



Office of the Mayor
City of Los Angeles

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MAYOR VILLARAIGOSA LAUNCHES LANDMARK CLEAN TRUCK PROGRAM TO CLEAN LOS ANGELES' AIR

The most ambitious air-pollution cleanup in the nation immediately bans over 10% of port trucks – or 2,000 dirty-diesel trucks removing over 350 tons of harmful port-related emissions from Los Angeles' air

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 – Mayor Antonio Villaraigosa today launched the Clean Truck Program, the centerpiece of the most ambitious air-pollution cleanup initiative in the nation immediately banning over 10% of port trucks – or 2,000 dirty-diesel trucks from the Ports of Los Angeles and Long Beach and removing over 350 tons of harmful emissions from Los Angeles' air.

“Today we are launching the Clean Truck Program and immediately, we will take 2,000 of the dirtiest, diesel spewing trucks off the road and start reducing the choking pollution in LA and Long Beach,” Villaraigosa said.

“People said the fight would be too hard, but we kept on truckin’ because we knew that the people of our port communities needed relief. We can proudly say that our Clean Trucks Program will begin on schedule, as planned, with more than enough drivers, trucking companies and clean trucks to meet the Port’s demand.”

Considered the most significant environmental achievement of Mayor Villaraigosa’s time in office, the Clean Truck Program immediately bans trucks built before 1989, the first year of diesel pollution control; and by 2012, bars any truck that doesn’t meet the cleanest 2007 emission standards.

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Removing 2,000 pre-1989 diesel trucks from the road is the equivalent of taking over 400,000 cars off the highways. These old trucks emit the harmful pollutant Nitrogen Oxide (NOx) and the even more harmful diesel particulates. Taking 2,000 diesel trucks off the road will reduce 325 tons of NOx and 63 tons of diesel particulate per year.

When fully implemented in 2012, the Clean Truck Program will remove over 16,000 diesel trucks from the roads and reduce harmful emissions by 80 percent.

The success of the Clean Truck Program hinges on the participation of the trucking companies who carry the goods from the Ports to the distribution centers and the retail stores.

As of today, 598 companies have signed up to participate in the program, which means they are agreeing to abide by the environmental, operational and security requirements. These 598 companies will be using over 21,000 clean trucks to haul goods from the Ports to the rest of the region.

The Clean Truck Program set an October 1, 2008 goal of at least 10,000 trucks in order to ensure that goods and cargo would be delivered without delay or backup. With over 21,000 trucks participating, the truck program will be implemented without a hitch.

The Clean Truck Program is the centerpiece of the 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.

The Clean Air Action Plan (CAAP) was adopted in November 2006 to cleanup the Ports of Los Angeles and Long Beach, which are the leading air polluters for the greater LA region. More than 1,200 people in Southern California die prematurely every year because of port-related air pollution.

A complete description of the Clean Air Action Plan, Clean Truck Program and the Port of Los Angeles are attached.

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CLEAN AIR ACTION PLAN

The Clean Air Action Plan is the most ambitious air-pollution cleanup initiative in the nation.

The ports of Los Angeles and Long Beach adopted the Clean Air Action Plan (CAAP) in November 2006 to address the public health and environmental issues caused by the pollutants emitted by each port. The two ports are among the top polluters in the region with more than 1,200 people in Southern California dying prematurely every year because of port-related or goods-movement air pollution.

The CAAP is a comprehensive plan to address and curb emissions from the main 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.
- Encourages ships entering and exiting the harbor to reduce speed limits and use low-sulfur, clean-burning fuels to minimize diesel emissions.
- 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.

CLEAN TRUCK PROGRAM

The Clean Truck Program is the centerpiece of the Clean Air Action Plan and when fully implemented in 2012, will take over 16,000 dirty diesel trucks off the road, slashing harmful emissions by 80 percent.

On October 1, 2008, the first day of implementation, the program will immediately ban over 10% port trucks – or 2,000 dirty-diesel trucks built before 1989, the first year of diesel pollution control. And by 2012, bars any truck that doesn't meet the cleanest, 2007 diesel standards.

Developed by both the Ports of Los Angeles and Long Beach, the Clean Truck Program combines four elements: ban on pre-1989 trucks leading to a ban on trucks built prior to 2007, container fees, incentives for buying new clean trucks, and concession contracts ensuring adherence to the new environmental and security rules.

Cargo owners will be charged a \$35 fee for every 20 foot container and a \$70 fee for every 40 foot container entering or leaving the Port.

These fees collected by the Ports will subsidize the purchase of clean trucks, with increased incentives for alternative fuel trucks. Trucking companies will receive funding to pay from 50% up to 80% of the cost of the new trucks. There is also a truck buy-back program that offers \$5,000 to current truck-owners for any trucks built prior to 1989.

The Program will require trucks operating at the Port to be owned and registered by companies given a five-year permit – concession – in order to access the Port.

These concessionaires will employ truck drivers and be held accountable for ensuring that all trucks meet the requirements of the Clean Truck Program over the long run – from proper maintenance of trucks to security and licensing.

Creating a registry of credentialed drivers and trucks, the program will help state and local law enforcement identify trucks and employees, and connect trucks to their owners, a major factor in protecting one of the nation's key economic assets.

The final major component of the Clean Truck Program entails creating community-friendly provisions to alleviate the burden of truck activity placed on communities near the Port.

Tighter controls over on-street parking, coupled with employer control over when and where drivers can operate their trucks, will help reduce the number of big-rigs driving through and parking in residential neighborhoods.

For more details about the plan, please visit: www.portoflosangeles.org.

PUBLIC HEALTH AND THE PORTS

Every year 1,200 premature deaths are caused statewide due to pollution caused by port trucks, 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 U.S. Census figures and local studies.

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 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. An economic impact study commissioned by the San Pedro Bay ports indicates that replacing the present truck fleet and accomplishing the other measures outlined in the Clean Air Action Plan will create 300,000 to 600,000 jobs over the next two decades.

Together, the neighboring ports of Los Angeles and Long Beach – which handle 44 percent of all container goods entering America – are the world's fifth busiest port complex by container volume and are expected to see container volumes triple by 2020.