



CAAP HDV1
Ports of Los Angeles and Long Beach
Clean Trucks Program

Program Elements for Stakeholder Discussion



Goal

- **HDV-1 Goal:**

Replace (or retrofit in specific instances) ~16,000 drayage trucks to cut air pollution from port trucks by more than 80% within five years

Implementation


- **Startup**

- Goal is startup on 1/1/08

- **Tariff**

- Limits drayage truck access to port terminals to concessionaires under Port contracts
- Sets up impact fee collection schedule
 - Fees fund truck replacement/retrofit grants
 - Paid by Concessionaires (truck fleet owners)

- **Concessions**

- Concession contracts between Ports and licensed motor carriers
 - Concessionaires agree to comply with environmental, safety and security measures
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Concessions

- **Concessionaires**

- No limit on number of concessions
 - Assure competition, adequate coverage, level playing field
- Required to participate in workforce development programs
- Must have truck maintenance and safety training programs
- Must certify that drivers adhere to national and local security standards
- After transition period, would be required to own truck fleet and be accountable for employee drivers
 - Employment preference to existing IOOs in drayage market

- **Solicit Applications through RFA process**


- Concession applicants will be evaluated for financial strength and asset control
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Concessions

- **Fees:**

- License Fee to Ports for the Concession
- Impact Fee at Terminal Gates for dirty trucks
 - Nominal surcharge to fund administration of fee collection
 - Balance to grant program
 - State bond funding would reduce need for higher gate fees

- **Grants:**

- Grants to concessionaires to fund truck replacements/retrofits
 - Up to 80% of cost of new vehicle
 - Up to 100% of cost of retrofit device and installation
 - Sources of Funding
 - Ports and SCAQMD front-load funding for immediate start
 - State bond funding
 - Impact fees fund rest of program
 - Award Amounts Scaled Based on Port Service
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Concessions

- **Trucks:**

- Replace or retrofit

- Only certain years qualify for retrofits
 - Retrofits must be CARB verified level three device
 - Remainder of fleet must be replaced
 - Replacement is 2007 EPA-standard on-road truck

- Milestones

- Progressive bans starting 1/1/08
 - Ban pre-1989 trucks from port service by 1/1/08
 - Ban 1989-1993 trucks from port service by 1/1/09
 - Ban unretrofitted 1994-1998 trucks from port service by 1/1/10
 - Ban unretrofitted 1999-2003 trucks from port service by 1/1/11
 - Ban unretrofitted 2004-2006 trucks from port service by 1/1/12
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Concessions

- **Trucks:**

Implementation Date			
	Truck MYs	Total No. Of Trucks Affected	Percentage of Trucks Affected
January 1, 2008	MY Pre-1988	2267	14%
January 1, 2009	MY 1988-1993	5337	33%
January 1, 2010	MY 1994-1998	7112	43%
January 1, 2011	MY 1999-2003	1422	9%
January 1, 2012	MY 2004-2006	248	2%
	TOTAL	16386	100%

Concessions

- **Trucks:**

- Trucks funded under program would be owned by concessionaire with Ports as primary lienholder
- Concessionaire procures old truck in port service to turn in
- Old trucks scrapped
 - Owner paid for old truck
- New truck must stay in port service for specified period of time or number of miles
- Trucks issued RFID and AVL for compliance tracking



Upcoming Actions

- **Program Details to BHC end of Q2 2007 for approval**
 - **Release RFA for Concessions early Q3 2007**
 - **Tariff Modifications to BHC Q3 2007**
 - **Concessions negotiated Q3/Q4 2007**
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