

Clean Trucks Program

Overview

The landmark Clean Trucks Program is in the process of dramatically modernizing the port trucking industry and slashing truck-related air pollution by 80 percent by 2012. The Clean Trucks Program is outlined in the San Pedro Bay Ports Clean Air Action Plan. Diesel-powered harbor short-haul (drayage) trucks are a major source of air pollution. The Clean Trucks Program calls for drayage truck owners to replace old polluting trucks working at the port. The Port of Long Beach Clean Trucks Program includes truck registration requirements to identify “clean” trucks; ensure reliable short-haul service; and improve air quality, security, and safety. Trucks that meet the federal 2007 emission standard produce 80 percent less air pollution than older trucks.

Motor Carrier Registration

Only port-permitted trucks will be allowed to work at the Port of Long Beach. The port will grant access to trucking firms that:

- Submit a completed Motor Carrier Registration and Agreement form with \$250 Registration fee (if applicable)
- Register their trucks with the port through the Port Drayage Truck Registry (PDTR)
- Meet port “clean truck” standards
- Use drivers that meet security requirements including enrollment in the federal Transportation Worker Identification Credential (TWIC) program
- Tag their vehicles with radio-frequency identification devices so the port can monitor compliance

The Port of Long Beach program offers flexibility and choice for the trucking industry. LMCs will be allowed to use employee drivers, independent contractor drivers, or a combination of employee and contractor drivers – as they do now.

Truck Ban Schedule

Old polluting trucks are being progressively banned from entering port shipping terminals.

- October 1, 2008: All pre-1989 trucks have been banned.
- January 1, 2010: 1989-1993 trucks have been banned from port terminals. Trucks with engine Model Years 1994 to 2003 will be allowed access only if equipped with a level 3 verified diesel emission control system (VDECS) that also achieves a minimum 25 percent reduction in NO_x emissions. Trucks with engine Model Years 2004 and newer will continue to have access until January 1, 2012
- January 1, 2012: All trucks that do not meet the 2007 federal clean truck emission standard will be banned from port terminals.



Clean Trucks Fee

On February 18, 2009, the port began collecting a temporary Clean Trucks Fee of \$35 per loaded twenty-foot equivalent container unit (TEU) to help finance truck replacement.

- Loaded containers moved by trucks with 1994-2006 Clean Truck Program compliant engines are assessed the \$35 per TEU fee
- The fee is charged to cargo owners
- The fee will expire, or “sunset,” in 2012 when all trucks have been replaced by 2007 or newer models
- Cargo owners can be exempt from paying the Clean Trucks fee if they utilize a clean truck
- The fee does not apply to containerized cargo moving through the port by train
- Unlike PierPass, the Clean Trucks Fee will be charged on domestic cargo (for example, Mainland trade destined for Hawaii, Guam, or Alaska), The Clean Trucks Fee also applies to cargo trucked to rail yards outside the port
- The fee will be collected through PortCheck, an organization created specifically to collect the Clean Trucks Fee from cargo owners. PortCheck operates like the existing PierPass, by collecting fees from cargo owners via an online, internet system. All cargo must be “claimed” by cargo owner before it can be moved

For more information

- Go to www.polb.com/cleantrucks
- For questions concerning grant and lease programs offered by the Clean Trucks Program please call our toll free Clean Truck Center Help Line at 888-KLN-TRUX (888-556-8789)

For questions concerning your Port of Long Beach Clean Trucks Registration please e-mail polb@tetrattech.com or call our toll free Clean Trucks Program Help Line at 866-721-5686