



March 1, 2021

CITY OF LONG BEACH
PORT, TRANSPORTATION AND
INFRASTRUCTURE COMMITTEE

RE: EXECUTIVE ORDER N-29-20 ISSUED BY GOVERNOR GAVIN NEWSOM

Dear Members of the Committee,

The Harbor Trucking Association (HTA) is a coalition of drayage and intermodal transportation companies that comprise roughly two thirds of all the truck moves that service the Port of Long Beach. Collectively, HTA members have piloted, provided feedback, and put in orders/reserved more than 100 zero-emissions (ZE) trucks. Our goal, like that of many businesses, is to be part of a collaborative solution and provide valuable feedback to original equipment manufacturers (OEMs) in an effort to ensure better innovation in the manufacturing of ZE truck manufacturing. Unfortunately, the trucks being used today are still not ready to replace the internal combustion engine (ICE) trucks that serve the ports and cost in excess of \$300,000 per unit, plus the infrastructure to charge the truck.

In addition, there are many hurdles that the state must overcome. Currently, there is insufficient grid infrastructure, companies are being forced to self-insure these vehicles, and they are not readily available for purchase and delivery.

The city should applaud the Port of Long Beach's approach through the Clean Air Action Plan (CAAP). The CAAP outlines a model for transition to ZE, but also includes a much-needed feasibility study. The fact is, the Governor does not consider whether or not a transition to ZE is feasible for new vehicles by 2023. The inability for companies to meet this mandate will create competitive issues for California's ports, who are already struggling to service the cargo capacity coming through the gateway. In addition, there is a strong likelihood that drayage rates will need to increase, which could drive business elsewhere. A leakage of business to other, less environmentally sustainable ports, is not only bad for our economy, but it also undermines efforts to fight climate change. In fact, moving cargo from our clean ports to other dirty ports will lead to more emissions and negatively impact our environment.

As mentioned, infrastructure is going to be the major barrier to the adoption of ZE trucks. We have several members who have invested in battery electric ZE trucks look to locate closer to the port in order to make ZE trucks, with their current limitations on mile radius, more feasible.



Harbor
Trucking
Association

Unfortunately, the City of Long Beach has consistently informed those members that trucking is not a desired use in Long Beach.

The City of Long Beach should support the following to create a realistic transition to ZE:

1. Support the feasibility study approach outlined in the CAAP to minimize cargo leakage from the San Pedro Bay
2. Invest in infrastructure that creates a dependable, reliable, affordable, and resilient grid
3. Support and prioritize trucking firms with ZE trucks looking to locate in West Long Beach, to minimize the trip duty cycle of ZE trucks, for Conditional Use Permits (CUP) and streamline the permitting process.

The HTA would be happy to meet with this committee or any other to discuss real strategies for the transition to ZE trucks.

Respectfully,

Weston LaBar
CEO