



**Office of the Mayor
City of Los Angeles**

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MAYOR VILLARAIGOSA, MAYOR FOSTER, PORT LEADERS UNITE BEHIND 2008 BAN ON DIRTY TRUCKS

*Los Angeles, Long Beach plan will slash truck pollution by 80 percent at
America's largest port complex, yielding major health benefits for
workers and residents near the LA basin's largest polluter*

LOS ANGELES — Los Angeles Mayor Antonio Villaraigosa and Long Beach Mayor Bob Foster today announced an historic agreement to ban dirty diesel trucks from serving the Ports of Los Angeles and Long Beach, America's busiest port complex and a major source of pollution in the Los Angeles Basin.

"In just eleven months, the people of the Southland can begin breathing easier. The phase-out of dirty trucks at our ports, which are a major source of smog and asthma, will begin October 1, 2008," said Mayor Antonio Villaraigosa.

"Today our cities have united to say: We will no longer sacrifice public health for the sake of adding a few extra pennies to the profit margins," added Mayor Villaraigosa.

"While these truck standards are a major step in making cleaner air a reality, now the hard work of developing an implementation plan begins in earnest," said Mayor Bob Foster.

The ban is the first major milestone reached under the Ports' landmark 2006 Clean Air Action Plan (CAAP) – the most aggressive environmental action taken by any American port – which will cut overall Ports emissions by 45 percent.

Setting a concrete, five-year timetable for the greening of the 16,000 trucks now serving the Ports, the new ban will require all trucks to be replaced or retrofitted to meet 2007 USEPA diesel truck emissions standards by 2012. The most

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polluting trucks dating from before 1989, which are estimated to number up to 3,000 vehicles, will be banned beginning October 1, 2008.

The ban will reduce diesel emissions from the Ports' truck fleet by 80 percent, curtailing one of the leading causes of air pollution in Los Angeles.

Every year 2,400 premature deaths are caused by pollution from the Ports of Los Angeles and Long Beach, according to the California Air Resource Board.

Childhood asthma rates in neighborhoods of South LA near the Ports — 15 percent of all children under 17 — are double the national average, while dock workers and truck drivers face significantly elevated risks of lung and oropharyngeal (throat) cancer, according to US Census figures and local studies.

The Ports account for 25 percent of diesel particulate emissions in the Los Angeles Basin — and more smog and particulate-forming nitrogen oxide emissions than all 6 million cars in the region, according to the South Coast Air Quality Management District.

“We are marking the end of an era in global trade and commerce in which clean air, a healthy environment and human health safety take a back seat to the bottom line,” said Mayor Villaraigosa.

The Ports of Los Angeles and Long Beach — which handle 44 percent of all container goods entering America — are the world's fifth busiest port area by trade volume and are expected to see trade grow by 300 percent within 20 years.

According to an economic impact study commissioned by the Port of Los Angeles, cleaning the Ports' trucks will create up to \$5.9 billion in health benefits to workers and area residents, and clear the way for infrastructure improvements that could create 300,00 to 600,000 new jobs by 2025.

“Achieving this unprecedented goal will not be cheap, simple or easy, but we embark upon this challenge with an unquestionable moral responsibility to meet the rising tide of trade volume by transforming our ports into green gateways,” said Mayor Villaraigosa.

About the Ban on Dirty Trucks:

Approved by the Ports of Los Angeles and Long Beach harbor commissions, the ban on dirty trucks will require all trucks serving the Ports to meet aggressive emissions standards or face a sliding scale of financial penalties that take into account a truck's age and emissions. The ban will:

- Cut Ports diesel emissions by 80 percent
- Replace or retrofit 16,000 trucks to meet 2007 USEPA standards by 2012
- Replace all pre-1989 trucks by October 1, 2008

Trucks meeting the Ports' emissions standards will carry electronic identification tags, allowing ID tag readers at Port terminals to monitor entry and allow only clean trucks to enter the Ports beginning in 2012.

All trucks will be entered into a Ports-managed Drayage Truck Registry (drayage trucks carry containers from the docks to off-site warehouses), allowing the Ports to keep track of a truck's model year, retrofit status, compliance with the ban schedule, and owner information.

The tariff now moves to the City Councils of Los Angeles and Long Beach for final approval.

About the Clean Air Action Plan:

Adopted by the Ports of Los Angeles and Long Beach in November 2006, the Clean Air Action Plan is a comprehensive, \$2 billion plan to address and curb emissions from port-related sources – ships, trains, trucks, terminal equipment and harbor craft. The CAAP:

- Will cut overall Ports emissions by 45 percent over five years, including:
 - 47 percent reduction in diesel particulate matter
 - 45 percent reduction in nitrogen oxides
 - 52 reduction in sulfur oxides
- Relies on pollution-based impact fees, ensuring the worst polluters pay their part to improve air quality
- Imposes speed limits on ships entering and exiting harbor, and requires low-sulfur, clean-burning fuels to minimize diesel emissions in the area
- Calls for all major ships to shut down dirty diesel-powered auxiliary engines while docked and instead use shore-side electricity by 2016
- Commits to eliminating dirty trucks by helping finance a new generation of clean vehicles under a Clean Trucks Program

The Clean Air Action Plan is the first of its kind in the country, partnering the two largest ports in the United States with the state and federal environmental agencies that regulate air-quality standards (the South Coast Air Quality Management District; the California Air Resources Board and the United States Environmental Protection Agency).

Drafted with extensive input from environmental, community, industry and workers groups, the Clean Air Action Plan also commits the Ports to invest in hundreds of millions of dollars in air-quality improvement programs.

Encouraged by and working with the Ports, MAERSK, the largest shipping line in the world, has already equipped all of its cargo ships to switch to low-burning sulfur fuel in their main and auxiliary engines 20 miles out of port. The switch to low-sulfur fuel has cut emissions by more than 73 percent for cargo ships.

In July 2007, the Ports unveiled their first "clean-diesel" locomotive, part of a \$23 million cost-sharing agreement with Pacific Harbor Line to produce 16 trains with cleaner-burning diesel engines and two with alternative-fuel engines. The new engines consume 30 percent less fuel and produce 45 percent less diesel emissions per locomotive.

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