



Sustainable Freight Advisory Committee *Meeting Summary*

- Date:** April 26th 2017 | 10:00 am – 2:00 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 April 2017 Sustainable Freight Advisory Committee (i.e. the Committee, or SFAC) meeting focused heavily on the electrification of cargo handling equipment (CHE) and the impacts of recently state-level policy actions, namely SB-1 (California's Transportation Bill) and the recent CARB board directive to staff on zero emission CHE. Language for recommendations on LED lighting at terminals and development of Multi-port RFIs for advanced technologies were approved, with minor milestone details to be added on the LED lighting recommendation.

Key Discussion Items (Action items in green)

- 1. Review and approve March 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**
 - Gene Seroka provided an update on issues related to the Committee's mission and general updates and activities in the port and goods movement sector.
 - The impact of the recently passed California transportation bill (SB-1), and amendments to the State Implementation Plan (SIP) made by the California Air Resources Board (CARB), are being assessed by the industry. Continued collaboration among the SFAC members and other stakeholders will be important.
 - New shipping alliances are beginning to move cargo. The Port has been working with alliance companies for several months to prepare for, and minimize, logistical issues related to the new alliances. Current challenges are primarily related to new partners learning to coordinate their systems.



- The Port of Long Beach has hired a new Executive Director, Mario Cordero.
- CAAP stakeholders have asked for additional time to review and comment on the draft CAAP documents. A joint CAAP subcommittee meeting is expected to occur in May, with a full joint Board Meeting to review staff recommendations on the CAAP structure to likely occur later this year.
- Two additional SFAC meetings are scheduled for May and June, at which point the committee will have met its initial one year term. The Port would like to see the next generation of the committee focus on accelerated demonstration of advanced technology within the Port and throughout the West Coast.

3. Update on previous recommendations

- Zero-emission top handlers:
 - With funds now awarded for the project, the POLA is working through the contracting process with the key project partners. It is expected that the initial delivery of the equipment for testing will be in Spring 2018.
- Zero-emission trucks:
 - An update as provided on the GNA-prepared summary of the heavy-duty EVs funded to date in California. An estimated 671 electric HDVs have been funded, and 204 are expected to be funded under a pending Prop 1B solicitation through the SCAQMD (total of 875 units). Approximately 100 HDEVs are Class 7 or 8 semi-tractors, with approximately 50 percent of these being port drayage trucks. **(See Attachment C)**
 - Related, an update was provided on the Toyota Portal fuel cell truck demonstration, which was launched the week prior in the Port of LA.
 - Additionally, the \$500,000 "Workforce Training Partnership" grant that was awarded for training programs involving ILWU and PMSA. The funds will be used to provide training to "upskill" and "reskill" incumbent labor. Advanced technology is expected to be a focus of such training.
- HPEC
 - Permitting and development work continues to move forward.
- LADWP-POLA Committee
 - Discussion on this recommendation was deferred to the LED Lighting item on the agenda given the relationship between the two issues.

4. LED Lighting recommendation update

- The Committee discussed the draft LED Lighting recommendation language and potential timelines for implementation.
 - Several terminals in the Port of LA are already using LED lighting and/or are working to implement LED lighting in the near term. Fixture ownership, procurement, replacement, up-front capital costs and ongoing operational costs are key details that must be worked out between the Port and its tenants. The limited suppliers of



approved fixtures is a remaining challenge. However, when installed, the feedback from the dockworkers on the quality of the lights has been very positive.

- While the Port has made great progress with its LED lighting program, there remain several terminals that have not yet been retrofit with LED fixtures. The SFAC Therefore discussed and approved the “POLA LED Light Conversion Recommendation,” pending input on milestone timelines from Port staff. **(See Attachment D)**
- Port staff will further study realistic timeframes to convert terminals based on equipment lead times, site work, and staff resources.
- **ACTION ITEM:** Port staff to provide input on timelines to be included in recommendation. GNA to prepare and provide the final recommendation to the Mayor and Gene, and post on POLA website.

5. Multi-Port Clean Tech RFIs recommendation update

- The Committee discussed and approved the *Multi-Port Clean Tech RFIs* recommendation language. **(See Attachment E)**
 - **ACTION ITEM:** GNA to prepare and provide the final recommendation to the Mayor and Gene, and post on POLA website.

6. Clean Truck Program & impact of SB-1 / CARB CHE resolution overview

- An update was provided on ARB’s current interpretation of language in SB-1 that affects the ability of ARB to adopt regulations that require replacement, retrofit, retirement, or repowering of HDVs prior to specific age and mileage limits **(See Attachment F)**. It was emphasized that:
 - SB-1 only limits ARB’s ability to require truck owners to upgrade / replace their trucks in the future. SB-1 does not impact on ARB’s ability to pursue new engine standards.
 - The section of the California Health & Safety code that is impacted by SB-1 is focused on the abilities of the state-level air board, and does not apply to the abilities of a port or an air district, indirect source rules, or CEQA mitigations measures and requirements.
 - ARB continues to encourage the ports and air districts to proceed with their respective clean truck program concepts. ARB does not want SB-1 to change the trajectory of such efforts as they are absolutely necessary for the State to achieve federal air quality standards.
 - ARB knows there are conflicting opinions on the impact of SB-1 and will therefore be issuing a letter / memo to the air districts and ports in the near term to make clear ARB’s opinions, conclusions and recommended direction on forward clean truck programs.
- An update was also provided on ARB’s new resolution, adopted by their Board during the March 2017 Board meeting. **(See Attachment G)**



- ARB staff will develop a foundational analysis of regulatory concepts to reduce emissions from freight-related facilities. Considered options will include, A) sector-specific (CHE, trucks, ships, etc) regulatory changes to gain additional emission reductions from these sources, and B) indirect source rules that regulate emissions at the facility level. These two options will be presented back to the ARB board in March 2018, at which point the board will provide additional direction to staff on which path to proceed.
- It was emphasized that the board directive was not to develop and submit back an indirect source regulatory package, but to evaluate this as one of two options to secure additional emission reductions more quickly. It was also noted that the 2014 ARB Freight Pathways document includes a few pages of narrative on facility-based approaches for gaining such emission reductions.
- To inform both pathways of the ARB staff analysis, ARB will seek to complete surveys of equipment owners and facilities. ARB will be posting draft surveys for port and rail facilities for public comment. Finalized surveys are expected to be sent to port and rail facilities in the next 60 days.

7. CHE recommendation update

- Due to time constraints, a brief overview of the draft recommendation for cargo handling equipment was provided. It was requested that the SFAC members review and comment on the language in advance of the May SFAC meeting.
- The draft recommendation will be discussed at the May meeting.

8. Funding for Advanced Technology

- The draft language included in the proposed SB-4 that would restrict the use of public monies in regard to funding automated cargo handling equipment was discussed. There has been extensive discussion about this language amount CAPA, ILWU, PMSA and other stakeholders.
- No specific action from the SFAC was taken.

9. Discussion on how to increase on-dock rail to 50%

- Due to time constraints the Committee agreed to table this discussion until the next meeting

10. Marine and rail discussion and draft recommendation concepts

- Due to time constraints the Committee agreed to table this discussion until the next meeting.



Attachment A

Meeting Attendees

COMMITTEE MEMBERS

Michele Grubbs	Vice President, Pacific Merchant Shipping Association
Joe Lyou	President & CEO, Coalition for Clean Air & Governor's Appointee to the SCAQMD Governing Board
Cynthia Marvin	Division Chief, California Air Resources Board
Fred Minassian	South Coast Air Quality Management District
Jonathan Rosenthal	Co-Portfolio Manager, Saybrook Capital
Elizabeth Warren (via phone conference)	Executive Director, FuturePorts
James Jack (via phone conference)	Executive Director, Coalition for Responsible Transportation
Louis Dominguez	Chair of the Port and Environment Committee, Coastal San Pedro Neighborhood Council

PORT OF LOS ANGELES & CONSULTANTS

Gene Seroka	Port of Los Angeles
Tony Gioello	Port of Los Angeles
Chris Canon	Port of Los Angeles
David Libatique	Port of Los Angeles
Michael Di Bernardo	Port of Los Angeles
Janice Sidley	Port of Los Angeles
Erik Neandross	GNA
Patrick Couch	GNA



Attachment B

Sustainable Freight Advisory Committee

April 29th | 10:00 am – 2:00 pm PDT

Meeting Agenda

1. Review and approve meeting summary from March meeting
2. Update from Gene Seroka
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
4. LED light conversion recommendation
5. West coast ports RFI recommendation
6. CAAP update / impacts of recent policies
 - a. CHE recommendation update & impact of CARB CHE regulation
 - b. Clean Truck Program & impact of SB-1
7. Funding for advanced technology
8. Agenda planning for May meeting (Wednesday, May 24th)
 - a. Discussion on how to increase on-dock rail to 50%
 - b. Marine and rail discussion and draft recommendation concepts



Attachment C

SUMMARY: Draft Status of Zero Emission Development for Cargo Handling Equipment and Drayage Trucks

Summary

Equipment Type	Completed Projects	Active Projects	Total Units
ZE RTG	1	1	10
Hybrid RTG	1	0	1
ZE Yard Tractor	3	7	76
PHEV Yard Tractor	1	0	1
NZE Yard Tractor	0	2	22
ZE Top Handler	0	3	4
ZE Reach Stacker	0	1	1
ZE Drayage Truck	1	10	70
NZE Drayage Truck	0	1	20
PHEV Drayage Truck	0	8	22
ZE Forklift	0	1	2
Other*	0	2	N/A
Total	7	19	229

*Workforce Training and Charging Equipment projects

- Note that most projects are expected to complete in the 2017-2019 timeframe.
- Total value of funds awarded for identified projects: \$117 million
- The total does not include \$545,000 for Charging Equipment and Workforce Training projects recently awarded to the Port of Long Beach.

Other Funded ZE Truck Deployments

Program	Tractor	UTR	Delivery	Utility	Bus
Proposition 1B	47 (+55 pending)	0	35 (+149 pending)	0	0
HVIP	0	15	348	1	225
Total	47 (+55 pending)	15	383 (+149 pending)	1	225



Attachment D

POLA LED Light Conversion Recommendation

The SFAC recommends to the Port of Los Angeles and LADWP work to aggressively retrofit the lighting in the Port to high efficiency LED technology as soon as possible. It is recommended that this project effort be a top priority within the Port of Los Angeles / LADWP committee being implemented as a result of a prior SFAC recommendation.

The Port and LADWP should likely focus on the “high mast” lighting installations which typically consist of approximately twelve (12) 1,200 to 1,500 watt fixtures. Retrofitting these large consumers of electricity will likely provide the best opportunity for achieving economically and environmentally sustainable results in the shortest time possible.

It is expected that these “early wins” can likely be achieved relatively quickly and easily. These early wins will help to establish a successful working relationship between the member of the LADWP/Port of LA committee, which will help in the pursuit of the larger and more complicated study efforts on port electrification.

Beyond the high mast lighting installation, all Port of Los Angeles lighting within the terminals and Port complex should be considered as part of this effort.

Throughout all of these efforts, the Port should work to maximize the opportunity for the investment by LADWP’s Energy Efficiency Solutions Group in these retrofits and upgrades.

With the LADWP/POLA committee expected to commence its work together in May 2017, the SFAC recommends that this committee develop a framework for the LED Light Conversion Program by January 31, 2018, or sooner. This framework shall identify key Program milestones, terms, and ultimately, an expected completion date for the successful conversion of all high mast lighting within the Port of Los Angeles.



Attachment E

Multi-Port Clean Tech RFIs

The SFAC recommends to the Port of Los Angeles lead the development of multiple Multi-Port Requests for Information (RFI) from manufacturers of zero and near-zero emission drayage trucks, container handling equipment, marine engine / fuel technologies, LED lighting, and other potential equipment.

The RFI should seek information from manufacturers on the current and future commercial availability of zero and near zero emission technology, pricing for such technology, and other relevant information. It should focus on the pieces of equipment that are most common and ubiquitous among port facilities and terminal operators in order to understand the opportunities for leverage with greater volume procurement commitments.

As part of this effort, the Port of Los Angeles and Mayor's office should work to coordinate with other ports, and possibly other world port partners, on strategies, technologies and fuels that can be used to reduce emissions from the commercial marine vessels that call on these ports. Having a common approach to the use of cleaner / lower sulfur fuels compliant with ARB requirements, renewable / alternative fuels, cold ironing / AMP strategies, the increase use of exhaust capture and treatment (i.e. "bonnet") systems, etc. will provide greater opportunities for air quality improvements for all participating ports and surrounding communities.

The SFAC recommends that the Port of Los Angeles and Mayor Garcetti use the opportunity of the upcoming American Association of Port Authorities meeting this fall in Long Beach to promote and advance the multi-port RFI initiative.

It is recommended that an RFI be issued by December 31, 2017.



Attachment F

Final SB1 Text Related to Air Resources Board Regulation of In Use Trucks

SEC. 18. Section 43021 is added to the Health and Safety Code, to read:

43021.

(a) Except as provided in subdivision (b), the retirement, replacement, retrofit, or repower of a self-propelled commercial motor vehicle, as defined in Section 34601 of the Vehicle Code, shall not be required until the later of the following:

(1) Thirteen years from the model year the engine and emission control system are first certified for use in self-propelled commercial motor vehicles by the state board or other applicable state and federal agencies.

(2) When the vehicle reaches the earlier of either 800,000 vehicle miles traveled or 18 years from the model year the engine and emission control system are first certified for use in self-propelled commercial motor vehicles by the state board or other applicable state and federal agencies.

(b) This section does not apply to any of the following:

(1) Safety programs, including, but not limited to, those adopted pursuant to Section 34501 of the Vehicle Code.

(2) Voluntary incentive and grant programs, including, but not limited to, those that give preferential access to a facility to a particular vehicle or class of vehicles.

(3) Programs designed to address inspection of, tampering with, and maintenance of, emission control systems.

(4) Programs designed to address imminent health risks where evidence, unavailable at the time equipment is certified for use by the state board or other applicable state and federal agencies, is sufficient to show that immediate corrective action is necessary to prevent injury, illness, or death.

(c) This section only applies to laws or regulations adopted or amended after January 1, 2017.

(d) It is the intent of the Legislature for this section to provide owners of self-propelled commercial motor vehicles, as defined in subdivision (a), certainty about the useful life of engines certified by the state board and other applicable agencies to meet required environmental standards for sale in the state. This section is not meant to otherwise restrict the authority of the state board or districts.

(e) (1) The state board shall, by January 1, 2025, evaluate the impact of the provisions of this section on state and local clean air efforts to meet state and local clean air goals. The evaluation shall include a review of the following:



- (A) Compliance with the truck and bus rule (Section 2025 of Title 13 of the California Code of Regulations).
- (B) The benefits and impacts of measures enacted to improve local air quality impacts from stationary sources.
- (C) State implementation plan compliance.
- (2) As part of the study, the state board shall make recommendations to the Legislature on additional or different mechanisms for achieving those goals while recognizing the financial investments made by the effected entities. In developing the study, the state board shall take into account the report required in Section 38531 of the Health and Safety Code.
- (3) The state board shall hold at least one public workshop prior to the completion of the study.



Attachment G

CARB Board Additions to March 2017 Resolutions in Response to Comment

- ***At-berth regulation amendments.*** “BE IT FURTHER RESOLVED, that within 18 months of this date, ARB staff shall develop At-berth regulation amendments that achieve up to 100% compliance by 2030 for LA Ports and Ports that are in or adjacent to areas in the top 10% of those defined as most impacted by CES.”
- ***Cargo handling equipment (CHE) regulation amendments.*** “BE IT FURTHER RESOLVED, that within 24 months of this date, ARB staff shall develop Cargo handling equipment regulations to achieve up to 100% compliance with ZEV by 2030 for the same criteria as above.”
- ***Indirect Source Rule (ISR) concepts and alternatives.*** “BE IT FURTHER RESOLVED, that within 12 months staff shall return to the Board with concepts for an Indirect Source Rule to control pollution from large freight facilities including ports, railyards, warehouses, and distribution centers, as well as any identified alternatives capable of achieving similar levels of emission reductions.”
- ***South Coast facility-based mobile measure coordination.*** “BE IT FURTHER RESOLVED that the Board directs staff to participate with the District in the development of the facility-based mobile measures for the ports, railyards, warehouses, and airports and report back to the Board on the progress in achieving reductions from these facilities.”