



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

ANTONIO R. VILLARAIGOSA

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Contact: Parita Shah
(213) 978-0741

MAYOR VILLARAIGOSA AND PORT LEADERS ENACT FEE TO FUND CLEAN TRUCKS PROGRAM

*Per-container fee sets in motion plan to slash truck pollution by 80 percent
at America's largest port complex and Los Angeles Basin's worst polluter*

LOS ANGELES — Laying down the financial groundwork for a comprehensive ban on dirty diesel trucks at the Ports of Los Angeles and Long Beach, Mayor Antonio Villaraigosa today announced that Los Angeles will impose a \$35 fee for every container entering or leaving the Port beginning June 1, 2008.

“For years, the communities of South Los Angeles have paid the costs of toxic diesel pollution in order to add pennies to the profit margins. Today, we flip the equation,” said Mayor Antonio Villaraigosa.

The Port of Los Angeles Harbor Commission unanimously adopted the per-container fee today, following its historic vote last month to pass a dirty-truck ban requiring the more than 16,000 trucks serving the Ports to be replaced or retrofitted to meet 2007 USEPA diesel truck emissions standards by 2012.

With nearly 16 million containers now moving through the Ports per year – about 44 percent of container trade in America – the container fee is expected to generate an estimated \$1.6 billion that will be charged directly to cargo owners. The funds will be used to purchase new trucks and retrofits.

“This container fee is a fundamental step to ensuring we have the momentum and money to make the most aggressive plan to green the Ports’ truck fleet a reality,” said Mayor Villaraigosa. “With the financial groundwork laid, it’s now time to push forward on the rest.”

Part of the Ports’ Clean Truck Program, the dirty-truck ban is the first major milestone reached under the Ports’ landmark 2006 Clean Air Action Plan (CAAP)

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– the most aggressive environmental action taken by any American port – which will cut overall Ports emissions by 45 percent.

In addition to imposing 2007 emission standards on all trucks at the Port, the ban will prohibit the 3,000 or so most polluting trucks dating from before 1989 from entering the Ports beginning October 1, 2008.

Once fully implemented, 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.

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 have always known that a Clean Truck Program will take funding, this fee provides that. The question now is how that money will be spent so that we can truly clean up the trucks, while also providing the port with a steady and reliable trucking workforce,” said Los Angeles City Councilwoman Janice Hahn. “Clean trucks are great, but won't do us much good without a stable workforce to drive them.”

The Harbor Commission today also requested Port staff to draw up recommendations by January for an additional cargo fee that will be used for infrastructure improvements at the Ports and supporting goods movement throughout the region.

“It is absolutely critical that we move quickly and secure funding now to ensure that the physical infrastructure at the Ports keeps pace with the dramatic growth we expect to see at the docks,” Mayor Villaraigosa said.

About the Clean Truck Container Fee:

Approved today by the Port of Los Angeles Harbor Commission and on Tuesday by Long Beach, the fee will impose a \$35 charge for every container entering or leaving the Ports on a truck beginning June 1, 2008. The fee will:

- Create the financial groundwork for the greening of the Ports' 16,000 short-haul diesel trucks under the Dirty Trucks Ban.
- Be charged to cargo owners — not truck drivers — and collected by marine terminal operators.

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- Not apply to containers entering or leaving the Port by train, containers being moved between Port terminals or containers being moved to a near-dock rail facility.
- Be charged until a truck fleets meets the CAAP requirements, with an annual review of fee parameters by Ports staff.

About the Ban on Dirty Trucks:

Approved by the harbor commissions in November, 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.

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

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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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