



# San Pedro Bay Ports Clean Air Action Plan

NEWS RELEASE

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## **Ports Extend Clean Trucks Program Schedule to Further Evaluate Public Comment, Economic Impacts**

LONG BEACH – Following an enormous public response to a request for comments on a draft “clean trucks” proposal, the ports of Long Beach and Los Angeles will be taking additional time, at least 60 days, to evaluate those suggestions and conduct an economic impact study. The goal is to present a comprehensive plan to the two ports’ harbor commissions in September.

The ports are developing a sweeping proposal to replace or retrofit the 16,000 diesel-powered trucks working the ports to reduce air pollution by 80 percent within five years. In the coming months the ports will be evaluating thousands of public comments, assessing numerous operational considerations and conducting an economic impact study.

“In the interests of fairness to those who offered their input, we need time to evaluate their suggestions,” said Richard Steinke, executive director of the Port of Long Beach. “We remain committed to aggressively improving air quality with a Clean Trucks Program, and our aim is to get this right.”

“Our stakeholder process hasn't been a 'window-dressing' formality -- feedback has been constructive and valuable in shaping this plan,” said Geraldine Knatz, Ph.D., executive director at the Port of Los Angeles. “Many business stakeholders in particular wanted more economic data, and this extended timeline will enable us to study the economic implications of the plan. The extra time and analysis will make for a stronger program.”

The economic impact study will supplement a trucking industry wage study that was conducted earlier this year. Based on public comment, the economic impact study, the wage study and input from a stakeholder group, the staffs at the two ports will prepare a final proposal.

The Clean Air Action Plan, adopted by the two ports in November 2006, calls for a Clean Trucks Program in which drayage truck owners scrap and replace the oldest of about 16,000 trucks working at the ports, and retrofit the others, with the assistance of a port-sponsored grant subsidy.

The program under development by the port staffs would only allow port-licensed concessionaires, operating "clean" trucks, to enter port terminals without having to pay a new truck impact gate fee. "Clean trucks" are defined as 2007 or newer trucks, retrofitted trucks manufactured in 1994 or newer, or trucks that have been replaced through the Gateway Cities truck modernization program.

The 2007 and newer trucks are 90 percent cleaner than older trucks. Year by year, the oldest trucks would be barred from the ports until only trucks meeting the CAAP "clean truck" standard would be permitted to work in the ports.

The ports of Long Beach and Los Angeles adopted the landmark San Pedro Bay Ports Clean Air Action Plan (CAAP) to curb port-related air pollution from trucks, ships, locomotives and other equipment. A model for seaports around the world, the CAAP is the boldest air quality initiative by any seaport, consisting of wide-reaching measures to significantly reduce air emissions and health risks while allowing for the development of much-needed port efficiency projects.

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