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**PierPASS OffPeak Program Diverts Half a Million Truck Trips from Daytime Los Angeles Traffic**

*OffPeak Reaches Two-Year Goal in Two Months, Reducing Port and Road Congestion; Peak-Hour Truck Traffic Drops 24%*

**LONG BEACH, Calif., October 14, 2005** – PierPASS Inc. announced today that more than half a million truck trips have been diverted from peak daytime traffic since the start of the OffPeak program on July 23, relieving congestion inside the Ports of Los Angeles and Long Beach and reducing traffic congestion on area freeways.

Area commuters have reported a noticeable decrease in traffic congestion on Interstate 710 near the port. Peak-hour truck traffic on the 710 freeway has dropped an estimated 24 percent, according to a study by the Alameda Corridor Transportation Authority (ACTA).

On a typical day, more than 10,000 trucks use the new OffPeak shifts – enough to stretch from Long Beach to San Diego if lined up end-to-end. In the 10 weeks from July 23 through October 1, more than 503,000 truck trips took place during the OffPeak shifts – trips that otherwise would have occurred weekdays between 8:00 a.m. to 5:00 p.m. amid heavy commuter traffic.

“We have seen a significant decrease in the number of trucks on the 710 freeway during peak hours since the OffPeak program began,” said John T. Doherty, chief executive officer of ACTA, which conducted the survey. “We are observing that traffic is moving more smoothly on the 710 freeway during peak hours now because of OffPeak.”

The OffPeak program was launched with the support of state and local political leaders, local communities and cargo owners to reduce congestion in and around the Ports of Los Angeles and Long Beach, the busiest port complex in the United States. Together, the ports handle about 35 percent of all U.S. waterborne container cargo.

“In creating the OffPeak program, we responded to the needs voiced by elected leaders and the community,” said PierPASS Inc. President and CEO Bruce Wargo. “The success of the program demonstrates the ability of the goods movement industry to respond to evolving needs with industry solutions.”

Under the OffPeak program, all international container terminals in the two ports have established five new shifts per week (Monday through Thursday from 6:00 p.m. to 3:00 a.m. and Saturday from 8:00 a.m. to 6:00 p.m.). As an incentive to use the new OffPeak shifts, a Traffic Mitigation Fee is now required for most cargo movement during peak hours (Monday through Friday, 3:00 a.m. to 6:00 p.m.).

**Two Years Ahead of Schedule**

The OffPeak program reached its two year goal within two months. Since the start of the program, between 30

percent and 33 percent of container cargo at the ports has moved during the new OffPeak shifts on a typical day. When launching OffPeak in July, PierPASS said it aimed to shift 15 to 20 percent of all cargo movement to OffPeak shifts by the end of the first full year of operation, and 30 to 35 percent by the end of year two.

PierPASS has helped the two ports avoid a repeat of the peak season in 2004, when dozens of ships were stuck in the harbor waiting to unload in the congested terminals. Along with launching the OffPeak program through PierPASS, marine terminals have also hired thousands of additional workers to move cargo. Cargo volume growth also slowed at the two ports to a combined 8 percent so far in 2005, after growing more than 35 percent from 2000 to 2004.

Taking trucks out of stop-and-go daytime traffic and letting them move at night in faster-flowing traffic is also expected to have a positive impact on air quality around the ports.

#### ACTA Study Shows Reduced Peak Hour Truck Traffic

In July 2005, the Alameda Corridor Transportation Authority began a year-long survey of northbound truck traffic coming from the ports on Interstate 710. During the period of Monday August 29 through Friday September 2, ACTA counted 24 percent fewer trucks leaving the ports on the 710 freeway during peak daytime hours than during the period of Monday July 18 through Friday July 22, just before the OffPeak launch. ACTA estimates that 60 percent of port traffic uses the 710.

#### Efficiency in Terminals

Operations within terminals during the new OffPeak shifts are as efficient as daytime shifts. Trucks arriving to pick up or drop off containers during OffPeak shifts are spending about 30 minutes on average inside the terminal gates, comparable to peak-hour turn times. This measurement refers to the net time from when a truck enters the terminal to when it leaves for single transactions, and excludes non-working hours such as meal breaks. Once outside the gates, the trucks are able to travel in relatively light nighttime and Saturday traffic during the OffPeak shifts.

PierPASS has received complaints about lines at the 6:00 p.m. start of nighttime OffPeak shifts. PierPASS notes that if truck drivers arrive after 7:00 p.m., they can avoid the congestion created by all the trucks arriving at the same time. In addition, PierPASS encourages companies and drivers to make fuller use of the hours after the 10:00 p.m. to 11:00 p.m. meal break. The OffPeak shifts continue until 3:00 a.m.

#### About PierPASS

PierPASS is a not-for-profit company created by marine terminal operators to reduce congestion and improve air quality in and around the Los Angeles and Long Beach ports. Detailed information on PierPASS, the OffPeak program, the Traffic Mitigation Fee (including who must pay it, when it must be paid, payment methods, and credit account information) is available at [www.pierpass.org](http://www.pierpass.org).

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