



August, 2008



Oakland, July 22, 2008 -- Thousands of people demonstrate enthusiastic support for good jobs and clean air at the Port of Oakland. Coalition for Clean & Safe Ports members were joined by Mayor Ron Dellums, Los Angeles Mayor Antonio Villaraigosa, Port Commissioners Margaret Gordon and Victor Uno, Attorney General Jerry Brown, State Treasurer Bill Lockyer, Assemblymembers Loni Hancock and Sandré Swanson, Teamster General President James

P. Hoffa, California Labor Federation Secretary-Treasurer Art Pulaski, Alameda Labor Council Secretary-Treasurer Sharon Cornu and many others.

Greetings!

The July 22 March and Rally for "Good Jobs & Clean Air" was a great success! More than 2,000 people took to the streets to demonstrate our commitment to good, green jobs at the Port of Oakland. Nearly every major media outlet reported on the March and Rally. Our campaign to reduce air pollution and improve working conditions at the Port is gaining steam! We have many exciting campaign developments to report on. Please take a moment to read the attached update.

We look forward to seeing you soon as we take further actions to make Oakland the next city to adopt a Clean Trucks Program.

Sincerely,

Doug Bloch, Coalition Director

Aditi Vaidya, Coalition Organizer

IN THIS ISSUE

- **L.A. May Have Been the First to Pass a Comprehensive Clean Trucks Program But Oakland Will be Next, Vows Mayor Dellums**
- **Port Truck Retrofit/Replacement Grant Program Doomed to Failure in the Absence of Comprehensive Clean Trucks Program**
- **Trucking Industry Sues Southern California Ports to Stall Clean Air Plans**
- **Port Progress: Economic Impact Study Consultant Hired**

L.A. May Have Been the First to Pass a Comprehensive Clean Trucks Program But Oakland Will be Next, Vows Mayor Dellums

With Los Angeles Mayor Antonio Villaraigosa at his side, [Mayor Ron Dellums](http://www.mayorrondellums.org) (<http://www.mayorrondellums.org>) pledged to follow the L.A. Harbor's example and fix the broken Oakland Port trucking system that is contributing to a public health crisis and forcing drivers to endure sweatshop working conditions.

"I want to take this public opportunity to say to you, Mayor Antonio Villaraigosa, that you were first, but Oakland is going to be second, so don't slow down," said Mayor Dellums. "We must maintain the integrity of good jobs for our migrant truck drivers who need to have a real living -- not a false wage that continues to perpetuate poverty and pollution."



The L.A. and Oakland Mayors kicked off a rally of thousands of port truck drivers, environmental and environmental justice advocates, union members, clergy, community activists, public health advocates, elected leaders and public officials who gathered in support of a comprehensive Clean Trucks Program. Mayor Dellums called on the Oakland Port Commission to adopt a plan similar to the [landmark initiative](http://mayor.lacity.org/stellent/groups/electedofficials/@myr_ch_contributor/documents/contributor_web_content/lacity_004681.pdf) (http://mayor.lacity.org/stellent/groups/electedofficials/@myr_ch_contributor/documents/contributor_web_content/lacity_004681.pdf) recently signed into law in Los Angeles that will reduce emissions by 80 percent by ending the practice of hiring independent contractors and make the industry responsible for operating a clean truck fleet.

"This idea of good jobs and clean air, it is based in the values of that made America great," said Mayor Villaraigosa.

The demonstration, which was organized by the California Labor Federation, the Alameda Labor Council, the International Brotherhood of Teamsters and the Coalition for Clean & Safe Ports was covered by nearly every major Bay Area media organization [click here for a link to KTVU/Ch.2's story](http://www.ktvu.com/news/16960229/detail.html) (<http://www.ktvu.com/news/16960229/detail.html>)

The two mayors were joined onstage by State Treasurer Bill Lockyer who also strongly endorsed the Clean Trucks Program. At the conclusion of the speeches, a sea of demonstrators carrying blue and green "Good Jobs & Clean Air" signs marched down Washington Street through a "tunnel" of honking trucks to the Port Commission building where they heard speeches by Port Commissioners Margaret Gordon and Victor Uno, Attorney General Jerry Brown, Assemblymembers Loni Hancock and Sandré Swanson, Teamster General President James P. Hoffa, California Labor Federation Executive Secretary-Treasurer Art Pulaski and Alameda Labor Council Executive Secretary-Treasurer Sharon Cornu.

"Today, we stand together to demand clean air and good jobs, because we won't get one without the other," said Cornu. "This campaign is about the fundamental right of our families to decency, hope and opportunity. That's why we stick together, and that's why we'll win."

Also in attendance were representatives from the West Oakland Environmental Indicators Project, Pacific Institute, Natural Resources Defense Council, Oakland ACORN, Sierra Club, Interfaith Committee for Worker Justice, East Bay Alliance for a Sustainable Economy, The Workforce Collaborative, Coalition for Clean Air, Breathe California, Asian Pacific Environmental Network, Change to Win, International Longshore and Warehouse Union and other AFL-CIO unions and port drivers who are fighting for a greener port with better jobs.

“For far too long, we have suffered from the ill effects of port truck pollution. Cancer and asthma is devastating our community,” said Shirley Burnell, West Oakland Resident and ACORN member. “The Coalition for Clean & Safe Ports plan will lower public health risks associated with port truck pollution and bring economic opportunity to a neighborhood that has chronic high unemployment.”

Recognizing that dirty air was here to stay unless the economic conditions that led to the environmental crisis were reversed, the Port of Los Angeles adopted a comprehensive clean air plan in March. The Clean Trucks Program will reduce public health impacts, lift and enforce labor and environmental standards, and allow industry to grow and meet exploding trade demand. Port stakeholders have heralded it as the model to improve efficiency and catapult port trucking into the forefront of the green economy revolution.

The Oakland Port Commission is developing a similar Comprehensive Truck Management Plan, with a vote expected in the coming months. To ensure sustainability, the Coalition for Clean & Safe Ports has urged the Port to follow L.A.’s lead and include the following key provisions in its plan:

- Require trucking firms to become concessionaires to enforce environmental, community and labor standards;
- End independent contracting to make the industry permanently responsible for clean trucks;
- Reduce congestion by keeping trucks off residential streets;
- Provide good jobs to local residents that protect their freedom to unite and bargain for better working conditions;
- Provide small business assistance to local trucking companies in need.

“It’s important for the health of everybody, especially truck drivers,” said Salvador Ayala, a truck driver for more than 20 years. “We are the first ones to inhale the pollution.”

CCSP applauds Mayors Dellums and Villaraigosa, Commissioners Margaret Gordon and Victor Uno and the other elected leaders and public officials who participated in the rally for standing up in support of this life-saving initiative.

Teamsters President Hoffa Delivers Major Environmental Policy Address *Union opposes Arctic National Wildlife Refuge Oil Drilling*

The day after the rally, members of the Los Angeles, Long Beach, Oakland, Seattle, New York/New Jersey and Miami coalitions participated in the first “Port Leadership Summit” to exchange information and ideas about how to establish comprehensive Clean Truck Programs at major U.S. ports. International Brotherhood of Teamsters President James P. Hoffa was asked to deliver the **keynote speech** (http://www.teamster.org/08news/nr_080723_1.asp), and he took the opportunity to make

an important announcement that the Teamsters Union no longer supports oil drilling in the Arctic National Wildlife Refuge.

One of the positive outgrowths of the movement for good, green jobs at U.S. Ports is a stronger blue-green alliance of environmental organizations and labor unions. The movements have long shared many common goals, but they are now listening and learning from each other in ways they never have before. How did this come about? By environmentalists recognizing that in order for there to be green jobs, they must be good union jobs. And by labor taking the responsibility for falling into a trap set by big corporations that pitted us against each other.

President Hoffa recognized this false divide in his speech which he entitled *Greening the American Dream*, by saying:

In the past, we were forced to make a false choice. The choice was: Good Jobs or a Clean Environment. We were told no pollution meant no jobs. If we wanted clean air, the economy would suffer and jobs would be sent overseas. Well guess what? We let the big corporations pollute and jobs went overseas anyway. We didn't enforce environmental regulations and the economy still went in the toilet. The middle class got decimated and the environment is on the brink of disaster. Well I say enough is enough! No more false divides. The future, if we are to prosper as a nation, will lie in a green economy.

President Hoffa went a step further in announcing a major policy shift for the Teamsters Union stating that the Teamsters will no longer participate in the coalition supporting oil drilling in the Arctic National Wildlife Refuge (ANWR).

We are not going to drill our way out of the energy problems we are facing, President Hoffa said. We must find a long-term approach that breaks our dependence on foreign oil by investing in development of alternate energy sources like solar, wind and geothermal power.

President Hoffa urged the strengthening of the Coalition for Clean & Safe Ports and said that our future lies in a green economy which means creating good union jobs in America's growing industries.

We applaud the Teamsters for their bold vision of the future, said Greg Haegele, Sierra Club Conservation Director. We are proud to stand with them. We look forward to working to create green jobs and a clean energy economy together.

Word of President Hoffa's ANWR announcement and the Teamsters' involvement in the Coalition for Clean & Safe Ports made the rounds on the progressive blog circuit including *Daily Kos*, *Huffington Post*, and others and was then picked up by *Washington Post* columnist Harold Meyerson who wrote, "the Teamsters and turtles are together today as they have not been since the 1999 anti-WTO demonstrations in Seattle. In a party now headed by an 'and' guy, not an 'or' guy, this comes as very welcome news."

Port Leadership Summit participants found new ways to work together and committed to supporting one another's campaigns across the country. They went back to their own communities energized by the March and Summit with a strong sense of purpose as to how to green America's ports with good sustainable jobs.

Port Truck Retrofit/Replacement Grant Program Doomed to Failure in the Absence of Comprehensive Clean Trucks Program



In an effort to reduce air pollution emissions, the Port of Oakland has partnered with the Bay Area Air Quality Management District and the California Air Resources Board to provide grants for port truck retrofits, and engine and truck replacements. While CCSP commends the Port's effort to remove polluting trucks from the road, no matter how well-intentioned the program may be, dirty air is here to stay in the absence of a comprehensive Clean Trucks Program that permanently shifts the burden of cleaning up port truck pollution from low-paid individual truck drivers to the capitalized trucking companies and their Big-box retail clients who profit from shipping cargo.

The Port Truck Retrofit and Replacement Program is a short-term, quick fix that will not achieve permanent reductions in air pollution. While the industry continues to evade responsibility for its pollution, the program puts the financial burden of clean air on the backs of underpaid drivers. The cost of a filter and installation is estimated to be \$15,000 - \$28,000. With a maximum grant available of only \$15,000 for a retrofit device, most port drivers will have to pay thousands of dollars out of pocket for this option. If a driver decides to apply for a new replacement truck grant, that grant will only cover up to \$50,000. Since new trucks cost over \$100,000, a driver would have to pay at least \$50,000 out of pocket. These are huge expenses for drivers who make about \$30,000 a year. As the cost of diesel fuel soars to nearly \$5.20 a gallon, drivers' take-home pay is further depleted.

Furthermore, trucks with retrofit devices will only be allowed to operate at the Port until 2013. At that time, an independent truck driver will have to stop driving his truck and purchase a clean diesel vehicle that can cost from \$90,000 - \$120,000 (or upwards of \$180,000 for an LNG or alt-fuel truck). If a driver accepts a subsidy for a retrofit device, he will be ineligible to receive a subsidy for a replacement truck.

What happens in another five or ten years when trucks must be replaced again? Will the industry turn to the taxpayers and drivers to bail them out of their pollution mess once again, and again and again? Can the Port continue to foot the bill for clean trucks? It is time for a long-term sustainable solution to the port truck pollution problem.

Trucking Industry Sues Southern California Ports To Stall Clean Air Plans

As expected, the American Trucking Association filed suit against the ports of Los Angeles and Long Beach, and is trying to block implementation of the Clean Trucks Programs set to begin October 1, 2008. The [Natural Resources Defense Council](http://www.nrdc.org/media/2008/080728.asp) (<http://www.nrdc.org/media/2008/080728.asp>), the Coalition for Clean Air and the Sierra Club are intervening on behalf of the Ports to protect their Clean Trucks Programs.

The two programs will replace 16,000 dirty, diesel-polluting trucks. An estimated 80% reduction in diesel emissions from port trucks is expected in the next five years.

“This industry’s obstructionism – which risks our children’s lives – demonstrates why this broad coalition has come together and will stay together,” said Reverend Mary Jo Bradshaw, a Long Beach mother and grandmother, in a statement on behalf of the Southern California Coalition for Clean & Safe Ports. “We deserve and demand nothing less than a plan that ensures companies and corporations are responsible for owning and maintaining a fleet of alternative-fuel and low emissions trucks to sustain environmental clean-up in the long term.”



The ATA is seeking an injunction to immediately halt implementation of the programs. A court hearing on the injunction is set for September 8.

During debate over adoption of their Clean Air Program, the Long Beach Port bowed to industry pressure and dropped the provision requiring trucking companies to hire drivers as employees instead of independent contractors out of fear of a law suit. The industry showed its true colors when the ATA sued Long Beach anyway. Clearly, the ATA does not want to take responsibility for cleaning the air it pollutes, and would rather have low-income port drivers and taxpayers pay the price.

Even though the NRDC opposes the Long Beach Port’s omission of the employee provision from its Clean Trucks Program, the organization is intervening on behalf of both ports in an effort to protect the integrity of the concession model which is the keystone to making the plans work.

As reported in the *Los Angeles Times* (<http://www.latimes.com/news/local/politics/cal/la-me-trucking26-2008jul26,0,3566689.story>), Los Angeles Mayor Antonio Villaraigosa said in a statement that stopping the ports' plans would be an egregious mistake that would cost lives. "When thousands of lives are cut short every year by toxic emissions from the port, we have a moral mandate to act. The health of our environment and the public is at stake, and it is time to hit the brakes on the 16,000 diesel-spewing trucks polluting our air every day," said Villaraigosa.

Port Progress: Economic Impact Study Consultant Hired

This month, the Oakland Port Commission voted to hire Beacon Economics to conduct an Economic Impact Analysis for the Port's Comprehensive Truck Management Program. Undaunted by industry law suit threats, the Port of Oakland is moving forward in examining how to put a good, green jobs policy in place.



The study will look in-depth at the trucking industry at the Port and the impact of proposed solutions, including the effect that instituting an employee model will have on port operations. By taking this action, the Port Commission and staff took a needed step if the Port is to include a provision requiring trucking companies to hire drivers as employees in the Comprehensive Truck Management Program. Trucking company representatives and their clients have spoken out against the Port moving forward, arguing that such measures will cause the Port to lose cargo to other West Coast ports. This important study will help the Port assess the industry threats. Beacons Economics is expected to take three months to conduct the study which will be followed by a peer review. The final report should be ready for public discussion by the end of the year.

Regardless of the industry's law suit to try to block implementation of the L.A. and Long Beach plans, the Port and our campaign are moving forward. The Clean Trucks Program is sound public policy, a sustainable public health and environmental mitigation and a winning solution for our community.