



San Pedro Port Clean Air Action Plan (CAAP):

The Clean Air Action Plan addresses every category of port-related emissions sources and outlines strategies to reduce emissions from each category. The Clean Trucks Program represents the first major initiative under the Clean Air Action Plan. This proposed plan will cut air pollution from harbor trucks by more than 80 percent within five years.

At Issue:

The San Pedro Bay Ports Clean Air Action Plan (CAAP) – Proposed Clean Trucks Program was just released in April 2007. Beginning in 2008, the Program proposes the ports will use their tariff authority to only allow concessionaires operating “clean trucks” to enter the port terminals without having to pay a new Truck Impact Fee at the gate.

CTA Concerns:

Of particular concern is the impact the proposed plan would have on the 16,000 port haulers currently servicing the ports and how the ports would restrict the number of motor carriers servicing the ports based on the proposed concessionaire model. If the ultimate goal is to reduce truck emissions, then why would clean trucks be prohibited from entering the ports?

- The San Pedro Bay Ports Plan states that “only concessionaire trucks will be allowed entry into port terminals, clean or not. After the transition period, non-CAAP standard trucks will be banned from port terminals.”
- The conditions for the concessions would require motor carriers to use only employee drivers and have a minimum-sized “clean” fleet of 50 trucks in order to do business at the port
- The CAAP states that the Licensed Motor Carriers (LMC) will be “encouraged” through the concession system to give hiring priority to independent owner/operators currently serving the ports. After the transition period the LMCs must directly own, maintain and operate the truck fleets and ALL truck drivers must be employed by LMC concessionaires.
- This proposal is an attempt by the Teamsters to unionize the trucking industry under the veil of emissions reductions.
- This proposal will interrupt the continuity of goods movement by drastically altering the current drayage service.

What Does CTA Want?

The California Trucking Association remains committed towards the goal of cleaner air and a statewide solution to the problem that would apply consistent environmental standards to all trucks that operate within the state. CTA is ready and willing to seek solutions towards emissions reductions.

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