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PORT OF LOS ANGELES SETS SEPTEMBER 19 DEADLINE FOR LICENSED MOTOR CARRIERS TO APPLY FOR CLEAN TRUCK PROGRAM INCENTIVES

Incentive Program Is Catalyst for Surpassing First-Year Clean Air Goals Through the Early Deployment of USEPA 2007-Compliant Trucks

SAN PEDRO, Calif. – September 11, 2008 – The Port of Los Angeles has set a deadline of Friday, September 19, 2008, for accepting applications from Licensed Motor Carriers (LMCs) that sign on to the 2007-Compliant Incentive Program offered through the Port of Los Angeles Clean Truck Program (CTP).

The incentive program, approved by the Los Angeles Harbor Commission on August 21, offers LMCs \$20,000 for each USEPA 2007-compliant truck they put into drayage service within a one-year period commencing October 1, 2008. To qualify, trucks must be privately funded and be committed to make an average of six trips per week for five years.

Incentive program participants can also apply to receive a yearly cash “Efficient Use” incentive payment of \$10 per Port of Los Angeles dray with their USEPA 2007-compliant truck if they achieve a target of 600 qualified drays per year in and out of the ports of Los Angeles and Long Beach and 300 of those drays are for Port of Los Angeles cargo. The per-truck limit of payouts for this second incentive would be \$10,000. This funding would be available for a one-year period commencing October 1, 2008.

In order to ensure the smooth implementation of the Los Angeles Clean Truck Program, the Port of Los Angeles plans to schedule an informational meeting with its CTP concessionaires and incentive program applicants within the next two weeks.

The early infusion of 2007-compliant trucks enables the Port to achieve immediate and significant emissions reductions -- well ahead of the progressive truck ban deadline. The Port projects that the baseline reduction of nitrogen oxide emissions in the first year of the CTP will increase from 184 tons without incentives to 814 tons with the incentives. In addition, the 2007-compliant trucks will deliver a 48-ton reduction in particulate emissions – three times the original estimate of 18 tons during the first year of the program. These figures are based on approximately 700 USEPA 2007-compliant trucks entering into the program by October 1, 2009,

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Deadline for Clean Truck Incentives 2-2-2

as reported by Port Executive Director Geraldine Knatz, Ph.D., at the September 4, 2008 Harbor Commission meeting.

LMCs must submit letters of intent by September 19 to be considered for the program. Their letters should indicate how many USEPA 2007-compliant trucks they propose to operate as Port of Los Angeles Clean Truck Program concessionaires beginning October 1, 2008, and the total number of USEPA 2007-compliant trucks they are proposing to deploy in Port drayage during the first 12 months of the CTP. For the Efficient Use incentive, their letters must include their targeted number of drays.

For more details on these programs, see Incentive Requirements (page 4) at http://www.portoflosangeles.org/Board/2008/August/082108_ctp_item1.pdf

Licensed Motor Carriers who want more information about the Port of Los Angeles Clean Truck Program can visit www.portoflosangeles.org/cleantrucks. Licensed motor carriers 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.

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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