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**COURT RULING ALLOWS MAYOR VILLARAIGOSA AND
PORT OF LOS ANGELES TO MOVE FORWARD WITH OCTOBER 1
LAUNCH OF CLEAN TRUCK PROGRAM**

Port Officials Are Working Closely With Licensed Motor Carriers, Drivers and Terminal Operators To Prepare For Start of Landmark Environmental Program

SAN PEDRO, Calif. — September 11, 2008 — Tuesday's ruling by U.S. District Court Judge Christina Snyder to deny the American Trucking Associations' request for a temporary injunction against the Port of Los Angeles Clean Truck Program (CTP) clears the way for the October 1, 2008 launch of the landmark environmental program that will help the San Pedro Bay ports reduce port truck emissions by 80 percent over the next several years.

"The court's decision is an important milestone in the implementation of the landmark Clean Trucks Program --this moves us one step closer to cleaner air and a safer Port for all Los Angeles area residents," said Los Angeles Mayor Antonio Villaraigosa. "Judge Snyder recognized the legitimate environmental and public safety concerns that the Port is addressing in the Clean Truck Program."

"A concession-based trucking system is central to the sustainability of the Clean Truck Program and critical in our efforts to aggressively clean the air and operate a safe, secure port," said Port of Los Angeles Executive Director Geraldine Knatz, Ph.D. "This ruling, and our growing list of concession applicants, puts us in a good position for a strong program start."

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Clean Truck Program Update

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Port officials are focusing their efforts on preparing to enforce the progressive dirty truck ban, which will prohibit pre-1989 trucks from hauling containers in and out of marine terminals beginning October 1. In the days ahead, the Port will also begin approving concession applications and assisting Licensed Motor Carriers (LMCs) and Terminal Operators in the actions they need to take for program implementation.

Beyond the truck ban, key components of the CTP that go into effect at the Port of Los Angeles on October 1 include:

- A \$35-per-TEU (twenty-foot equivalent unit) Clean Truck Fee assessed on containers hauled in and out of cargo terminals by trucks that do not meet 2007 EPA standards (Marine Terminal Operators will charge the fee to cargo owners);
- A requirement that trucks entering Port terminals be logged into the Drayage Truck Registry (DTR) database now online; and
- A requirement that LMCs have a concession agreement to haul cargo in and out of Port terminals.

Both ports strongly encourage LMCs to register all trucks -- LMC-owned or independent owner-operated -- into the Drayage Truck Registry that is now available online at www.portoflosangeles.org and also ensure that their drivers have TWIC security credentials.

Licensed motor carriers who want more information about the Port of Los Angeles Clean Truck Program can visit www.portoflosangeles.org/cleantrucks. LMCs seeking concession or truck grant application assistance can also call a Port representative at 1-888-KLN-POLA, or visit the Clean Trucks Center at Pier S Avenue and New Dock Street on Terminal Island.

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Clean Truck Program Update
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On Friday, September 12, at 9:00 a.m., the Port will hold a workshop for terminal operators, cargo owners, shipping companies and other industry groups focused on operational aspects of the CTP such as collection of the Clean Air Truck Fee.

About the Port of Los Angeles

The Port of Los Angeles, also known as “America’s Port,” has a strong commitment to developing innovative strategic and sustainable operations that benefit the economy and the quality of life for the region and the nation it serves. A recipient of numerous environmental awards, including the U.S. Environmental Protection Agency's 2007 Clean Air Excellence Award, the Port of Los Angeles is committed to innovating cleaner, greener ways of doing business. As the leading seaport in North America in terms of shipping container volume and cargo value, the Port generates 919,000 regional jobs and \$39.1 billion in annual wages and tax revenues. A proprietary department of the City of Los Angeles, the Port is self-supporting and does not receive taxpayer dollars. The Port of Los Angeles - A cleaner port. A brighter future.

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