

## INFORMATION REPORT

**Report:** Draft Seaport Air Quality 2020 and Beyond Plan- Status Report (**Engineering**)

**MEETING DATE:** 11/8/2018

**SUBMITTED BY:** Chris Chan, Director of Engineering

**APPROVED BY:** J. Christopher Lytle, Executive Director

### INTRODUCTION

As presented at the July 12, 2018, Board meeting, the Port of Oakland (“Port”) prepared a new draft air quality plan to address emissions from seaport operations: *Draft Seaport Air Quality 2020 and Beyond Plan (Draft Plan)*. The Port published the *Draft Plan* on June 29, 2018 with a public comment period through August 31, 2018. The *Draft Plan* proposes minimizing emissions of criteria air pollutants and toxic air contaminants (TACs) – with a focus on reducing diesel particulate matter (DPM) emissions. The *Draft Plan* encourages equipment owners to go beyond regulatory requirements by voluntarily using near-zero and zero-emissions equipment. This report updates the Board of Port Commissioners (Board) regarding the schedule to complete the *Final Seaport Air Quality 2020 and Beyond Plan (Final Plan)*, and ongoing air quality related work since the July 12, 2018, Board meeting.

### STATUS OF THE *DRAFT PLAN*

The following table updates the schedule presented in the July 12, 2018, Information Report to the Board:

Action	From July 12, 2018, Board meeting	Update/Current Schedule
Post <i>Draft Plan</i> and Notice of Public Review and Comment on the Port of Oakland public website	June 29, 2018	Completed
Present <i>Draft Plan</i> to Board and Public at Board Meeting	July 12, 2018	Completed
Receive Public Comments on <i>Draft Plan</i>	Begin June 29, 2018	Completed: August 31, 2018: 14 comment letters received
Task Force Meeting #4	September 2018-early November	Completed: September 26, 2018
Conduct Cost and Resources Assessments (two appendices)	July 1 - November 30, 2018	New Two appendices added: Workforce Development

Action	From July 12, 2018, Board meeting	Update/Current Schedule
		Assessment and Public Engagement Plan
New Distribute <i>Revised Draft Plan</i> , Comment Response Document and draft Appendices to the public	Not applicable	Respond to public comments: Mid December 2018
New Task Force Meetings #5 and #6	Not applicable	January-March, 2019
Present <i>Final Seaport Air Quality 2020 and Beyond Plan</i> to Board	December 14, 2018	Target: April 18, 2019

## UPDATES SINCE July 12, 2018

A guiding principle of the *Draft Plan* is to pursue actions that achieve air quality benefits and inform the near-term action plan to be included in the *Final Plan*. Consistent with this guiding principle are the following projects and activities:

**Operation of Zero Emission Equipment:** The following zero emissions (battery electric) equipment operates or will soon operate at the Seaport:

- Port trucking tenant GSC Logistics has operated an electric Phase I BYD drayage truck completely funded by State and regional grants (except for fees and insurance) since February 2018;
- City tenant AB Trucking has been operating an electric Orange EV yard tractor partially funded from the California Air Resources Board's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)<sup>1</sup> since June 2018;
- Port off-dock tenant Impact Transportation is scheduled to receive an electric Orange EV yard tractor in late October 2018, also purchased with a HVIP voucher; and
- The Port's Maritime Division purchased an electric van from Zenith Motors using a HVIP voucher, but the vehicle provided in September is only on loan and there are issues with the compatibility of the charging software and finding a convenient parking location.

**California Air Resources Board (ARB) ZANZEFF grant award:** Port staff were notified in early September that the Port of Oakland, in conjunction with the project lead, the Port of Long Beach, and the Port of Stockton, were collectively awarded a \$50 million Zero and Near Zero Emission Freight Facilities (ZANZEFF) grant. This grant will help fund five zero-

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<sup>1</sup> HVIP aims to fund 80% of the cost differential between a zero-emissions vehicle and new diesel equipment.

emissions yard tractors and one zero-emissions top pick at the Matson Terminal and 10 zero-emissions drayage trucks at Shippers Transport Express. Port staff plan to go to the Board for approval of a MOU with the Port of Long Beach on November 29, 2018.

**Carl Moyer Grant Award:** Working with its vendor, Mi-Jack, Port marine terminal tenant, SSA Marine, plans to initiate repowering of the first of 13 hybrid (near-zero emissions) rubber tired gantry cranes at the Oakland International Container Terminal in early 2019.

**Charging requirements:** Port Utilities, Electrical and Permitting staff are developing procedures to ensure the safety of tenant battery electric charging equipment and manage its demand on the Port's electrical infrastructure. When complete, Port staff will include this guidance on the Port's website.

**Coordinating with Pacific Gas and Electric (PG&E) on their FleetReady program:** Port staff are coordinating with PG&E staff to assess the feasibility of PG&E providing charging infrastructure on Port property for up to ten Phase II BYD zero-emissions drayage trucks.

**Marine Terminal Electric Capacity Study:** Port consultant, Burns & McDonnell, commenced a Marine Terminal Electric Capacity study in October 2018.

**Trucker Outreach Workshop:** Port staff hosted an event on September 6, 2018 at the Secure Truck Enrollment Program (STEP) service center to promote grant and incentive funding for Port tenants and truckers. The Bay Area Air Quality Management District (BAAQMD) and ARB attended and provided materials for zero-emissions and near-zero emissions equipment.

**Public Engagement:** As indicated above, Port staff convened a fourth Task Force meeting with community and industry stakeholders on September 26, 2018. A highlight was an industry panel consisting of representatives from shipping line CMA CGM, non-vessel operating common carrier Apex Maritime, trucking firm GSC Logistics, the California Trucking Association, and the Pacific Merchant Shipping Association. Community members and Port staff heard first-hand the challenges industry faces to stay competitive especially with Canadian seaports, and uncertainties in purchasing equipment in a changing regulatory, incentive (grant) funding and technological environment.

**West Oakland Community Action Plan:** BAAQMD and ARB selected West Oakland as the first community in the Bay Area for preparation of an emissions reduction plan, as part of year one implementation of Assembly Bill 617 (AB 617). A Steering Committee, including Port staff, meets monthly.

**Near-Term Actions in the *Draft Plan*:** Port staff understand that the West Oakland Community Action Plan may include near-term actions from the Port's *Final Plan* (and the City/Port *Truck Management Plan*). Commercial availability of zero-emissions and near-zero emissions equipment, capital and operating expenses compared with diesel equipment, and incentive (grant) funding are factors Port staff consider identifying potentially feasible equipment that may be operating at the seaport in the coming years. Port staff must ensure that sufficient electric infrastructure exists on Port property for planned electric charging

equipment and track other potentially viable zero-emissions options such as hydrogen fuel cells.

## **SCHEDULE UPDATES**

Based on the 14 comment letters received, many commenters requested an opportunity to review Port responses to comments, the *Revised Draft Plan*, and the appendices which include:

- Cost Assessment
- Workforce Development Plan
- Public Engagement Plan
- Resources Assessment

Port staff support this request for additional review, which will extend the project schedule from December 2018 to April 2019. Following the second public review and comment period (anticipated to be December 2018-January 2019), Port staff plan to convene a fifth and potentially a sixth Task Force meeting between mid-January and March, 2019 and to complete the *Final Plan* by April 2019.