



**Office of the Mayor
City of Los Angeles**

ANTONIO R. VILLARAIGOSA

FOR IMMEDIATE RELEASE
February 18, 2009

Contact: Parita Shah
(213) 447-4078

**MAYOR VILLARAIGOSA'S CLEAN TRUCK PROGRAM SHIFTS INTO
OVERDRIVE AT THE PORT OF LOS ANGELES**

Port of Los Angeles is set to collect fees as part of the Clean Truck Program to help truck owners convert to cleaner, greener trucks

When fully implemented in 2012, the Clean Truck Program takes over 16,000 dirty-diesel trucks off the road, slashing harmful truck emissions by 80 percent

LOS ANGELES — As part of Mayor Villaraigosa's plan to take 16,000 dirty diesel trucks off the road and slash port related truck pollution by 80 percent, the Port of Los Angeles today began collecting Clean Truck Fees. The fees, paid by cargo owners who use pre-2007 diesel trucks, will raise funds to help finance the replacement of thousands of old, dirty trucks currently servicing the Port.

"We are on our way to removing thousands of dirty, diesel trucks from our neighborhoods and reducing port truck diesel emissions by 80 percent in just four years," Mayor Villaraigosa said.

"Now that fee collection is implemented, we will set our sites on creating a 2009 Clean Truck Incentive Program to help bring more 2007-compliant or newer trucks into our program by the next dirty truck ban, which will come into effect January 1, 2010," said Port Executive Director Geraldine Knatz, Ph.D. "These incentives have proven to be a quicker way to get clean trucks out on the road."

- MORE -

Starting today, dirty diesel trucks will pay a \$35 per TEU (Twenty-foot Equivalent Unit, or 20-foot container) fee. Despite recent delays in fee collection, the Port has been moving full speed ahead in helping trucking companies purchase clean trucks. More than 100 companies have applied to receive \$20,000 for each qualifying truck they put into service at the Port by January 15, 2009. As a result of initial funding, the Port now has nearly 3,000 clean trucks in service – well exceeding the Clean Truck Program’s first-year emissions reduction goals.

Moving towards the goal of replacing all 16,000 dirty trucks with clean ones, the Port will continue to offer innovative incentive programs to encourage trucking companies to switch to the greenest trucks on the market.

Beginning October 1, 2008, the San Pedro Bay ports took the unprecedented step of banning the most polluting trucks – 1988 and older rigs. It was the first in a series of bans planned under Clean Truck Program initiatives pursued by both San Pedro Bay ports. On January 1, 2010, the ports will ban 1993 and older trucks, and un-retrofitted model year 1994 to 2003 trucks. By January 2012 all 2006-model year and older trucks will be banned from entering port container terminals.

Last year, the West Coast Marine Terminal Operator Agreement (WCMTOA) created a not-for-profit company, PortCheck, to collect the Clean Trucks Fee for the ports of Los Angeles and Long Beach. The money collected will be transferred to the ports to provide financial assistance for the replacement of thousands of trucks during the next several years. Under the program, the cargo owner is responsible for paying the Clean Truck Fee. The fee will be payable by credit card or electronic funds transfer, and must be paid before a container can enter or leave a terminal.

The Clean Truck Program is the centerpiece of Mayor Villaraigosa’s Clean Air Action Plan (CAAP) that targets the five leading causes of pollution at the Ports – ships, trains, trucks, cargo handling equipment and harbor craft. It aims to slash overall port pollution by 45% or more.

The Clean Air Action Plan (CAAP) was adopted in November 2006 to clean up the Ports of Los Angeles and Long Beach, whose operators are among the leading air polluters in the greater LA region.

About Health and the Port

Every year 2,400 premature deaths statewide and 1,200 in the South Coast Basin are caused by port related pollution, according to the California Air Resource Board. Asthma rates among children living in neighborhoods within the vicinity of the ports - 15 percent of all children under 17 - are double the national average, while dock workers and truck drivers face significantly elevated risks of lung and oropharyngeal (throat) cancer, according to US Census figures and local studies.

- MORE -

The operation from the ports account for more than 20 percent of the toxic air emissions in the South Coast Air Basin – and more smog and particulate-forming nitrogen oxide emissions than all 6 million cars in the region, according to the South Coast Air Quality Management District.

Studies by the South Coast Air Quality Management District and the California Air Resources Board put the economic impact of premature deaths due to port pollution alone to reach \$5.9 billion by 2025.

About the Clean Air Action Plan

In order to address health and environmental issues, the ports of Los Angeles and Long Beach adopted the Clean Air Action Plan (CAAP) in November 2006 - under the leadership of Mayor Villaraigosa – a comprehensive plan to address and curb emissions from port-related sources - ships, trains, trucks, terminal equipment and harbor craft. The CAAP:

- Will cut port related emissions by 45 percent or more over a five-year period, including: 47 percent reduction in diesel particulate matter; 45 percent reduction in nitrogen oxides; 52 percent reduction in sulfur oxides.
- Relies on pollution-based impact fees, ensuring the worst polluters pay their part to improve air quality.
- Uses incentives to encourage ships entering and exiting the harbor to reduce speed limits and use low-sulfur, clean-burning fuels to minimize diesel emissions in the area.
- Calls for cargo ships to shut down dirty diesel-powered auxiliary engines while docked and instead use shore-side electricity by 2016.
- Commits to eliminating dirty trucks by helping finance a generation of clean big-rigs.

The CAAP is the first of its kind in the world, partnering the two largest ports in the United States with the support of local, state and federal agencies that regulate air-quality standards (the South Coast Air Quality Management District; the California Air Resources Board and the United States Environmental Protection Agency). Drafted with extensive input from environmental, community, industry stakeholders, the CAAP also commits the Ports to invest in hundreds of millions of dollars in air-quality improvement programs.

###