

**FRANK R. LAUTENBERG**

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# United States Senate

WASHINGTON, DC 20510

February 5, 2009

Chairwoman Nancy Sutley  
Council on Environmental Quality  
730 Jackson Place, NW  
Washington, DC 20503

Dear Chairwoman Sutley,

I write regarding recent actions by U.S. seaports to improve air quality, efficiency of maritime port operations, and accountability of companies doing business with the ports. Programs such as the San Pedro Bay Ports' Clean Trucks Program have laudable goals and could serve as national models for improving the efficiency and environmental impact of port operations throughout the country.

The Clean Trucks Program aims to reduce air pollution from harbor trucks by more than 80 percent within five years. It would do so by providing grants and financial incentives to trucking companies to replace older, high-polluting trucks. Under the program, all of the more than 16,000 trucks currently serving the Ports would be replaced or retrofitted with environmentally-friendly technology to reduce air pollution. Trucks dating from before 1989 would be banned beginning October 2008, and all trucks would have to be replaced or retrofitted to meet 2007 diesel truck emissions standards set by the U.S. Environmental Protection Agency (EPA) by 2012.

I write to ask you to share your views on improving air quality at our nation's ports, and in particular your views on programs such as the Clean Trucks Programs. I have included three additional questions to which I would appreciate your prompt response. I look forward to your answers and working together in the future to reduce air emissions and cut down on pollution in our nation's ports.

Sincerely,



Frank R. Lautenberg

**Written Questions of Senator Frank R. Lautenberg  
For Nancy Sutley,  
Chairwoman of Council on Environmental Quality**

1. What are your views on the Port of Los Angeles' Clean Trucks Program, and would you support other ports around the country in their efforts to replicate this program?
2. What assistance would you seek to provide other port authorities exploring how to adopt a "clean trucks program" aimed at reducing air emissions in the region through replacement of older, more-polluting vehicles servicing our country's maritime ports?
3. Do you generally support the approach the Port of Los Angeles took, in which they decided that environmental standards and pollution control devices should be the responsibility of transportation companies, in this case trucking firms, to own and maintain, instead of the responsibility of individual workers? Why or why not?