

## **Warehouse Working Group (WWG) Meeting**

**2/5/24**

### **Meeting Summary**

A total of 33 people registered for the meeting, including SDAPCD staff.

Agenda items:

- January 2nd Meeting Summary
- Appointment System at Calexico East Port of Entry Presentation (Caltrans staff)
- Incentive Program Listening Session
- SCAQMD Rule 2305: Counting Truck Trips Training Video

The following is a summary of the comments received during the meeting:

- Warehouse owners develop properties and offer space for lease.
- Warehouse tenants are primarily customs brokers and third-party logistics companies.
- Warehouse tenants do not own truck fleets nor control the trucks going in and out of warehouses.
- Typically not national fleets operating in the area but individual operators on both sides of the border.
- Trucks coming in and out are not the same label on any given day.
- Difficult to predict who will deliver into the US, and who will ship within the US.
- Baja is not as well equipped as CA in terms of grid and infrastructure to support ZEV trucks.
- EPA's Greenhouse Gas Reporting Program may be a more efficient way of tracking emissions than tracking truck trips.
- Many products from Mexico are delivered to a drop yard instead of a warehouse.
- Most tenants contract with independent truckers to pick up products from drop yards for delivery throughout the US. The District should focus on these operators to assist with incentive funding.
- Of the 130 tenants that lease drop yard space, 99% of them send products outside of the county.
- Trucking as a service would not be feasible for moving good across the border due to insurance issues (can't take trucks into Mexico), and lack of CTPAT certification.
- Infrastructure is one of the most important factors needed to incentivize US fleets to transition to ZEV trucks.
- Tenant leases are typically short term, 3-5 years.

- Preliminary feasibility study for the appointment system at the Calexico East POE is expected in June 2024. If approved, an operational system would be several years out for completion.
- Emissions reduced from implementation of an appointment system may be more than those that may be realized through an ISR. Thus, the appointment system should be prioritized over an ISR.
- While an appointment system may provide benefits in the border region, an ISR may provide emission reductions throughout the county.
- Logistical challenges to tracking truck trips: few buildings with a guard shack, warehouse operators do not have access to GPS tracking data.
- Level of tracking will vary by facility.