

PORT OF LOS ANGELES CLEAN TRUCK PROGRAM

Effective Jan. 1, 2012

Since its commencement on October 1, 2008, the Clean Truck Program (CTP) has delivered an estimated 80 percent reduction in the rate of truck 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 at least 1,500 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.

As of January 2012, 100 percent of the cargo gate moves at Port terminals are being made by trucks meeting U.S. Environmental Protection Agency (U.S. EPA) 2007 heavy duty truck emissions standards (Clean Trucks). This achievement allowed the San Pedro Bay ports to meet their 2012 goal of 80 percent emissions reductions from overall drayage operations.

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 \$12.5 million was approved in May 2008 for incentive payouts on the purchase of 500 natural gas fueled trucks. These incentives, coupled with the effect of the truck ban schedule and associated fees, have led to over \$1 billion in private investment toward the purchase or lease of approximately 7,000 more Clean Trucks, making a total of more than 9,800 Clean Trucks currently operating at the Port of Los Angeles and Long Beach.

- Effective January 1, 2012, these 9,800 Clean Trucks, including more than 880 natural gas vehicles, are making all of the total containerized cargo gate moves at Port of Los Angeles terminals.

- Operation of 9,800 Clean Trucks will reduce more than 40 tons of diesel particulate matter emitted by trucks per year at the Port, and equates to removing the particulate matter emissions of nearly 300,000 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.

- The CTP has helped generate over \$1 billion in private investment of truck purchases.

Accountability for Health and Environmental Impact

■ The Port of Los Angeles has established a Licensed Motor Carrier (LMC) concession program that, for the first time ever, gives the Port a direct relationship with the LMCs, 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 estimated that before the CTP, Southern Californians paid between \$100 million and \$590 million annually in health impact costs related to drayage truck pollution and would pay up to \$10.1 billion between now and year 2025. By its 80 percent reduction in drayage truck pollution, the CTP has also helped to reduce these health impact costs.