




# CAAP Heavy-Duty Truck Program


The Program in Development



## CAAP HDV Goals


- **By end of 2011, all trucks be a “clean truck”:**
    - Replace all frequent caller container trucks to meet 2007 on-road emissions standard
    - Replace all semi-frequent caller container trucks model year 1992 and older to meet 2007 on-road emissions standard
    - Retrofit all semi-frequent caller container trucks model year 1993-2006 with the most effective CARB verified emissions reduction technologies
    - Gateway Cities trucks
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## Agency Perspectives


- **CARB: Focus on Retrofits & Replacements**
    - Cost-effective
    - Consistency with state-wide program
    - Achieves similar PM reductions, but less NOx reductions
    - Retrofits only available for certain model years
  - **SCAQMD: Focus on Replacements**
    - State-wide program insufficient to meet attainment goals
    - Need additional NOx controls
    - Presents better long-term solution
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## Public Process


*Both the environmental organizations and the business communities have expressed a desire for a continuous process for participation in the ongoing review and improvement of the Clean Air Action Plan in the months and years ahead. We welcome such participation.*

- **Modeled on “Mayor’s Goods Movement Task Force”**
  - **Invitees include:**
    - **Industry**
    - **Environmental/Community Groups**
    - **Academia**
    - **Labor**
  - **Will provide input on CAAP Implementation**
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## **Program Status**

- **POLB released RFP for LNG Infrastructure Lease**
  - **POLA released RFP for LNG-fueled Trucks**
  - **Stakeholder Committee being established**
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## **Proposals Under Consideration**

- **Outside proposals received**
  - **Staff continuing work on scenarios**
  - **All proposals to be discussed in stakeholder forum**
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## Where Gateway Cities Fits In

- **Gateway Cities Benefits**

- Existing program to replace/retrofit trucks
- Long time partner to POLB & POLA
- Understands CAAP goals
- Currently providing support on truck program
- Ability to scale program to meet CAAP needs
- Existing funding has been exhausted
- Meets long-term CAAP goals for the incentive program



## Fleet Modernization: 3-step process to reduce emissions



Step 1: Scrap older truck

### Step 2: Replace with newer truck

(Newer truck emits much less while also being safer and more fuel efficient)

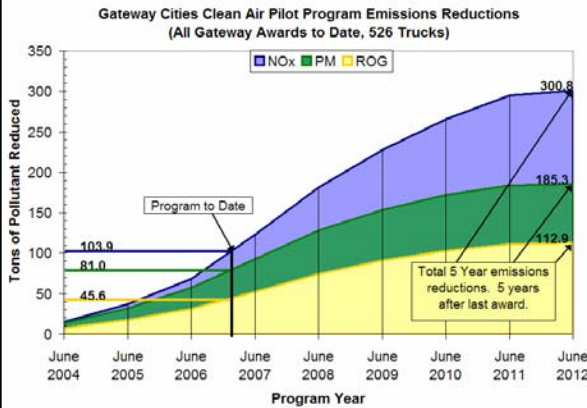


### Step 3: Retrofit PM-control

(Reduces replacement truck's PM by 85% and possibly 25% NOx)



# GCCOG Accomplishments



- 529 trucks replaced to date
- \$17 million in grant awards
- 61 tons/year of NOx reductions
- 37 tons/year of PM reductions
- Driver benefits

# Program Re-Direction

- Develop Interim & New Long-term Guidelines
- Develop Truck Definition
- Manage expected volume of grant applications
- Retrofit Datalogging

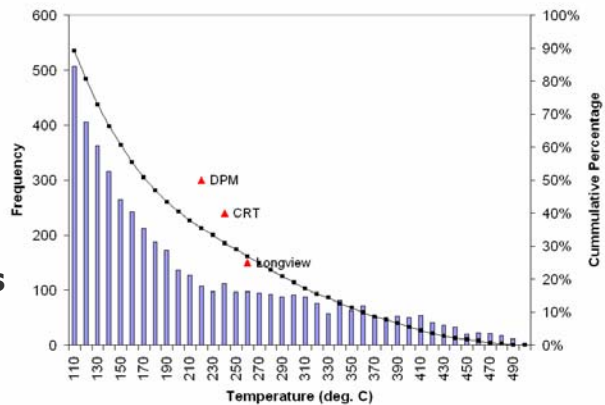


## Port Truck Definition


- Develop a “definition” of port truck to assist in the funding of replacement trucks
- Ensure properly sized engines, cabs, and other vehicle specifications

## Retrofit Datalogging

- Determine suitability for retrofits
- Dataloggers installed on 31 trucks
- Data collection is ongoing



## Next Steps

- **Complete draft HDV program**
  - **Convene stakeholder forum**
  - **Receive input and make revisions to HDV program**
  - **Present to both Boards for consideration**
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## CAAP

- **The complete document can be found at:**  
[http://www.polb.com/environment/air\\_quality/clean\\_air\\_action\\_plan.asp](http://www.polb.com/environment/air_quality/clean_air_action_plan.asp)
- Or**
- [http://www.portoflosangeles.org/environment\\_air.htm](http://www.portoflosangeles.org/environment_air.htm)
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