



For Immediate Release: September 26, 2011

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Industry Group Deals Blow to EPA Award-Winning Port Clean Truck Program; Environmental, Labor Groups Vow to Fight to Ensure Corporations, Not Workers Pay High Cost for Low-Emissions Vehicles

Patricia Castellanos, Chair of the Coalition for Clean & Safe Ports, issued the following remarks after the a 9th Circuit panel issued a decision on appeal by the American Trucking Associations vs. the Port of Los Angeles. The ATA sought to dismantle the LA Clean Truck Program, which reduced diesel truck pollution by 80%, instantly created local green jobs, and led to stronger road safety and security enforcement before the ATA obtained injunctive relief in 2009. Over 150 environmental, public health, labor, business, community, transportation, and faith organizations nationwide have called for Congress to pass the Clean Ports Act to modernize transportation law to make it clear the LA green growth model can be fully implemented. Castellanos is a San Pedro port resident.

"It is unconscionable that a backwards-looking Beltway lobby will stop at nothing to put profit before people and public health.

"While we are pleased by the court's refusal to allow the ATA to completely shut down our port's pioneering LA Clean Truck Program, cutting out a core component, if upheld, will have devastating consequences for working families and port communities plagued by dirty air and dead-end jobs. Furthermore, removing the employee provision destroys the opportunity for hundreds of small and large local businesses alike to grow and compete responsibly in the green economy.

"In bringing this appeal, the ATA refused to embrace 21st century approaches to progress and instead signed a blank check to furiously litigate against a market-based approach to cleaner commerce at pollution-heavy ports. It would have been far less costly to be a part of a solution to clean up the deadly pollution their businesses create here and across the country.

"Basic fairness, common sense, and moral justice have always been on our side. The community and our coalition will not let the profitable shipping and trucking industry shamelessly help themselves to taxpayer subsidies and drivers' paychecks to pay for their low emission fleets. Already the injunction has bankrupted port truck drivers and their families, who have been forced to choose between food and fuel, or medicine and maintenance.

"We are exploring options and will continue to vigorously pursue our efforts to ensure that port trucking companies nationwide are held to account for disguising their truck drivers as independent contractors. The LA Clean Truck Program must be able to proceed in its entirety in Southern California and as an environmental model for the nation."

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The [Coalition for Clean & Safe Ports](http://www.cleanandsafeports.org) is a unique partnership of environmental, public health, community, labor, faith, business, civil rights, and environmental justice organizations that promote sustainable economic development at ports coast to coast to make the port trucking system a less polluting, more competitive generator of good quality jobs for residents, workers, and business alike. We are over 150 organizations strong nationwide. Visit us at www.cleanandsafeports.org to learn more about our efforts at the federal level and in Los Angeles, Long Beach, Oakland, Seattle, Tacoma, New York, Newark, and South Florida.