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Reducing port-related truck emissions: The terminal gate appointment system at the Ports of Los Angeles and Long Beach

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Abstract

Growth in international trade and changing patterns of production have resulted in greatly increased volumes of freight traffic in urban areas. Metropolitan areas serving as major nodes within the international trade network are particularly affected. In California, state regulation was imposed on port operations in an effort to mitigate congestion and air pollution associated with increased port-related trade. This paper presents an evaluation of the outcomes of California Assembly Bill (AB) 2650 at the Ports of Los Angeles and Long Beach. The legislation permitted terminals to adopt either gate appointments or off-peak operating hours as a means of reducing truck queues at gates. There is no evidence of reduced queuing or transaction times, and hence that AB 2650 did not result in reduced truck emissions.



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Keywords

Port operations; Inter-modal transportation; Air quality; Regulation

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