

San Pedro Bay Ports Clean Trucks Program

Presented by
Robert Kanter, Ph.D.
Managing Director of Environmental Affairs
and Planning
Port of Long Beach



Action Plan Development



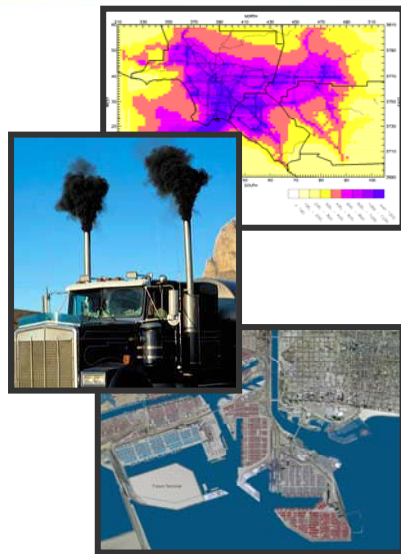
- Clean Port Summit – March 2006
 - Outcome: work together towards solutions
- SPBP Clean Air Action Plan Working Group formed
 - Both Ports
 - South Coast Air Quality Management District (AQMD)
 - California Air Resources Board (CARB)
 - Environmental Protection Agency (EPA)



Action Plan Drivers



- Minimize health risk from port operations
- Accelerate existing emissions reduction efforts
- Set consistent project-specific & source-specific standards
- Enable port development



Background



CTP Program Development

- Original proposal – April 07
- Public workshops
- Joint Board meeting
- Over 15,000 comments received
- Tariffs adopted Nov 5 and Dec 17, 2007



CTP Tariffs



The new tariffs will:

- Reduce pollution at the Port through a progressive truck ban
- Register all drayage trucks accessing the Ports' terminals
- Require RFID tags on all drayage trucks
- Require the installation of RFID readers at all of the Ports' terminals
- Generate funds to assist and accelerate truck replacement

CTP Progressive Ban



The schedule for the progressive ban is:

- Ban pre-1989 trucks from Port service by 10/1/2008
- Ban 1989-1993 trucks from Port service by 1/1/2010
- Ban unretrofitted 1994-2003 trucks from Port service by 1/1/2010
- Ban pre-2007 trucks from Port service by 1/1/2012

The tariff would not apply to "Dedicated Use Vehicles" as defined in the attached tariff.



RFID & The DTR



RFID Readers

- Terminals to install August 2008
- Beginning restricting access October 2008

Drayage Truck Registry (DTR)

- Linked via RFID
 - Truck owner's name
 - Truck engine make, model, & model year
 - Truck VIN
 - Truck License Plate
 - Retrofit Status
 - Progressive ban status

Clean Truck Fee



- 16,800 trucks that must be replaced or retrofitted
- Estimated to cost over \$2 Billion dollars
- Ports contributing \$166 M
- AQMD contributing \$36 M
- Proposition 1B State Bond Funds??? (\$200 M)
- Need to match 1B funds + more

Clean Truck Fee



- December 17, 2007 Board approved cargo tariff charge of \$35/TEU as Clean Truck Fee
- Will generate net \$1.6 Billion to be held in restricted Clean Truck Fund
- Collection begins June 1, 2008
- Use of fund
 - Grants
 - Loan Guarantees
 - Lease to own
 - Other finance options

POLB Concession Requirements



- Licensed Motor Carrier (State or Federal)
- Can use Employee's and/or Contract drivers
- Preference for drivers already working in Ports
- Register Trucks (DTR) & install RFIDs
- Comply with Municipal Parking & Truck Route Laws
- Routine Maintenance; driver training; safety inspections with regular reporting
- Security and TWIC compliance
- Provide proof of that healthcare made available
- Insurance: Auto; General Liability; Workman's comp
- Application fee and Annual renewal fee's

Tariff Benefits



2012 Emission Reductions

- **802 tons of DPM**
- **14,321 tons NOx**

SCAQMD Estimated Monetary Benefits

- **\$4.7-5.9 billion**

Comparison to CAAP



In 2012:

- **Greater emission reductions**
- **Shift strategy from retrofit 2004-2006 to replacement**
- **Consistent w/ CARB**

Thank You!

