

**Subject:** POLA Announces Truck Program Details

The Port of Los Angeles has finally announced details of their Clean Truck Program. The details are outlined briefly below with a link to their press release. The program includes a “**phased**” in requirement for Port of Los Angeles drayage concessionaires to use employee drivers by the year 2012. What that phase in schedule entails is uncertain at this point. The highlights of the program include:

The Port of Los Angeles Clean Truck Program includes the following provisions:

**Cargo Fee Exemptions**

- **All privately funded 2007 compliant trucks – including retrofits, LNG, electric, alternative fuel or other acceptable “best technology” vehicles (e.g. hybrid or hydrogen) -- will be exempted from the \$35 per twenty-foot container (TEU) Clean Trucks Fee at Port of Los Angeles terminals.**
- Concessionaires with privately funded 2007 compliant trucks will not be required to turn in an old truck to scrap as part of their permit agreement.
- All publicly funded LNG, electric, alternative fuel or other acceptable “best technology” vehicles will be exempted from the Clean Trucks Fee (\$35 per twenty-foot container) at Port of Los Angeles terminals and will not be required to turn in an old truck to scrap as part of their permit agreement.
- **No exemption will be given to publicly funded 2007 compliant diesel trucks or retrofits.**
- Port of Los Angeles Clean Truck Program-funded trucks will require a truck trade-in for scrapping and must become a regular use drayage vehicle (an averaged minimum of six trips per week).

**Concession Requirements**

- Concessions will only be provided to Licensed Motor Carriers, not individual truck owner operators.
- Concessionaires will pay a **\$2,500 fee** for a five-year permit with an option to extend their permit at the end of the term, plus an annual fee of \$100 per truck.
- **All drivers of trucks being used to carry out a concession (i.e., trucks accessing port property) must be employees of the concessionaire upon the completion of a five-year transition period.**
- Concessions may be revoked at any time if the Concessionaire is not compliant with the requirements for licensing, bonding, insurance, maintenance, safety or security.
- Concessionaires must agree to meet port standards for technology and efficiency (promoting the use of current or future tools like the virtual container yard).

**Financing**

- Financing will be provided to Concessionaires only, providing grants for up to 80 percent of the purchase of 2007 standard diesel and LNG trucks
- Low cost leasing options will be provided.
- Retrofits meeting 2007 emissions standards also will be funded in full.
- CTP financed or leased trucks must be used as full time drayage vehicles (average minimum of six trips per week)
- CTP trucks must meet CTP specifications, and must be purchased from a CTP authorized vendor.

The Port also will create a **Scrap Truck Buyback Program** to help accelerate the removal of pre-1989 trucks from Port service, paying parties \$5,000 to turn in their pre-1989 trucks. Concessionaires who receive CTP-funding are not eligible for the \$5,000 Scrap Truck Buyback.

The POLA press release is at:

[http://www.portoflosangeles.org/News/2008/news\\_031708ctp.pdf](http://www.portoflosangeles.org/News/2008/news_031708ctp.pdf)

The Los Angeles Harbor Commission will consider the proposed Clean Truck Program recommendations at its **March 20, 2008**, special board **meeting**, 9:00 a.m. at Banning’s Landing Community Center in Wilmington.