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**PORT OF LOS ANGELES
TO BEGIN COLLECTING CLEAN TRUCKS FEE FEBRUARY 18, 2009**

SAN PEDRO, Calif. -- Jan. 22, 2009 -- The Port of Los Angeles will begin collecting fees for its Clean Truck Program on February 18, 2009, simultaneously with the Port of Long Beach. The fee is expected to raise funds over the next few years at both San Pedro Bay ports to help finance the replacement of thousands of old, higher-polluting trucks currently in drayage service.

The Port of Los Angeles Clean Truck Program is part of a massive five-year Clean Air Action Plan to reduce port truck emissions at the San Pedro Bay ports by 80 percent and emissions from all sources by 45 percent.

Collection of the Clean Truck Fee was scheduled to begin in November, but was delayed twice due to extended Federal Maritime Commission (FMC) review.

"It's imperative that we start the program and continue the progress we have made to date in terms of banning pre-1989 trucks and accelerating the deployment of more than 2,200 2007-compliant trucks through our 2007-Compliant Incentive Program," said Port of Los Angeles Executive Director Geraldine Knatz, Ph.d.

Through the 2007-Compliant Incentive Program, over 100 of the Port of Los Angeles Clean Truck Program concessionaires applied to receive \$20,000 for each U.S. EPA-compliant truck serving port cargo terminals. More than 100 local Licensed Motor Carriers (LMCs) applied for the incentives in order to operate clean trucks and be exempt from the Clean Truck Fee.

"Implementation of the fees will allow us to continue to clean our air and our environment for future generations," said Mike Fox, of Fox Transportation. Fox Transportation is a member of the Clean Truck Coalition, a group of 10 family-owned local port drayage carriers that have committed to deploying hundreds of 2007-compliant trucks. The 10 carriers have serviced the ports for an average of 27-years and provide 2,000 local jobs.

"Collectively, our companies have purchased 600-new diesel and LNG trucks in support of the Clean Truck Program," says Fox. "But the sustainability of program is dependent on collection of the Clean Truck fees at our local ports. Without the Clean Truck fees, this program will not have long-term viability."

Beginning October 1, 2008, the Port took the unprecedented step of banning the most polluting trucks -- 1988 and older vehicles -- the initial ban in a series planned under the Clean Truck Program. On January 1, 2010, the Port will ban 1993 and older trucks, and un-retrofitted model year 1994 to 2003 trucks. By January 2012 all vehicles 2006 and older will be banned.

The West Coast Marine Terminal Operator Agreement (WCMTOA) created the not-for-profit company PortCheck to collect the Clean Trucks Fee for the ports of Los Angeles and Long Beach. The money collected will be transferred to the ports to provide financial assistance for the replacement of thousands of trucks during the next three years.

Under the program, the cargo owner is responsible for paying the Clean Truck Fee. The fee will be payable by credit card or electronic funds transfer, and must be paid before a container can enter or leave a terminal.

In November, the ports filed with the FMC their PortCheck agreement with marine terminal operators, who would develop and operate an online and electronic gate access system to collect the ports' \$35 per twenty-foot-container-unit Clean Trucks Fee.

After the PortCheck agreement was filed with the FMC, the commission reclassified the agreement which should have taken effect upon filing, as subject to 45-day review. On the 45th day the FMC then issued a request for additional information and ordered a second 45-day review, which concludes Feb. 13. The FMC has also filed a lawsuit to block portions of the Clean Trucks Program as anti-competitive. U.S. District Court Judge Richard J. Leon said he would not rule on the FMC's request for a preliminary injunction until sometime in 2009. Also pending Judge Leon's decision is the ports' motion to dismiss the FMC's complaint.

Cargo owners can visit the PortCheck page at <http://www.portcheck.org/> or <http://www.pierpass-tmf.org/> for updates. Cargo owners that are already registered in PierPASS offpeak terminal access system will automatically be uploaded into PortCheck. Cargo owners that are automatically uploaded from PierPASS into PortCheck will first have to accept the terms and conditions of PortCheck before their account will be extended into PortCheck.

About the Port of Los Angeles

The Port of Los Angeles, also known as "America's Port," has a strong commitment to developing innovative strategic and sustainable operations that benefit the economy and the quality of life for the region and the nation it serves. A recipient of numerous environmental awards, including the U.S. Environmental Protection Agency's 2007 Clean Air Excellence Award, the Port of Los Angeles is committed to innovating cleaner, greener ways of doing business. As the leading seaport in North America in terms of shipping container volume and cargo value, the Port generates 919,000 regional jobs and \$39.1 billion in annual wages and tax revenues. A proprietary department of the City of Los Angeles, the Port is self-supporting and does not receive taxpayer dollars. The Port of Los Angeles - A cleaner port. A brighter future.

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