



Dear WorldTrans' Partner,

As of October 1, 2008, the Ports of Long Beach and Los Angeles enacted the Clean Air Action Plan. The Plan prohibits pre-1989 trucks from entering the Ports and requires License Motor Carriers (LMC), to become Port Concessionaires. Only Port registered LMC's will be allowed to dispatch trucks into port terminals.

To achieve the aggressive clean-air goals outlined in the Clean Air Action Plan, the Ports have decided on a progressive ban on dirty trucks, together with a Clean Trucks Fee (to assist with funding the truck turnover), as the fastest way to cut air pollution and reduce public health risks posed by dirty diesel trucks. The Ports will use the funds generated by these fees to ensure that the old polluting trucks will be scrapped and taken out of circulation, rather than continuing to work outside the Ports.

To help finance the cleanup, the Ports have adopted a Clean Truck Fee of \$35.00 per TEU or \$70.00 per FEU. The fee will be assessed against the Beneficial Cargo Owners (BCO) and applies to:

- Loaded containers, both import and export
- Domestic cargo (Mainland trade destined to Hawaii, Guam, and Alaska)
- Cargo trucked to rail yards outside the Ports

The Clean Truck Fee is scheduled to expire or "sunset" in 2012, by which time all trucks will have been replaced with 2007 or newer models. The Clean Air Action Plan allows for exemptions to the container fees if the trucks used for drayage service meet the 2007 Emission Standards and are privately funded.

Our Partner, Total Transportation Services, Inc. (TTSI) has been a premier drayage company in Southern California for the past 11 years. TTSI has laid out an aggressive plan to privately fund clean trucks. They are a permitted concessionaire in both Ports; their trucks are privately funded and purchased prior to October 1, 2008. They are totally exempt from the ports' Clean Truck Fees.

In May 2008, TTSI became the first company to put LNG Trucks into service (beginning with eight (8) vehicles). At the same time, they added 16 clean diesel trucks to their port drayage fleet. At present, they have converted 75% of our fleet and will have converted 100% of their fleet to clean and green by December 31, 2008.

To fund deployment of their clean, **totally exempt**, private fleet, they have proposed a Green Truck Surcharge per container drayed. This fee is lower than the Ports - \$30.00/20' and \$55.00/40',HC' vs. the port's \$35.00 to \$70.00. This fee includes a \$5.00 per container administrative fee to set up and manage an account on your behalf. TTSI's surcharge will expire in 5-years. If a TTSI clean truck pulls your container, your company will be exempt from the Port Container Fees, saving you \$15.00 per 20' and \$20 per 40' per container. There are really two advantages for you:

- The Ports' Clean Truck Fee **may never expire**. TTSI's fee will sunset in 5-years.
- The Port fee is **bound to escalate in the same way Pier Pass fees increased**. TTSI's fees will always remain lower than the ports.

TTSI currently has capacity and the capability to add additional capacity. If you would like to take advantage of this program, in partnership with WorldTrans, **please reply to this e-mail and indicate as such by December 17th**, otherwise, WorldTrans' will charge a \$45 per 20' and \$75 per 40' fee. Even though your cargo would be exempt, WorldTrans would still be required to open an account with Port Check and pay the fee when the truck is gated in, we are then credited when the container is taken out as each truck is identified with an RFID telling the system the truck is exempt. Should any discrepancies arise, WorldTrans would handle them ourselves, not involving you as the beneficiary cargo owner.

If you plan on opening your own account with PortCheck (such as with Pierpass) please let us know, you would then assume responsibility of maintaining your account.

We have several articles and FAQ sheets which I would be happy to pass on regarding this program if you like, otherwise, if you have any questions or need further clarifications after your review, please do not hesitate to call or email me

Sincerely,

Matthew Behrendt
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