Update

- Port staff provided an update on the status of the clean truck program (CTP) as part of the CAAP and how it could be affected by SB-1. Discussion among the two San Pedro Bay Ports continues via the sub-committee which has been established.
- The Committee discussed whether they were ready to approve a recommendation on accelerating the CTP. After deliberating, it was decided that the Committee couldn't reach consensus at this time. Further discussion on this will take place leading up to and at the June SFAC meeting.

8. 50% On-Dock Rail

- It was reported that currently both ports are move about 29-30% of containerized cargo via on-dock rail.
- The Committee discussed what it would take to increase on-dock rail capacity to 50%. Port staff noted that off-Port infrastructure and strategies will be critical to achieving such a goal. General strategies were discussed on how to reach such a goal, they included:
 - Densifying terminals to provide more staging area and/or add additional rail lines
 - Updating and adding support track throughout the Port
 - Coordinating with rail lines to move cargo out of the port and then restaging it elsewhere before the cargo reaches its final destination
 - Utilizing a system like GE's Transportation Portal to understand where cargo is going.
- Ultimately, it was agreed by the Committee and Port staff that this is an important goal to reduce emissions from trucks and CHE



- The Committee agreed to put forth a recommendation to work with GE or a similar system to get a better understanding of where cargo is going, which will help assess the best path to reach 50% on-dock rail
 - ACTION ITEM: GNA to work with the Committee members to draft a recommendation on this topic for discussion at the June meeting.



Attachment A

Meeting Attendees

COMMITTEE MEMBERS

Michele Grubbs	Pacific Merchant Shipping Association
Thomas Jelenic	Pacific Merchant Shipping Association
Joe Lyou	Coalition for Clean Air & Governor's Appointee to the SCAQMD Governing Board
Liz Yura (via phone conference)	California Air Resources Board
Adrian Martinez	EarthJustice
Matt Miyasato	South Coast Air Quality Management District
Jonathan Rosenthal	Saybrook Capital
Peter Peyton (via phone conference)	Former ILWU
Louis Dominguez	Coastal San Pedro Neighborhood Council

STAFF & CONSULTANTS

Tony Gioello	Port of Los Angeles
Tim DeMoss	Port of Los Angeles
Lisa Wunder	Port of Los Angeles
Arley Baker	Port of Los Angeles
Erick Martell	Port of Los Angeles
Michael Di Bernardo	Port of Los Angeles
Emily Yen	Port of Los Angeles
Matt Petersen	City of Los Angeles, Mayor's Office
Michael Samulon	City of Los Angeles, Mayor's Office
David Reich	City of Los Angeles, Mayor's Office
Erik Neandross	GNA
Patrick Couch	GNA
Alexis Wiley	GNA



Attachment B

Meeting Agenda

1. Review and approve meeting summary from April meeting
2. Update from POLA
3. Update on previous recommendations
 - a. ZE top handlers
 - b. ZE trucks
 - i. Review scorecard and provide feedback
 - c. Clean Trucks Program
 - d. HPEC
 - e. POLA-LADWP Committee
 - f. LED Lighting
 - g. West Coast Ports RFI
4. EIR Updates
 - a. Everport
 - b. China Shipping
5. BEV Truck Pilot
6. CAAP recommendations
 - a. CHE recommendation update
 - b. Clean Truck Program
7. Discussion on how to increase on-dock rail to 50%
8. Agenda planning for June meeting
 - a. Marine and rail discussion and draft recommendation concepts



Attachment C

Cargo Handling Equipment Recommendation

The members of the Sustainable Freight Advisory Committee have reached agreement on proposing the following process for identifying opportunities for air pollution and greenhouse gas emission reductions from cargo handling equipment. Initial positions on cargo handling equipment recommendations varied widely and many members made significant compromises and accommodations to reach a consensus on this proposal. As such, this recommendation may not represent the preferred alternative of any individual member of the committee but a reasonable and viable process on how to address this complicated and controversial issue upon which all committee members could agree.

1. Opportunity Study

- a. Complete a detailed study of the terminals within the Port to identify the best potential opportunities for the deployment of zero and/or near-zero emission cargo handling technology and supporting fueling infrastructure.
- b. Work with each Port terminal to identify the equipment to be replaced with zero and/or near-zero emission technologies. Such equipment could include, but is not limited to:
 - (1) Ship to Shore cranes
 - (2) RTGs
 - (3) Forklifts
 - (4) Yard hostlers
 - (5) Pickup trucks
 - (6) Top picks
 - (7) Other TBD
- c. Review the Port emissions inventory to confirm which groups of equipment represents the largest sources of emissions.
- d. Work with fuel providers and LADWP (via POLA/DWP committee) to understand the requirements, costs, timelines and other key considerations to develop the necessary refueling / charging infrastructure, and the anticipated delivered fuel costs to the end-user
 - (1) Provide an infrastructure development plan to document the total costs for each Port terminal facility to transition to zero and/or near-zero emission alternatives
 - (2) Determine the total potential fuel and/or electrical power load for each facility and identify a pathway to serve this fuel/power demand
 - (3) Study how integration of renewables and energy storage could aid in reducing rates and lifecycle emissions
- e. Determine the estimated costs, emission benefits, efficiency improvement, and estimated implementation timeline for a transition to zero and/or near-zero emission alternative



technologies, fueling infrastructure and fuel within each terminal facility and overall for the Port.

- f. Develop concepts, cost structures and incentives required to facilitate the aggressive transition of CHE to zero and/or near-zero emission alternatives.

2. Multi Port Clean Tech RFIs

- a. Work with industry representatives to develop an "equipment requirements" document for each major piece of equipment.
- b. Coordinate with other ports to develop and issue an RFI for zero and/or zero emission equivalent technology (prioritize the RFI based upon the findings from Task 1.a., 1.b. and 1.c.).

3. Project Development

- a. Advocate to have CARB, CEC, SCAQMD, others allocate funding for port / goods movement zero and zero emission equivalent deployment.
- b. Aggressively seek funding for projects that show promise via Task 1 –Opportunity Study.
- c. Use the Opportunity Study (above), "Score Board" (below) and "gap analysis" to identify best opportunities for new deployments of zero and near-zero emission equipment in on-road and off-road port applications.

4. Share Success Stories & Best Practices

- a. Develop and publish a "Score Board" for funded zero and/or near-zero emission truck and CHE projects in on and off road applications. In the scorecard, confirm:
 - (1) Which are port related and which are not.
 - (2) Status: funded; on order; operational; other.
- a. Measure data and showcase projects like Green Omni, Everport and other demonstration efforts to encourage regional learning and replication (i.e. share results).
 - (1) Develop "Best Practices" guide based upon results; POLA to update annually.
 - (2) Uses data from this task to assist in the development of the 2020 and 2025 CHE feasibility studies noted in the Draft CAAP Discussion Document.
- b. POLA to host an annual event on zero and/or near-zero emission deployment efforts in order to share the latest information and successes with Port terminals, equipment providers and other stakeholders. The event should:
 - (1) Showcase success stories and best practices
 - (2) Showcase technology and innovation
 - (3) Share info among terminals