



Port Gathers Stakeholder Input on Clean Trucks Program

Ambitious plan to reduce air pollution from harbor trucks by 80 percent

April 12, 2007

The Port of Long Beach on Thursday, April 12 hosted the inaugural meeting of a task force to gather input on a proposed Clean Trucks Program that will reduce air pollution from harbor trucks by more than 80 percent within five years. The 23-member task force is a diverse group comprised of environmental, business, government, labor, academic and community leaders.

The Clean Trucks Program is outlined in the San Pedro Bay Ports Clean Air Action Plan, and will be administered jointly with the Port of Los Angeles. The staffs of both ports are developing the program, with stakeholder input. A plan is expected to be presented to the harbor commissions of both ports before July.

“Diesel-powered harbor trucks are a major source of air pollution that absolutely must be cleaned up,” said Long Beach Harbor Commission President James C. Hankla. “It’s an ambitious goal, and I’m confident that this diverse, knowledgeable task force will help us find the best solutions.”

The Clean Air Action Plan, adopted by the ports in November, 2006, calls for drayage truck owners to 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 task force is co-chaired by Port of Long Beach Executive Director Richard D. Steinke and Port of Los Angeles Executive Director Geraldine Knatz.

Its members are:

- Dave Arian, Harry Bridges Institute, ILWU.
- David Beeman, ILWU Local 13 Health Benefits representative.
- Patricia Castellanos, co-director of Ports Campaign for Los Angeles Alliance for a New Economy.
- Elina Green, director of the Long Beach Alliance for Children with Asthma
- Peter Greenwald, senior policy advisor, South Coast Air Quality Management District.
- Dr. Phil Harber, UCLA occupational medicine
- Andrea Hricko, USC associate professor of Clinical Preventative Medicine
- Fran Inman, senior vice president of Majestic Realty Co.
- Roxanne Johnson, Environmental Protection Agency Region IX.
- Candice Kim of the Coalition for Clean Air
- Robin Lanier, executive director of the Waterfront Coalition
- Angelo Logan, director of East Yard Communities for Environmental Justice

- Miguel Lopez, Teamsters Port Representative
- Kirk Markwald of the American Association of Railroads
- Jesse Marquez, executive director, Coalition for a Safe Environment
- Cynthia Marvin, assistant division chief, California Air Resources Board.
- John McLaurin, president, Pacific Merchant Shipping Association
- Melissa Lin Perrella, attorney with the Natural Resources Defense Council
- Patty Senecal of the California Trucking Association
- Myung-Soo Seok, development director, L.A. Federation of Labor.
- Richard Slauson, executive secretary, L.A.-Orange County Building and Construction Trades Council.
- Costas Sloutas, USC civil and environmental engineering professor
- Elizabeth Warren, executive director, FuturePorts

“Modernizing the heavily polluting harbor trucks is among the ports’ most daunting challenges,” Steinke said. “Under ordinary use, a diesel truck can be operated for many decades. We need to find fair, equitable solutions that will accomplish our shared goal of cleaner air and reduced health risks.”

The program under development by the port staffs would only allow port-selected 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) in November 2006 to curb port-related air pollution from trucks, ships, locomotives and other equipment by at least 45 percent in five years. 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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