



## Customer Advisory #24 – 2009

### California Clean Trucks Program

Dear Valued Customer,

Effective February 18, 2009, the Port of Los Angeles and the Port of Long Beach will launch their Clean Trucks Program. The program calls for the replacement of approximately 16,000 trucks currently working at these ports, and provides port-sponsored grants and subsidies in order to achieve that end.

The program progressively bans all trucks that do not meet 2007 emissions standards by the year 2012. To finance the truck replacement program, a **Clean Truck Fee (CTF)** of USD **\$35.00 per loaded TEU** will be levied against each container entering the ports of Los Angeles and Long Beach on or after February 18, 2009. Fees will be as follows:

USD \$35.00	20' Standard Container
USD \$70.00	40' Standard Container, High Cube Container
USD \$70.00	45' High Cube Container
USD \$70.00	53' Standard Container

The ports will also implement Truck Concession Programs that include insurance requirements, safety and maintenance plan standards, adherence to defined travel routes, and incentives for companies to replace "dirty" trucks as rapidly as possible.

Beginning February 18, 2009, the following Clean Trucks Program requirements will be enforced:

- All pre-1989 truck engines will be banned at the ports of Los Angeles and Long Beach. Verification of the truck/engine model will be done by use of vehicle identification numbers (VIN);

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- Any truck entering the gate with an engine model year between 1989 and 2006, including non-compliant 2007 USEPA standard trucks, will be assessed the USD \$35.00 per TEU Clean Truck Fee; and
- Clean Truck Fees will be collected through PortCheck, a web-based system similar to PierPASS. Beneficial Cargo Owners (BCO) must register with PortCheck and establish payment methods for fees. Once registered, a BCO will be required to "claim" each container moving through the ports. The claim allows the container to be received or delivered through the terminal gates, and will trigger an invoice for payment of the Clean Truck Fee. The Clean Truck Fee must be paid before the container is released by (import) or accepted at (export) the port.

To learn more about the Clean Truck Program and Clean Truck Fee in the Port of Los Angeles and the Port of Long Beach, please visit the following Web sites:

Clean Air Action Plan	<a href="http://www.cleanairactionplan.org">www.cleanairactionplan.org</a>
Port of Los Angeles	<a href="http://www.portoflosangeles.org">www.portoflosangeles.org</a>
Port of Long Beach	<a href="http://www.polb.com">www.polb.com</a>

CMA CGM (America) LLC strongly suggests that our customers register with PortCheck as soon as possible. Please also check with your draymen to ensure that they are registered with the ports and comply with the Clean Trucks Program requirements.

Thank you for your continued support. Should you have any questions or concerns regarding this change, please consult the attached document, or contact your local CMA CGM (America) LLC sales representative. For current schedule activity please visit our Web site at [www.cma-cgm.com](http://www.cma-cgm.com).

Best regards,

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## California Clean Trucks Program Frequently Asked Questions

### **What is the Clean Trucks Program (CTP)?**

The program is a set of rules established by the Port of Long Beach and the Port of Los Angeles that progressively bans older model year trucks (1988 and older) to help reduce air pollution.

### **When does the Clean Trucks Program go into affect?**

The program begins February 18, 2009.

### **What is the Clean Truck Fee (CTF)**

The fee is a charge for each container that enters the port, and is used by the ports to finance the truck replacement program set up by the CTP. This fee is imposed and collected by the ports.

### **How much is the fee?**

The fee is USD \$35.00 per loaded TEU.

USD \$35.00 20' Standard Container

USD \$70.00 40' Standard Container, High Cube Container

USD \$70.00 45' High Cube Container

USD \$70.00 53' Standard Container

### **Who is responsible for paying the CTF?**

Only the Beneficial Cargo Owner (BCO) is authorized to pay the fee.

### **Which containers will incur the CTF?**

Any loaded container passing through the gate by a non-exempt truck will be charged the fee. Loads moved to or from off-dock rail facilities, and loads picked up from Shippers Transport (STE), will also be subject to the CTF. The only exceptions are loaded containers moving from pier-to-pier (inner harbor drays), or containers moving by an exempt truck.

### **What is an exempt truck?**

An exempt truck is a diesel truck, model year 2007 or newer, or an alternative power truck (such as liquefied natural gas). Please refer to each individual port's Web site for more information on additional exempt truck qualifications.



**What is a compliant truck?**

A compliant truck is a truck that is of model year 1989 or newer. These trucks will be able to work at the ports, but will be subject to the CTF, beginning February 18, 2009. Any truck, model year 1988 or older, will be banned from the ports.

**Can CMA CGM guarantee the use of exempt trucks?**

No. Unfortunately, there are very few exempt trucks in operation at this time.

**How does the BCO pay the CTF?**

The BCO must “claim” their cargo before it enters or departs the ports. The ports have constructed a new Web site called PortCheck, where BCO’s can register and claim their cargo.

PortCheck    [www.portcheck.org](http://www.portcheck.org)

BCO’s must also “claim” all cargo prior to loaded containers being drayed into, or out of, the ports.

**What is meant by “claiming” cargo?**

By “claiming” their cargo, the BCO is telling the ports that the bill of lading or booking number belongs to the BCO and that they are responsible for any CTF charges.

**What happens if the BCO does not “claim” their cargo?**

If the BCO does not claim their cargo, the ports will not allow the loaded containers to be drayed into, or out of, the ports. This will cause delays in delivery, and may result in additional storage fees, dry run fees, etc. for the account.

**How will the BCO be invoiced?**

BCO’s will receive a weekly invoice from the ports for all truck transactions. The BCO will only be invoiced for those containers that enter or depart the port with a non-exempt truck.

**Where can the BCO obtain more information about the program and fees?**

Port of Long Beach	<a href="http://www.polb.com">www.polb.com</a>
Port of Los Angeles	<a href="http://www.portoflosangeles.org">www.portoflosangeles.org</a>
Clean Air Action Plan	<a href="http://www.cleanairactionplan.org">www.cleanairactionplan.org</a>