



NO ONE SAID IT WOULD BE SIMPLE: PORT OF OAKLAND'S TRUCK PROGRAM

**REDUCING EMISSIONS FROM TRUCKS
SERVING THE PORT OF OAKLAND**

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OVERVIEW OF PRESENTATION

- ◆ SOURCES
- ◆ V2K AIR QUALITY CONTROL MEASURES
- ◆ TRUCK PROGRAM
 - ◆ DESCRIPTION
 - ◆ DEVELOPMENT
 - ◆ FUNDING
- ◆ STATUS
- ◆ ISSUES
- ◆ WHAT'S NEXT?



SOURCES

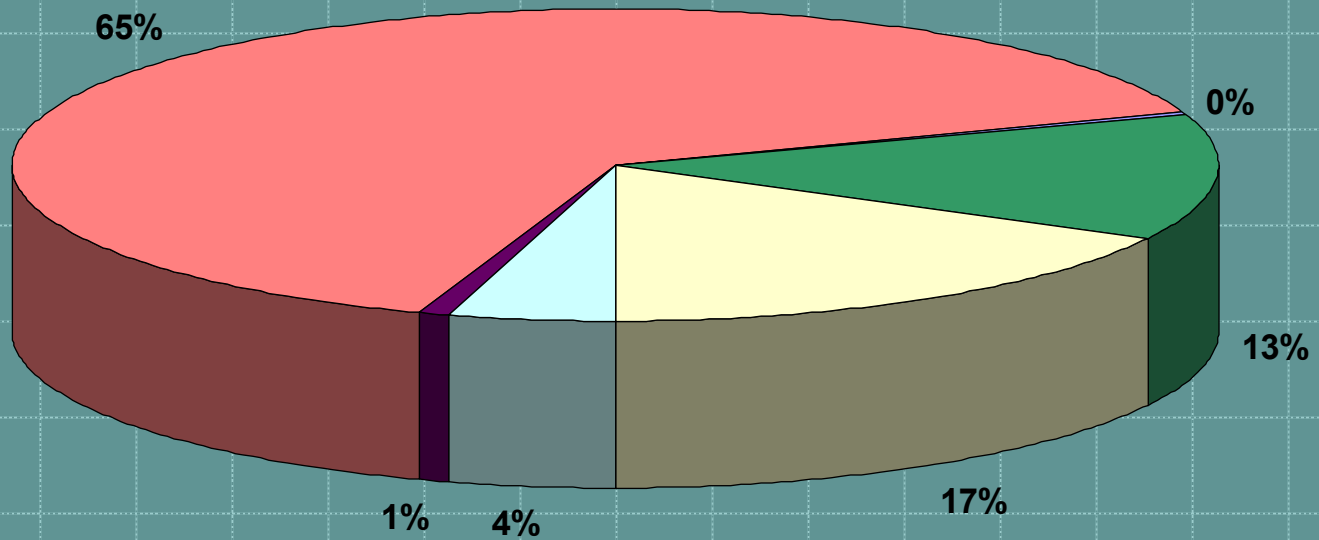
◆ PLAN TO UPDATE INVENTORY FOR PROPOSED “NEW BERTH 21”

	<u>NOx</u>	<u>PM</u>
SHIPS	48%	65%
TRUCKS	19%	13%
CARGO EQUIPMENT	21%	17%
TRAINS	11%	4%

◆ Note: Our focus is on PM, as the community's chief health concern

Projected 2003 Particulate Emissions per Equipment Category

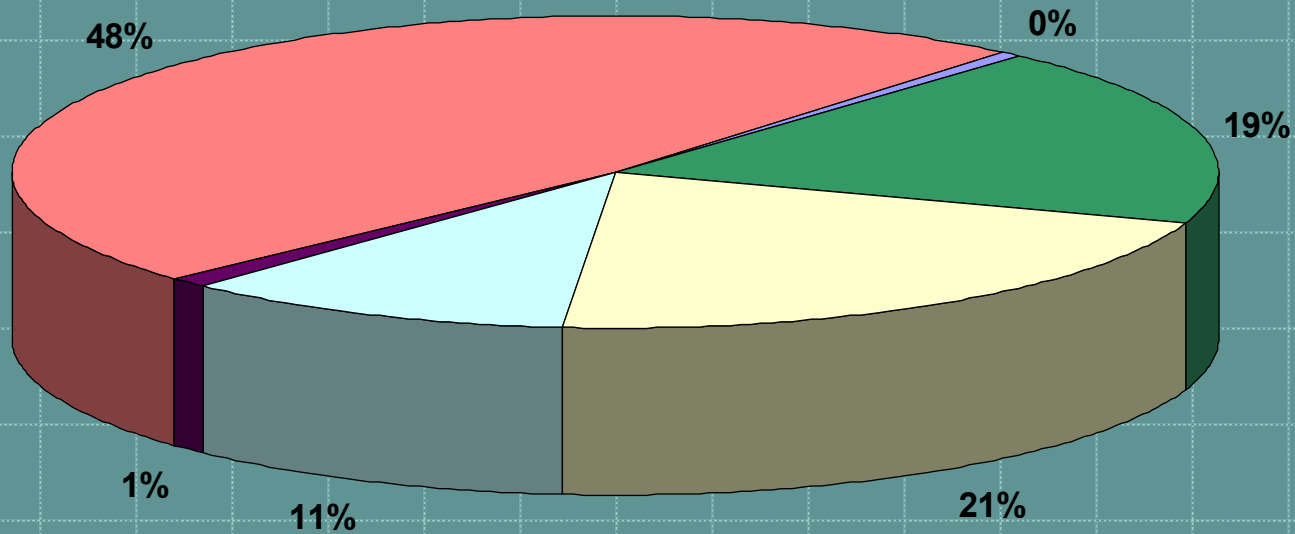
Port of Oakland, EPD, March 27, 2001
Source: Berths 55-58 EIR, Dec. 1998



- Vehicles
- Cargo-Handling Equipment
- Tug-Boats
- On-road Trucks
- Trains
- Ships (maneuvering, hoteling, cruising)

Projected NOx Emissions for 2003 per Equipment Category

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AIR QUALITY CONTROL MEASURES

- ◆ VISION 2000 MITIGATION PACKAGE
 - ◆ \$1.5 million Local trucks
 - ◆ \$5.2 million Cargo handling equipment
 - ◆ \$.1 million Aqueous diesel truck demo
 - ◆ \$.5 million Tug engines
 - ◆ \$.7 million Retrofit 28 local buses

CONTROL MEASURES

- ◆ VISION 2000 MITIGATIONS, CONTINUED
 - ◆ \$.6 million Local industry emission controls
 - ◆ \$.4 million Miscellaneous design/operations
 - ◆ OTHER: PM monitoring, encourage clean switch engines, investigate alternative fuel stations
- ◆ CHANNEL DEEPENING TO -50 FEET
 - ◆ ELECTRIC DREDGES (all construction controls cost about \$4.5 million)



TRUCK PROGRAM – DESCRIPTION

VOLUNTARY, INCENTIVE-BASED GRANT PROGRAM FOR TRUCK OWNERS TO REDUCE AIR EMISSIONS

- ◆ REPLACE TRUCKS WITH NEWER, CLEANER MODELS
- ◆ REPOWER TRUCKS WITH NEWER, CLEANER ENGINES (MOYER GRANT)
- ◆ RETROFIT TRUCK EXHAUST SYSTEMS

TRUCK PROGRAM - DEVELOPMENT

- ◆ TECHNICAL REVIEW PANEL
 - ◆ COMMUNITY, WEST OAKLAND NEIGHBORS REPRESENTATIVES
 - ◆ TRUCKERS, ENVIRONMENTAL GROUPS, OTHERS
 - ◆ AIR DISTRICT, EPA, CITY COUNCIL
 - ◆ ADVICE AND CONSENSUS WITHIN PROGRAM REQUIREMENTS
 - ◆ GOAL IS TO REDUCE PM IN MARITIME AREA ADJACENT TO WEST OAKLAND

TRUCK PROGRAM - FUNDING

◆ PORT FUNDS

- ◆ NEARLY \$1.5 MILLION FOR TRUCK REPLACEMENT, EXHAUST RETROFIT AND ADMINISTRATION
- ◆ NO COST PER TON CRITERIA

◆ CARL MOYER PROGRAM GRANT

- ◆ BAY AREA AIR QUALITY MANAGEMENT DISTRICT
- ◆ \$1.5 MILLION FOR TRUCK ENGINE REPLACEMENTS
- ◆ GOAL IS TO REDUCE NO_x IN REGION AT COST UNDER \$15,000/TON

STATUS

- ◆ MANAGEMENT AND ADMINISTRATIVE STRUCTURE
 - ◆ EXECUTIVE COMMITTEE
 - ◆ TECHNICAL ADVISORY COMMITTEE
 - ◆ PROJECT MANAGER IS TIM LEONG
 - ◆ TIAX WILL RUN PROGRAM – GATEWAY CITIES EXPERIENCE

STATUS

◆ SCHEDULE

- ◆ DEC. 31, 2004 - ISSUE SOLICITATION FOR ENGINE REPOWERS TO TRUCK OWNERS
- ◆ FEB. 1, 2005 - BEGIN ACCEPTING APPLICATIONS FOR REPOWERS
- ◆ APRIL 1, 2005 - AWARD GRANTS TO COVER REPOWER OF AT LEAST 67 TRUCKS
- ◆ JUNE 30, 2005 - COMPLETE REPOWERS ON AT LEAST 67 TRUCKS
- ◆ JUNE 30, 2006 - COMPLETE REPOWERS ON 100 TRUCKS

ISSUES

◆ EQUIPMENT

- ◆ DIESEL OXYDATION CATALYST VS. DIESEL PARTICULATE FILTER
- ◆ ENGINE REPLACEMENT VS. TRUCK REPLACEMENT

◆ TIMING

- ◆ FIRST \$1 MILLION OF MOYER FUNDS MUST BE SPENT BY JUNE 30, 2005
- ◆ NEXT \$0.5 MILLION OF MOYER FUNDS MUST BE SPENT BY JUNE 30, 2006

ISSUES

- ◆ ELIGIBILITY CRITERIA
 - ◆ DIRTY, DIRTIER, DIRTIEST?
 - ◆ PROXIMITY TO WEST OAKLAND
 - ◆ SHUTTLE TRUCKS
 - ◆ TRUCKS THAT CALL FREQUENTLY AT THE MARINE TERMINALS
 - ◆ COST PER TON OF EMISSION REDUCTIONS
 - ◆ \$15,000 OR LESS FOR NO_x (MOYER GRANT)
 - ◆ NO SET AMOUNT FOR PM

ISSUES (cont.)

◆ OUTREACH

- ◆ TRUCKERS, BUSINESSES, UNIONS
- ◆ TRANSLATION SERVICES
- ◆ WEB SITE, BROCHURES, ETC.

◆ CONTRACTING

- ◆ GRANT RECIPIENTS
- ◆ TRUCK DEALERS
- ◆ INSTALLERS
- ◆ SALVAGE YARDS

WHAT'S NEXT?

- ◆ CONVENE TRUCKING TECHNICAL ADVISORY COMMITTEE
- ◆ COMPLETE APPLICATION MATERIALS AND CONTRACT TEMPLATES
- ◆ GET THE PROGRAM OUT THE DOOR
- ◆ PICK A NAME? “TRUCK PROGRAM”? ANY SUGGESTIONS?

