



CLEAN TRUCK PROGRAM

Frequently Asked Questions (FAQ's)

Revised 9/23/09

1. What will the Clean Trucks Program (CTP) do for the Port of Los Angeles?

The CTP is a bold initiative that will rapidly advance the improvement of air quality at the Port by accelerating the replacement of high-polluting trucks with cleaner trucks. By establishing criteria for providers of drayage services at the Port – the CTP will enable the Port to hold those companies accountable for maintaining trucks and employing properly credentialed drivers. That in turn will ensure a sufficient supply of drivers, improve truck safety and maintenance while lowering emissions, enhance Port security and reduce the negative impacts that drayage services have on communities near the Port.

2. Why is the CTP necessary?

The CTP is necessary to achieve the Port's goals of improving air quality, safety and security, while ensuring reliable truck drayage service. The trucking system that currently serves the Port consists of a network of approximately 1,000 licensed motor carriers (LMCs) who coordinate nearly 17,000 independent truck owner-operators. The Port currently has no business relationship with these thousands of trucks, drivers or licensed motor carriers dispatching their drayage services for the Port's tenants and shipping customers. Yet, these parties access Port land and terminals, and the substantial air pollution from drayage trucks imposes direct and indirect costs to public health, highway safety and homeland security – and to the truckers themselves. It is a financially unstable, inefficient system that perpetuates the use of cheap, high-polluting and poorly maintained trucks. These and other impacts must be addressed effectively if the Port's expansion and modernization projects – which generate hundreds of thousands of jobs around the region – are to move forward to meet projected cargo demand. The CTP's Concession Plan establishes a contractual relationship between the Port and the licensed motor carriers to provide drayage services under guidelines meeting the Port's business objectives.

3. How will the CTP affect trucking companies that do business with the Port?

Any licensed motor carrier that wants to transport cargo to or from the Port will be required to apply and qualify for a Concession, which has a five-year term, and meet the Concession requirements (see attached Concession Requirements).

4. When will the Port begin collecting the CTF fee?

The Ports started collecting the clean trucks fee (CTF) on February 18, 2009 and will continue until the transition to cleaner, less-polluting trucks is complete, which will be in 2012.

5. What is the schedule for banning older trucks from the Ports?

- October 1, 2008: All pre-1989 trucks are banned from entering the Port
- January 1, 2010: 1989-1993 trucks will be banned in addition to 1994-2003 trucks that have not been retrofitted
- January 1, 2012: All trucks that do not meet the 2007 Federal Clean Truck Emissions Standards will be banned from the Port

6. What trucks are eligible for replacement as "frequent" and "semi-frequent" users?

Currently, "frequent" and "semi-frequent" drivers are defined as making at least 3.5 trips per seven-day week to the Port. However, eligibility requirements may be modified in the future to ensure a sufficient number of trucks are replaced, although trucks with more trips to the Port will have priority.

7. Are trucks that have been acquired through the Gateway Cities program eligible for a 100% exemption from the Clean Truck (\$35/TEU) Fee?

Under the Port of Los Angeles CTP, all trucks funded without Clean Truck Program financing are eligible for a 100% exemption, if they meet the 2007 emission standard. *The Port of Long Beach offers different exemptions terms, please consult POLB for details.*

8. Do trucks purchased through the Gateway Cities program meet the Clean Trucks 2007 emission standard?

Some Gateway Cities trucks meet the 2007 standard; however, most likely do not.

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

The trucks will have to meet 2007 standards by January 1, 2012 or the trucks will be banned.

10. Do 1994-2003 trucks, after a retrofit, meet 2007 federal truck emission standards?

No. The California Air Resources Board (CARB) has not verified any technology capable of meeting the 2007 standards. By 2012, the trucks retrofitted with currently available technology will need to be replaced with 2007-compliant trucks, unless CARB verifies "future-retrofitting" technology that will meet 2007 standards.

11. If a 2007 EPA-compliant Clean Truck is purchased with Clean Truck Program financial assistance, can that vehicle be driven for 10 years without a retrofit?

Yes.

12. Where can we apply for financial help to purchase or lease trucks?

The Clean Trucks Center (CTC) is located at the corner of New Dock Street and Pier S on Terminal Island. The Center is staffed with bi-lingual (Spanish) staff to assist you with financing and is also able to answer general Program questions. You can contact the CTC at 888-KLN-TRUX (888-556-8789).

13. Can we apply for a Concession Agreement now?

Yes. The Concession Agreement and Application is available on-line at www.portoflosangeles.org under the Clean Truck Program Logo on the left of the website as you scroll down.

14. What is the first thing I should do to comply with Clean Truck Program rules?

Apply for a Transportation Worker Identification Credential (TWIC) card immediately, if you have not already done so. For more information about the TWIC card, go to: <https://twicprogram.tsa.dhs.gov/TWICWebApp>. Next, register your truck in the truck registry when it comes on-line in the near future. If your truck was manufactured before 1989, see the response provided to the next question.

15. I have a pre-1989 truck. What can I do?

All pre-1989 trucks will be banned from Port property beginning October 1, 2008. You can contact a licensed motor carrier (LMC) that is a Concessionaire for the Port of Los Angeles and make inquiries about becoming an employee driver. At this time the Port's Scrap Truck Buyback Program is on hold; however some LMCs are assisting Independent Owner Operators (IOOs) with financing. You can obtain a list of Port of Los Angeles Concessionaires on line at http://portoflosangeles.org/CTP/CTP_Concessionaire_List.pdf.

16. Are there exemptions from the Clean Truck Fee of \$35/TEU?

Yes. All privately funded, 2007-compliant diesel trucks, including trucks retrofitted to meet 2007 emissions standards, will be 100% exempt from the Clean Truck Fee. LNG, electric, alternative fuel or other acceptable "best technology" trucks that meet the 2007 USEPA emission requirements will also be 100% exempted from the fee, regardless of funding source. **NOTE: The Port of Long Beach has different exemption guidelines – please contact the Port of Long Beach for further details.**

17. Who can apply for Concession Agreements? Is there a minimum number of trucks that a Port of Los Angeles Concessionaire must operate?

Any Licensed Motor Carrier (LMC) in good standing and in compliance with the requirements of a valid license/permit under state or federal laws can apply for a Concession. There is no minimum number of trucks required. However, LMCs must meet other minimum requirements which are specified in the Concession Agreement.

18. Is there anything independent truck owner-operators can do now to prepare to apply for a Concession Agreement?

IOOs are not required to be Concessionaires. Independent Owner-Operators (IOOs) can contact LMC Program Participants http://portoflosangeles.org/CTP/CTP_Concessionaire_List.pdf to perform drays at the Port under a LMC's concession agreement.

19. Will independent truck owner-operators still be able to operate at the Port after the Clean Truck Program begins Oct. 1, 2008?

Yes. The employee requirements for Concessionaires will be completed in a phased scenario, completed by January 1, 2012. Full details will be available shortly.

20. I am a Licensed Motor Carrier. Do I need separate Concession Agreements with the Port of Los Angeles AND the Port of Long Beach?

Yes. The two ports have different Concession requirements, so a Concession Agreement with each port is necessary. For the Port of Los Angeles' Concession requirements, please visit the Port of Los Angeles' website for information and updates.

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