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**HEART OF LOS ANGELES' CLEAN TRUCK PROGRAM
MOVING FORWARD**

The centerpiece of the Clean Truck Program – banning dirty diesel trucks from the Port of Los Angeles – moves forward and will continue to reduce pollution and clean the air

LOS ANGELES, April 29, 2009 – Today's ruling by U.S. District Court Judge Christina Snyder leaves in place the centerpiece of the Clean Truck Program, allowing the Port of Los Angeles to ban dirty diesel trucks and clean up air pollution from the surrounding port communities while putting on hold disputed sections of the program.

"We are pleased that the heart of the Clean Truck Program is in place and we're moving full steam ahead with removing dirty diesel trucks from our communities and harmful pollutants from our air," Mayor Villaraigosa said. "We look forward to our day in court where we will show the overwhelmingly success of the entire program and why it is needed to ensure long-term success."

"We are committed to implementing the most sustainable program possible," added Port Executive Director Geraldine Knatz, Ph.D. "Our complete program has already cut truck pollution drastically and it ensures that today's clean trucks will be replaced by even cleaner trucks in years to come. We will make that case in trial later this year."

Today's preliminary ruling allows the Port of Los Angeles to continue to ban dirty diesel trucks and collect fees from cargo owners to raise funds to help finance the replacement of the older trucks servicing the Port.

The ruling, however, temporarily put on hold disputed sections of the program, including the collection of truck concession program fees, concessionaire financial capability requirements, preferential hiring consideration of the First Source application list, off-street parking requirements, and a requirement that carriers gradually transition to using employee drivers at Los Angeles cargo terminals.

Judge Snyder set the full trial date for December 15, 2009.

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CLEAN TRUCK PROGRAM

The Clean Truck Program is the centerpiece of Mayor Villaraigosa's Clean Air Action Plan that targets the five leading causes of pollution at the Ports – ships, trains, trucks, cargo handling equipment and harbor craft.

When implemented in October 2008, the Clean Truck Program immediately banned all trucks built prior to 1989, the first year of diesel pollution control. And by 2012, the program bars any truck that doesn't meet the cleanest 2007 emission standards.

In the first six months of the program, pollution at the port complex was reduced by 23 percent. When fully implemented in 2012, port truck emission reductions could exceed 80 percent.

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. 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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