

# Medium- and Heavy- Duty Fleets Stakeholder Meetings

In Winter 2021 and early 2022, the City of Oakland partnered with East Bay Community Energy (EBCE), the city's public power provider, to have conversations with stakeholders to better understand their fleet's operations and what they would need to transition to zero emission truck and vans. Stakeholders shared their perspective on key barriers and opportunities, as well as their views on establishing a Zero Emission Vehicle Zone Pilot. Stakeholders identified that the best-use case for zero-emission vehicles in their fleets would be for shorter range trips. To further identify best use cases and provide technical assistance to fleet operators, EBCE is conducting fleet electrification assessments.

## Stakeholders

City of Oakland and EBCE interviewed the following M/HD fleet stakeholders:

- **Kaiser Permanente**
- **Supermecado Mi Tierra**
- **Bay Cities Produce**
- **Schnitzer Steel**
- **Prologis**

## Meeting Summary

After introductions, staff used the following questions in their discussions with stakeholders:

1. How many vehicles are operating in your fleet today? Do you own or lease those vehicles? What is the approximate average daily round-trip distance for these vehicles?
2. Do those vehicles depart from and return to the same location every day? Or do they depart from and return to a different location?
3. Are these locations owned or leased? If leased, are there potential barriers with installing charging infrastructure in the future?
4. If EBCE were to develop hubs of fast charging stations for fleets like yours that were accessible like a wholesale gas station today, where do you suggest we build them?
5. The City is considering establishing a Zero Emission delivery zone area; What should the City think about with regards to supporting your company's operation in the Zone if applicable? What should the City consider with regards to how the curb is managed?

## Key Takeaways

### Barriers to Transition

Stakeholders discussed a variety of thoughts and concerns about the tasks of transitioning their medium- and heavy-duty vehicle fleets to zero emission vehicles. Specifically, the barriers identified by stakeholders are summarized below:

- **Cost Concerns** – Due to the small margins that fleet operators work with for delivery, the high up-front costs of ZEV delivery vehicles are a major concern. Additionally, the weighting of the truck is important in the context of deliveries and how much can be delivered; the additional weight of an electric battery in a truck could have additional cost effects on a fleet’s delivery operations.
- **Space Constraints** – Some fleet operators will not have the space available where their vehicles are stored to fully build out charging the charging infrastructure needed. This has the additional complication of requiring a fleet to have charging in-route or at destinations, which may not be feasible for operators from a logistics standpoint.
- **Charging Time** – Related to space constraints, many stakeholders expressed concerns about charging time for ZEV fleets compared to gasoline-powered fleets. There are unknowns related for how charging time, even at fast times, could impact operations and delivery scheduling.
- **Operational Management** – ZEV trucks and the charging associated with them is new technology and there are a lot of unknowns about how best to manage ZEV fleets for efficiency. Questions remain such as who within an organization manages the vehicles, the charging infrastructure, other operational needs. Stakeholders do not see a clear pathway for ZEV fleet project development and its standardization.

### Zero Emission Vehicle Zones

Action MHD-2 of the Draft ZEV Action Plan calls for the development of a zero-emission vehicle zone (ZEDZ) within the City of Oakland. A ZEDZ is an area where most or all deliveries are zero emission. This can include traditional ZEVs as well as alternative approaches such as cargo bikes, delivery robots, or central delivery hubs where people can collect packages. A pilot could be mandatory or voluntary. A mandatory ZEDZ would compel shippers and carriers to identify local/last-mile alternatives to traditional delivery approaches in order to serve customers within the zone. A voluntary ZEDZ would utilize a mixture of incentives – such as priority parking, free charging, nighttime delivery, or grants – to encourage alternative delivery methods.

Overall, stakeholders have no problem or are supportive of ZEDZ, but would like more information on specific policy and how the private sector will be pushed to comply. One of the fleet managers noted how they were open to e-bikes and other non-vehicular modes as ways to comply with a ZEDZ, especially as they have their own zero emission goals they are striving to achieve. However, other fleet managers expressed concerns due to limited curb space.

When asked alternatives to large vehicles such as cargo e-bikes were discussed but these were not seen as feasible. Alternatives to large vehicles such as cargo e-bikes were discussed, but these were not seen as feasible.

## Next Steps

- EBCE is working with some of the fleet operators to complete fleet electrification assessments
- Continued conversations about a pilot Zero Emission Vehicle Zone, to discuss the eventual location of the pilot as well as specific details.
- OakDOT staff will collaborate with Planning & Building and the Economic & Workforce Development departments in order to further develop citywide policies to expand ZEV infrastructure for medium- and heavy-duty vehicles.