



PortCheck Frequently Asked Questions

What is PortCheck?

PortCheck is a company created by the marine terminal operators in the San Pedro Bay to collect the Clean Truck Program tariff fees for the Ports of Los Angeles and Long Beach.

What is the difference between PortCheck and PierPASS?

Although they are separate companies, they are very similar in ownership, operations and policy, which should make use by many easy and familiar. PierPASS runs the OffPeak program and collects the Traffic Mitigation Fee that funds the five OffPeak shifts on nights and Saturdays.

What is the relationship between the Drayage Truck Registry and PortCheck?

The DTR is being produced by the ports and their contractors and will notify terminal operators which trucks are authorized to access marine terminals and the billing condition of the truck.

What is the Clean Trucks Program?

The Clean Truck Program is part of the Clean Air Action Plans (CAAP) of the Ports of Long Beach and Los Angeles, which have the goal of reducing emissions of harmful pollutants by 45 percent by 2012.

What is the Clean Trucks Fee (CTF)?

The Clean Trucks Fee is the charge in the ports' tariff for trucks entering or leaving the port terminals and is used to fund the purchase of new, clean trucks through the ports' grant program.

Which trucks are subject to the CTF?

All trucks 1988 and older are banned. All trucks 1989 and newer are subject to the fee subject to some exceptions. To understand these exemptions, visit the ports' web sites at www.portoflosangeles.org/cleantrucks and www.polb.com/cleantrucks for more information.

How do I register for PortCheck?

In the near term, you should register in PierPASS at www.pierpass-tmf.org and those registrations will migrate to PortCheck. In the future, PortCheck will have its own registration but it will be identical to the current PierPASS process.

When does the program start?

Collection of the CTF assessed by the Port of Los Angeles and Port of Long Beach is delayed pending resolution of outstanding regulatory issues. An agreement filing relating to the ports' arrangement with PortCheck is still pending with the Federal Maritime Commission (FMC), and the fee collection will be delayed while issues relating to that filing are resolved.

What do I need to do?

If you are an importer or exporter:

- Register in PierPASS as soon as possible

Truck company or truck owner:

- Register in the port's Drayage Truck Registry at www.emodal.com

Truck driver:

- Make sure the company you work for has you registered in the Drayage Truck Registry
- Your truck must have an RFID tag on the mirror



- Your truck must be registered in the eModal TruckerCheck. If you do not, you will be turned away.

Customs broker, warehouse, 3PL:

- Check with your service providers to make sure they are Clean Truck Program compliant.
- Study the CTF exemptions so that you know whether your service provider will operate trucks that are exempt from some or all CTF charges.

Who is going to pay?

All Clean Truck Fees are the responsibility of the cargo owner or named party on the Ocean Bill of Lading

How do I pay?

PortCheck will have a web site up shortly that will function just like PierPASS does today. PortCheck registrants will be able to apply for credit and receive invoices at regular intervals or they can pay CTFs with a credit card.

Can a third party be billed for the CTF?

Only those with credit accounts can be billed and only those who "claim" containers or booking numbers will be billed.

Will there be a pre-pay option for the fee?

Yes, in the same way as PierPASS is today.

Will my truck be admitted to the terminals after October 1?

The truck must be Model Year 1989 or newer, must be registered in the Drayage Truck Registry and must have an RFID tag. Also, the driver of the truck must have a TWIC card or have a receipt that a TWIC card has been applied for.

When does fee collection begin?

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How much are the fees?

The fees are basically \$35 per TEU but there are some exceptions. Please check the ports web site for particulars.

What is the fee for containers larger than twenty feet equivalent units (TEUS)?

There are currently only 2 fees: \$35 per twenty footer and \$70 for all others.

Are there any exemptions?

Yes, there are exemptions for on dock rail and for transshipment cargo within the ports. Some trucks are also exempt depending on the model year and who purchased them.

If I get a new truck through the Clean Trucks Program but with Proposition 1B funds only (i.e. no port funding included), do I still need to pay the CTF?

Not in Los Angeles but yes in Long Beach if the truck is purchased after October 1, 2008 and no proof is provided that an older port truck was scrapped.



What about intermodal cargo?

On dock intermodal is exempt. Off dock intermodal, however, is not. If the container leaves the terminal by truck, the full fee will be assessed.

Why are the terminals imposing this new cost on the industry?

The ports of Los Angeles and Long Beach are imposing the fees, not the terminals. They are only collecting it and remitting to the ports. The ports are collecting the fees to pay for their truck replacement program.

My drivers have applied for TWIC cards but the cards haven't arrived. How do they get into the terminals?

The ports will allow access to the terminal for an undetermined interim period to drivers who can demonstrate that they have applied for TWIC cards. It is also important to note that the US Coast Guard will require TWIC cards April 1, 2009, so your drivers need to resolve this as soon as possible.