



Maritime Clean Air Strategy

Virtual Public Meeting Q&A

August 26, 2021

portofsandiego.org

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1) Efforts on equity of industrial areas impacting air pollution in residential areas, what is being done or not?

The Draft Revised Maritime Clean Air Strategy (MCAS) is focused on activities that occur along the Working Waterfront, which is located adjacent to the Portside communities of Barrio Logan, National City, and others. Throughout the development of the MCAS, we have conducted extensive stakeholder and community outreach which includes residents of these communities, planning groups, non-profit organizations, our tenants, and others. We heard many comments from the communities to include goals and objectives focusing on a shift to zero emission vehicles and equipment, and this feedback has been incorporated into our Draft Revised MCAS. Additionally, we have a number of objectives focused on Community Enrichment such as urban greening programs, education, and a continued commitment to conduct stakeholder outreach during implementation of the strategy.

Independent of and before we began developing the MCAS, we've conducted a variety of projects to demonstrate zero emission vehicles and equipment along the Working Waterfront including trucks, cargo handling equipment, and other pieces of equipment, as well as shore power for ocean-going vessels. As an example of an upcoming electrification effort, we have a tenant that is working on the first electric tugboat in the United States, which will berth and operate here in San Diego Bay. So, we've done quite a bit in terms of electrification, and through the MCAS, we are going to do much more.

2) Can you share what Requests for Information and procurement processes have been implemented or will be implemented to support this great work?

If the Board of Port Commissioners approves the MCAS at its October 12 meeting, we expect to use Requests for Information (RFIs), Requests for Qualifications (RFQs), or Requests for Proposals (RFPs) to help us implement and advance some of the MCAS objectives. The Port of San Diego is a public agency, and in accordance with State law, the Port has an established procurement process for selecting between multiple vendors for goods and services. We encourage any vendors and/or service providers to register on Planet Bids to see the RFIs, RFQs, and/or RFPs the Port puts out after the MCAS is adopted. You can find more information at <https://www.portofsandiego.org/about-port-san-diego/doing-business-port>.

3) What is the impact of exceeding State and Federal regulations on Port of San Diego competitiveness and jobs?

The Port's intent is to be a leader in clean air strategies – and our mechanism for that is the MCAS. We recognize the draft goals are ambitious, and we are also cognizant we operate in a competitive market environment. The Port of San Diego has a diverse cargo portfolio, and each cargo type operates in its unique market niche globally. We do not

want to jeopardize the many good-paying jobs related to the maritime industry. Therefore, we are working really hard in trying to achieve a balance that enables us to reach the MCAS goals while also preserving the important jobs the maritime industry produces.

We're doing a couple of things to ensure this happens. Number one, with Board direction and guidance, we are conducting a market feasibility study, also known as a Price Elasticity Study, to really understand the competitive environment of each of the market segments that the Port of San Diego cargo terminals serve and make decisions and strategies around those issues and data points. Secondly, we are also increasing our focus on engagement with tenants and operators on the ground. These are the folks we're really going to need to partner with to implement some of the MCAS goals and objectives. We're doing that both on an individual basis working with tenants and on the ground operators, and we're also forming a tenant working group to really dig into the challenges and opportunities presented by the MCAS. We are very aware of this important issue and are working hard to achieve that balance.

4) How can we monitor violations of air pollution more closely?

The California Air Resources Board (CARB) and Air Pollution Control District (APCD) are the lead agencies responsible for monitoring and enforcing air quality violations. As a landlord and terminal operator, the Port will continue to work closely with San Diego APCD and CARB to monitor and enforce air quality violations. We'd also like to point out that the Port's Tenth Avenue Marine Terminal air monitoring station was one of the first monitoring stations that were established as part of the SDAPCD's AB 617 Program back in mid-2019.

5) Why does the Dole cargo ship continue to spew black diesel fumes and particulates as they depart from their dock in the bay?

Dole uses a shore power system at the Tenth Avenue Marine Terminal that enables its ships to turn off their diesel engines while at berth and plug into the electric grid, which gives the ships the power they need to continue operations while at berth.

Each week, a Dole ship arrives on Sunday morning and departs Tuesday afternoon or early evening. So, for three days, the Dole ship shuts off its engines and plugs into the electric grid. Dole has been doing this since 2018, one of our early clean air efforts. When it's time to depart, the ship unplugs from the electric grid and starts its propulsion engines, which is when some emissions occur. When you compare that to the past, before the shore power system was installed, the ships would be running their engines for three days. So, shore power has been a big improvement in terms of operation and clean air.

6) How does the new MCAS fit in with the Port's current Climate Action Plan (CAP) update and its Port Master Plan Update (PMPU) efforts?

The MCAS, CAP, and PMPU are independent and complementary policy documents that each have their own specific goals, objectives, and policies. The MCAS is focused on reducing emissions such as diesel particulate matter, associated with the Port's maritime

activities. The CAP is focused on reducing greenhouse gas emissions for all Port operations including and beyond maritime. The PMPU is focused on standards to direct future development on Tidelands and facilitate a diverse range of uses and activities, and provide a broad range of proposed public improvements.

7) Why are you not considering the 98% carbon reduction of Near Zero Emissions (NZE) today? Why not renewable NZE for off road vehicles?

Truck Goal 1 is inclusive. It includes zero and near zero emission technology, however many of the near-term goals focus on zero emission technology. If participants are interested in seeing more about near zero emission technologies, such as renewable natural gas, in the MCAS, please submit detailed comments by email at mcas@portofsandiego.org.

8) Is there a plan to measure the air quality in real time and share that information with the community in real time?

The San Diego Air Pollution Control District is the lead agency that monitors and reports air quality information for the San Diego region. For more information, go to: <https://www.sdapcd.org/content/sdc/apcd/en/CurrentAirQuality.html>

Daily air quality forecast data can be found here: <https://www.sdapcd.org/content/sdc/apcd/en/air-quality-forecast.html>

9) The Port has spent millions of taxpayer dollars via the California Energy Commission's Carl Moyers grants program (it obtained with help from the SDAPCD) to install shore power at the B St. Pier, the Broadway Pier, and at the Tenth Avenue Marine Terminal which allows visiting ships to power their operations without using the ships' dirty diesel and/or fuel oil powered engines while berthed here.

Even after the new shore power systems were constructed, the Port has not yet required ships visiting here to be properly equipped to use shore power, or to actually use shore power while berthed as the docks equipped with shore power. When previously asked about this, Port staff said that they are waiting for State and APCD rules to come into effect, leaving it up to the State or the regional APCD to require visiting ships to use the shore power systems.

What promises did the Port make to the State and the APCD regarding mandating use of the shore power system in order to obtain those state grant funds?

We believe shore power is a great technology that enables us to significantly reduce emissions of ocean-going vessels when they come to port. We have been working hard to comply with and even achieve greater compliance with CARB's at-berth regulations. When we first installed shore power at the B Street Cruise Terminal, we did receive Carl Moyer funds. One of the requirements of receiving those funds was that we operate the shore power in advance of the regulations. We met that requirement in that we were

several years early in terms of installation and operations of shore power at the cruise terminal.

We also have shore power at the Tenth Avenue Marine Terminal for Dole vessels, which are refrigerated cargo vessels, one of the vessel types required by CARB to comply with at-berth regulations.

We are also adding additional shore power at the cruise terminal so that two cruise vessels calling at the same time can simultaneously plug into shore power. The new system will be completed and used in the fall of 2022.

Additionally, we are planning ahead to meet upcoming CARB at-berth regulations that will require roll-on/roll-off vessels to be shore powered while in port. We have already completed the environmental entitlement stage and working to identify potential funding for shore power systems at the National City Marine Terminal, which services roll-on/roll-off, or ro-ro vessels. We expect the final design to include shore power systems that will serve 3 ships simultaneously.

10) Is it known yet if the October meeting will be in person or virtual?

The Board of Port Commissioners is holding virtual meetings until further notice. Updates will be posted at <https://www.portofsandiego.org/about-port-san-diego/board-meetings>.

11) Cual es su plan que estarán los camiones electrificados para el 2030? Me gustaría que no lo dieran por escrito. / What are the details to your plan to make all trucks electric by 2030? I would like to see it in writing. (This question was submitted in Spanish.)

The Draft Revised MCAS is essentially the Port's plan to transition 100 percent of the trucks calling on the Port to zero emissions trucks. The first step is to get 20 percent of trucks calling on the Port to be zero emissions. Additionally, we'll be doing biennial reviews (once every two years), on zero emission truck technology to help hit the 2030 target. Clean technology – both the cost and the effectiveness – are changing each year so monitoring these developments at the Port and with all stakeholders is important.

12) With no Tier 4 engines available yet for small passenger vessels will the Port support the fishing, harbor tours and whale watching vessels in asking CARB to grant extensions or exemptions to these businesses at least until something cost effective can be developed?

We are looking at commercial harbor craft as part of the MCAS. That category includes harbor tour vessels and others. We are focusing particularly on tugs, which are high emissions for diesel particulate matter. We are working to get the first zero emission tug in the United States to operate in San Diego and are working with other companies on other opportunities that reduce emissions associated with commercial harbor craft vessels in the bay.

Additionally, as with our other partners and stakeholders, the Port has always been willing to facilitate communications and discussions with CARB to the extent that we can assist with providing data and having conversations about challenges and opportunities surrounding some of the State regulations.

13) Are there plans to engage with trucking stakeholders, i.e., owner-operators, unions and associations that represent trucking companies?

We have reached to the California Trucking Association directly and shared the updated plan with them. We look forward to further feedback and discussions with trucking stakeholders. Additionally, we've had discussions with Teamsters Local 542, which has participated in the AB 617 Portside subcommittee meeting where we got some information and feedback. We welcome and encourage additional feedback from trucking stakeholders.

14) Is there a plan to support the electrical infrastructure required to have all the Zero Emissions trucks needed operating at full capacity by the timeline proposed? Also, what is the plan to aid the transportation companies in making such a big transition?

We are working closely with SDG&E, the power provider for our area, SANDAG and other regional organizations to identify locations throughout the region to build electric truck stops – some might be on or adjacent to Port property, others may be down near or in Otay Mesa, for example.

15) Has the Port included a specific target date by which all ships visiting Port dock facilities equipped with shore power must be required to actually hook up and use the shore power system as part of this update?

The majority of vessels that call on the Port of San Diego will be shore powered by 2025, per the latest regulations by the California Air Resources Board (CARB). That includes cruise ships, container vessels, refrigerated vessels, and roll-on/roll-off vessels. There are a few vessels, that don't regularly call on the Port and are not yet subject to the CARB regulations.

16) Will there be any updates or additional lease policies for existing or new tenants, and provide a clear and detailed informative report on its transition in cargo infrastructure for trucks and cargo equipment to zero emissions by 2030?

It is our intent to have clear and detailed updates and reports on our transitioning progress. We are in the goal setting phase right now and our intent is to work with tenants, stakeholders, and other partners to be able to provide us with a road map in terms of achieving those goals.

17) Si para el 2026 tendrían el 20% de camiones que ser eléctricos en el puerto, el 80% tendría que hacerse en 4 años. Que es lo que sus inquilinos o nuevos inquilinos tendrían que hacer para lograrlo? / If by 2026 20% of trucks at the port would need to be electric, then 80% of trucks would have to be electric in just four years. What would current Port

tenants or new tenants have to do in order to achieve this goal? *(This question was submitted in Spanish.)*

We will be continually monitoring technologies as they evolve and will update our plan on how to get there. It's a big hill to climb, but the Port is committed to doing what it can to reach the goal of 100 percent of trucks calling on the Port be zero emissions by 2030.

- 18) We've been pursuing grants at Dole since 2015 to try to upgrade some of our cargo handling equipment to electric. Unfortunately, none of the grants we have applied for have been successful. One of the reasons is our equipment is too clean to qualify for some of these replacement grants. As a result, the funding for all of these capital expenditures will be coming directly from our company. That is going to make San Diego significantly more expensive to operate within. Is the Port factoring in the potential job loss should these operating costs in San Diego become unattainable? And, the core current tenants or port users decide other locations are just more suitable for their operations? What is Port prepared to do to assist with some of this funding?**

The Port is very aware of the important issue of competitiveness and preserving the jobs in the maritime industry. A couple things we're doing is conducting a market feasibility study to really understand the competitive environment and nature of each of our commodity types, including refrigerated perishables. Additionally, the Board of Port Commissioners has expressed its willingness to have skin in the game by working with our partners and tenants to implement and achieve some of these goals. Although there is no clear roadmap at this time, Port staff is committed to working with tenants and stakeholders to reduce emissions in a manner that promotes maritime businesses and jobs. We are forming a tenant working group to work through some of these challenges and details. To get to where we need to be is going to take a lot of investment in our region in and around the Working Waterfront. The Port is focused on bringing in more resources to make this transition to electrification whether it's partnering and submitting grant applications and thinking about other ways we can bring resources and funding to advance the spectrum of needs to advance electrification.

The Board of Port Commissioners has stated that job loss is not a goal of the MCAS. It's something we want to preserve, which is why getting feedback from our tenants and customers is really important.

- 19) Why is the overarching goal limited to 100% ZE trucks and cargo handling equipment, but it does not include any goal for harbor craft or ocean-going vessels?**

As we've gone through this process, stakeholder and public involvement has been critical to developing the MCAS. The two major areas of focus by stakeholders and members of the public we've heard from have been on truck and cargo handling equipment. There are other goals that relate to the other categories in the Draft Revised MCAS, including harbor craft and ocean-going vessels. We welcome and encourage the public to submit comments and feedback on the goals and objectives for these and the other maritime emissions sources identified in the MCAS.

20) I run a nonprofit called the Good Neighbor Project in Barrio Logan. When the winds are right, coming from the LA basin, coming south, it comes offshore to us. When our wind picks up in the afternoon, it blows into Coronado and onto the communities of Barrio Logan. How are we going to eliminate that? The pollution coming from up north?

We are aware of meteorological influences from beyond the County borders, including seasonal wind patterns that can transport pollutants into the San Diego air basin. From a statewide standpoint, there is a focus on moving forward with completing community emission reduction plans in places, including Southern California with higher percentiles of air pollution. And so, what we're doing in San Diego is not unique. There are other places throughout the state that are also looking at advancing their emissions reductions plans in collaboration with other regional air quality management districts and air pollution control districts. So, collectively between us and our local San Diego Air Pollution Control District, other air districts throughout the state, and the state agencies, it will require us all working together to reduce cross county air pollution and working on that together.

21) There is some equipment coming out that will clean the air while a person is sleeping. Is it going to be whole house filtration? If there is more than one bedroom, is it going to be able to clean the air? Is it possible that the Port of San Diego could talk to the powers that be at the State level to see if equipment can be purchased and written off on our taxes? Has anyone looked into any of that?

There is a program in development, which is the Portside Air Improvement and Relief Program, at the San Diego Air Pollution Control District (SDAPCD). It's in its early stages. For more information and/or to contact the SDAPCD, go to <https://www.sdapcd.org/>.