



**Port of Seattle  
Clean Air Strategy – Truck Program  
Fact Sheet  
April 14, 2009**

In January 2007, the Port of Seattle adopted the Northwest Ports Clean Air Strategy. The Port joined the Port of Tacoma and Port Metro Vancouver in establishing emission reduction standards for the Puget Sound and Georgia air basins. Included in the Strategy are emissions goals for drayage trucks; specific standards and timelines for reaching them can be found below.

For more than a year, the Port has worked with key stakeholders, including drivers, to determine the most workable solution for Seattle. Port commissioners and staff have worked diligently with our partners to analyze the funding and enforcement mechanisms legally available to us at this time.

**Northwest Ports Clean Air Strategy Truck Performance Measures**

- 2010: Trucks that enter container terminals must be model year 1994 emissions equivalent or newer. Exemptions for occasional visitors may be established.
- 2015: 80% of trucks entering container terminals must meet model year 2007 emissions standards, as defined by the U.S. Environmental Protection Agency.
- 2017: By December 31, 2017, 100% of trucks entering container terminals must meet model year 2007 emissions standards. Exemptions for occasional visitors may be established.

**Clean Air Strategy – Port of Seattle Truck Program Elements**

- The Port will contribute \$2.3 million to the Puget Sound Clean Air Agency in support of their maritime emission reduction programs, including a buy-back and scrap program for pre-1994 trucks. Truck owners will receive \$5,000 or fair market value, whichever is greater, for their trucks. Trucks will then be scrapped, permanently removed from the road.
- The Port will develop a Small Business Assistance Program for independent owner/operators, led by the Office of Social Responsibility and facilitated by a Trucker Liaison position.
- The Port will work with the trucking community to find resources to fund newer, retrofit trucks. These options will include:

- The Cascade Sierra Solutions Bridge to a Better Future program – a lease program that helps truckers afford newer trucks and places \$100 per month from lease payments into a savings account for future truck purchase.
- Partnerships with institutions such as ShoreBank Enterprise Cascadia to provide long term/lower-interest financing options.
- Working with truck manufacturers (such as Paccar, International, and Freightliner) to seek preferential pricing and long term/lower-interest loans for Port program participants.

The Port needs successful drivers, and drivers need a successful Port – that’s why we have been working for more than a year with key stakeholders, including drivers. It’s important to craft a solution that meets recognizes the difficult economic conditions faced by some in the trucking industry, one that keeps them in business while creating cleaner air for our communities.