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PORT OF LOS ANGELES MARKS ONE-YEAR ANNIVERSARY, SUCCESSSES OF CLEAN TRUCK PROGRAM

Since its commencement on October 1, 2008, the Clean Truck Program (CTP) has delivered an estimated 70-percent reduction in air emissions compared to 2007 average air emissions data.

On October 1, 2008, when trucks with model years prior to 1989 were banned from Port terminals, staff estimates that approximately 1,500 to 2,000 pre-1989 diesel trucks were removed from drayage operations (short-haul cargo container trips). The new trucks that replaced them generate emissions that are more than 90 percent lower than this oldest segment of the truck fleet that serves the San Pedro Bay ports.

At the current rate of new truck replacement, it is possible that by January 2010 more than 90 percent of the cargo gate moves at Port terminals will be made by trucks meeting U.S. Environmental Protection Agency (USEPA) 2007 heavy duty truck emissions standards (Clean Trucks). This achievement will allow the San Pedro Bay ports to meet their 2012 goal of 80 percent emissions reductions from overall drayage operations three years ahead of schedule.

What Are the Benefits of the Clean Truck Program?

Unprecedented Greening of one of the nation's largest port truck fleets

- In 2008, the Port of Los Angeles provided \$44 million in payments to licensed motor carriers in order to incentivize their purchase of 2,200 Clean Trucks. Another \$23 million was approved in May for incentive payouts on the purchase of alternative fueled trucks (natural gas and electric). These incentives, coupled with the effect of the truck ban schedule and associated fees, have led to over \$500 million in private investment toward the purchase or lease of almost 3,000 more Clean Trucks, making a total of more than 5,500 Clean Trucks currently operating at the Port of Los Angeles and Long Beach.
 - These 5,500 Clean Trucks, which includes about 300 alternative fuel vehicles, are making approximately 66 percent of total containerized cargo gate moves at Port of Los Angeles terminals.
 - Operation of 5,500 Clean Trucks will reduce more than 30 tons of diesel particulate matter emitted by trucks per year at the Port, and equates to removing the particulate matter emissions of nearly 200,000 automobiles from our Southern California highways over the course of one year.

Economic Benefits

- More than 10 percent of Port of L.A. Clean Truck Program participants have received truck purchase incentives from the Port of L.A.

Port of L.A. One-Year CTP Anniversary

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- While new truck sales are down 60 percent nationwide, truck dealers near the Port of L.A. are seeing business up by one-third versus last year because of the CTP, including increases in alternative fuel (liquefied natural gas) truck sales.
- The CTP has helped generate over \$500 million in private investment of truck purchases.

Accountability for Health and Environmental Impact

- The Port of Los Angeles has established a drayage contract program (concession) that, for the first time ever, gives the Port a direct relationship with the licensed motor carriers, allowing for far greater accountability and monitoring of the public health, safety, and environmental impact of the trucks.

Why is the Clean Truck Program a Necessity?

Health

- Studies by the South Coast Air Quality Management District (AQMD) and the California Air Resources Board (CARB) have concluded that the more than two million people who live near the ports of Los Angeles and Long Beach face greater health risks than those who live elsewhere in the region.

Cost imposed on our healthcare system

- CARB estimates that Southern Californians pay between \$100 million and \$590 million annually in health impact costs related to drayage truck pollution and will pay up to \$10.1 billion between now and year 2025.

Cost imposed on our transportation system

- According to a drayage options analysis performed by The Boston Consulting Group (BCG), the current drayage system imposes between \$500 million and \$1.7 billion of costs on the public each year through: operational inefficiencies (e.g. impact on truckers and trucking companies of truck under-utilization, traffic congestion and lack of driver health/benefits); city/community costs (e.g. road maintenance, environmental damage, vehicle and driving safety and residential impacts from truck traffic and parking); and, above all, public health (premature death, hospital admissions, workday and school-day loss, and restricted activity).

Who Supports the Los Angeles Clean Truck Program?

- The CTP is supported by a broad array of local advocates united under the umbrella organization of the Coalition for Clean and Safe Ports (www.cleanandsafeports.org). Its 80 members include environmentalists, health advocates, student organizations, faith-based groups, port drivers and residents.
- Nationwide support for solutions like the L.A. Clean Truck Program includes the Coalition for Clean & Safe Ports in Oakland and Seattle, as well as the Coalition for Healthy Ports (NY/NJ) on the east coast.
- The CTP has received public endorsements from: then-Senator Obama; Speaker Nancy Pelosi; thirty-one (31) House California Democrats; Representative Jerrold Nadler (D-NJ); Senators Boxer (D-CA), Feinstein (D-CA), and Lautenberg (D-NJ); Port Authority of New York/New Jersey; New Jersey Governor Jon Corzine; and Newark Mayor Cory Booker.

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