



CONGRESSMAN GARY G. MILLER

PRESS RELEASE

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Congressman Gary Miller's Statement on the Clean Trucks Program

"An individual port authority should not discriminate against certain types of businesses ..."

WASHINGTON, DC – Today, the House Transportation and Infrastructure Subcommittee on Highways and Transit held a hearing to discuss the very important issues surrounding the Clean Truck Program at the Port of Los Angeles and the Port of Long Beach.

"Since the implementation of the Clean Truck Program, more than 8,000 high-polluting, cargo trucks have been removed from the San Pedro Bay harbor complex, reducing diesel truck emissions by 70 percent in just the first year of the program," said Congressman Miller. "By the end of 2010, local industry leaders expect, each dirty truck will have been replaced by a new, low-emission truck, and local officials predict that they will reach their goal of reducing diesel truck emissions by 80 percent – two years ahead of schedule. What is more, local motor carriers have invested more than a half-billion dollars in new, clean trucks to help the ports achieve their environmental goals."

In late 2008, the Ports of Los Angeles and Long Beach each launched clean truck programs. The goal of these programs is to reduce the emissions of trucks servicing the ports by more than 80 percent below pre-program emissions levels by 2012. These reductions are to be achieved through a phased-in ban of older, polluting trucks that have not been retrofitted with emissions control technologies. The Port of Los Angeles' Clean Truck Program also includes a controversial provision establishing a truck concession program, effectively banning independent owner-operator drivers from the ports.

"Although some supporters of the Clean Truck Program have argued that a specific employment and ownership structure for those trucks that serve the Port of Los Angeles is necessary to ensure compliance with current and new air quality guidelines, I believe that compliance with air quality standards should be determined on a truck by truck basis without regard to the employee or ownership status of the driver of that truck," added Congressman Miller. "The air quality achievements at the Ports are taking place under current law and without banning independent drivers—it is abundantly clear that ports already have the necessary authority needed to implement clean truck programs. I do not believe that an individual port authority should discriminate against certain types of businesses based on the assumption that their ownership or employee structure would affect their compliance with air quality standards."

To view Congressman Miller's opening statement, [click here](#).

To watch Congressman Miller ask questions regarding the Clean Truck Program, [click here](#).

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