

For Immediate Release

Harbor Truckers It's a New Era in Port Trucking

Long Beach, Calif., Oct 19, 2009 –Harbor Truckers for Sustainable Future (HTFSF) endorses and welcomes the settlement between the Port of Long Beach and American Trucking Association.

HTFSF is a coalition of Los Angeles and Long Beach (LA/LB) intermodal motor carriers with the purpose to advocate educate and promote strategies with other goods movement stakeholders and policy makers to sustain emission reductions, improve truck efficiency and to return cargo and jobs to Southern California ports.

The 15-member HTFSF Executive Committee stated, “Mayor Foster has been committed to improving the air quality from port operations and the reduction from truck emissions is proof of his commitment. Our motor carrier members and their staff and families live and work in the surrounding communities. We support environmental objectives and strict compliance with all safety and security laws and regulations. The replacement of the Ports concession agreement with a negotiated settlement does not mean older trucks will be back on the road. This is a ‘new era’ in port trucking and the constant up-grading of equipment will be required to operate in California. The Registration Agreement puts in place a workable solution for both the industry and Long Beach Port to move forward without needlessly spending millions of dollars and staff time in court and ends business uncertainty for Long Beach importers and exporters. The Long Beach port can now focus on green growth and cargo competitiveness both of which create jobs and tax revenue for the city.”

HTFSF does not agree with the Mayor of Los Angeles that an amendment to the Federal Law is necessary to insure security and safety as that is already regulated and enforced by Homeland Security, Federal Motor Carrier Safety Administration and the Californian Highway Patrol. We object to the Port of LA’s recent Board of Harbor Commission vote to authorize \$205,000 to former Presidential candidate Dick Gephardt firm to lobby on behalf of the LA Mayor. The California Air Resource Board has a Drayage Truck Regulation that starts on 12/31/09 that regulates and requires both marine and rail facilities to report non-compliant trucks for penalties. Since the State of California already has a back-stop rule that starts in 3 months the Los Angeles Port’s claim that changing Federal law is necessary to safeguard the Clean Truck Program is false. The Clean Truck Plan is not in jeopardy and the Los Angeles Port and Mayor’s own October 1st press release claim victory for the success of the program and replacing 5,500 trucks ahead of schedule.

“The Mayor of Long of Long Beach, Harbor Commissioners and Port staff focused on the goal to reduce air emission and thus reaching a negotiated settlement is the right thing to do for the Port, City, community and industry. The money saved by avoiding years of legal court maneuvers is better spent focused on attracting cargo, moving cargo and optimizing the port interface of the new trucks. The Port of Long Beach will be able to keep the port operating funds focused on necessary port modernization and greening projects rather than advancing a political agendas.”

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