

Questions and Answers from November 18, 2020 Task Force Meeting

Some questions/comments were made orally during the meeting, others were typed into the "chat" function of the on-line meeting software; all are compiled below

| # | Comment/Question | Commenter | Response |
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| 1 | Cleaner ship programs shouldn't be dismissed just because they only reduce NOx. NOx is a precursor to PM. Port should partner with the Ports in Southern California on a Clean Engine program and collect data about ship engines to characterize NOx benefits. The Air District can help determine the secondary PM benefit from the NOx reductions. | Greg Nudd, BAAQMD (also Sasan Saadat, Earth Justice) | <p>The Port has not previously received comments requesting NOx reductions as a precursor to PM. Like the West Oakland Community Action Plan (WOCAP, Dec. 5, 2019), the 2020 & Beyond Plan is focused on reducing local diesel PM exposure. Neither plan has a NOx reduction goal. NOx is emitted as mostly NO at the tailpipe, and quickly oxidizes to NO2 after mixing with air. NO2 can further oxidize in the atmosphere to NO3, typically at a slower rate. The NO3 can combine with hydrogen to form nitric acid (HNO3) and with ammonium ions to form ammonium nitrate in particulate matter form. The split between nitric acid (a gas) and ammonium nitrate (a particle) depends mostly on temperature and availability of ammonia in the atmosphere. Ammonium nitrate eventually returns to ground level and contributes to PM regionally, but it is not diesel PM and it is dispersed, not local.</p> <p>Following the November 18, 2020, Task Force meeting, Port staff called Mr. Sasan Saadat (EarthJustice) on 12/8/20 to discuss his comments, and followed up with two emails offering to meet about this item or Item 10 below. The Port agrees that regional PM reductions are beneficial to the region. However, the goal of both the WOCAP and the Port's MAQIP and 2020 and Beyond Plan is to reduce the health risk exposure from diesel PM for residents and workers in proximity to seaport operations. Reducing NOx does not contribute to that goal.</p> <p>That said, the Port is already receiving ships with Tier 3 engines, even without an incentive program. The Port had four Tier 3 calls in 2019, and 34 Tier 3 calls through November 2020; this is more containership calls than both the Ports of Los Angeles and Long Beach combined. The Tier 3 ships that called in Oakland are: Lurline, MSC Jewel, MSC Silvana, and Ever Faith. The Port encourages the Air District to calculate the PM savings from those 38 calls so we can share them with the Task Force. The next Task Force meeting is scheduled for April 2021.</p> |
| 2 | Port should pursue a pilot project to use on-road, ultra-low sulfur diesel in OGV to help reduce maneuvering emissions. | Greg Nudd, BAAQMD | Port staff contacted multiple carriers after hearing this comment and learned that they are already purchasing very low sulfur fuel oil because that is what is available. We will learn more through the 2020 Emissions Inventory, scheduled to commence in early 2021. |
| 3 | The Port should encourage the Union Pacific Railroad (UPRR) to take advantage of Air District funding to replace switcher engines. | Greg Nudd, BAAQMD | Completed. This is Action #32 in the NTAP. The Port sent a letter to Union Pacific Railroad on 12/7/20 encouraging it to take advantage of the Air District's funding to replace switcher engines. The letter included the Proposition 1B Goods Movement Locomotive Fact Sheet (published by the Air District), an offer to help coordinate a meeting with the Air District, an invitation to all future Task Force meetings, and a hard copy of the Port of Oakland Seaport Air Quality 2020 and Beyond Plan. The Poer also sent the letter and package to the Burlington Northern Santa Fe (BNSF). |
| 4 | Does the Port factor in fuel and maintenance cost savings from ZE equipment? | Sasan Saadat, Earth Justice (also Brian Beveridge, WOEIP) | <p>Yes. The Zero-Emission CHE Feasibility Report (AECOM, 11/21/19, available on Port's website) includes a discussion of fuel and maintenance cost savings. It assumes that electric equipment maintenance costs are 2/3 of diesel equipment maintenance costs. Other operational costs will be highly specific to individual operations. Such considerations may include downtime due to charging time; labor expenses for plugging in equipment; extra pieces of equipment that may be needed due to reduced payload ability, range, or duty cycle compared to diesel; State and local taxes on higher priced equipment and trucks (grants do not cover taxes); extended warranty requirements for grant-funded equipment; and higher insurance rates for more expensive equipment.</p> <p>The Port believes businesses are sufficiently different in operations that they each have different "breakeven" cost basis. Therefore, switching to ZE vehicles or equipment is a decision that equipment and vehicle owners will need to make on their own based on their business needs and what makes sense from a financial, operational, and environmental perspective.</p> |
| 5 | How do the Port's commitments to zero emissions translate into future climate action plan targets for 2030 and 2050, and will these targets be used for future Port-led projects and Environmental Impact Reports under CEQA? | Chris Easter, ESA | The Plan is framed within the 2030 and 2050 climate targets set by the Governor's Executive Orders. The idea is to align the Port's emission reduction efforts with these targets. The Port requested that Mr. Easter send his questions regarding CEQA to the Port. |
| 6 | We need a Regional Port Authority with taxing authority to ensure funding for critical projects can be had and coordination of all projects can be maximized, therefore delivering the highest and best economic benefits to all. There are too many major projects required of "Everyone's Port" for us to deal with successfully: these problems, project, policies, etc., require more regional cooperation and interaction with other ports up and down the coast. We need to have a focused dialogue regarding the relationship of the Bay's port activity to the region's overall economy, ostensibly, the "Strongest Regional Economy in the World." | Steve Lowe, West Oakland Commerce | Information-sharing among the Bay Area's seaports occurs under the auspices of various planning processes, such as the Bay Conservation and Development Commission (BCDC) Seaport Plan, non-profit organizations such as the Bay Planning Coalition and trade associations, such as the California Association of Port Authorities (CAPA) and the Pacific Maritime Shippers Association (PMSA), etc. The Port does not see the a regional port authority as needed at this time. The Port of Oakland is the only container port in the Bay Area region with needs that are very different from other regional ports. Therefore, the Port is better served to retain its operational autonomy and decision making process within the existing governance structure. |

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| 7 | Could the Port offer tenants rebates to help supplement grants? | Greg Nudd, BAAQMD | Offering rebates under existing maritime lease contracts would likely reduce Maritime Division revenues in the future and result in lower Maritime and Port-wide debt service coverage ratios, an important metric for the Port's financial stability. In fact, the Port must take steps to increase net revenues at the Seaport to service future debt service payment obligations, provide funding for public benefit projects such as Middle Harbor Shoreline Park and ensure that capital is available and invested to fund needed large, deferred capital and maintenance expenses. Port Utilities does offer incentives for EV chargers, EV load control modules, upgraded HVAC, LED lights and more. These are financially separate from Maritime's lease payments. |
| 8 | Can the Task Force participate in tenant discussions about hybrid RTG and other ZE equipment purchases? | Sasan Saadat, Earth Justice | Per the Port's Environmental Exhibit within some (but not all) leases, the annual meeting with tenants is led by the Director of EP&P and staff. As mentioned at the November 18, 2020, Task Force meeting, including outside parties would be at the discretion of the tenant. The 2020 and Beyond collaborative problem-solving process (Step #4) provides for the Co-Chairs to convene Working Sessions on selected implementing actions. The Working Sessions are a possible setting for discussions with tenants. Members of the TF can propose Selected Actions to the Co-Chairs. |
| 9 | The Port should explore opportunities to use its Environmental Ordinance to require ZE trucks. How can the Task Force track fleet purchase schedules so opportunities to use the cleanest technologies aren't missed? | Sasan Saadat, Earth Justice | While some leases include requirements to provide fleet information for the purpose of the emissions inventory data gathering, there is no requirement for tenants to provide fleet purchase schedules. Further, any schedule provided by a tenant would not be binding. Nonetheless, Port staff intend to meet and discuss further with tenants annually. |
| 10 | Why isn't the Port requiring ZE off-dock yard tractors, similar to hybrid or cleaner RTGs? | Sasan Saadat, Earth Justice | Many off-dock tenants remain unsure if ZE yard tractors can meet their operational needs. Also, the feasibility analysis did not include charging infrastructure costs or the availability of grants to cover the incremental costs (for both equipment and infrastructure). The survey results also reinforced tenants' views that the grants were too limited and challenging to obtain. Each off-dock tenant must evaluate its individual situation for affordability (see Item 4 above). Most importantly, imposing a requirement for ZE off-dock yard tractors could preclude tenants from receiving grant funding. The conclusion is different for hybrid RTGs, which are cost-effective and viable even without grant funding. |
| 11 | Also, I am not convinced by the off truck years truck presentation that seems to conclude there is no opportunity there for electrification. Can we get a side meeting to go deeper on this? | David Wooley, Goldman School of Public Health | The analysis did not conclude that there is no opportunity for electrification of off-dock yard tractors, only that it was not appropriate for the Port to require it. The analysis concluded that off-dock yard tractors are among the best opportunities for electrification and the Port will encourage tenants to purchase electric off-dock yard tractors as much as possible. |
| 12 | The Port excludes UP from its analysis because it is not a Port tenant, however 2/3 of containers passing through the Port go through the railyard. | Greg Nudd, BAAQMD | 90% of the Seaport's cargo is delivered via truck. The Seaport currently does not have significant rail volume. See also Comment #3, above, regarding the Port's 12/7/2020 correspondence with the BNSF and UPRR. |
| 13 | What is the timeline for the study on overweight permits and use of single axle trucks? | Bill Aboudi, AB Trucking | Single axle overweight is currently under review with the City of Oakland. |
| 14 | Ship lines are charging for street turns which is causing congestion at the terminals and wasting trucker time. Can the Port pass an Ordinance to stop these counterproductive charges? | Bill Aboudi, AB Trucking | The issue of container lines fees should be raised with FMC as the ports cannot regulate the lines tariffs. |
| 15 | The Eagle Rock Aggregates is taking away truck parking and sending them to San Leandro and Hayward | Bill Aboudi, AB Trucking | Truck & container parking are available at the Roundhouse and Howard Terminal. |
| 16 | Without yard space for building electrical infrastructure for trucks it will be very hard to for electric | Bill Aboudi, AB Trucking | A study to review electrical demand and infrastructure needs will be conducted in 2021. |
| 17 | How does the Port classify the STE yard, MTO or Truck Yard? | Bill Aboudi, AB Trucking | STE is classified as maritime ancillary services (AMS). The Truck Yard is a "public" lot and classified as public truck parking. Marine Terminal Operators (MTO) are classified as such, MTO. |
| 18 | The Port is on the record that 250 acres are used for Truck/Container parking how can you reduce to 40 acres? | Bill Aboudi, AB Trucking | 250+ acres has been used to reference all the maritime ancillary services (AMS), a portion of which is public truck parking. Requirement is 15 acres of truck parking and 75 acres of maritime ancillary services. |
| 19 | PETF needs to be activated again without the Marketing Dept | Bill Aboudi, AB Trucking | The Port Efficiency Task Force (PETF) is active and next meeting will occur in spring of 2021. |
| 20 | Why are we not talking about half of all truck load into and out of the Port are empty loads? Empty moves impact turn times and congestion and increase PM. | Christopher Chang, Wyse Logistics | Port fully supports street turns and truckers should coordinate with their exporters. |
| 21 | Shouldn't we rent new Port warehouses to trucking companies AND those who use the Port, that would reduce PM? | Christopher Chang, Wyse Logistics | Port leases to tenants for our warehouses that supports movement of cargo over the port of Oakland wharves. |
| 22 | If cross dock operations are forced further from the Port, wouldn't that reduce PM? | Christopher Chang, Wyse Logistics | Cross dock operations closer to the port reduce PM. |
| 23 | How many rail cars have moved through the Port since it was built? It cost citizens of CA \$110 million. | Christopher Chang, Wyse Logistics | The Port does not receive any funding from taxpayers. All operations and projects at the Port are solely funded by the Port itself. |
| 24 | The Port should be doing strategic planning for Port property, and include this group. The warehouse industry may not be that robust. | Brian Beveridge, WOEIP | Strategic planning is underway and will include public outreach in 2021. |
| 25 | The Task Force needs to talk about the Port's trucking plan. It's not reasonable to say 15 acres is sufficient. Trucks will end up going to San Leandro, Vallejo, Richmond, etc, and those extra emissions aren't included in the Port's emissions inventories | Brian Beveridge, WOEIP | This was reviewed by TIOGA in 2020 for BCDC's Bay Area cargo forecast update. An updated truck parking plan will be performed in 2021. |
| 26 | For upcoming meetings, can we see more information about the Port's CIP including GoPort? | Margaret Gordon, WOEIP | Detailed information regarding the Port's Capital Improvement Plan, including information on Go Port Program specific projects, can be found in the Port's adopted FY2021 Budget Summary Book available at the Port of Oakland website. If additional information is needed, the Port can provide upon request. |

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| 27 | How can the Task Force help bring ACTC to the table to develop a mitigation plan? | Margaret Gordon, WOEIP | The Task Force will continue to address air quality concerns on Port projects. While ACTC serves as the lead agency for the Go Port project, the Port is a partner on the project and will continue to encourage ACTC to address air quality issues. We will also continue to participate in discussions with ACTC, and will bring relevant issues related to air quality to the Task Force. |
| 28 | Ms. Margaret's request regarding ACTC might also be reinforced to ensure MTC is also at the table? | Steve Lowe, West Oakland Commerce | The Port welcomes the participation of the Metropolitan Transportation Commission. We aim to include diverse voices to address air quality concerns. We will invite them to participate in the Task Force. |
| 29 | Future Task Force meetings should be more balanced and provide more opportunities for the community to raise issues, not just presentations by the Port | Margaret Gordon, WOEIP | The Task Force meetings vary with regard to the amount of information that is shared and the time available for members' feedback. The Port tries hard to strike a good balance. Often the meetings are designed around the content to be delivered. Feedback is always our primary objective. We have heard from the Task Force that there is an interest in more time for feedback. We will organize future meetings with more feedback time. The Co-Chairs can convene Working Sessions, which can be a good tool for more in-depth feedback on selected Implementing Actions. |
| 30 | Has the Port has estimated revenues to the Port utility from electricity sales for electrified trucking, equipment or shore power? | David Wooley, Goldman School of Public Health | The Port does have revenue projections for Shore Power and such projections are incorporated into the Port's current budget and in future operating budgets for planning purposes. Revenues from EV charging is assumed to be minimal at this time and for the sake of being financially conservative, material increases in EV charging revenues are not incorporated in current projections due to uncertainties regarding timing and size of this revenue stream. As the Port gains more clarity, the Port will incorporate such revenues in future budgets for planning purposes. |
| 31 | Fuel and maintenance cost savings for electrification of heavy-duty equipment add up fast and can offset initial costs in just a few years. It's critical to calculate these cost savings as part of the cost-benefit analysis. The Port passes electrical power through to its tenants at cost and does not make a profit. This could be a new line of revenue for the Port as it transitions from diesel fuel to electricity. | Brian Beveridge, WOEIP | Please see response to Item 4 above on cost comparison between diesel and electric vehicles. As to the second question, the expectation is that EV charges will at some point become a meaningful source of revenue to the Port, and a source of funding for additional Plan related expenditures. It is important to note that revenues from EV charges are not pure profit and rates will be set for the most part to recover costs sufficient to pay the cost of transmitting and purchasing electricity, pay debt service on EV infrastructure projects financed with debt, pay back "internally-borrowed funds," and to earn a pre-determined rate of return. It is from this rate of return component of the EV charge that the Port expects to build a balance in which to reinvest in additional electric infrastructure capital expenditures. |
| 32 | I strongly recommend that the Port do a better job identifying the revenues from expanded electric sales. These could be considerable and could support electrification infrastructure. The Port should also commission a study to identify the duty cycles of drayage trucking operating out of the Port. It is likely that a sizable percentage of that trucking is short haul within the limitations of electric vehicles. Without that it will be difficult for the port to forecast need for electrification equipment, distribution | David Wooley, Goldman School of Public Health | The Port Utilities Department tracks the forecasted expenses and revenue for additional energy purchases and sales. However, these are not included in the Port's annual financial reports. Similar to shore power electrification, EV's connected to the Port grid could be a significant source or revenue that will be used to buy energy and build infrastructure. Staff will discuss internally a method to share energy and revenue forecasts related to energy sales and EV's specifically broken out. |
| 33 | Isn't the electrification infrastructure the responsibility of the Port Utility, not the Tenant? What is the breakdown of cost responsibility for charging infrastructure between Tenant and Port? | David Wooley, Goldman School of Public Health | It depends on the location and use of the chargers. Generally speaking, the Port will fund the infrastructure required to power EV's up to the service point or electrical meter at the location. We are working on some pilot projects where Port will fund the installation of chargers funded through a new EV rate. |
| 34 | What is the current capital budget for electrification infrastructure and how is it expected to change in the next budget? | David Wooley, Goldman School of Public Health | The Port's current capital improvement plan (CIP) budget includes substations and other distribution infrastructure for replacement or upgrades. Some of these projects take future electrification potential into account. |
| 35 | What is the plan to change the Port utility's electricity rate to better accommodate electric truck and equipment power uses? | David Wooley, Goldman School of Public Health | Port Utility customers that are currently charging EV's use the current applicable rate. We are discussing the creation of an EV rate with a few options to help grow future EV deployment, but there has not been any customer or community interest in a special EV rate thus far. We will accelerate the discussions now that there is some interest. |
| 36 | What are the projected revenues from electric truck and equipment charging (including shore power) for 2025, 2030? | David Wooley, Goldman School of Public Health | Please contact Jared Carpenter (jcarpenter@portoakland.com) for further details. |
| 37 | Has the Port collected any data on power usage by electric yard trucks and what does it show? | David Wooley, Goldman School of Public Health | Yes. In short, EV trucks use about 2.93 kWh's per mile. Please contact Jared Carpenter (jcarpenter@portoakland.com) for further information. |
| 38 | Has the port collected any data on duty cycles of drayage trucks? | David Wooley, Goldman School of Public Health | Yes. Port has performed studies with EV truck manufacturers and Port Utility customers to understand the duty cycles of trucks, energy use, and what charging infrastructure would be needed. Please contact Jared Carpenter (jcarpenter@portoakland.com) to discuss. |
| 39 | What is the Port's plan to develop back up power to operate the Port during times when the regional electric grid fails and are there contingency plans for when this happens during peak cargo volumes? | David Wooley, Goldman School of Public Health | Port is very actively investigating the incorporation of fuel cells, battery storage, and solar PV to supply continuous power. We have a design underway for a project to support this, and a few negotiations for solar equipment. Please contact Jared Carpenter (jcarpenter@portoakland.com) for further details. |