

## Approved Final Text

### Creating a Zero Emissions Goods Movement Future

#### *A Joint Declaration of the Mayors of the Cities of Los Angeles and Long Beach*

Whereas, the Port of Long Beach and the Port of Los Angeles together form the San Pedro Bay Ports (Ports), the 10th busiest container port complex in the world;

Whereas, maritime goods movement related to the Ports is responsible for \$398 billion of economic activity (containerized cargo value), 37% of all waterborne containerized cargo coming into the United States, and 1 in 8 jobs in the Los Angeles/Long Beach area;

Whereas, the Ports' Clean Air Action Plan (CAAP) has led to dramatic emission reductions and substantial improvement in health risk since 2005, all while trade volume has increased by 10%;

Whereas, given that the goods movement system around the Port remains a major contributor to air pollution in the region, the development and further introduction of clean technology to move toward zero emissions operations for the Ports is critical to achieve continued significant reductions of criteria pollutants, health risks, and greenhouse gas emissions in the region;

Whereas, the introduction of such clean and, where needed, near-zero technologies on the path to zero emissions goods movement must also occur in a manner that facilitates economic growth, supply chain efficiency, and port competitiveness, while maintaining good jobs;

Whereas, as Climate Mayors, we have redoubled our commitment to work together regionally and nationally in advancing the Paris Climate Agreement goals to reduce greenhouse gas emissions as well as criteria pollutants and health risks while growing the economy of the 21<sup>st</sup> century;

Whereas, the goals for zero emissions goods movement in the Los Angeles Sustainable City pLAn, City of Long Beach Sustainable City Action Plan, the California Sustainable Freight Action Plan, and other commitments help create a path for action in partnership with labor, business, environmentalists, and community;

Therefore, be it resolved that we commit to:

- **Commitment to Advancing Clean Technology:** As Climate Mayors, declaring our Cities and Ports shall advance clean technologies and other efforts to move toward the goal of zero emissions to reduce emissions and combat climate change.
- **CAAP 2017 Update:** Ensuring the creation and approval of a 2017 CAAP Update by November 2017 that is bold in achieving a clear timeline and sets

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measurable milestones to help ensure progress toward near-term regional air quality attainment goals—including through zero and near-zero technologies—as well as our ultimate goals of zero emissions for cargo-handling equipment by 2030, and zero emissions for on-road drayage trucks serving the ports by 2035. The Updated CAAP should also include and highlight the following:

- **Expand At-Berth Emissions Reduction:** Both Ports will work together to encourage increased testing and development of all forms of at-berth emission control systems, including systems for non-regulated container fleets, as well as ships that move other types of cargo into and out of the ports.
- **Drayage Truck Test Pilot Program(s):** The Ports will individually and/or collectively, in the San Pedro Bay, develop pilot program(s) to test zero emissions drayage trucks at scale (e.g., 50 to 100 zero emissions on-road, short haul drayage trucks operating at one time) in order to stimulate the production of these vehicles, demonstrate feasibility, and provide meaningful data in real world Port operations. The pilot program(s) will be an initial step towards achieving zero emissions on-road drayage truck operations, and to utilize market maker strategies (e.g. RFI to OEMs, etc.) as well as grant funding (pending availability). Strategies to implement the pilot program could include accessing funds through local, state, or federal grant funding (subject to funding availability), utilizing responses to the Green Ports Collaborative Request for Information (“RFI”), and/or creating a specific pilot program RFI that sets forth performance goals and allows the private sector to respond with strategies for acquiring the vehicles and operating such a program.
- **Expand technology advancement programs:** In addition to the drayage truck test pilot programs described above, the Ports will continue to conduct technology advancement programs with industry partners and will share the results of this work with the goods movement industry. This work will include testing and demonstration of zero emission cargo handling equipment, as well as development harbor craft emission reduction technology projects. Additional efforts will include standardizing plug-in equipment for electric vehicles, development of demonstration testing protocols, and establishing feasibility and operational performance requirements for zero/near-zero equipment.
- **Timeline, Process and Communication:** Within 15 days of our signing this declaration, the Ports will release a final timeline and process for the development and submission of a Proposed Final 2017 CAAP Update to the combined Boards of Harbor Commissioners (Boards) by November 2017, as well as a subsequent 2017 CAAP Update Reporting Plan that includes a commitment among the Mayors, the Boards and staff, and all

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stakeholders to communicate regularly and in a timely manner as the updated CAAP programs are developed and implemented at the Ports;

- **CAAP Implementation Stakeholder Advisory Group:** Building upon the work of the City of Los Angeles Sustainable Freight Advisory Committee, Supply Chain Optimization efforts of the Ports, the State Sustainable Freight Action Plan process, and ongoing CAAP stakeholder outreach activities, create a San Pedro Bay CAAP Implementation Stakeholder Advisory Group of key public and private industry stakeholders, including Southern California Edison, Los Angeles Department of Water and Power, related Port and City staff, and key partners to advise the Ports regarding details of CAAP implementation and further ongoing operational efficiency programs to move toward zero emissions goods movement. As part of this work, the CAAP Implementation Stakeholder Advisory Group shall report to us via quarterly progress reports and detailed annual reports on CAAP implementation progress, as well as related issues such as the potential for energy efficiency improvements (e.g. LED lighting), onsite renewable energy generation, and energy storage.
- **Green Ports Collaborative:** Working initially with our fellow Climate Mayors and ports on the West Coast (and later expanding nationally), launching the Green Ports Collaborative to advance similar goals by working together to reduce emissions and to protect public health. As with the Climate Mayors Electric Vehicle Request for Information (EV RFI), the core to the initiative will be establishing an RFI to aggregate, demonstrate, and create markets that grow demand for zero emissions goods movement vehicles and equipment to encourage OEMs and manufacturers to invest, produce at scale to reduce costs per vehicle and provide the needed infrastructure. This collaborative will include shared goals, specific pilots between all or groups of ports and/or cities, peer-to-peer information sharing, regular communication, field and technology visits, and collaboration with key industry, government, and nonprofit partners.
- **Securing equipment and infrastructure funding:** Working together to secure public and private partners and necessary funding to implement both 2017 CAAP Update programs and supporting infrastructure from the State of California, the California Air Resources Board, the California Public Utilities Commission, California Energy Commission, the South Coast Air Quality Management District, and federal government agencies, along with the Ports and industry.

Signed:

Eric Garcetti  
Mayor of Los Angeles

Robert Garcia  
Mayor of Long Beach