



San Pedro Bay Ports Clean Air Action Plan

FOR IMMEDIATE RELEASE

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Ports Extend Clean Trucks Program Development Schedule to Further Analyze Operational Considerations and Study Economic Impacts

LONG BEACH, Calif. – Officials at the ports of Long Beach and Los Angeles today announced that they are extending their “Clean Trucks Program” proposal development schedule beyond the targeted July completion goal. The ports anticipate that it will take a minimum of 60 days to complete a comprehensive plan that can be presented to the Los Angeles and Long Beach harbor commissions. The goal now is to bring a plan to the boards during the month of September.

The ports are developing a sweeping proposal to replace or retrofit the 16,000 diesel-powered trucks working the ports to reduce truck-related air pollution by 80 percent within five years. While thousands of comments and numerous operational considerations will be further assessed during the extended program development period, the ports also will undertake an economic impact study to assess the financial impact of the proposed program. In addition, an industry task force will be assembled by the ports in the coming weeks to study and make recommendations that pertain to the mechanics of implementing the program from an operational standpoint. The ports will also proceed with the selection of a program administrator that will oversee the concession application, contracting and program administration elements of the program.

“Our stakeholder process hasn't been a 'window-dressing' formality -- feedback has been constructive and valuable in shaping this plan,” said Geraldine Knatz, Ph.D., executive director at the Port of Los Angeles. “Many business stakeholders in particular wanted more economic data, and this extended timeline will enable us to study the economic implications of the plan. The extra time and analysis will make for a stronger program.”

“In the interests of fairness to those who offered their input, we need time to analyze their suggestions,” said Richard Steinke, executive director of the Port of Long Beach. “We remain committed to aggressively reducing air quality with a Clean Trucks Program, but our aim is to get this right.”

The economic impact study that will be commissioned by the ports will supplement a trucking industry wage study that was conducted earlier this year. Based on public

comment, the economic impact study, the wage study and input from a stakeholder group, the staffs at the two ports will prepare a final proposal.

The Clean Air Action Plan in November 2006 calls for a Clean Trucks Program in which drayage truck owners scrap and replace the oldest of about 16,000 trucks working at the ports, and retrofit the others, with the assistance of a port-sponsored grant subsidy.

The program under development by the port staffs would only allow port-licensed concessionaires, operating "clean" trucks, to enter port terminals without having to pay a new truck impact gate fee. "Clean trucks" are defined as 2007 or newer trucks, retrofitted trucks manufactured in 1994 or newer, or trucks that have been replaced through the Gateway Cities truck modernization program.

The 2007 and newer trucks are 90 percent cleaner than older trucks. Year by year, the oldest trucks would be barred from the ports until only trucks meeting the CAAP "clean truck" standard would be permitted to work in the ports.

The ports of Long Beach and Los Angeles adopted the landmark San Pedro Bay Ports Clean Air Action Plan (CAAP) to curb port-related air pollution from trucks, ships, locomotives and other equipment. A model for seaports around the world, the CAAP is the boldest air quality initiative by any seaport, consisting of wide-reaching measures to significantly reduce air emissions and health risks while allowing for the development of much-needed port efficiency projects.

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