



Community Forum on
the Public Health
Impacts of
Neighborhood
Trucking

October 19, 2010

“Port draws fire from Georgetown neighbors over rigs, air pollution”

Seattle Times
September 20, 2007



Port Plan Falling Short

- 1) Pre-1994 ban
- 2) Scrapping
- 3) Retrofit and financing

Most trucks still high polluters

Replacement trucks are older models

Outcomes disappointing

The cost burden of clean trucks on poverty-wage drivers is unsustainable

U.S. West Coast Truck Bans

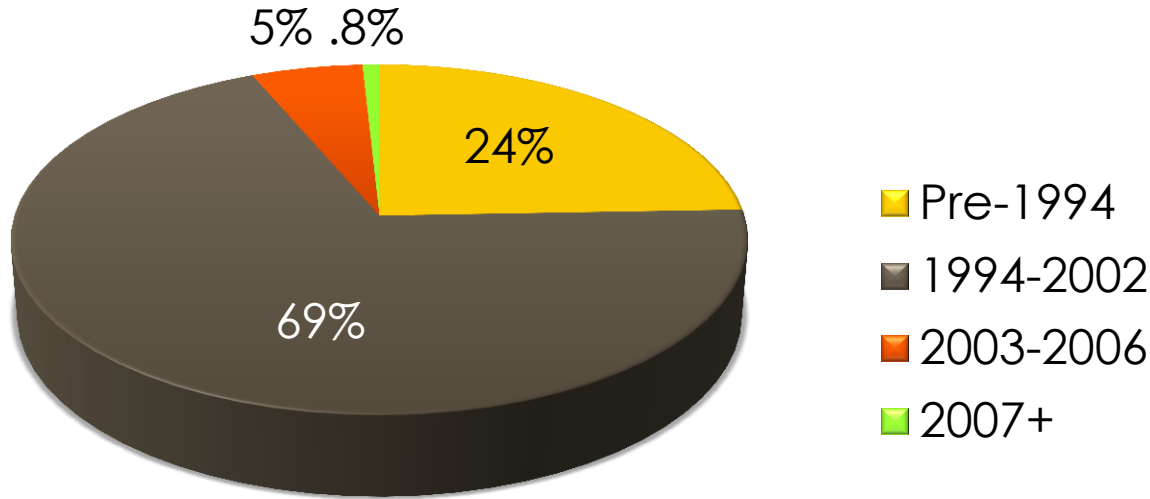
	In Place	Model Yr
Ports of LA & Long Beach	Now	2004
	2012	2007
Port of Oakland	Now	2004
	2013	2007
Port of Seattle	2011	1994
	2018	2007

Model Year Emission Rates

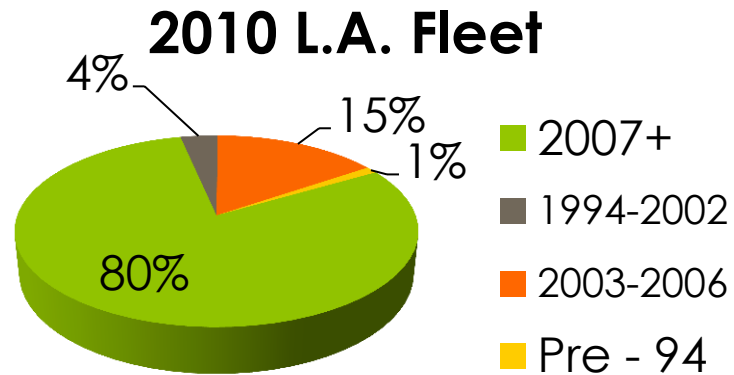
Model Year Group	Emissions Rate in g/mi at 500,000 miles	
	NOx	PM
Pre 1987	24	3.11
1987-90	24	3.11
1991-93	21.6	1.49
1994-97	21.6	1.05
1998-02	21.6	1.05
2003-06	15.2	0.62
2007-09	9.2	0.09
2010+	3.18	0.09

Source: California Air Resources Board

Composition of Seattle Drayage Fleet



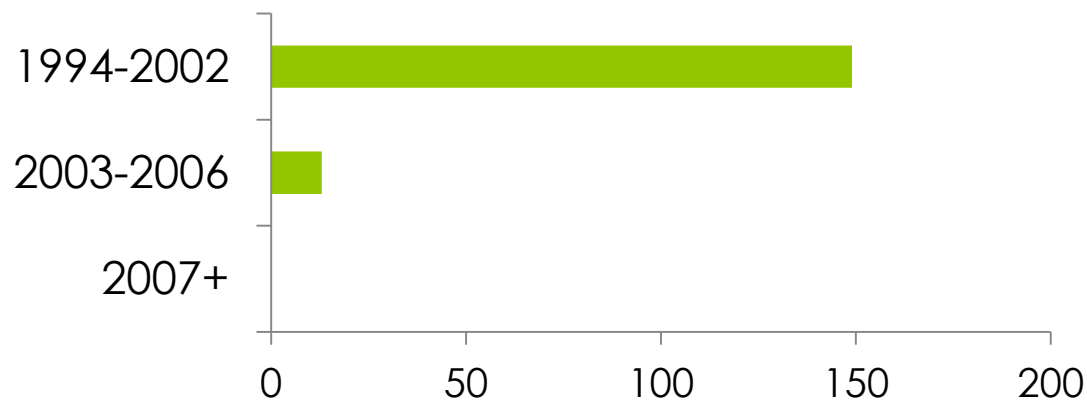
Source: Port of Seattle (July 2008)



Source: Port of Los Angeles (August 2010)

Scrap and replace falling short

- NO drivers have financed trucks
- Replacement trucks are older models



- 15% Drivers have left industry

Source: Puget Sound Clean Air Agency (8/31/10)

Drivers Cannot Afford New Trucks

- Median annual income: \$28,500
 - Source: *Port Jobs Study (2007)*
- 2007 - 2011 vehicle costs \$70,000-\$130,000
- Maintenance costs for newer trucks higher
 - Additional \$5,900 a year to maintain
 - Source: *"From Clean to Clunker"*
 - Latest filter technology requires more professional maintenance
 - Source: *J.D. Powers and Associates*

Problem Not Solved

- Only 1/4 of polluting vehicles removed
- No plan on replacing remaining fleet with newer models
- Entire burden of paying for clean trucks on falls on drivers

The Road Forward

- Stronger ban in-line with other ports
- Costs of clean trucks must be responsibility of trucking companies, not drivers