What does the Port’s settlement with the ATA mean?

To Licensed Motor Carriers (LMCs), it means that they have the opportunity to enter into a Registration Agreement that is approved by the American Trucking Associations (ATA).

With the settlement, the ATA has dropped its legal challenge of the Long Beach Clean Trucks Program. The Port has agreed to switch from the earlier “Concession” to a new “Registration Agreement.”

What is the Registration Agreement?

The Registration Agreement permits an LMC to enter Port property to provide drayage service. In exchange, the LMC agrees to abide by environmental, safety and security requirements.

How is the Registration Agreement different from the Concession Agreement?

The Registration Agreement simplifies the prior Concession Agreement, which had included requirements that weren’t essential to the Program’s clean-air goals (such as hiring preferences, financial reporting and parking requirements).

The Registration Agreement still requires LMCs to meet environmental, safety and security requirements. The Registration Agreement will be easier for LMCs and the Port to administer. For example, the Port is prepared to accept access to the Intermodal Association of North America (IANA) database to verify that the LMC has insurance instead of requiring additional documentation from the LMC. When you file a complete Registration Agreement it will be in effect immediately and your Concession Agreement will be terminated.

What agreement do I need to access the Port terminals?

All LMCs requesting access to perform drayage services at the Port must fill out and submit a signed and notarized Registration Agreement.

Once a complete Registration Agreement has been submitted to the Port it will be in effect immediately and your Concession Agreement will be terminated. During the transition period, access will be granted to all LMCs with either a valid Concession or a valid Registration Agreement. For terminal access requirements, check with the terminals as usual.

LMCs wishing to perform drayage services at the Port are strongly encouraged to fill out the Registration Agreement and submit a $250 registration fee along with the Registration Agreement to the Port by December 15, 2009. LMCs that completed their Concession Agreement prior to April 28, 2009 and previously submitted the one-time $250 application fee do not have to submit another $250 registration fee.

LMCs that completed their Concession Agreement after April 28, 2009 will need to submit a one-time $250 registration fee to the Port. The LMC can contact the Clean Trucks Program Helpline at 866-721-5686 if you are not sure whether the $250 fee has been paid. All new applicants can simply fill out the new Registration Agreement and submit it with the $250 application fee.
If I only service non-container terminals do I need to have a Registration Agreement?

Yes. You need to have a valid Registration Agreement in order to access any of the terminals at the Port regardless of whether the terminal is a container or non-container (dry bulk, break bulk, etc...) terminal. Carriers that only service the terminals infrequently may apply for a Day Pass in lieu of a Registration Agreement.

Do I still need to register my truck(s) in the Ports Drayage Truck Registry (PDTR)?

Yes. All trucks must be registered in the PDTR in order to gain access to the terminals. To register, go to https://pdtr.cleanairactionplan.org/.

Do I still have to pay the $35 per TEU fee?

Yes. A $35 fee on all loaded twenty-foot containers and a $70 fee on all loaded containers over twenty feet in length will continue to be charged to the Beneficial Cargo Owner if hauled by a Drayage Truck that does not meet the U.S. EPA 2007 emissions standard. Please refer to the Port Tariff No. 4 for details regarding the container fee and related exemptions.

However, as of November 15, 2009, trucks meet the 2007 standard will no longer have to pre-pay the fee.

Do I still have to pay the $35 per TEU fee?

Yes. No change has been made to the progressive ban of non-2007 EPA compliant drayage trucks at the Port.

If I have a Concession will I need to sign a new contract?

Yes, you will have to sign the Registration Agreement. You are strongly encouraged to complete, sign, and submit one copy of the Registration Agreement to the Port by December 15, 2009. The Registration Agreement must include original signatures from two officers of a corporation, two partners of a partnership or the owner of a sole proprietorship. All signatures must be notarized (page 6) and should be submitted to:

Clean Trucks Program
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

Do I have to pay an additional fee for the Registration Agreement?

New applicants or LMCs that completed the Concession Agreement after April 28, 2009 will need to submit a one-time $250 registration fee to the Port. The Registration Agreement and $250 registration fee must be submitted at the same time. The Registration Agreement and $250 fee must be submitted to:

Clean Trucks Program
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90802

LMCs that completed the Concession Agreement prior to April 28, 2009 and already submitted the one-time $250 application fee do not have to pay another $250 registration fee.

How will I be notified of the changes to my Concession?

When you file a complete Registration Agreement it will be in effect immediately and your Concession Agreement will be terminated.

If I do not have a Concession, how do I apply for the Registration Agreement?

You will have to complete, sign, and submit one copy of the Registration Agreement, which can be downloaded at www.polb.com/RA.

The Registration Agreement must include original signatures from two officers of a corporation, two partners of a partnership or the owner of a sole proprietorship. All signatures must be notarized (page 6). The Registration Agreement and the $250 registration fee must be submitted to:
**Clean Trucks Program**  
Port of Long Beach  
925 Harbor Plaza  
Long Beach, CA 90802

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### Do I have to pay the $100 Annual Truck Fee to register my trucks in the PDTR?

Yes. However, Annual Truck Fee collection will not occur until January 2010. Trucks that have not paid the $100 Annual Truck Fee by February 1, 2010 will be banned from Port terminals. Annual Truck Fee payment will be available through the PDTR. Information regarding the fee payment process will be presented in future messaging from the Port.

### If I already paid the $100 Annual Truck Fee on my truck(s) will I be required to pay the fee again?

Yes. The fee must be paid annually or the truck will be banned from Port terminals. The Annual Truck Fee collection will not occur until January 2010. Trucks that have not paid the $100 Annual Truck Fee by February 1, 2010 will be banned from Port terminals. If your annual truck fee renewal date is after February 1, 2010, then you will not be required to pay the $100 renewal fee until the renewal date. Annual Truck Fee payment will be available through the PDTR. Information regarding the fee payment process will be presented in future messaging from the Port.

### If I have paid the $100 Annual Truck Fee can I transfer the payment to another truck?

Yes, transfers of the annual truck fee are allowed in certain cases. Information regarding the fee payment process will be presented in future messaging from the Port.

### Are there Grant Programs still in effect?

Not at this time.

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**If I’m an infrequent hauler and/or I don’t have a Registration Agreement, can I access the port? How many times? Is there a fee?**

Yes, the Day Pass system allows carriers without a Registration Agreement to access the terminals. You may access the the Port of Long Beach, the Port of Los Angeles or both a maximum of 24 days per year. Starting on December 1, 2009 each Day Pass will also require payment of a $30 fee. Container terminals require all trucks (including Day pass trucks) to have an RFID tag. There is a $95 fee for an RFID tag if you do not already have one. Once purchased, the RFID tag may be reused for future Day Passes. RFID tags are not required for trucks serving the Ports' non-container terminals. A Day Pass can be obtained at www.mycleantrucks.com. For assistance in obtaining a Day Pass please call the Clean Trucks Helpline (toll free) at 866-721-5686.

### When will 2004-2006 trucks need to be retrofitted or banned from working at the Port?

Beginning January 1, 2010, trucks with engine years 1994 to 2003 will be banned unless retrofitted with a qualified device. The current retrofit devices only allow access until 2012. All trucks will have to meet 2007 standards by January 1, 2012 or they will be banned from Port terminals. Keep in mind that not all model year 2004 trucks have a 2004 engine. If you are not sure of your truck's engine year you may bring the truck to the Terminal Access Center (TAC) for engine verification. The TAC is located at Pier S Avenue and New Dock Street at Pier S, Terminal Island and is open from 8 a.m. to 6 p.m. Monday through Thursday and from 8 a.m. to 4 p.m. on Fridays. You should schedule an appointment for engine verification by calling 866-721-5686.

### Do 1994-2003 model year truck engines, after retrofit, meet 2007 US EPA emission standards?

No. The California Air Resources Board (CARB) has not verified any technology capable of meeting the 2007 US EPA standards for 1994-2003 model year truck engines. By January 1, 2012, the trucks retrofitted with currently available technology will need to be replaced with 2007-US EPA compliant trucks, unless CARB verifies improved retrofits that meet 2007 US EPA emission standards.

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