



For immediate release: October 1, 2009
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The L.A. Clean Truck Program One Year Later
A Statement by Madeline Janis of LAANE

“After years of environmental and economic development challenges that cost lives, made children sick, and stalled job-creating expansion, Los Angeles City and Port officials led by Mayor Antonio Villaraigosa rolled up their sleeves.

“One year later we have proof they got it right: They developed a new business model to aggressively tackle the human toll that diesel truck pollution has taken on Southern California’s workers and residents – while using market forces to promote green growth. They rejected politically expedient band-aid fixes to sustain cleaner commerce in the long run and enable port trucking to become profitable again.

“In just 12 months, more than half of all cargo hauled out of the San Pedro Bay Ports is being moved by a clean-burning fleet, putting the Los Angeles Clean Truck Program three years ahead of schedule to meet the goal of slashing diesel-truck emissions by 80 percent. Truck dealers and manufacturers in Southern California have reported seeing business up by one-third, offsetting a 60 percent downturn nationwide.

“But we can’t breathe easy on this one-year anniversary of the Clean Truck Program.

“The hired guns at the Virginia-based American Trucking Association – the same Beltway industry lobbyists who oppose federal climate change legislation – have erected legal roadblocks against key provisions of the program. Now irresponsible companies have interpreted a temporary court order as permission slip to push the cost of low-emissions vehicles on to their contract drivers, who average \$10-\$11 an hour.

“This is unacceptable, and Congress must intervene. Dirty air has dramatically increased respiratory illness and mortality rates, and has caused health care costs to soar. Obsolete laws must not stand in the way of environmental and economic progress. We call on our elected leaders in Washington to take action before it’s too late.”

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