



Photo courtesy of the Port of Los Angeles.

Community Consultation Virtual Meeting on Approaches to Reducing Emissions from Marine Port Operations

Join Zoom Webinar Meeting - from PC or Laptop
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South Coast Air Quality
Management District


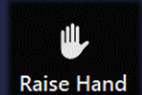
January 20, 2022, 6 PM

Agenda

1. Housekeeping Remarks
2. Staff Introductions
3. Staff Presentation on Recent Proposed Approaches to Reducing Emissions from Port Operations
4. Open Discussion

Participation in Open Discussion

Via ZOOM App

- You may type your questions and/or comments into the “Q&A” box  located at the bottom of your screen, or
- You may raise your hand to speak by clicking on the “Raise Hand” button , also at the bottom of your screen.

Via TELECONFERENCE

- Dial *9 to “raise your hand”

Staff will respond to questions and/or comments in the Q&A box first, then move to speakers who raise their hands. Your name will be called when it is your turn to speak and the meeting host will unmute your line.

Staff Presentation

Past Clean Air Actions for the Ports

1997

2003

2007

2012

2016

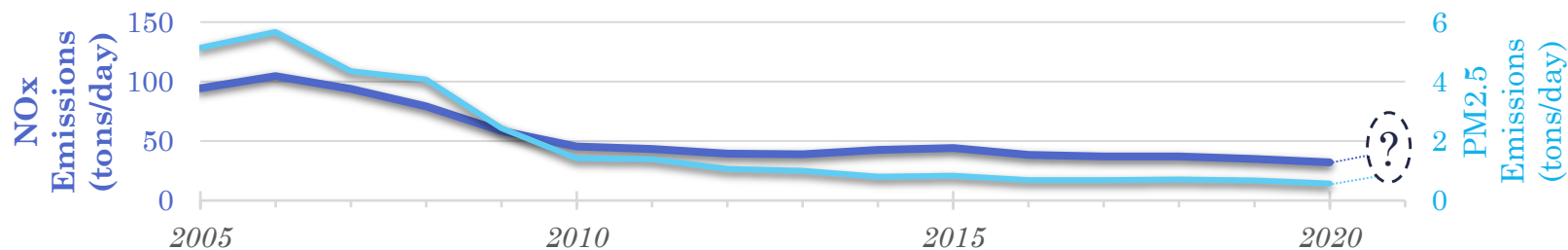
2022



Air Quality Management Plans

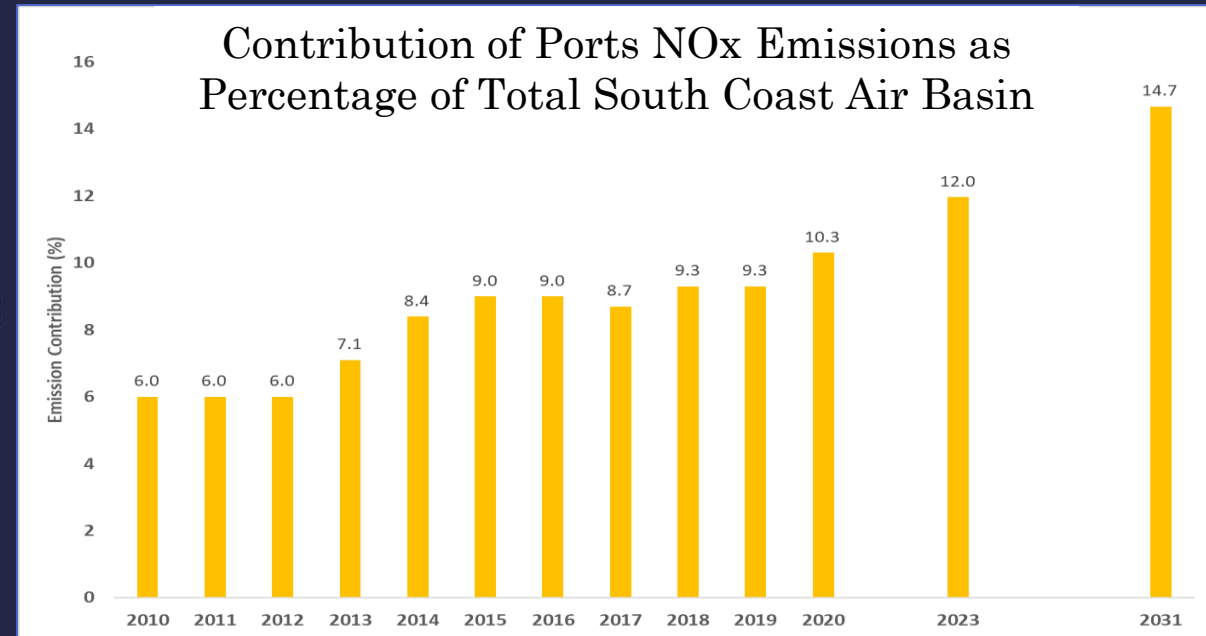
CARB Regulations (trucks, ships, cargo handling equipment, harbor craft, etc.)

Port Plans



Growing Share of Regional **NO_x** Emissions from Port Sources

*Forms ozone
and PM_{2.5}*



Absent congestion, Ports share already projected to grow due to:

- Significant emission reductions achieved from other sources
- Projected increase in port activity and slow turnover of vessels and locomotives to cleaner technologies

Key Air Quality Challenges

- **Additional ~20 tons/day of NO_x reductions from port sources needed to meet federal air quality standards in 2023 and 2031**
 - Ports are largest source of NO_x in the air basin
- **Clean Air Action Plans (CAAPs) from ports do not include sufficient measures to achieve their fair share reductions for meeting federal air quality standards**
- **Port actions in recent years do not meet their own projections in 2017 CAAP**

Recent Approaches to Reducing Emissions from Port Sources

- Potential MOU approach between South Coast AQMD and the ports pursued since 2017
 - Discussion paused in 2020 and resumed in mid-2021
 - South Coast AQMD staff provided draft proposal in July 2021
- Latest direction from South Coast AQMD Governing Board:

August 2021

Only pursue MOUs with the Ports for another four months

December 2021

Draft MOUs ready for full execution by all parties?

~~Yes: continue MOU only approach~~

No: begin *internal* work on port indirect source rule (ISR) concepts while continuing MOU discussion

February 2022

Fully executed MOUs?

Yes: implement MOUs

No: pivot to port ISR rulemaking

Current Status on MOU Discussions

- **Ports separately submitted offers***
 - POLB: Proposed draft MOU language dated December 1, 2021
 - POLA: Offer letters (no draft language) dated November 18 and December 2, 2021
 - Offers diverged in content
- **To date, no draft MOU language has been agreed upon by staff from either port and South Coast AQMD**
 - *POLB key concern*: offer already includes significant clean air investments
 - *POLA key concern*: sole purpose of MOU is to quantify emission reduction benefits of 2017 CAAP as it is being implemented by the Ports
 - *South Coast AQMD key concerns*:
 - Offers did not include all 2017 CAAP measures
 - Much more (beyond 2017 CAAP) is needed to meet regional attainment needs
 - Several legal concerns

* <http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/comm-ports-wkng-grp>

Ports' Latest MOU Proposals



Drayage Trucks

- Implement Clean Trucks Program @\$10/TEU from 2022 Q2
- Commit to early deployment
 - POLB: advanced funding of \$100 million for ZE/NZE
 - POLA: \$3 million for 10 ZE trucks



Ocean-Going Vessels

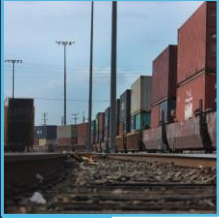
- Amend vessel speed reduction programs
- Amend clean vessel incentives
 - POLB: already increased to up to \$9,000/call
 - POLA: potentially to be increased (currently up to \$7,500/call)
- POLA: develop Green Ship Corridor program



Cargo-Handling Equipment

- POLB:
 - ZE, low NO_x, or hybrid CHE; if not possible then Tier 4f
 - Renewable diesel for all diesel off-road CHE
 - ZE yard tractors by Jan 1, 2031
 - ZE infrastructure planning
- POLA: none offered

Ports' Latest MOU Proposals (Cont.)



Rail Locomotives

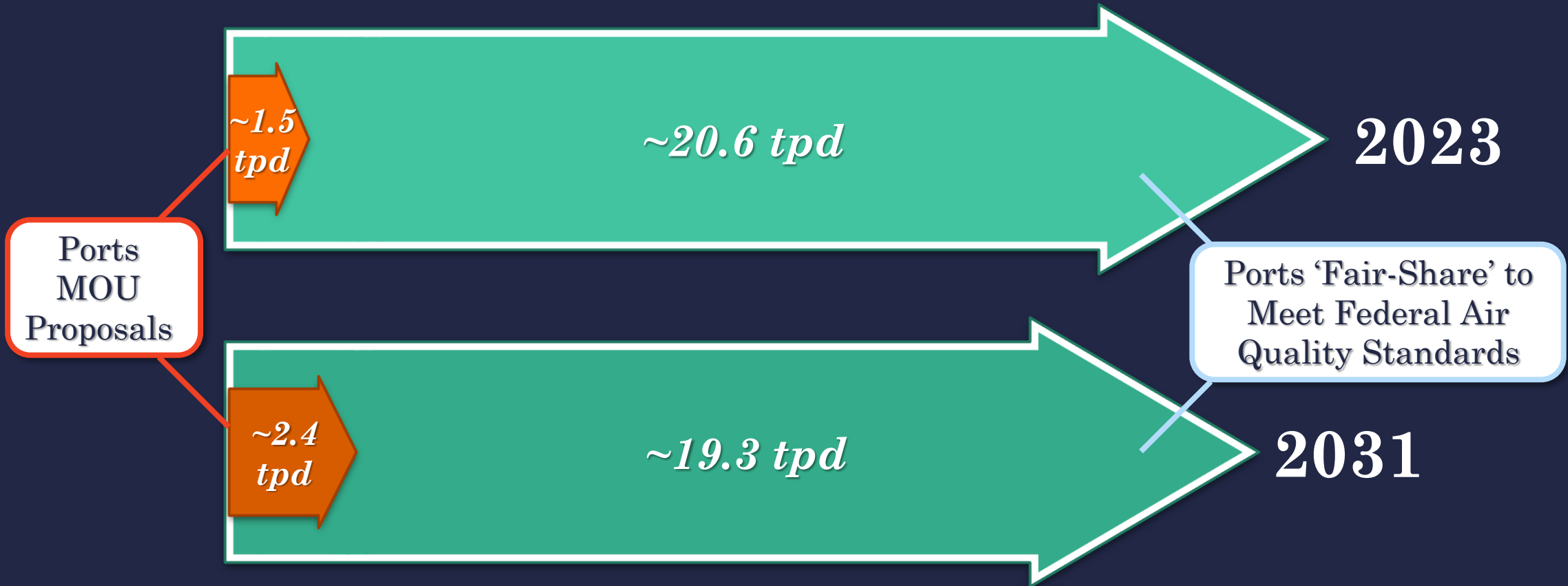
- POLB:
 - \$1+ billion of rail infrastructure already underway (since 2009)
 - Commitment to pursue Tier 4+ switchers
- Ongoing support for technology demonstration



Harbor Craft

- General commitments without specifics

Preliminary Estimate of Emissions Reductions from Latest MOU Proposals



Ongoing Discussion

- POLB:
 - Open to discussing South Coast AQMD's legal concerns
 - Does not anticipate being able to add more emission reduction measures to an MOU
- POLA: No revisions forthcoming to the November/December offer

Next Steps

- Continue to gather community and stakeholder feedback
- Continue internal work on potential Port ISR concepts
- January 21 update to the South Coast AQMD Marine Port Committee
- February 4 update to the South Coast AQMD Governing Board

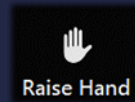
Open Discussion

✓ Type in Zoom “Q&A” box



✓ “Raise Hand” to speak

– Via Zoom:



– Via Teleconference: *9

Staff Contacts

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Sign up for the mailing list at: www.aqmd.gov/sign-up (select “Facility Based Measures Working Group”)
For more information, visit: www.aqmd.gov/fbmsm