Sustainable Supply Chain Advisory Committee
Drayage Truck Infrastructure Development Standards Recommendation
January 2022

The San Pedro Bay Ports Sustainable Supply Chain Advisory Committee (SSCAC, or Committee) submits the following recommendation for reducing air pollution and greenhouse gas emissions at the San Pedro Bay Ports to the Mayor of Long Beach, Robert Garcia; the Mayor of Los Angeles, Eric Garcetti; the Executive Director for the Port of Long Beach, Mario Cordero; and the Executive Director for the Port of Los Angeles, Gene Seroka.

This recommendation is made in alignment with previous SSCAC recommendations made in support of the joint ports' Clean Air Action Plan (CAAP) for achieving emissions reductions across the San Pedro Bay Port (SPBP) complex.

Committee Research and Findings

Under the 2017 Amendment to the CAAP, the mayors of Los Angeles and Long Beach directed the ports to transition to a 100% zero emission drayage truck fleet by 2035. This is one of several directives aimed at manifesting these four entities' stated intent to perform as state and even national leaders in transitioning the goods movement industry to clean, alternative fuels and technologies. Today, the ports' drayage fleet comprises >18,000 trucks, nearly 14,000 of which are in active service. Less than one percent of registered drayage trucks operate on fuels other than diesel or natural gas. Meanwhile, the State of California and its agencies are developing and have launched diverse programs and policies designed to accelerate the HD trucking industry's adoption of ZEVs; CARB is currently considering a proposal to require that registration in the ports' drayage service be restricted to ZEVs starting January 1, 2023.

Over several years of collaborative research and stakeholder engagement, the SSCAC has observed that the clean truck goals described under the CAAP are not supported by a clear roadmap illustrating the drayage truck fleet's transition. One specific and critical obstacle is the lack of precise plans from the relevant state agencies to develop ZEV fueling infrastructure around the SPBP complex that is capable of supporting the drayage fleet over the long term. This is partly informed by the ports' delays with and lack of specificity about the implementation of its Clean Truck Program. These factors create uncertainty in the market and thus hesitation and delay among investors. Industry stakeholders have stated that they are unwilling to make tangible capital investments in the fuel and fueling infrastructure needed to support the successful implementation of the CAAP given the lack of details around when, where and how clean trucks will be deployed.

Through extensive stakeholder engagement, the SSCAC has further observed that the investments required to support the drayage fleet are predicated on utilities and state agencies facilitating a large-scale transformation of the electric grid, as opposed to a series of isolated, dispersed upgrades for demonstration projects. This transformation requires close coordination among multiple entities, yet these entities lack a shared process with guiding standards of performance for this level of engagement. Stakeholders have also emphasized that actionable roadmaps and tangible resources for training dealers, drivers and technicians on the emerging ZEV fuels and technologies are required to ensure that the SPBP supply chain remains healthy and competitive. In the absence of a clearly-designated leader to establish a clear process for coordination among utilities, state agencies, and the workforce, the

Committee has observed that stakeholders harbor extreme concern that continued inaction will prohibit the ports and impacted drayage fleets from meeting the deadlines established in the CAAP and promoted under programs including CARB's Project 800 (issued by Executive Order). While several agencies are currently conducting or launching studies to further optimize a state-wide ZEV fueling strategy, the results of these efforts will lag the deployment time frames necessary to meet the previously referenced deadlines.

Committee Recommendation for Port Action

The joint ports currently do not provide fueling infrastructure for drayage trucks, and their mandate and ability to provide this infrastructure for ZEVs outside of the port gates is limited. Fleets, vehicle manufacturers, EVSE vendors, power/fuel providers and the local workforce are concurrently struggling to define their role and ability to participate in the ports' ZEV fleet transition. These operational features are barriers not only to the CAAP, but also to the credibility of the City of Los Angeles' and the City of Long Beach's proclaimed roles as climate leaders. As the above-mentioned stakeholders work to share actionable information on operational requirements, vehicle availability, power supply and workforce development, the Committee observes that there is an opportunity for the mayoral offices of Los Angeles and Long Beach to support coordination among stakeholders impacted by the Clean Truck Program. The SSCAC recommends taking the following actions:

(1) Work with the ports to define a clear implementation schedule for the Clean Truck Program.
(2) Collaborate with the ports to communicate this information to utilities, fueling infrastructure providers, and regional planning entities in a fashion that directly stimulates investments in public and private fueling infrastructure for HD ZEVs capable of supporting the ports' immediate (1-2 yrs) and near-term (3-5 yrs) deployment forecasts. Additionally, request that LADWP and SCE collaborate with the ports to produce an actionable plan for the continued deployment of infrastructure to meet the drayage fleet's expected ZEV adoption rate over the next 13 years. The Committee further recommends that the Mayor of Los Angeles direct local utility LADWP to invest in regional electrical service capacity.
(3) Request that the Governor's office provide support by directing relevant state agencies to define a clear process for bolstering the regional electrical supply grid and, where possible, deploying ZEV fueling infrastructure suitable to HD drayage trucks under standard commercial conditions (i.e., not for limited or discreet projects). Processes defined by state agencies must incorporate clear workforce training directives and resources. To mitigate risk and reduce stakeholder hesitancy to deploy ZEV fueling infrastructure for this specific segment, the Committee recommends that these processes include explicit timelines for each stage, supported by response time standards for utilities and permitting and authorizing agencies.