



The Port of
LONG BEACH

San Pedro Bay Ports Clean Air Action Plan

For Immediate Release

December 20, 2007

PORT OF LOS ANGELES HARBOR COMMISSIONERS FOLLOW LONG BEACH COMMISSION VOTE AND APPROVE CLEAN TRUCKS FEE

Container charges will fund fleet turnover and reduce port related truck emissions by 80 percent over next 5 years

The Los Angeles Harbor Commission today approved a measure that will place a \$35 charge on every loaded twenty foot equivalent (TEU) cargo container entering or leaving the Port of Los Angeles cargo terminals by short-haul (or "drayage") trucks beginning June 1, 2008. This follows the unanimous vote of support for The Clean Trucks Fee tariff approved Monday by the Port of Long Beach Harbor Commissioners.

The nation's two largest container ports will use the proceeds to fund a \$2 billion Clean Trucks Program -- \$1.6 billion generated by the Clean Trucks Fee and an additional \$400,000 million in anticipated grant funding from the state of California -- initiative that will replace or retrofit the existing fleet of trucks that serve the San Pedro Bay Ports over the next five years -- reducing port related truck emissions 80 percent.

The \$35 fee per loaded TEU ("twenty-foot equivalent unit" container) will be collected by the ports' shipping terminals. The fee would not apply to containers entering or leaving the Port by train. Trucks will be monitored for compliance by radio frequency tracking devices or similar identification technologies. All funds collected by the two ports would be used for the replacement of about 16,800 trucks by 2012 with clean diesel trucks, or trucks fueled by liquefied natural gas (LNG) or other approved

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CLEAN TRUCKS FEE APPROVED BY PORTS

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technologies that can achieve the 2007 standard adopted in the ports' Clean Air Action Plan (CAAP). The fee tariff would end when the fleet of drayage trucks meet CAAP requirements, around 2012.

In November, the Long Beach and Los Angeles Boards of Harbor Commissioners approved a ban on old, dirty trucks that call at the ports. The ban will be phased in, beginning October 1, 2008 with a ban on all trucks built before 1989. By January 1, 2010, only trucks built after 1993 will be allowed, and by January 1, 2012 all trucks must meet 2007 federal EPA standards.

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QUOTES

Los Angeles Mayor Antonio Villaraigosa

"This container fee is the fundamental, first step to ensuring we have the momentum and money to make the most aggressive plan to green the Ports' fleet a reality. With the financial groundwork laid, it's now time to push forward on the rest."

Long Beach Mayor Bob Foster

"This cargo fee takes the historic step of aligning the cost of goods movement and environmental protection with the price of goods. That's right where it should be. Our communities will no longer subsidize goods movement at the price of public health."

Los Angeles Councilwoman Janice Hahn

"We have always known that a Clean Truck Program will take funding, this fee provides that. The question now is how that money will be spent so that we can truly clean up the trucks, while also providing the port with a steady and reliable trucking workforce. Clean trucks are great, but won't do us much good without a stable workforce to drive them."

Long Beach Vice Mayor Bonnie Lowenthal (and Chair of the Alameda Corridor Transportation Authority)

"With agreement from both ports, our communities will finally have some relief from the air quality impacts that come from shipping low-cost goods across our region. I applaud both ports for taking this momentous step forward."

Los Angeles Harbor Commission President S. David Freeman

"One giant step at a time we move ahead to achieve a revolutionary change in port drayage. Instead of dirty trucks, loose security and underpaid drivers, we are moving to cleaner air, tighter security and a well-paid, stable workforce."

Long Beach Harbor Commission President

"These two ports are key economic engines, supporting thousands of jobs in Southern California. With this partnership, we can now move ahead and address other important aspects of the Clean Air Action Plan to further protect the environment and public health."

Port of Los Angeles Executive Director Geraldine Knatz, Ph.D.

"This board action, coupled with the dirty trucks phase-out schedule both port boards approved last month, are proof-positive that Southern California's ports are following through with the landmark Clean Air Action Plan we developed and jointly approved last year. It's a good note to end the year on."