



CAAP HDV1
Ports of Los Angeles and Long Beach
Clean Trucks Program

Program Elements for Stakeholder Discussion



Goal

- **HDV-1 Goal:**

Replace (or retrofit in specific instances) ~16,000 drayage trucks to cut air pollution from port trucks by more than 80% within five years



Implementation


Startup

- Goal is gate startup on 1/1/08

• **Tariff**

- Limits drayage access to port terminals to concessionaires under port contracts
- Sets up impact fee collection schedule
 - Fees fund truck replacement/retrofit grants
 - Paid by Concessionaires (truck fleet owners)

• **Concessions**

- Concession contracts between Ports and licensed motor carriers
 - Concessionaires agree to comply with environmental, safety and security measures
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Concessions


- **Concessionaires**

- No limit on number of concessions
 - Assure competition, adequate coverage, level playing field
- Required to participate in workforce development programs
- Must have truck maintenance and safety training programs
- Must certify that drivers adhere to national and local security standards
- After transition period, would be required to own truck fleet and be accountable for employee drivers
 - Employment preference to existing IOOs in drayage market

- **Solicit Applications through RFA process**

- Concession applicants will be evaluated for financial strength and asset control
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Concessions

- **Fees:**
 - License Fee to Ports for the Concession
 - Impact Fee at Terminal Gates for dirty trucks
 - Nominal surcharge to fund administration of fee collection
 - Balance to grant program
 - State bond funding would reduce need for higher gate fees
 - **Grants:**
 - Grants to concessionaires to fund truck replacements/retrofits
 - Up to 80% of cost of new vehicle
 - Up to 100% of cost of retrofit device and installation
 - Sources of Funding
 - Ports and SCAQMD front-load funding for immediate start
 - State bond funding
 - Impact fees fund rest of program
 - Award Amounts Scaled Based on Port Service
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Concessions

Trucks:

– **Replace or retrofit**

- Only certain years qualify for retrofits
- Retrofits must be CARB verified level three device
- Remainder of fleet must be replaced
- Replacement is 2007 EPA-standard on-road truck

– **Milestones**

- Progressive bans starting 1/1/08
 - Ban pre-1989 trucks from port service by 1/1/08
 - Ban 1989-1993 trucks from port service by 1/1/09
 - Ban 1994-1995/96 trucks from port service by 1/1/10
 - Ban unretrofitted 1996/97-2003 trucks from port service by 1/1/11
 - Ban unretrofitted 2004-2006 trucks from port service by 1/1/12
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Concessions


- **Trucks:**

Implementation Date	Truck MYs	Total # of Trucks Affected	Percentage of Trucks Affected
January 1, 2008	MY Pre-1989	2,999	18%
January 1, 2009	MY 1989-1993	4,798	29%
January 1, 2010	MY 1994-1995	3,372	20%
January 1, 2011	MY 1996-2003	5,377	32%
January 1, 2012	MY 2004-2006	254	2%
	TOTAL	16,800	100%



Concessions

- **Trucks:**

- Trucks funded under program would be owned by concessionaire with Ports as primary lien holder
 - Concessionaire finds old truck in port service to turn in
 - Old trucks scrapped
 - Owner paid for old truck
 - New truck must stay in port service for specified period of time or number of miles
 - Trucks issued RFID and AVL for compliance tracking
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Upcoming Actions

- **Next Steps**

- Truck program briefings with drivers at Bannings Landing
 - June 5th, 9:00 a.m.
 - June 7th, 6:00 p.m.
- Comments received throughout the process will be summarized and distributed to the Stakeholders group for discussion at the June 27 meeting
- Final Truck Program Plan to Boards of Harbor Commissioners for Adoption, anticipated in July
- Release RFA for Concessions early Q3 2007
- Tariff Modifications to BHC Q3 2007
- Concessions negotiated Q3/Q4 2007



Comments

- **Comments on the Clean Trucks Program can be submitted:**
 - to your stakeholder representative
 - by e-mail
 - caap@portla.org
 - caap@polb.com

