



SAN PEDRO BAY PORTS CLEAN AIR ACTION PLAN

July 2017
DRAFT CAAP 2017 UPDATE

Chris Cannon

Director of Environmental Management
Port of Los Angeles

Heather Tomley

Director of Environmental Planning
Port of Long Beach

Outreach To Date

Community

Environmental
Regulatory
Agencies

Trucking Industry

Environmental
Organizations

Shipping Lines

Railroads

Greater Los
Angeles Business
Community

Marine Terminal
Operators





Updates from Discussion Document

Goals:

- Revise CAAP strategies based on comments from stakeholders, input from staff and legislative/regulatory updates
- Provide additional information in support of proposed strategies



Recurring Themes

costs accountability feasibility assessments
interim targets infrastructure
zero-emissions
stakeholder process more time to plan
community health
economic competitiveness technology
transparency emission reductions more detail
regulatory coordination



No Substantial Changes

- Modify Vessel Speed Reduction Program to incentivize only 40 nm participation
- Incentivize energy-efficiency improvements on ships
- Impose differential rate system to incentivize newer vessels
- Incentivize harbor craft repowers to Tier 3 and Tier 4
- Establish a terminal equipment idling reduction program



No Substantial Changes

- Expand use of on-dock rail
- Develop charging standards for cargo-handling equipment
- Develop a Green Terminal Program
- Identify and implement supply chain efficiency incentives
- Develop infrastructure plans
- Develop and implement energy strategies



Cargo Handling Equipment

Original

Require ZE terminal equipment by 2030 (includes feasibility assessments every five years).

New Proposed

Participate in development of CARB's regulation to achieve up to 100% ZE for CHE by 2030, and accelerate where feasible (includes feasibility assessments every three years).



At-Berth Emission Reduction Strategy

Original

Incentivize at-berth emission reduction technologies for non-regulated ships.

New Proposed

Incentivize at-berth emission reduction technologies and participate in CARB's regulation to achieve up to 100% reductions in at-berth emissions by 2030, and accelerate where feasible.



Clean Trucks Program

Original

- 2018: Fee on trucks 10 years old or older
- 2020: Trucks must be MY 2010+
- 2023: New trucks entering service must be NZE (contingent on establishment of NZE engine standard)
- 2035: Trucks to be zero emissions

New Proposed

- 2018: New trucks entering service must be MY 2014+
- 2023: New trucks entering service must be NZE; Initiate rate structure with exemptions for NZE and ZE trucks (contingent on establishment of NZE engine standard)
- 2035: Goal for all trucks to be ZE; modify rate structure to exempt only ZE trucks



Clean Trucks Program

- Feasibility assessments every 3 years beginning in 2018
- Waive registration fee for ZE trucks
- By 2020, in partnership with the State and trucking industry, launch a pilot smog check program for heavy-duty trucks in San Pedro Bay to identify and eliminate gross polluters
- ZE truck pilot deployment at scale (e.g. 50-100 trucks)
- Starting immediately, secure incentive funding to accelerate introduction of NZE and ZE trucks



Universal Truck Appointment System

Original

Work with terminal operators to give preferential access to zero- and near-zero-emission trucks.

New Proposed

By 2020, adopt a universal appointment system to improve overall efficiency and minimize truck turn times.



Supporting Materials and Analyses

- Framework for Feasibility Assessments
- Preliminary Cost Estimates for Select CAAP Strategies
- Economic and Workforce Considerations
- Potential Emission Reductions from Select CAAP Strategies
- Bay-Wide Ocean Going Vessel Tier Forecast



Incremental Cost Estimates

	Low End	High End
Trucks		
Near-Zero Emissions	\$1,002,000,000	\$1,026,000,000
Zero-Emissions	\$2,927,000,000	\$8,289,000,000
Cargo-Handling Equipment		
Equipment	\$914,000,000	\$2,105,000,000
Infrastructure	\$2,166,000,000	
At-Berth Emission Reduction Technologies	\$138,000,000	
Incentive Programs for Ships	\$137,000,000	
Technology Demonstration & Development	\$22,000,000	
TOTAL	\$7,306,000,000	\$13,888,000,000



Schedule

Draft Discussion Document Released
11/17/16



Public Review and Comment Period through February 17, 2017

Extended

Stakeholder Meetings
Ongoing Meetings & Public Workshop
1/24/17



Continue to receive public comments – Verbal & Written

Draft CAAP 2017
Released 7/19/17



Responding to comments and preparing supporting documents

Public Comment
Through 9/18/17 & Public Workshop 8/30/17



Receive public comments – Verbal & Written

Final CAAP 2017
Joint Board Meeting
11/2/17



Joint Boards of Harbor Commissioners to consider approval



For More Details

Draft CAAP 2017 available at:

www.cleanairactionplan.org

Please provide comments:

caap@cleanairactionplan.org